



STAG OWNERS CLUB

ISSUE 514 APRIL 2026

IN THIS ISSUE

MYRTLE CONTINUES / 2026 NATIONAL WEEKEND

LD 2 / AN ANTIPODEAN STAG ADVENTURE

MELLOW YELLOW / AN ALPINE ESCAPADE

STAG OWNERS CLUB

HONORARY POSITIONS

President: Steve Kiefer

Past Presidents: Lesley Phillips

Vice-Presidents: Chris Liles, Simon Preece, Peter Robinson,
Clive Tate, Lesley Phillips

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GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

UK £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

The club has been busy again this month at the restoration show at the NEC. This is on the front cover this month, but next month we will have the full report and a lot more pictures.

The show was pretty busy with lots of activity going on at all the club stands. Good to see a lot of young people getting involved in the mechanics of Classic Car ownership.

Some last-minute news about some shows that we're going to be participating in this year.

The club is booked in at the Donington Historic Festival on the 1st to the 3rd of May, go to page 24 for all the details and the discount club booking code.

As I'm sure you've all heard that the Silverstone show that we normally do is now the Car Fest.

The club is not attending that, however Silverstone are putting on the Silverstone Classic. It's now called Silverstone BRDC, still early days and we don't have that much detail at the moment but they are accepting tickets sales. Details again are on page 24

Also a group of Stag owners from West London are putting on a show, it's called the Stag Empire Open Show and they are welcoming all Stags.

It's on Sunday, the 10th of May at 11 o'clock and is at the Sytex Community Stadium, Beaconsfield Road in Hayes. Look on page 13 for their advert.

So lots to keep us busy in the forthcoming months and I look forward to your reports and pictures from all the events you attend.

Carl Fuss

ISSUE 514 APRIL 2026

Front Cover: Restoration Show

Photo: Jan Fuss

Back Cover: Camping in Foret des Melezes

Photo: Tony Mills



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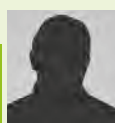
General enquiries: Tel. 01379 677735

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WELCOME NEW MEMBERS

Mr. P.Johns	Cornwall	Mr. M.Wright	Cornwall	Mr. D.Williams	London
Mr. T.Rees	Monmouthshire	Mr. D.Forth	Cambridgeshire	Mr. A.Bannard-Smith	Bedfordshire
Mr. M.Adamson	Berkshire	Mr. K.O'connor	Surrey	Mr. G.Walton	Surrey
Mr. P.Leonard	Gloucestershire	Ms. M.Y.Zweegers	London	Mr. K.Richman	Dorset
Mr. B.Clarson	East Sussex	Mr. G.Hunt	Buckinghamshire	Mr. T.Coates	Cumbria
Mr. C.Morgan	Llanelli	Mr. N.Ward	Hampshire		



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 National Weekend**

This is being held at the same venue as 2025. The Old Warden Aerodrome Bedfordshire known as Shuttleworth. The dates are 4th and 5th July.



- **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.



SOCTFL NEWS UPDATE

BODY PANELS DO NOT GROW ON TREES



Talk about stating the obvious!! It would be nice if they did. The truth is there is a huge amount of work involved in bringing a project idea to completion and in this article is intended to give an overview of just what it takes.

SOCTFL, as its name suggests, its role is to provide financial support for the development of tooling required to manufacture parts. It does not manufacture components.

So what is involved? Well firstly a suggestion for a new panel has to meet the criteria for acceptance. Projects must be for panels no longer available or very difficult to obtain, there is a sufficient potential demand, and be produced at a reasonable cost to customers.

Assuming these criteria are met and that SOC funding is required a project proposal is developed and submitted to the National Committee for their approval.

The project can then move to the next stage that requires finding a good quality panel from which the dimensions and profile can be scanned and a suitable manufacturing partner identified. Working with the manufacturer a quotation is developed for the panel cost.

A number of important decisions have to be taken including is it to be a full or partial repair panel, the complexity of the panel profile so as to provide the necessary rigidity, the material to be used (usually the same or very similar to the original).

The scanned data is used to produce a CAD model that enables the development of the tool design. For complex panel shapes specialised software such as Autoform may also be required. (There are some very interesting and informative videos on YouTube that demonstrate how Autoform works). Once all this data is available and a toolmaker has been sourced the tools can be produced.

The final manufacturing process has to be agreed. This is usually a choice between press or hammer forming taking into account the costs involved.

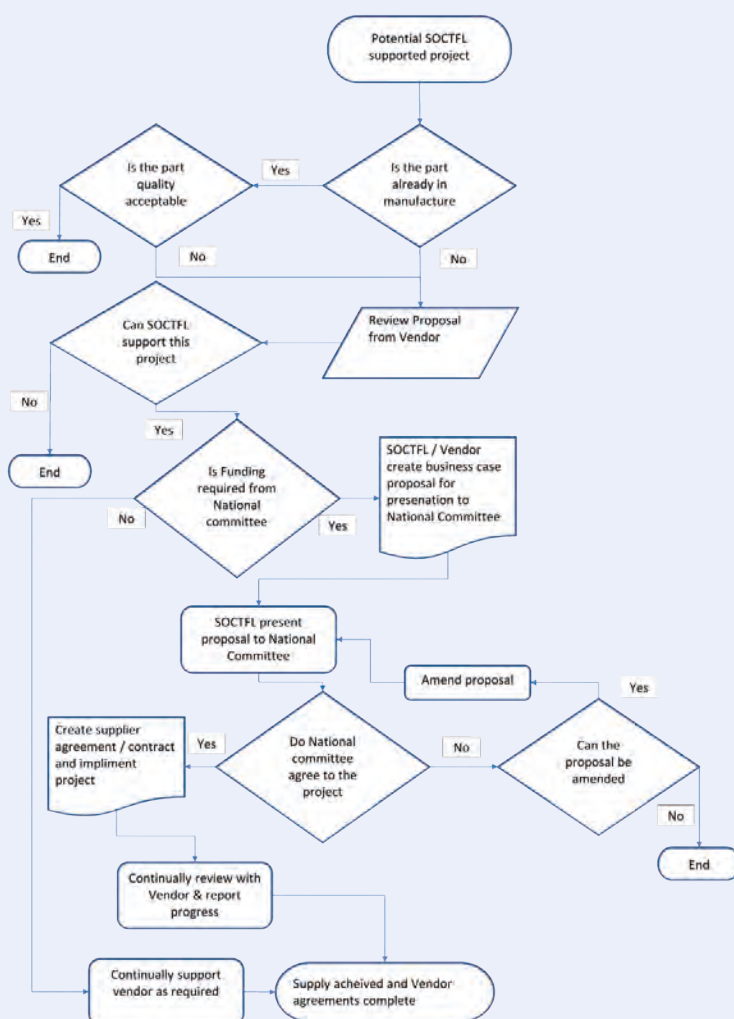
It is worth emphasising that finding toolmakers and manufacturers for small batch numbers is becoming more and more difficult as the number of smaller companies in these fields has diminished significantly in recent years. It can require a lot of effort by SOCTFL to find toolmakers and manufacturers willing to take on this work.

Having reached the stage in the project where production can commence attention becomes focused on finding a distributor to store a supply of parts for other retailers and direct sales to customers. Contracts have to be agreed between the distributor and SOCTFL that includes pricing and other aspects. Marketing then becomes a joint effort between the parties.

Clearly, all this effort is very time consuming and is undertaken by the SOCTFL committee members, all of

whom are volunteers. We are fortunate that one of the members, Wayne Woolford, has many years experience in body in white design with numerous car manufacturers and gives freely of his time and expertise. He thoroughly deserves our thanks for his efforts.

The flow chart below gives a graphic oversight to the stages of a project which you may find informative and interesting:



If you would like to learn more about the work of SOCTFL visit the webpages of the club website. Go to the members area and scroll down to SOCTFL members home page.

We are always looking for other members to join the committee and get involved in the activities of SOCTFL. You do not have had a background in automotive engineering to make a valuable contribution. So if you would like to join us please contact Paul Smith (Chairman) via email: soctfl@stag.org.uk

Noel Sargent

NOTES FROM THE COMMITTEE

MARCH 2026 UPDATE

Some of you may have noticed the inclusion of a list of Honorary Members in the front of the magazines this year. And some of you may have asked 'what is all that about ?'

Even as long term Membership Secretary, I would admit to not quite knowing everything about our Honorary Members, or what Honorary Membership is all about so I will try to sort this out for my own ongoing education and, at the same time, let you know what I find out. So, here goes !

There are two types of honorary members (without capital letters), there are Honorary President/Vice President types and Honorary Member types. These are different as (believe it or not) Honorary President/Vice Presidents are not actually Honorary Members.

This is because the 'Honorary' in the President and Vice President titles refers to an 'honorary position' and not to Honorary membership status. These positions are defined within the Rules & Regulations (As last month DO NOT SWITCH OFF when I mention RULES) as 'A title bestowed on an individual who may be an ordinary or an honorary member'. It goes on to say that 'the titles are often given to existing members in recognition of distinguished or meritorious service to the Club'. So, the members who have been listed in the magazine for ages as 'Honorary President' and 'Honorary Vice Presidents' are not actually Honorary members..

However, when the Rules were drawn up it was recognized that not everybody could occupy the President and Vice President roles and there needed to be a different acknowledgment of merit for others who did not fit into these positions – and particularly for people who were not actually members in the first place, such that they could become linked to the Club in our appreciation of what they had done for Stag in general. Hence a category of membership – Honorary Members – was included in the Rules and defined as 'People who have been given the privileges of voting membership by the Club and are not required to pay a membership fee'

The practice of awarding Honorary Membership seems to have been forgotten by the Committee in the recent past but was reinstated in Committee ideas during 2024 and 2025 with a number of people being given Honorary Membership status, some from outside the Club, in recognition of what they have done for the Club or the car and others in recognition of what they have done from within the Club.

So, now that we have a list and are therefore celebrating our Honorary members as we should, it becomes my pleasure to be able to tell you briefly about each one and why they are special to the Club. I will do this in the order in which they became 'Honorary'.

Valerie (Val) Gaffney

Val was awarded Honorary Membership in 1982. She had been a very early member of the Club and quickly joined the Committee, taking up the position of Social Secretary in June 1980. As the organiser of all the early social events such as the annual Christmas party, the AGM and the annual dinner & dance (all separate events in the very early days) she became well known to many members of the fledgling club. Indeed, Val got so involved that she persuaded her husband, Pete, to join the Committee as step-in Chairman for a year while Val reverted to the job of Secretary.

The exact details of becoming an Honorary Member are lost in the mists of time but I have always known Val to be an Honorary Member and she continued organising the Club's major social events both in the UK and abroad until 1990 when she 'retired from active service'.

A.D. (Tony) St. John-Hart (1948-2023)

Strange to be putting Val before Tony as it was Tony who came up with the idea of starting the club and who is our member 00001. The reason is really that, like Val, the actual details of an honorary anointment are lost with the very early Club minutes.

It is easy to think that everyone in the Stag World knows of Tony Hart of Hart Racing Services but maybe not as tempus keeps on fujitting .

Tony started HRS in the mid seventies to provide preparation for Aston Martins hoping to run in competition events after his brother acquired one such vehicle. Some of his clients had Stags and he started servicing them as well, becoming a champion for the model and promoting the start of a suitable support club in November 1979.

Always a supporter of the car and the Club that he had started, during the eighties Tony modified two Stags into special 'racing' cars for the Modsport and Roadsport series, campaigning them with acclaim on British tracks during the eighties and nineties and again in 2010 & 2011

Tony occupied the roles of Chairman, President and Founder with 'Honorary' being first appended to his titles at the start of 1982.

Ken Hudson (1913-2006)

In 1979 Ken stood alongside Tony as club member 00002 and was a prime mover of the Club until his death in 2006.

His pre-history is a bit difficult to establish but I believe that he was an active pilot during the war and then worked for Imperial Airways, BOAC and Olympic before being taken on as personal pilot for the Greek tycoon, Aristotle Onassis, during the sixties. How he got 'into' Stag I am not quite sure but, living in London and having his Stag

served at HRS, he was on the spot when Tony proposed the formation of a supporting club.

Ken put so much into the Club for 27 years, being involved at Committee level for 16 years and occupying the position of Treasurer from formation until 1994, when, at the age of 81 he took the job of Publicity Officer for a year. The magazine shows Ken as being Vice President, President

and Life President at various times and, like Val and Tony, it is difficult to establish when he became an Honorary member, or if he was ever formally appointed as such but as he always paid his subs up front and never would have considered not doing so, the formality is immaterial.

Peter Robinson

SOCTFL ANNUAL GENERAL MEETING 2026

HERITAGE MOTOR CENTRE, GAYDON, WARWICK CV35 0BJ
SUNDAY 3RD MAY 2026 – 10.00AM FOR 10.30AM START

We are inviting you to attend the 2026 SOCTFL AGM, and if you cannot attend you have the option to appoint a voting Proxy as required by Company Law.

This is the same day as the Co-ordinators meeting (details below).

Do come along to this enjoyable event, you will be most welcome. Enjoy Coffee and Biscuits on arrival.

Stag Owners Club Tooling Fund Limited Proxy Voting for the AGM Sunday 3rd May 2026

If you would like to exercise your right to appoint a proxy please photocopy or cut out and complete the form and send it to arrive by Friday 17th April 2026 to:

Paul Smith (SOCTFL Chairman), Oakfield House, Maidensgrove, Henley on Thames, RG9 6EX

You must provide your name(s), address and SOC Membership Number(s).

Stag Owners Club Tooling Fund Limited

I/we (name) _____

(membership no.) _____

and (name) _____

(membership no.) _____

of (address) _____

appoint the Chairman of the Meeting or

as my/our proxy to vote in my/our name[s] and on my/our behalf at the annual general meeting of the company to be held on 3rd May 2026 and at any adjournment thereof.

Signed _____

and _____

Date (day/month/year) _____

SOC CO-ORDINATORS MEETING

The coordinators meeting will take place on Sunday 3rd May 2026. This will be held in the afternoon after the SOCTFL AGM in the morning at the Heritage Motor Centre, Gaydon, Warwick CV35 0BJ.

The meeting be conducted by our Co-ordinator liaison officer, Peter Jones. and will commence at 2.00pm and conclude at 4.00pm. Lunch at 12.30 pm. Please advise if there are any items you wish to put on the agenda and also should you require lunch on the day. Please send these in no later than Monday 20th of April.

Contact: coordinatorliaison@stag.org.uk



TRIUMPH STAG LD2

VINTAGE TRIUMPH REGISTER NATIONAL CONVENTION

Each year at a select location, the Vintage Triumph Register (VTR) has their national convention covering all of North America.

The convention is ripe with activities such as tours, fun runs, technical clinics as well as a participants choice show and the prestigious Concours de Elegance which showcases the top Triumphs on the continent. This year the convention was held in Galena, Illinois which is in northwest Illinois. The only spot in the state where the roads are not straight and level and make the driving experience exciting unless you are behind a Herald, a TR10 Estate or a TR6 that does not go over 45mph (just teasing you guys).

So the plan was to take the 1970 "LD2" Stag as well as my 1965 Spitfire MKII (which I have had since high school, nuts that was a long time ago). These cars do get driven on a regular basis to the tune of several thousand miles a year. Since they were both entered into concours classes, I did need to do some extra cleaning preparation. Nothing too bad, some some detailing in the engine bay, extra vinyl wipe downs in the interior and some grease relief underneath. As long as you stay up on maintenance and wipe down those errant drips, the cars stay amazingly in good shape despite the miles being driven. So here it is Friday (took the day off from work, yes I still have to do that as I'm not time affluent like my retired friends) wash

them down, put a coat of wax on and then off to top off with petrol before our departure on Sunday.

My wife Kathy had to go to the store so we figured we would take the Stag and top off it's tank at the same time. We get to the end of our road and the brakes seem a little spongy. Hmm, ok, I'll check that when I get home. Next stop sign, the pedal goes to the floor. Thank goodness for a fully operational handbrake and living in a rural area! Trip to store canceled and we limp home with only the handbrake to counter forward momentum. Safely in the driveway, the front left wheel is full of DOT5 brake fluid and a empty brake reservoir. Fluid poured past the outside caliper piston (piston and seals are only 7 years old, should have lasted longer than that!) Just great, it's not like I have a caliper repair kit burning a hole in my pocket. I am leaving in two days! Now what?

Everyone has two Stags, right? The garage mate to LD2 is our 1973 Sapphire Blue Stag and I laser focus to the left front wheel. I have have no choice but to do a delicate caliperectomy transplant. Sorry blue old chap, I know you want to go play but I gotta get old yeller to the convention. I know you understand as you have been to many conventions and you always came back with big awards. I admit it, I was talking to "blue", don't you talk to your Stag? I finished the apologies and did the transplant.



Kathy (a registered nurse) and who is experienced at pedal control for bleeding operations assisted in closing. We are back on track for Sunday. And yes... new seal kits were ordered from the Paddock clan.

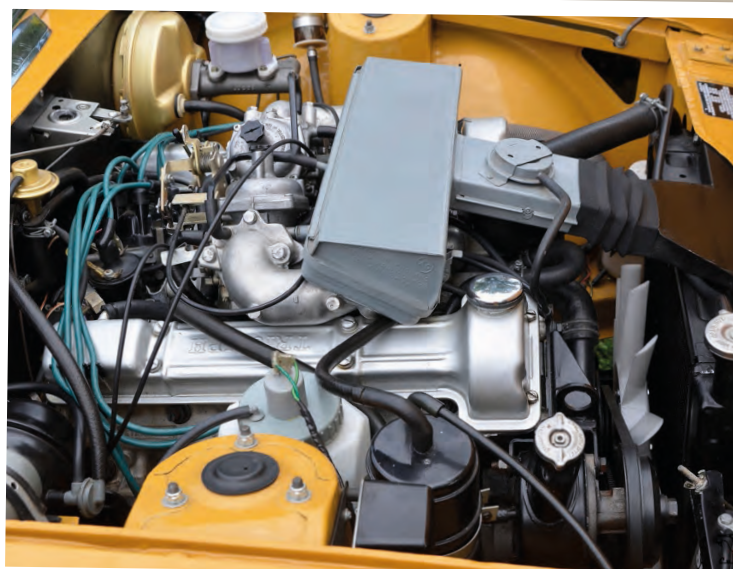
The trip to the convention was only a couple hours away instead of days so it should be a quick yet relaxing drive going the backroads from our little farm to Galena. LD2 was heading out with some other members of our Triumph club and was accompanied by my 65 Spitfire, a 80 TR7, a 76 TR6 and a 80 TR8. Cruising along and a hour into the trip on our way to a lunch stop and all of a sudden "pop". I am now the proud owner of a right rear flat tire. Great, just great. So the boot gets unloaded to get the spare out. Mind you it is loaded with test equipment I will be using to give a lecture at the convention about properly tuning Triumphs and now that is all strewn about the shoulder. There was one comment "Do you have a spare for this car?" As the saying goes, if looks could kill, that member would have been buried in a corn field in northern Illinois. So the spare gets put on and we are on our way to the lunch stop about 25 minutes away.

Nice quickie lunch at a vintage road side stand and we had to rush because of impending rain ahead. We knew we were going to get wet, but nothing what we expected. This was the last 20 miles of the trip, yet took over a hour before we got to the destination. Since I was in the lead, I pushed hard in the speed department to try to lessen the time before we hit the rain. Most of the group stayed with me except the ones behind a TR6 which was adverse to anything that was above 45mph. No joke! Well the rain hit and it was not drops it was buckets. So much that the wipers (and RainX) limited travel to no more than 15 to 20 mph. We could not stop because that stretch of road had little to no shoulder and the risk of someone smashing into the back of the group was very high. I desperately looked for a place to pull off. In the mean time rain continued to pour and now it was literally horizontal! The cell phone is now blasting tornado warnings for Stockton Illinois, seek shelter immediately! We were driving through Stockton! To my direct left in the valley about a mile or two was

a huge black wall. It would have made a great picture but I was concentrating on not bending LD2 or the other Triumphs behind me. About a couple miles ahead, we were able to make a pull off, somewhat shelter and regroup. We were now west of the tornado and statistically out of danger (they generally travel in a northeast direction). The TR7 limped in with no lights and barely running. The alternator died and was living off the battery. By this time the rain was letting up. We only had about 5 miles to go. So we told the TR7, no lights no fans, nothing. Put him in the middle of the pack, we only needed the battery to keep the ignition alive for 5 to 10 more minutes. We made it to the convention hotel, wet and with everyone alive and nothing bent.

There were no local places that would fix the flat for LD2. Found a place in Iowa (next state west) which was a 80 mile round trip. No big deal, so I drove with my buddy Roman (TR8) on Tuesday morning to drop off the wheel to get fixed. They asked, inner tube? Yup. Balance it? Yup. Well we might not get to it today. Ok, not that I had much of a choice. Tuesday afternoon they called, tire bead is bad, should I put a new tire on? Yup as long as it's the same size. I got one in stock but it's not the same style or tread. Well do it, again, choices are limited and I'm not driving home on 3 wheels with a 40 year old spare tire as number 4. Picked up the tire on Wednesday morning. All is good now, just in time to race LD2, Wednesday! I must be insane. Yes and your point is?

As you can see, we have pictures of LD2 on the course. There is a video and that V8 roar will give ya goosebumps. The Stag is not exactly the most agile of Triumphs but managed to place in class! My Stag was the only one to race so they put me in the TR7 class. I finished 2nd in the country in autocross against TR7's. What a hoot! I had to call down to the engine room to give me more rudder on those tight left and right hairpin turns! The Wedge club did buy me dinner, oh wait that was before I kicked arse against their cars. Anyway, after that LD2 needed to get cleaned up for the Concours de Elegance on Thursday morning.



I was humbled by the response I got on the show field. Stunning and awesome were two words used to describe this special car by many participants in the show. The LD2 was entered in Senior Concours class. This means it had to have been judged first in class at least once in previous concours shows. LD2 had two with the 2015 and 2017 conventions. This car was judged and garnered 398.5 out of 400 possible points, near perfect! It won the senior class! The top honor among all the Triumphs! Wow.

LD2 participated in ALL the driving events (except TSD) including the autocross. This is unheard of among concours cars. There are stickers that are placed on the placards for moving events and my competition only had a single moving event sticker, I had five! Plus drove to the event and not trailered. But wait, there is more. The very pinnacle of concours awards for VTR is called the George Rabey Trophy. There is no higher accolade for judged cars.

George Rabey Trophy

Those cars, entered into Concours in the Senior and Preservation classes, which enter both "driving" and "Concours" events shall be considered for the "Preservation Award." The winner will be selected by the current VTR Chief Judge in consultation with the Host Club's Concours Director using the following criteria:

- The top three cars in the Senior Class and top three cars in the Preservation class shall be reviewed again by the VTR Chief Judge (or designee, if the Chief Judge



is unable to attend the convention) and the Host Club's Concours Director. This will even out any slight variances in the judging which might exist from one team to another.

- Participation in driving events in the spirit of VTR.

Proud to announce that the Rabey Trophy was awarded to the "LD2" Stag! A true honor for a rare surviving pre-production Stag. This is for all Stag owners around the world! I am familiar with this trophy as our 1973 Stag won it in 2007. Hah! The only two Stags in the history of this trophy to win. What a way to spend my summer vacation. Life is an adventure when you DRIVE your cars. Cheers.

Joe Pawlak Hampshire Illinois, USA





BEAN CAR CLUB DAFFODIL RUN 2026

The brown Stag did about 550 miles over the weekend, with I'm glad to say, no trouble. The occasion was the Bean Car Club's (normally) Annual Daffodil Run, which raises funds for Marie Curie these days (It's been running since 1964).

As I didn't feel like using the 1932 Alvis 12/50 woodie for that distance alone in 3 days, I volunteered to do a bit of marshalling and a bit of videoing but at least going classic.

My cross-country route to the start at Heckfield, just south of Reading was enlivened by a blizzard near Downham Market and closure of the only road south out of St Ives – diversion to Huntingdon.

Some of us stayed at the New Inn at Heckfield on Saturday ready for the start on Sunday.

I drove straight to the breakfast/coffee stop at Stockbridge, down the A 30, where there was a great line-up of older cars and much meeting and greeting. From there I went straight to the lunch stop at The Alice Lisle near North Gorley in the New Forest and got ahead of the Runners who spent much time chatting at Stockbridge. The pic shows OCN leaving the car park at The Alice Lisle en route for Christchurch to do some marshalling, where once again the marshals were kicking their heels and hoping that some cars would turn up in time for the lady Mayor

to choose her favourite. She chose a black and pink Austin 7 which had been in the same ownership for 60 years. The committee's choice was a Model T Ford beautifully restored and driven by a young couple (will they keep it 60 years?) partly because we wanted to encourage the young. (Several cars were in the running before a joint decision was agreed!)

The Premier Inn at Christchurch West is a good place to relax for the night. From there home was 256 miles. with some rest stops it took nine hours. No doubt a motorway-based route would be quicker, but far less enjoyable.

At one petrol stop a young lady rushed out of the shop crying "Sir, Sir" (wow) " I love your car, what is it? Is it a Mercedes SL?" Then she looked more closely and said "My mother will kill me, her first boyfriend had a Stag!"

Mike (27556)



Thought for the Month By Rupert Klaiber

Those who are able to see beyond the shadows and lies of their culture will never be understood, let alone believed, by the masses.

Plato



LETTERS TO THE EDITOR



THEY CALL IT MELLOW YELLOW

I was going through my recent photo files last week looking for a new screen saver and found a really nice one that was taken at one of the shows in the Aberdeen area of my wife Fiona driving my 1977 Mk2 Inca yellow Stag.

I have owned this Stag since 1981, originally as my daily driver then used for weekend pleasure and events once I was given a Company vehicle in the late 1980s. As I worked overseas for long periods during the '90s and early noughties it was not being used very much, so when I returned home I had it completely restored in 2007 by an expert local mechanic and restorer, well known in the Stag community, Danny Taylor. Since then it has been professionally maintained and even though it is now classed as a historic vehicle still gets an annual MoT check to ensure that it remains in good and safe order.

It currently has 81,000 miles on the clock and is in original condition other than for some under bonnet parts that are chrome plated, a full stainless-steel exhaust system and upgraded CV driveshafts which make a tremendous difference when cornering. I also have the original hard top for cooler weather, which feels like it's getting heavier every passing year!



Tony Davies (0889)

FUNDS RAISED FOR CANCER RESEARCH UK

In February Norfolk Area were proud to present a £2,000 donation to Cancer Research UK.

The funds were raised through two fantastic initiatives: this year's Norfolk Party and a hugely successful "No Shave November" campaign, each contributing an impressive £1,000 to the total. Both events were a testament to what can be accomplished when people come together for a meaningful cause.

The idea for "No Shave November" was put forward by Peter O'Neill, inspired and encouraged by his wife, Jean. In recognition of their role in launching the initiative, it was only fitting that Peter and Jean presented the money in person. The donation was gratefully received.

A sincere thank you goes to all who took part, donated, and supported these efforts.



Kevin Mellor

A CLASSIC TRIUMPH'S NEW DUTY

When my daughter announced her wedding we knew tradition would play its part — music, ceremony and heritage woven together. What no one expected was that my much loved Triumph would be pressed into service as the bridal chariot.

For years, the car has been a weekend companion, polished and admired, chrome gleaming, V8 engine burbling with the dignity of a bygone age. But on this day, it was more than a collector's piece — it became a symbol of continuity, carrying a daughter into her new chapter. White ribbons stretched across the bonnet, flowers discreetly decorating the mirrors and the car's dignified lines seemed to echo the elegance of the bride herself. Guests smiled as the vehicle rolled up, not just a machine but a family heirloom, conscripted into service with pride.

There was poetry in the moment: the car that had been a statement of 1970s craftsmanship now became a vessel of love. An emotional day for the Father of the Bride. The journey from driveway to church was short but the symbolism was vast — a reminder that heritage isn't just preserved in museums or garages, but lived, shared and celebrated.

Thanks also to Regional Director Graham Falshaw who looked after the car during the service!

Roland Tate



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MYR 431P 'MYRTLE'

THE RESTORATION OF LOVE CONTINUES

We continue the story of Ian Campbells's five-year restoration of his Mk 2 Stag, 'Myrtle'...

The following are found on the dash instrument panel. Instructions for the removal and refit of the instrument panel can be found in the Repair Operation Manual (section 88.20.01).

Hazard warning switch & light

(ROM 86.65.50) The hazard warning switch sat at the lower centre of the instrument dash and was a pull-on, push-off type. When activated, the switch flashed a red warning light. The switch was held to the back of the instrument panel by a triangular plate, held on by three small screws. Once undone, the plate and switch were removed as one unit. The electrics were connected to the switch via a push-on connector. After labelling the wires, the connector was disconnected and the switch checked and cleaned before being refitted. The red plastic front cover was unscrewed and cleaned and the light bulb replaced with an LED from the car set.

Seatbelt warning light & switch

(No ROM section found) The light for the seatbelt warning was situated at the top centre of the instrument panel and had never worked on my car. I thought it would be nice to have everything working, so spent time investigating and discovered that I needed to have seatbelt buckles which supported the wiring required. The wiring for the buckles came from the central consol loom and, for the driver, worked with the ignition switch (ignition on - warning light illuminated until buckle was closed) whilst the passenger had their own switch which fitted underneath the seat and was operated by someone sitting in the seat and pressing down on the switch (ignition on and switch operated - warning light illuminated until buckle was closed). The wiring enabled both seatbelts to work independently (e.g. driver seatbelt closed but passenger open - warning light illuminates and vice-versa).

New seatbelts were purchased as a matter of course but, after stripping down the passenger seat, the passenger switch was found to be faulty, so a replacement was found on eBay. With everything fitted, the warning light worked as required.

Brightness rheostat

(ROM 86.65.12) The brightness rheostat was located in the bottom left corner of the instrument panel and controlled the brightness of the instrument panel illumination (when the master light switch was operated). The rheostat knob was removed by inserting a nail into a small hole on the arm of the knob and pushing down, whilst pulling the knob towards you.



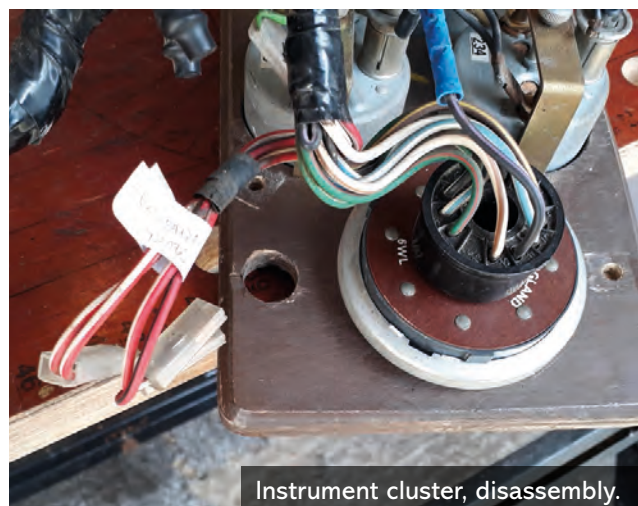
Instrument panel, removed.



Instrument panel (rear).



Hazard warning switch.



Instrument cluster, disassembly.

Once the instrument panel was removed, it could be seen that the rheostat was actually attached to the dash, coming through from behind the dash and held in place by a large nut on the front. There were three wires attached to the rheostat which were photographed and labelled before being removed. The rheostat was then removed and cleaned before being replaced.

Information lights cluster

(ROM 86.45.62) This was the clockface, with 8 warning lights, to the left on the instrument dash. It fitted through the dash, from the front, and was held in place by a large spring and a back plate that clipped over the spring and was depressed and then turned to lock to the rear of the cluster. Once off, the unit was dismantled and the front display carefully cleaned. The electrics were connected via a push-on multi-connector on the back, that only fitted on one way. Inside the unit, the lights bulbs were contained on a faceplate. New, coloured, LEDs for the instrument cluster were contained in the purchased car set. The LEDs were acknowledged to be very slightly too large for the holders and instructions were included on how to snip the holders to allow for the fitment of the larger bulbs. The bulbs were coloured to fit the respective warning lights:-

Ignition (Red) – Fuel (Red) – Right Indicator (Green)
Hand Brake (Yellow) – Choke (Yellow) – Left Indicator (Green)
Oil (Green) – High Beam (Blue)

The unit, spring and backplate were carefully cleaned with a toothbrush and a light spray of WD40 before being dried off with a micropore. Before the unit was rebuilt, each light was checked to ensure it worked. The unit was then rebuilt, before being fitted back into the instrument dash. A new gasket was fitted between the outer ring and front glass. The black covering on the outer ring was a little worn but was left as it was part of the car's character.

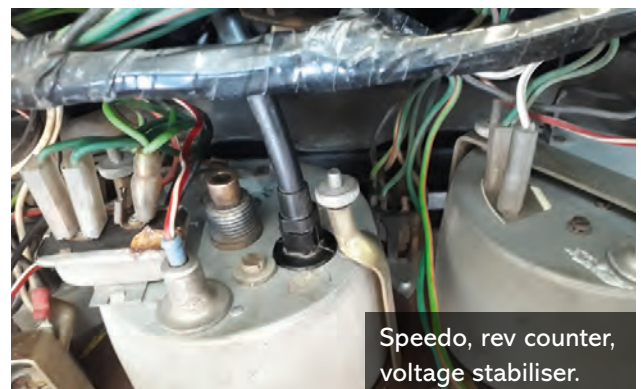
Speedometer

(ROM 88.30.01/06) The speedometer had two cables attached to the back of it – the trip reset (which was then attached to the bottom left of the dash, underneath the instrument panel) and the speedometer cable (which came from the overdrive, through the back of the dash and screwed into the back of the speedometer). I think the cable had been replaced at some point, as it was a bit of a tight fit. The speedometer gauge was attached to the instrument panel from the front and then held to the panel by two thumbscrew clips at the back which attached onto two studs protruding from the back of the gauge. These clips pressed against the back of the panel to hold the gauge in place.

The gauge was stripped, cleaned and rebuilt with new gaskets. The light bulb was replaced with an LED from the car set. Once back on the road, the car was driven past a number of roadside speed identification devices and was found to be consistently doing 1mph lower than the speedometer indicated.

Rev counter

(ROM 88.30.21) Sitting next to the speedometer, the rev counter displayed how fast the engine was turning in revolutions per minute (divided by 100). Again, it was attached to the instrument panel by inserting from the front and being held in place by a



large bracket attached to two studs at the back of the gauge and pressed down on the panel to hold the gauge in place. The feed for the gauge was electrical. The gauge was stripped, cleaned and rebuilt with new gaskets and a new LED from the car set.

Fuel gauge (ROM 88.25.26), Temperature gauge (ROM 88.25.14/20) & Voltage gauge (ROM 88.10.07)

These three gauges have been lumped together to save repetition as, basically, they were all dealt with in the same way - removed, stripped down, cleaned, rebuilt and replaced with new rubber gaskets between the gauge and the instrument panel. The gauges all had an electric feed and were held to the instrument panel by a clamp, tightened by means of a thumbwheel at the back of the gauge. The gauge lighting was replaced by an LED from the car set.

Voltage stabiliser

(ROM 88.20.26) The stabiliser was a small unit attached to the rear of the speedometer by means of a tag and a single screw. It had two wires attached to it and its purpose was to lower and smooth the voltage to the fuel and temperature gauges, which required a slightly lower voltage of 10v. It worked, so the terminals were cleaned and brought back to shiny.

Electric oil pressure gauge & sender unit.

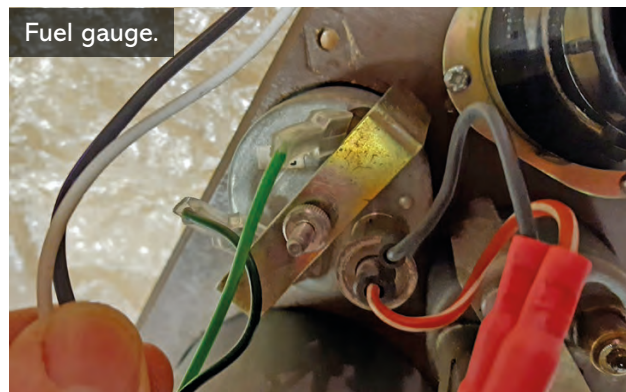
The previous owners of the car had replaced the clock with an oil pressure gauge. I had never been happy with that as the gauge relied upon a tube carrying hot pressurised oil from the engine, winding its way through the dash to the instrument panel. Too many opportunities for hot oil squirting all over my legs for my liking! Whilst the gauges were out, therefore, I took the opportunity to replace the gauge with a new, electric version. I chose a Smiths Classic Oil Pressure Gauge & Sender from Merlin Motorsport, which was the required 52mm diameter and fitted in quite well. After replacing the sender unit on the engine (on the offside, at the rear of the engine block), there was only a wire leading from the engine to the instrument panel gauge, so that removed the potential 'hot-leg' problem!

DOOR

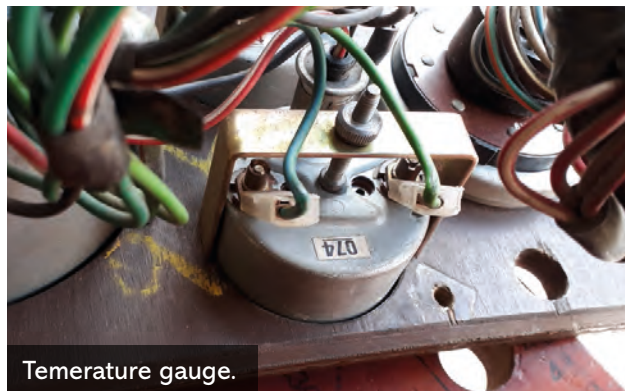
Window motor (ROM 86.25.00/05)

The window motor sat inside the door and was held to the inner door body by four bolts. There were two wires attached to the motor which were detached before carefully disconnecting the lifting arm from the window and removing the unit from the door. The motors were 'sided' so would only fit to one particular side. To disassemble the motor the cover first had to be removed. First, the current position of the cover was marked against the motor itself. Next two long bolts on the cover were unscrewed and then the cover was pulled off against the action of powerful magnets (mind your fingers – if you release the cover accidentally it will snap back into place sharply!).

The internals were then inspected for dirt build up, cleaned, re-greased and the bushes checked for wear before the motor was rebuilt. The marks made earlier were transferred to the inside of the motor cover and then the outside of the cover was painted in black POR15 before being refitted to the motor, ensuring that



Fuel gauge.



Temperature gauge.



Voltage gauge.



Window lift arm and motor.



Window lift arm and motor (alternate angle).

the previous marks were lined up so the cover fitted correctly. Care had to be taken, as the magnets were desperately trying to grab the cover and pull it into place! The arm of the motor was then cleaned and checked for operation, using the electrical circuit tester mentioned earlier, before the motor unit was reinstalled back into the door frame and wired up.

Puddle light & switch

(No ROM section found) The door puddle light was attached to the underneath of the inner door handle and shone downwards. It had a single lamp with a red cover that slid on sideways and was held in place by a small screw from underneath. The cover was cleaned and the push-fit lamp replaced with an LED from the car kit. The switch that operated the door light was a simple spring-loaded push-off, default-on unit attached to the A-post below the upper door hinge. As the door was closed, it pushed on the switch breaking the circuit and turning the door light off. The switch was held to the A-post by a single screw and had a wire attached to the rear of it. After rebuilding the car and testing the electrics, I discovered that there was a small loom problem - when a door was opened, both puddle lamps came on! A niggle, but not a major problem.

Projectors

I decided to allow myself a little bit of 'bling' and fitted door projectors to the underneath of the doors. They were wired into the door puddle light system and, when the door was opened, shone the Leaping Stag symbol onto the floor. They weren't powerful enough to show up on a bright day but were fun to have in darker conditions. They were available from Better Car Lighting and came with a hole cutter for cutting the required hole in the bottom of the door. The projector had to be sited carefully, so as not to impact on the window stop rubber that was sitting on the floor of the door.

BOOT

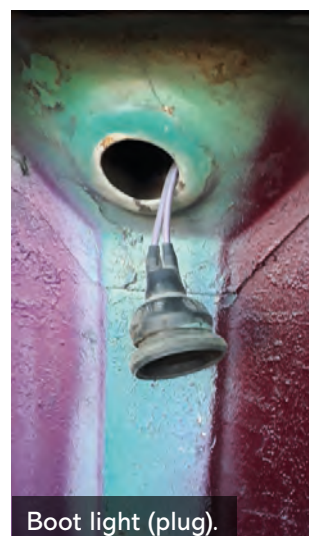
Boot light & switch

(No ROM section found) The boot light was held to the inside of the boot by two small screws. It had seen better days, so a new assembly was purchased and the light bulb changed to an LED from the car set. There were two wires connected to the light – one went to power, whilst the other connected to the switch. The push-off, default-on switch was attached to a flange on the o/s boot/tonneau cover hinge assembly and was operated on by the o/s hinge pushing on a plunger as the boot was shut, breaking the circuit to earth. The switch contacts were cleaned and tested prior to being reinstalled.

GEARBOX

Reversing switch

(ROM 37.27.01) The reversing switch was situated on the nearside of the gearbox cover/extension, just in front of where the gearstick was connected. It had never caused any problems and was securely fitted, so was left well alone. The terminals were cleaned and tested before the gearbox and engine were refitted back into the car.



AN ANTIPODEAN STAG ADVENTURE



Having family living in New Zealand has its advantages as well as its obvious disadvantages, the advantage for us this year, Christmas in summer!

I think after 11 years my son and daughter in law are ready for a winter Christmas, it isn't easy to take a 5 year old and a 3 year old to see the Christmas lights when it's daylight well past their bedtime, but it isn't such a big thing over there, it's more about the summer holidays, so quite different from the UK. Their Christmas parades tend to be late November / early December, so I have been told by grandsons that we have to go earlier next time so we can see the parades.



As always when in NZ we like to spend time with Sue Lowe, past President of the NZ Stag Owners Club and other members if we can, but now with young Grandchildren wanting our attention, this time it was just Sue we met up with.

We arranged to meet up in the New Year for a couple of days as we headed South after a few days up in the Bay of Islands in the Northlands region, Sue being in Thames at the bottom of the Coromandel Peninsula and sort of on the way back to Parawera where the family are.

The view from Sue's house over the Firth of Thames is amazing, if I was living there I would be late for work most days! We arrived mid afternoon and had a very relaxing evening and enjoyed Sue's cooking and not too much wine.

Sue as she has done every time we visit offered us her Stag for the following day and suggested we drove up State Highway 25 to Coromandel and then on to Wyona beach, and come back via State Highway 25 on the east coast to Whitianga, a road that had been very badly damaged 2 years ago by Storm Gabrielle but was now fully open again.

We had driven on the East side of the road before Christmas when we had a 4 day break with family at Cooks Beach and had visited Whitianga, Cathedral Cove and Hot Water Beach and I had made the comment that I don't think I had driven on a road with so many bends in it and wouldn't want to have been in a manual gearbox car as all the gear changing would be exhausting. We had driven from Paeroa to Cooks Beach so had driven maybe



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

about half the distance of the road. Viv decided to look up a few facts, 231km long with approximately 983 bends and looking at the map most of them seemed to be where we were!

Next morning we came to take the car, flat battery delayed us and an hour later we were on our way, but with jump leads and a few doubts creeping in as we both knew the car needed a battery, but it was still holiday and fitting a battery on a Stag isn't a 2 minute job as we all know.

The road follows the Firth of Thames, occasionally climbing up out of sight of the water but the scenery is spectacular, there is no other word for it. Reaching Coromandel, we had a wander round some of the shops had a coffee in one of the local cafes. One shop that I spotted was a little brewery and beer shop with the sign stating it's a "Brewery, Tasting Room and Refillery", it was the word "Refillery" that caught my attention, if that isn't a real word, then it should be.

Returning to the car, it started – just, so we had a discussion about carrying on to Wyona Beach, which is quite isolated, but we decide someone would give us a jump start if we needed it, providing of course there was someone else there, we had already visited a few beaches and found we were the only ones on it, not something you would expect in the summer holidays. As we approached the Beach we were faced with a row of post boxes for the houses on the opposite side of the road, it made it easier for the postman I suppose.

There were a few cars parked up and someone in one of the houses asked me about the car and it turned out he had a collection of Zephyrs and Zodiacs of varying models, so we were ok for a jump start. Sadly this was his holiday home, so the cars were 4 hours away in Hamilton.

The car did start again – just, but was even slower, so we decided not to risk driving across to the East coast, but instead head back to Sue's, stopping for a few photos and ice cream, but by now I didn't dare turn the engine off, so we left the car one at a time.

Arriving back at Sue's I drove it straight back into the garage, switched it off, then tried to restart it, this time – nothing! I think we made the right decision to take the car home.

On the way up we kept stopping to look at the scenery and take more than a few photographs, but on the way back decided doing a video of little bits of the journey was a good idea as it would be very hard to describe to anyone what that road is like to drive on, it is just stunning.

When we got back to the UK, friends asked us how we would describe New Zealand, big skies, beautiful quiet beaches, more greenery than you can imagine, but we decided you can't really describe it adequately, you just need to go there, but it does help when your son has moved there, it gives us accommodation and a base.

Andrew Bradbury



SO NEAR AND YET SO FAR!



Some of you in the Oxford Section will know me and my car – for everyone else, hello! I'm Adie King, proud owner of a 1973 MklI Stag with a Rover P6 3.5 V8, four-speed with overdrive, registration STA 635L (or STA6 3.5L as it reads on the plate).

I know there are two camps when it comes to Stags: keep them stock, or make them your own. Mine's unmistakably still a Stag – just with a new heart, and I believe that still counts!

Having a home in La Zenia on Spain's Costa Blanca for over 23 years, I decided to celebrate turning 70 this year with a proper road trip there in June, accompanied by my old friend of 52 years and best man, Dick Dickinson.

We set off from Reading early on 16th June, making the ferry from Newhaven to Dieppe, then overnighting at the lovely village of Fresnay-sur-Sarthe. The Stag was faultless... at first.

Next day we detoured via Oradour-sur-Glane – a haunting, preserved WWII village where 642 villagers were massacred. An emotional stop and a reminder that such history should never be forgotten.

But soon after, I noticed the temp gauge creeping up. A little water added at Auch, and again at Lourdes, but no obvious leaks or steam. Strange! Climbing the Pyrenees in 38°C heat, the gauge flirted with the red and at the summit I finally spotted water dripping. We coasted down into Spain, but in Alcañiz, with 500 miles still to go, discretion won: I called it.

To their credit, my classic insurance's European breakdown cover worked brilliantly. Within an hour we and the Stag were safely at a garage, and the company even booked us into the excellent Hotel Ciudad de Alcañiz.

Here's where things got uncanny. Chatting with the Romanian receptionist, Raluca, she mentioned her husband Alin was driving to England the very next day... to Chesham – just 25 miles from my home! She added



us to his Eurotunnel ticket, and after a relaxed Saturday sampling tapas and beers, Alin drove us home overnight. A week later, the Stag followed, delivered to my door.

Coincidence? Fate? You decide. The way everything aligned – stopping in that town, being sent to that hotel, meeting those people – I can't help but think fate had a hand.

The trip also proved the car can manage a respectable 32–34 mpg, despite its overheating. I suspect the water pump, and have already ordered a new one, plus belts and hoses. Fingers crossed.

Look after your Stags – they're precious.

Adie King

KNOW YOUR STAG #43A

THE WASHER & WIPERS

I was going to include these items within the last article but I found that, despite being quite simple, there are some bits and pieces of which you should be aware if you are looking to replace these parts, so I have treated the washer and wipers as a separate article.

The Windscreen Washer Pump

Stag uses a washer pump integrated into the washer bottle cap on the right hand inner wing. It was originally made by Trico (as were the Speedblade wipers) but has not been available for some time and, because the Trico impellers have a habit of failing and as it is an MOT necessity for this to work, many have been replaced with other pumps or aftermarket bottle/pump combinations.

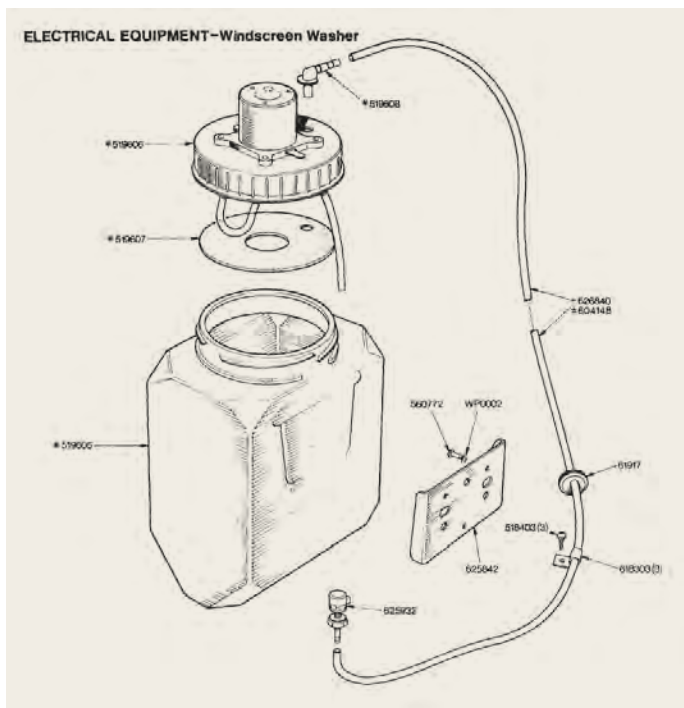


Plate S9 (01-82) from the 1973 Parts Catalogue.

The washer pump is part no. 519006 but there were two versions of the part as very early pumps were secured to the bottle cap with four rivets whereas the later ones only had two rivets and therefore a slightly different base to the pump. The pump was not available separately, only with the bottle cap, and the early and late pump/caps are interchangeable.

The pump feeds to a 2-jet nozzle in the middle of the screen and mounted into the air intake grille and those with sharp eyes will have noted that there are two part numbers for the pipe between motor and nozzle. I must

admit that I have no idea what changed and the parts catalogue is silent on when the change occurred. So, if anyone has a longer memory than I do and can tell me what the difference between the early pipe and the later pipe is, then please let me know.



The late cap and pump on the left (two rivets) and the early cap on the right (four rivets). The connection terminals are located at the base of the pump for both pumps.



The underside of the two different washer caps, the earlier type on the left and later on the right. The pumps are similar but have input and output nozzles in a different plane - the earlier out of the side and later out of the bottom.

The Windscreen Wipers

Although the blades themselves (they are the bits which actually do the wiping) did not change during production, the arms did change and the blade holders are rather special to Stag.

If you compare Stag to its progenitor, a T2000 saloon, you will see that the wipers park on the wrong side. This is

because the Stag screen is more steeply swept back and if the wipers were the same as the T2000 the tips would leave the screen on the driver's side. They therefore sweep so that the driver's arm is upright as it reaches the A-post, thus giving maximum cleaning of the screen immediately in front of the driver while remaining in contact with the screen.



The two pantograph arrangements for the driver's side wipers – one straight and one cranked. The cranked one here is incomplete as it should have a pivot knuckle at the base of the pantograph and it is missing because I broke it off when removing it for the photo.

Be careful if buying replacement speedblades as the driver's side blade does not attach to the arm with a simple sliding catch as most blades do. Because of the pantograph arrangement, the catch is more complex (see photograph) and normal speedblade arms do not fit on the driver's side of a Stag.



The 'normal' passenger side wiper blade holder and blade (top) and the 'special' driver's side wiper blade holder and blade (bottom). Other blade holders do not have the special fitting for the pantograph type arm as they have the 'normal' fitting on the driver's side as well.

Also be careful when looking at either the parts catalogue or the workshop manual as both muddle up the two styles of pantograph.

The parts catalogues seem to show the early straight pantograph but label it as the cranked one. It also misses out the small plate on the straight pantograph which fits on the wiper spindle and which holds a ball for a rubber bush at the base of the pantograph to locate onto. This is a separate plate for the early arm but is incorporated into the pantograph for the later arm.

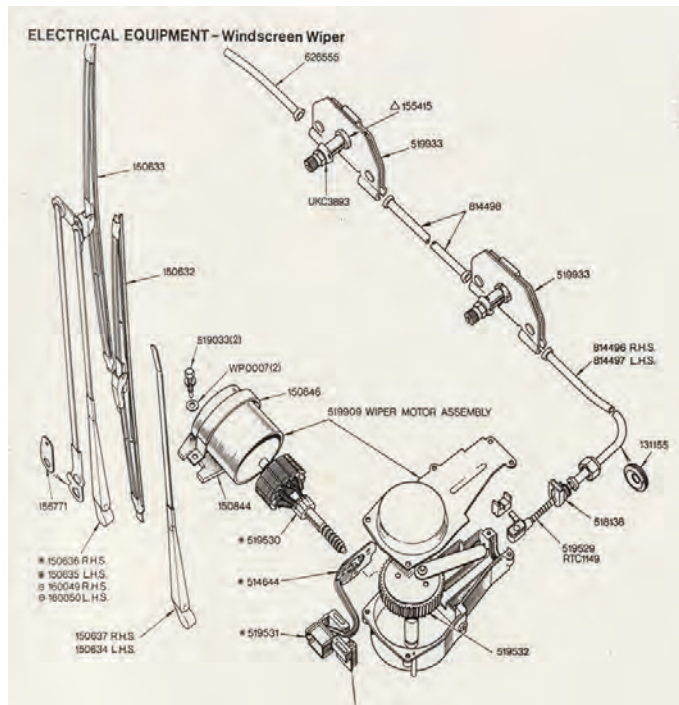


Plate S8 (01-81) from the 1973 Parts Catalogue.

Although the Stag passenger side wiper arm remained the same throughout production (part no. 150637 for RHS and 150634 for LHS) the driver's side utilised a pantograph type arm in order to keep the blade at the correct angle to the screen and to sweep up to the A-post pillar. During production this arrangement changed from a straight pantograph arm to a crooked arm and although the parts catalogue shows the change to have been made at body number T20001 (which corresponds to commission no. LD 20001). I believe that this change actually occurred much earlier, so if you have a straight pantograph arm, please let me know the commission no. of the car (normal e-mail registrar@stag.org.uk).

You can fit any appropriate wiper blades to your wiper arms, however, all Stags came off the production line fitted with what are called 'Speedblades' which utilised a dual wire construction rather than a solid blade holder.

Triumph only sold the blades and holder as a composite part, the part numbers being 150632 or GWB152 for the passenger side and 150637 or GWB178 for the driver's side. Although no longer available in the original form, you can still buy 'Speedblade type' replacements (which seem to have been given the part nos. GWB 197 and GWB 232) but your originals can still be utilised by just changing the 14" rubber blade within the composite blade construction. Refills kits are available for you to be able to do this yourself.



The end of an early (straight) pantograph arm and the stainless ball plate for the pantograph bush to locate on. There is apparently no part number for this plate as the parts catalogue is 'confused' on the subject.

And that is the other problem as all the workshop manuals tell you to 'pull the end of the pantograph arm to release the ball socket' – which is what you do for the early arm but you cannot do it for the later arm as the pivot is incorporated into the bottom of the pantograph and you need to disassemble the chromed holding nut and the shroud from the drivers side spindle before pulling the plate and knuckle off the spindle. If you do what the workshop manual instructs, you will lever the pivot out of the plate and you will have to glue it back in – as I will now have to do because I believed the manual and broke the pivot off the plate.

That's it for this month. Next month I will take a look at the last parts of the electrics which you will find in the engine bay – the ignition system.

Peter Robinson © Peter Robinson 2026

THE CLUB AT SHOWS COMING UP

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TENTS, CHEESE AND CHAMONIX AN ALPINE ESCAPADE



I've not used the Stag for the last few years, the last big trip was to Sicily (SOC March 2019 report) however a trip to Lemans earlier this year re-kindled the interest, normally I do trips with my son, however, he has been in New Zealand and not seen him since February 2020 so I asked the wife if she was interested in a summer road trip, and I would sort the details.

Sharon seems to possess special powers when it comes to the Stag – where it always seems to break down when in it! So did take some convincing, also as she works in a school, we are limited to the main summer holiday so booked tunnel tickets for 28th July – Just after all the travel turmoil, which was a bit concerning. I failed to mention until a few weeks before departure that the plan was to go camping to make it a real adventure (And more importantly keep the costs down!)

Following the successful Lemans trip there wasn't much in the way of preparation other than checking oil levels and tyre pressures. We left Bristol at 0900hrs and luckily there were no issues at Folkstone so an easy 400 mile drive down to our only pre booked overnight stop in Chalons en Champagne. In retrospect making some bookings in advance would have been easier, however, as we were camping, I assumed there would be no issues and we would be free to go where we wanted and move on if the weather was bad, but did not factor in the rest of Europe also being on holiday and everyone getting away after lockdown...

After lots of searching en-route we booked a large pitch at Camping du Glacier D'Argentiere, which is 20 minutes outside of Chamonix, a destination we keep returning for the fantastic scenery and great walking. The drive was uneventful, the Stag easily cruising at 80 all the way, although we did get a lot of positive attention from other motorists.

As we arrived in the heavy rain the Stag wasn't happy with lumpy idle and poor running at lower revs, so made a dramatic entrance in the sleepy camp site. Our pitch was at the top of a steep track with drainage ditches so after a lot of clutch slip got the tent up and got the gas BBQ on (Something we would use loads due to high cost of eating out). When we woke the views of Mont Blanc were stunning and site was lovely, with a real European feel.

We booked for 4 nights, following advice from the owner planned several local walks up, first was up to refuge Logan which was great, and we enjoyed a cheese-based meal at the top, the next day we did a circular walk to the top of Le Planet and the final day we walked along the river to Chamonix for lunch. The weather was warm all week but cold on the evening, also there was a technical concern with the condition of the canvas airbed (Around the same vintage as the Stag) which was forming massive bulges and I seemed to always have the worst side!

After the struggle to secure a pitch at Chamonix we started planning out next stop, ideally Switzerland, but everything we tried was fully booked. In the end, after lots of email exchanges we managed to get a reservation in Camping Forêt des Mélèzes which is at 1600m altitude, basically you go to Verbier then turn right and continue up the mountain passes unto the road stops! When we arrived, it was hot and the car was struggling with the heat and temperature gauge went above the normal mid-point, however the 20-psi cap kept the fluids in, although the rough running was getting worse.

Also, the ongoing starter motor problems that has plagued me for years continued to be an issue – Occasionally the solenoid just clicks and won't crank, I have fitted probably 8 different starters including WOSP induction gear, re-wired everything, fitted a reflective

shield around the starter and a relay in the ignition circuit. The issue can be overcome by rocking the car in gear so suspect a damaged ring gear on the flywheel. The issue was always when it was hot, however it started to happen when cold so mastered the skateboard technique (Open the door and push with one foot in a tall gear!)

The site was in a stunning location and very rustic with a pitch in the woods where the shade was welcome. Facilities on site were very limited, although the toilets were spotless (You had to take your shoes off to enter!) probably due to the high standards the Dutch expect who made up most of the campers and we were the only English on site. Some of the other pitches were very well organised with custom made trailer tents with pull out kitchens complete with spice racks and hammocks. We stayed for 4 nights, as there was no shop on site the nearest one was 20 minutes down the valley and incredible cost - 1 small chicken breast, some cheese & 4 beers were £30 + the fuel cost to get back to the site!

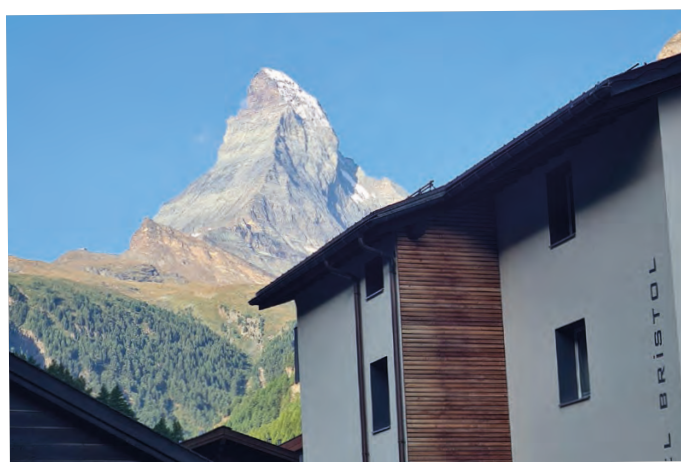
Next day we walked from the site up to Cabane de Louvie, we wondered why the paths were so empty, however as the intense midday heat took hold could understand why. It was a very steep pull up to 2250m. When we arrived, we were out of drinks and hungry so shared another delicious cheese raclette dish.

We also hired electric mountain bikes and planned to ride up to Cabane de Chanrion at 2250m. I am a keen mountain biker but not so keen on ebikes so tried to do most of it without the motor, however as the bikes were around 22kg had to relent on some of the steeper sections, at the top the scenery was stunning and again a nice meal at the hut and easy roll back down through the stunning scenery.

Before leaving Switzerland, we wanted to book one night in Zermatt, I have been there several times on mounting biking & mountaineering trips so promised to take Sharon. There was no camping available in Zermatt so booked the cheapest hotel (£200+). We parked at Tash which is as far as you can go by car, then took a short train ride to the centre and walk to our hotel. Zermatt is so picturesque with the Matterhorn in the backdrop and mountains all-around but unbelievably expensive.

Next, we decided to move onto the Black Forest as we have never been there before, we tried every site in the region and either didn't get a response or they were full. We did get an acceptance at Camping Hirzberg in Friberg, there were limited spaces so were told we would be in the meadow which sounded idea, although they did ask for exact dimensions of our tent which was strange...

The drive over to Germany was uneventful other than the unrelenting heat, the autobahn was traffic free, and we arrived early afternoon at the site which is situated within walking distance of the centre. It was extremely busy, and our pitch was in a small section of scrub land which was packed with campers of every nationality with tents virtually pitched on top of each other, also there was no parking so had to leave the Stag on the road for the duration.



Friberg is lovely with loads of shops, in fact there are shops for everything from hats to saucepans, like most guys who are not keen on shopping I found it an interesting experience. Returning to the site we noticed a beer garden next to the entrance, which was handy, with typical German efficiency you ordered your food and massive beer and it turned up within 10 minutes, we quickly learnt that one meal was enough for two and although I'm not a big drinker got a real taste for the dark beer!

The next few days were spent cycling and also a walk up to the top of Schauinsland at 1220m, again it was really hot and noticed everyone else was taking the cable car and we were the only ones walking, In contrast to the normal German efficiency the route wasn't well sign posted, however we did get our own guide although he spoke very little English and I have forgotten all the German I learnt in school so translated via an app. We discovered he was a fire fighter and that the winding route up to the top was once a race circuit and there is a classic car event every year. We were looking forward to a lovely meal at the top only to learn the panoramic restaurant was shut!

We decided to take the cable car back down which was fascinating as the structure was built in the 1890's and remains pretty much as it was so well worth a visit for that alone. After getting stuck in a massive traffic jam, we returned to the site for more dark beer and sausage! The final night in the camp was very lively when a group of Spanish adventure scouts arrived and took over but made for an interesting evening.

I really liked Germany and can understand why they are so successful in terms of efficiency & manufacturing; everyone seems to know what they must do, and everyone seems to take pride in the part they play to make things work and somewhere we plan to return.

We had a couple of days left so booked Camping Municipal in Revigny-sur-Ornain. This was a tranquil site but in contrast as completely empty and only cost a few quid each night.



To be honest it's a lovely location but not a lot around to see or do other than the odd vineyard or cheese museum. On the final night the air mattress final gave up and didn't feel any loss putting it in the bin.

After a well earned overnight stop in a hotel in northern France and a quick tunnel back to the UK the worst part of the trip was the M25 with massive traffic jams and intense heat, I find the Stag fine in the heat when you are moving, but stationary in hot traffic is not what old cars are designed for.

To be honest 2 weeks of camping in a small tent is something best done when in your twenties not in your mid 50's although was a great experience and allowed us to travel to lots of interesting places we were lucky with the weather for the duration of the trip.

Overall other than the starting issues (Still to be resolved) and air leak (Since fixed) the Stag performed well, returning 25MPG and using no oil (Since fitting proper valve guide seals). Top tips for traveling in Europe during main holiday's is book ahead and if you want to lose some weight holiday in Switzerland!

Tony Mills



THE FIRST? ELECTRIC STAG



'm located about 70km east of Perth in Western Australia.

I was searching for a conversion kit for my lady's VW beetle last night and I came across an article claiming a 'world first' electric Stag conversion dated 2021, I beg to differ, only a UK first, here is a scan of the approval for my electric Stag dated 17/12/2012, just saying, I've attached a few basic pics and the Department of Transport roadworthy approval. I'm happy to provide more info if you are interested.

I'm a dyed in the wool car guy and have had a long association with the Triumph marque, having owned Spitfire, Herald, TR7 and a PI 2000 saloon as well as the Stag.

My original plan was to convert a 1970 LC Torana [probably similar to GM/Vauxhall Viva or Opel Cadet] as it had a nice heavy cast iron 3 litre in line 6 to balance the battery weight I wanted to use, but as the saying goes, the rest is history.

I also have GM Holdens, Fords and VWs. Leylands, {nothing fancy, but can't seem to be able to let go} anyhow, I'll keep it short at this stage, happy to keep in touch.

Pete



ORIGINAL (Applicant's Copy)		18666	NR 41
Government of Western Australia Department of Transport		MOTOR VEHICLE MODIFICATION APPROVAL DEPARTMENT OF TRANSPORT (LICENSING)	
THIS APPROVAL IS ISSUED SUBJECT TO THE CONDITIONS LISTED ON THE BACK OF THIS FORM			
VEHICLE PLATE NUMBER STAG	ENGINE TYPE 4 cyl ☐ 6 cyl ☐ 8 cyl ☐ other ☒	DISPLACEMENT	
MAKE TRIUMPH	MODEL	BODY TYPE COUPE	YEAR AND MONTH OF MANUFACTURE 1976
ENGINE NO. GD 22182C			
CHASSIS / VIN NUMBER LD 36340A			
RECEIPT NUMBER WVKVE 51207706		FILE NO.	
MODIFICATIONS APPROVED			
1	ELECTRIC MOTOR WARP 9 SERIES INSTALLED.		
2	TRANSMISSION - N/A DRIVE LINE/DIFF, BRAKING, STEERING ETC ALL OEM.		
3			
4			
5			
SPECIAL NOTES			
VEHICLE MOD. REF. NO. 4TV8C2CDL			
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THE CLUB STAG ARCHIVE

The Triumph Story, Part 25 – A New Future with Bomb & Barb)

When Leyland Trucks completed the acquisition of the Standard-Triumph company in April 1961 they immediately appointed their own people to head up the board of directors. Whilst Leyland tried to understand the workings of their new acquisition there was an amount of change within the senior management, after all, Leyland also had other concerns to keep control of and they still needed guidance while Standard-Triumph was being reorganised. Initially, Stanley Markland and Donald Stokes were the men 'sent to Coventry' and as the Leyland experts in manufacturing (Markland) and Sales (Stokes) they were probably the best people to sort out the new company.

The assessment period did not last very long and in August 1961 seven of the ten members of the Board were sacked and 800 management staff followed as Leyland introduced severe cost cutting measures. Shortly after that three and four-day weeks were introduced and staff were laid off at the Beans foundry in Coseley.

When the dust had settled in the boardroom, Markland emerged as Managing Director, replacing Alick Dick, and Stokes, Sidney Baybutt (Leyland's Chief Accountant) and Frank Dixon (MD of Standard-Triumph (Liverpool) Ltd) were retained to take the company forward with Sir Henry Spurrier (Leyland's long term MD and Chairman – see last month) in the Chair. From there, the Board gradually expanded and further appointments were made as the Leyland people, who were getting on a bit by then, retired from active service. In this way Harry Webster (MD of Standard Triumph Engineering Ltd) and George Turnbull (General Manager of Production) were promoted and Leonard Woodall (Chairman of Forward Radiators) returned after being one of the earlier sackings.

The background for a Triumph resurgence had thus been laid but what about the cars ?

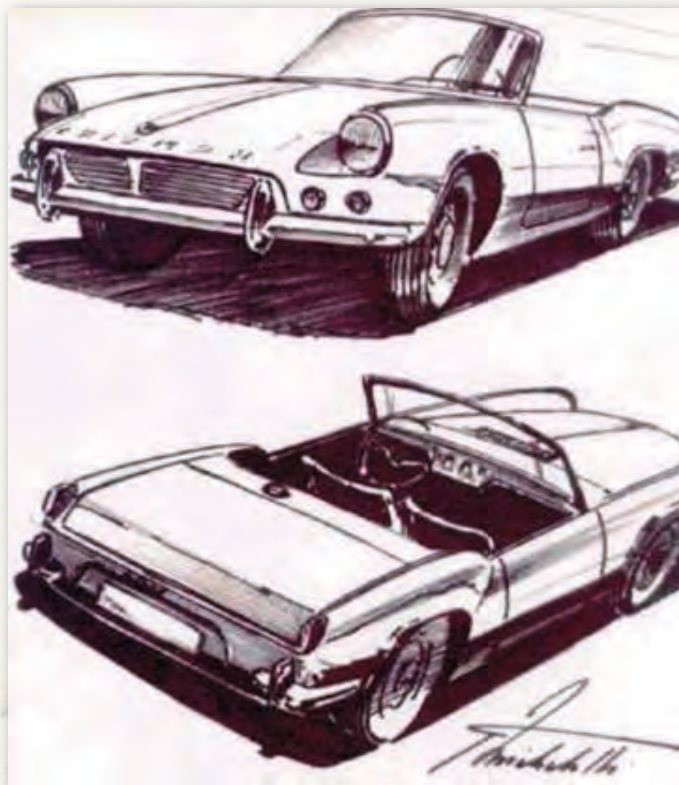
Project Bomb

When Leyland walked into Canley in 1961, Triumph had only one currently modern model to take them forward through the sixties, with little 'on the stocks'. Herald was the booming newcomer but the TR3, having been designed as the TR2 back in 1952, needed changing as did the Vanguard larger car range. The TR story was outlined in Part 22 of this story and, following a holding exercise during the final, no-money days of 1960, it was

finally released to the public during September 1961 but what else was going to take the company forward ?

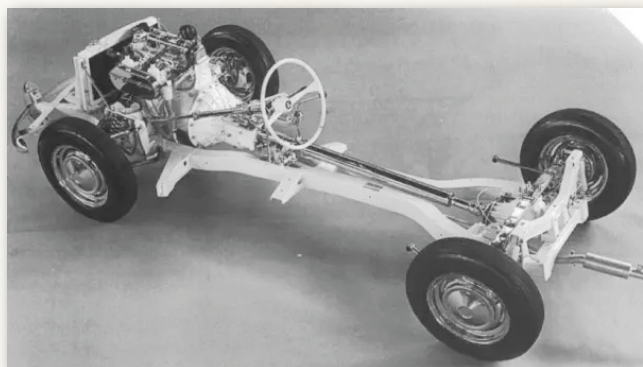
Although Alick Dick had always wanted to see a small sports car to supplement the TRs, it was Giovanni Michelotti who pushed the project forward with his enthusiastic renderings for sporting automobiles. His idea for a Herald based special was approved for prototype build in September 1960 and a Herald chassis was sent out to Turin to be worked on. Returning to Canley before the end of the year it fell straight into the block on spending caused by the lack of money and the pretty little sports car was covered with a sheet and stored in a corner of the Engineering workshop until the financial situation was resolved.

Luckily, it did not have to wait that long and during a visit to the Engineering Department in April 1961, Stanley Markland inquisitively asked what was under the sheet. He liked what he saw and gave the go ahead for Webster to develop the idea into a production model.



These are two of Michelotti's drawings for the Spitfire. Compared with the photo of FC1 (below) very little changed from conception to production.

The car had been laid out on a shortened Herald chassis with stronger sills to the body so that outriggers could be omitted from the chassis – which allowed for a lower body line.



This show chassis shows the lack of chassis outriggers.

Many of its parts were garnered from the Herald parts bin and little was changed from prototype to production. Exceptions were the interior fascia which was redesigned to be suitable for both LHD and RHD models and the engine, which in the prototype was the original Herald 948cc unit but which was now uprated to the larger 1147cc version of the SC unit which had been developed for the Herald 1200.



The first Triumph built Bomb prototype (X692) was used for press photos but then went on to a life in rallying. It still exists in its rallying persona.

The car was first shown at the 1962 London Motor Show with the name 'Spitfire 4'. 'Spitfire' – well, nobody actually knows why, but it was appropriate – and '4' because of the 4-cylinder engine (Not to be confused with the later Spitfire Mk 4 of 1970).

The Spitfire was launched directly at the Sprite/Midget market and with its superior styling and equipment specification it was an immediate success both in the UK and in North America. Such a success that it was very little changed until the Mk3 was introduced in 1967. Indeed, the final cars being produced in 1980 were not that dissimilar to the first cars of 1962 and with over 300,000 being built it obviously made money for both Standard-Triumph and British Leyland.



The first Spitfire off the production line, commission no. FC1/L, was shown at the 1962 Earls Court Motor Show and then went to Switzerland as a show car/demonstrator. It also still exists as the restored photo below shows.



It's brief history is that it was slightly uprated in 1965 with a little more power (63 bhp became 67 bhp in this Mk2 model) and in 1967 the Mk3 introduced a change to the grille and front end along with a further increase in power to 75 bhp achieved from the new 1296cc version of the engine.



For 1967, the front bumper was raised to give a lower look to the front end, which was revised with a full width grille and under-bumper indicators/side lights. A larger version of the SC engine was also introduced.

However, all good things must come to an end and the quickly changing regulations applicable in the American market had to be adapted into the Mk4 when it was revealed

in November 1970. Michelotti's ideas for the car were to bring in the cut-off tail which was being applied to the Stag and the 2000 and to include pop-up headlights but, unfortunately, these were dropped due to thoughts that they would be outlawed in the USA as legislation unfolded – which eventually did not happen so maybe an interesting idea was unnecessarily junked. To counter criticism of the rear end handling of the car, this was revised in the Mk4 with a transverse leaf spring now being allowed to pivot on the top of the differential, which eliminated the rear roll stiffness. In the Mk4 the gearbox was finally brought up to date by using the all synchromesh version developed for the new Toledo.



Probably the classic view of a Spitfire. This is a mk4 with standard steel wheels and the new inset door handles.



And from the back the Mk4 had the new 'Triumph look' with a cut-off tail and block lights.

The final incarnation of the Spitfire hit the streets in December 1974. The Spitfire 1500 had been on sale in the USA since 1973 but this was just a Mk4 with an engine upgrade to the Dolomite 1500 version of the SC engine, and which had been thought necessary in order to counteract the continual problems of getting power out of engines, strangled by emission control regulations. To show how badly these regulations affected engine outputs, the original Spitfire of 1962 with an 1147cc engine was quoted as producing 63 bhp whereas the 1973 USA Spitfire Mk4 fitted with the 1493cc engine (a 24% increase in volume) was quoted as producing just 57 bhp.



Can you believe those bazookas? This is what happened to the last Spitfires sent to the USA. Aren't we all glad that Stag was withdrawn before it got to this?

The new Spitfire 1500, with the 1493cc engine being applied to all markets, also featured twin SUs for non-North American/Australian markets, enlarged from the earlier HS2 to HS4 spec. At various times before the final car rolled off the production line at Canley the rear suspension was slightly tweaked (again), reclining seats were introduced and that 'houndstooth' chequered seat material was introduced, along with column mounted minor controls, wooden dash finish and hazard warning indicators.



The interior of a 1978 Spitfire 1500. More advanced than in 1962 but, compared with the photo on the last page, which would you prefer to thrash down the road in?

Having been the first new car model to be cleared for production by the new Leyland Motors management, it was a Spitfire which was the last car to officially trundle off the Canley production lines on 8th August 1980. The inca yellow ORW 756W can be seen at the British Motor Museum at Gaydon if you know where to look.

The Rocket Range

Important in the scheme of the Spitfire was the new production facility which was being built in 1961.

During the fifties, production targets at Canley had been increasing and the final build facilities were creaking.

Having acquired new pressing and body production facilities by buying companies (see Part 19), the final build lines needed expanding in order that the Herald could be built in the expected numbers. Financed by the Ferguson tractor sale, a new 1,300 ft long production building was commissioned. This was situated at the West end of the original production buildings and occupied three floors, a main production space with three lines to be laid out for the Herald range, the Vanguard range and the TR range, a basement for tyre and parts storage, and a loft for conveyorised body storage prior to the bodies being 'dropped' into the production space.

It was reputedly the most advanced production building in the World when it was completed and all the automation was planned and executed in-house. A CCTV room in the basement controlled the flow of bodies onto the production lines via cameras in the loft and monochrome monitors in the control room. I have no idea how they sorted a magenta from a sapphire body.

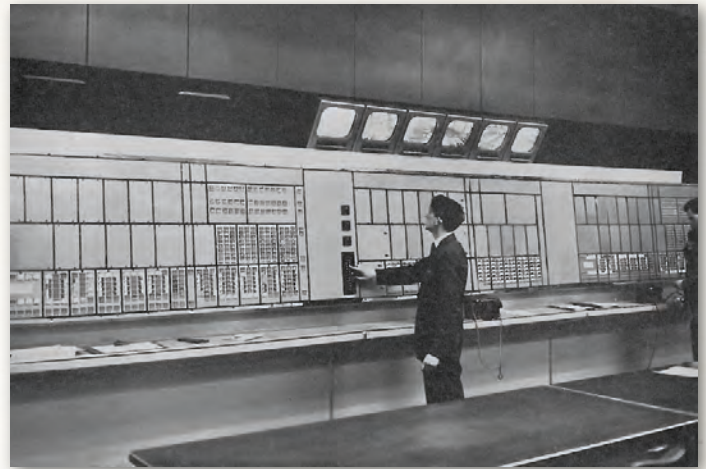


The Canley Site in the early seventies. The original buildings are bottom left, the 'Rocket Range' is the black roofed building just left and above the centre, the recreation ground is on the right with the Experimental building (Fletcher North) in the right hand corner of the site. The A45 runs across the top and the Birmingham-Coventry railway along the left hand boundary.

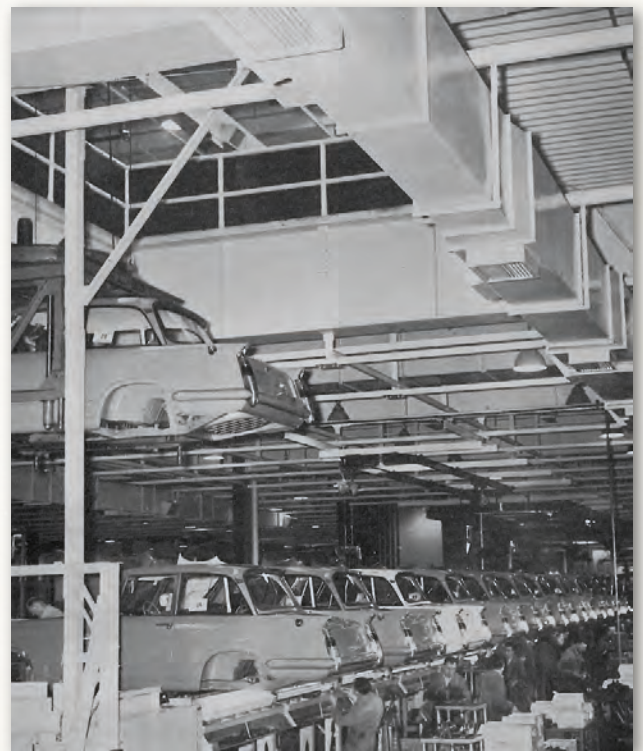


The railway line side of the Rocket Range during the last stages of construction. The doors for access to the lower storage areas are on the right hand side. The glass frontage is on the short side of the building.

The first cars came off the Herald line in the 'Rocket Range', as the new facility was called by all on the site, in February 1961 and the Heralds were joined by the Spitfire in September 1962.



The body control room in the basement. The loft could hold 500 painted and trimmed bodies on conveyor mounted skids with the movements being controlled in this CCTV control room.



The body drop on Line 1 with a Herald 948cc S being lowered onto the new final production line to receive its engine, transmission and wheels. Stag was eventually finish built on Line 3 but it was not built sideways as the Herald was.

Barb – The Mother of Stag

Ooops ! I seem to have run out of space, therefore you will have to wait until next month to find out about how project 'Barb', the Triumph 2000, came about. Sorry about that!

Peter Robinson © Peter Robinson 2026

OUT & ABOUT

E A S T E R N

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Mobile: 07816 271237

NORFOLK

Co-ordinator Kevin Mellor **Mobile: 07957 790764**
Deputy Co-ordinator Chris Liles **07885 253525**
Email: norfolk@stag.org.uk

Snowdrop Walk – was ‘dropped’ due to snow! Instead of exploring Raveningham Hall’s lovely gardens, an appalling weather forecast instead had some members browsing relatively warm nearby garden centres. However, all 22 who booked for the walk still braved driving snow to reach the Swan Motel at Gillingham near Beccles. What does that tell you about our priorities? Anyway, a tasty carvery & lots of sociable chatting made the trip onto the border with Suffolk well worthwhile & we thanked organisers Peter & Jean.

Games Afternoon Nearly 40 of us enjoyed learning &/or playing a wide range of activities & chatting whilst drinking copious amounts of tea & coffee. Subsequently, the following winners were awarded prizes. Note the names in brackets credit those who kindly supplied/ran the activity. Bar Skittles: Mike Grady (Barry); Car Quiz: Richard Fereday (Gary); Ring the Skittle: Ray Prescott (Ted); Roulette: Ray Prescott (Chris). We also had Poker Dice & Crown & Anchor tables (Su).

However, back by popular demand was MC Steve Bradbury presenting today’s star attractions. After a huge amount of preparation, Steve’s humorous organisation & running of both games had us all highly entertained. Play Your Cards Right resulted in the Girls Team thrashing the Boys by six games to two! Of course male gallantry came into play in letting them win ... not! Deal or No Deal’s



random number generator saw Barry Dunkerley in the hot seat. Proving to be a tough cookie for the Banker (Peter O’Neill) to manage, Barry succeeded in winning the top prize - £100 cash. However, to his eternal credit, on being handed the cash by Steve; Barry immediately gave it to me (Kevin) as a donation towards this year’s Area Charity – top man! All Steve’s substantial hard work in professionally mimicking both TV formats was well worthwhile – you’re a top man too Steve!

Of course it wouldn’t be a Norfolk SOC event without excellent food! An extensive selection of cold meats was enjoyed courtesy of Terry & Colleen (Terry’s Butchers, Dereham) with potatoes, beans, coleslaw etc accompaniments (courtesy of Jean & Jan). Since everyone attending also brought a sweet to share, the counter was groaning with delectable calories!

I proposed thanks to the food suppliers & to the Games providers, notably Steve. Also to Val for acquiring Little Melton Village Hall plus Jean, Jan, Peter & myself for teas etc & general organisation. This was yet another enjoyably sociable day in Norfolk SOC.

March N&N – 30 people plus 3 Stags spotted in the car park. One was Graeme’s, another escaped identification (sorry if it was yours) & the third was Andrew & Jenny’s who were making a welcome return to see us. Andrew gained loads of tips to help him in his Stag improvements. This illustrates a common fallacy that many new members feel they can’t attend a meeting because ‘their Stag isn’t roadworthy/good enough’. Sorry, but that is total cobblers! Whether you’re just tidying or doing a full restoration, we all enjoy sharing our tips, ideas & local suppliers/contacts to help motivate you in your undertaking.

After reviewing the above recent events, we looked to the future including SOC National Day in July, AGM in November & potentially an Eastern Region Day in



Northamptonshire during September.

We also held a secret ballot to choose our Charity to support for 2026. The winner was Norfolk Blood Bikes, please visit www.norfolkbloodbikes.org.uk to learn how much they help us all – at no cost to NHS ... perhaps consider joining their weekly lottery? Ray Prescott is a volunteer rider but was not here tonight so did not influence our popular decision.

Finally, did you spot on the cover of March's SOC mag two local supermodels taking tea? Yes, they were (L to R) Graeme Budge & Steve Bradbury in the background at Stoneleigh. Don't bother asking for their autographs, they charge too much now!

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

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

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

NORFOLK AREA WEBPAGE

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

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

Our first event for this year received good support and we had a new venue to visit. The Blue Diamond Garden Centre, Huntingdon has recently opened under new ownership and the newly refurbished restaurant was ideal for a relaxing Breakfast Get-Together. The weather forecast predicted rain and so most members elected to keep their Stags hidden away awaiting better times. The weather on the day turned out to be much improved, with sunny spells and so a big well done to the four members who made the decision to bring their



cherished Stag. (Photo of Members Arriving).

We also welcomed new members Chris and Frances Jossaume with their recent Stag acquisition which is a really interesting story and which with their permission we can disclose in a future edition.

Our next event on the 26th April is National Drive It Day. This provides us with an opportunity for us to drive our Stags and raise awareness and support for the NSPCC "Childline" charity. The drive will start at the Notcutts Garden Centre, Brampton, for coffee and drive an interesting route arriving at the George & Dragon, Elsworth for lunch. Ivan Higgins has been working hard to plan and create an engaging drive for everyone. I know he can rely on your support in making it a day to remember.

Chris

DIARY DATES

- ✔ Sunday 26th April National Drive It Day (TBA)
- ✔ Saturday 30th May Cambridgeshire County Show, Abbots Ripton
- ✔ June (TBA)
- ✔ Saturday 4th & Sunday 5th July SOC National Day, Shuttleworth Collection, Biggleswade
- ✔ Sunday 26th July Southwold Boating Lakes Classic Car Rally, Suffolk IP18 6BN
- ✔ Sunday 23rd August Bottisham Airfield & Museum, Bottisham, Cambridge

BEDFORDSHIRE & NORTHANTS

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

Natter and Noggin...

February Natter and Noggin was not well attended but this Natter and Noggin is when we reselect or vote on a new co Ordinator for the next year. So as there was not a good representation of the area the situation is remaining the same. Therefore I have put it out on the What's App for nominations for a co -ordinator and a Deputy. Look out for news coming.

Events and car shows

After the success of the Sunday meet at the Danish camp I put a return Sunday lunch for March into the calendar but the Date was not suitable and the alternative

Sunday was Mothering Sunday so The trip out is now scheduled for Drive It Day. Meet at Woburn Car Park and then drive through the beautiful Bedfordshire countryside to Lower Gravenhurst MK45 4HJ for snacks or the amazing menu at Disco-licious café.

Chiltern Hills Rally Weedon

When booking on line for car club stand please use the Bedfordshire Stag Owners Club option!

I am getting information of a load of midweek meets taking place locally, all free just turn up and get a drink and or a burger/ hot dog. I will start to add them to the Diary dates but look out on What's app and emails for latest information

What's App Group

Some of you would of seen my posting on the what's app group about the respray of my car. Sadly a lot of rust has been found and what I thought and looked like a good solid car has had a lot of new panels fitted which have not been welded correctly making the car structurally unsafe in an accident and beyond my budget to get it all put right.



I had managed to find my dream Stag colour combination in Cambridgeshire via a posting on facebook but sadly someone saw the post on facebook and brought it under my nose, gutted. So I am still deliberating what to do.

Also on the group Ray has been posting pictures of his stag bodywork rebuild that he is doing himself, and guy has been posting pictures of the work on his engine trying to solve the oil leak at the front of the sump and showing the sludge build up at the bottom of the sump. Simon Parrot showing pictures of his Radiator replacement and problems with the kenlow, Stephen Roberts showing his new Motorola Bluetooth Radio fitted which brought about a few picture of other members radios and options.

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

- ✔ April 7th (prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ April 15th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ April 16th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
- ✔ April 26th Drive it Day Sunday - meet at the public car park in Woburn op church at 10:00
- ✔ May 12th (prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ May 20th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ May 14th Natter and Noggin
- ✔ May 17th Sunday Chiltern Hills Rally Weedon Park Aylesbury HP22 4NN
- ✔ May 30th Sunday Wings and Wheel Shuttleworth Early bird discount £24PP children free before 31st Jan
- ✔ June 9th(prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ June 17th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ June 18th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards

BEDFORDSHIRE AREA WEBPAGE

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

HERTFORDSHIRE & N. LONDON

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



i All! Just a short one this month I'm afraid. After a promising start in the second half of last year at our alternating meet at The Woodman Inn, I am disappointed to see the attendance for this meeting starting to dwindle as evidenced by just the four of us at the March meeting. I am hopeful that numbers will pick up as we move properly into Spring and Summer, but if that proves not to be the case by the end of the year, then we may have to look at cancelling that venue altogether and go back to having every meeting at The Golden Eagle. That would be a shame as the intention was for this meeting to serve those in the more central and eastern parts of Hertfordshire and the food is very good and reasonably priced. I will be doing an email drop to all Herts members shortly to help 'spread the word' more effectively of the benefits this venue has to offer them.

In other news, my engine rebuild continues with the block now back, having been rebored, the crankshaft reground and nice new pistons sitting in their bores looking very shiny! I'm hoping to have it up, running and ready to go for the next club night, but that may be a stretch too far, but definitely in time for 'Drive It Day'.

You are most welcome to join us at our meetings held on the first Thursday of each month, alternating between The Golden Eagle, Ashley Green and The Woodman Inn, Brookmans Park. Please contact me if you wish to be added to the area WhatsApp group to get the latest updates on our events, or simply to let us know you'll be joining us, so I can book a large enough table! (You do not have to eat at the meeting, just bring yourself!) See the diary below for what's coming up:

Peter Goodman

DIARY DATES

- ✚ Thursday 2nd April – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✚ Sunday 26th April – National 'Drive It Day'. A 'run out' ending up with lunch at a local pub will be planned and published nearer the time. Watch the WhatsApp group for details.
- ✚ Thursday 7th May – 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.)
- ✚ Sunday 17th May – Chiltern Hills Rally, Weedon Park, Aylesbury. HP22 4NN.
- ✚ Sunday 31st May – Classics At The Villa, Villa Scalabrini, Shenley. WD7 9BB.
- ✚ Thursday 4th June – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✚ Thursday 2nd July – 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.)

SUFFOLK & N.ESSEX

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

March's N&N was very well attended with about 20 of us having a meal before the meeting when we finalised the events list with the addition of Classics at Glemham (Now at Woolverstone) on the 6th September. This had been cancelled but has been reinvented at a new venue which looks like a good day out. We won the best club stand at Glemham last year.

April is when the season truly gets underway with Drive it Day. This year we are visiting the Long Shop Museum in Leiston. We visited this museum once before and it was very good; they have just been awarded a grant for improvements and it promises to be a good day out to be followed by a late lunch. Robin is taking the lead for this one.

Then a week later it is the Felixstowe run, closely followed by a visit to Kelvedon Hall and gardens.

The events list is now published on our page in the members area. Several of the most popular shows are getting us to confirm and pay to secure places; this seems to get earlier year on year. Please follow the instructions on the events page to assure your place and avoid disappointment.

We meet on the first Wednesday of each month 8pm (6:30 for a meal) at The George Pub, Hintlesham near Ipswich IP8 3NH. Please come and join us for a chat and a drink.

Check out our page in the website for news and upcoming events. <https://www.stag.org.uk/suffolk-n-essex-home/>

You will need to sign in to the members area to view this page.

DIARY DATES

- 1st April N&N The George. Hintlesham IP8 3NH
- 26th April Drive it Day
- 3rd May Ipswich to Felixstowe Run (pre booked only)
- 6th May N&N The George. Hintlesham IP8 3NH
- 10th May Visit to Kelvedon Hall and gardens (pre booked only)
- 24th May Harwich Classic Car Show
- 25th May East Anglian Railway Museum

SUFFOLK AREA WEBPAGE

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

ESSEX

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

Last month was traditional Frostbite Run and all went to plan. Excellent day with coffee stop on the red double decker bus, and they made us feel very welcome. The it was all change and we left for the second part of the run ending up the Rettendon Lodge for Sunday roast. All cars behaved themselves and we were lucky with the weather.

March was a quiet club night as usual.

This month is a busy one with Quiz Night on club night and National Drive it Day on the 27th. Thanks again Bob for organising the run.

Please to advise that Little Baddow Open gardens will be on the 16th May. Email has been sent out with the details. Always a good day.

Denis is kindly organising the Summer Picnic run which will be on the 28th June, details to follow and thank you Denis.

Ricky and Maggie have kindly come forward to host the Summer BBQ, details to follow, thanking you both.

Chris has been doing a great job in organising the Long weekend with bookings going well, Thank you to you Chris



Maldon Classic car show has been announced to be for the 13th September and if you book online <https://maldoncarshow.co.uk/>, please let me know to ensure parking area.

Please have a look at the current events as below.

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

- ✔ April 2nd – Quiz Night, Old Windmill
- ✔ April 26th Drive it Day
- ✔ May 7th – Club night, Old Windmill
- ✔ May 16th - Little Baddow Open Gardens
- ✔ June 4th – Club night, Old Windmill
- ✔ June 28th - Picnic Run
- ✔ July 2nd – Club night, Old Windmill
- ✔ July TBA - National Day

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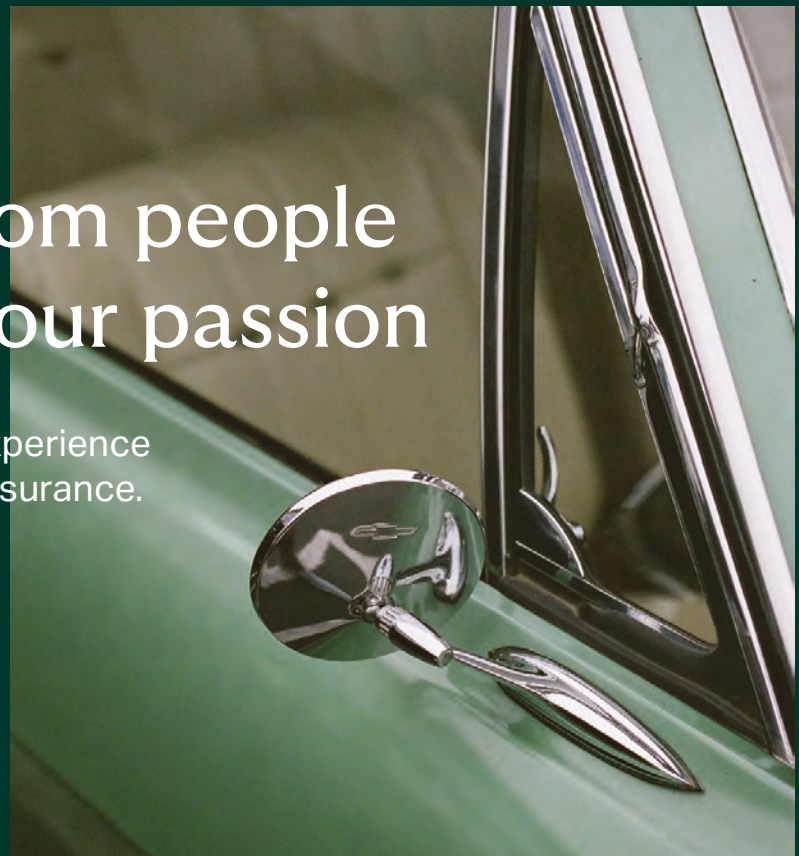
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OUT & ABOUT

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Co-ordinator

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Getting out and about

A glorious sunny day at the beginning of March. I couldn't resist taking my stag out for a drive! I had a free National Trust pass for the day so decided to go drive through Calke Abbey.

Nicky

For me not such nice weather, but we did decide to take the car out for Drive Your Triumph Day on 10th February, definitely not sunny weather like Nicky had, but it was a very rare dry day - to start with! The first place we visited was a pub in Sheffield called the Stags Head, so photo for the DYT D website sorted, Viv then suggesting the Hidden Gem Café a few miles away, a place she visits occasionally with the "ladies that lunch" that is staffed by adults with learning difficulties, the profits being used to further support them with arts and craft classes etc. It also has panoramic views over open moorland, but not today, the thick fog and then rain took care of that, but at least we took the car out.

Andrew

March Meeting

A bit quieter than our usual turnout, but an enjoyable

evening all the same, various shows and weekends were discussed but as always we would like to know of new places to visit. Phil has organised another Breakfast Run on Monday 18th May, see below for details, hopefully we will get a good turnout and make all Phil's efforts worthwhile. The Tally Ho Run is now full, but at the time of writing there are still a few spaces on the Crooked Spire Run. There are still a couple of spaces on the canal trip in June, ask Phil as he has kindly organised it, his details are at the end of the report. As an area we don't have anything planned for Drive It Day, although by the time you read this, that could have changed, but suggestions are always welcome. Some are doing something with other groups or individually. We will be in North Yorkshire for the weekend, but are planning to take the Stag, unless what is happening in Iran means fuel is stupidly expensive, in which case it might be staying in the garage.

Hopefully as the Spring and Summer weather improves we will see more Stags and more members.

Andrew

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 31 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 6th May
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.

- ✔ 26th April Drive it Day Suggestions wanted
- ✔ 3rd/ 4th May Papplewick Pumping Station Vintage Weekend
- ✔ 17th May Tally Ho Classic Car Run, www.crookedspire-classic.co.uk
- ✔ 18th May Breakfast Run Start at Croots Farm Shop, Duffield, Finish at Peak Railway, Rowsley
- ✔ 25th May Rolleston Transport Festival
- ✔ 31st May Triumph Picnic, Woodland Grange, Leamington Spa No booking required
- ✔ 7th June Nottingham Motor Show
- ✔ 21st June Crooked Spire Classic Run Start and finish Barlow Village Hall near Chesterfield www.crookedspire-classic.co.uk
- ✔ 25th June Canal Trip. Loughborough, Contact Phil for information

NOTTS / DERBY AREA WEBSITE

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

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

Our N&N meeting on the 3rd March was very well attended by both members and their partners and made for a most enjoyable evening with lots interesting conversations on a wide range of topics. Roy L explained how dyslexia affected people in so many different ways. Russell describe the problem he was experiencing with the power steering system on his car and Roy R talked about the 'water in the Vee' problem he was investigating. There was of course the usual banter.

Last month's report noted that a Drive it Day event generated little interest within the group and as a result the South Birmingham area will not be participating. Howden Insurance (Formally RH Insurance) have held a drive it day event in recent years starting from their offices in Worcester. It was suggested that this was an alternative that we could register for. However, I received an email from Howden informing me, and no doubt many others, that due to works being carried out on their site they were unable to hold the event this year.

So another door closed as far as Drive it Day was concerned. Then lo and behold the cavalry arrived in the form of Worcester area's event would be more than happy for our area members to join them. The details are:

South Birmingham area members are welcome to join Worcester area on their Drive it day run On Sunday 26th April. We will be meeting at Liberty Leisure, Wychbold just

off Junction 5 of M5 WR9 7TB, from 10.30 am for coffee and cake to leave by 11.30. After approximately 50 miles we will arrive at the Fountain inn, Tenbury Wells for lunch at 1.30pm ish. Three courses for approximately £23.50.

Please contact Tony Gibbs, 07710430849, or email antrif2l@gmail.com if you wish to attend. Drive it day plaques are available at £12.50 in aid of Childline. If you would like one please let me know ASAP.

Please, also let me know if you are attending so that I have a record of participants from South Birmingham.

Noel Sargent.

DIARY DATES

April

- ✔ 7 N&N Fox Inn Chaddesley Corbett
- ✔ 11/12 Season Opener Shelsley Walsh, WR6 6RP
- ✔ 18 Pride of Longbridge Cofton Park, Longbridge
- ✔ 19 Breakfast Club Shelsley Walsh, WR6 6RP
- ✔ 26 Drive it Day

May

- ✔ 2/3 Speed into Spring Shelsley Walsh, WR6 6RP
- ✔ 4 Bowling Green Classic Cars Droitwich Rugby Club
- ✔ 9/10 Marches Transport Festival Ludlow Castle, SY8 1AY
- ✔ 16/17 Redditch Classic Motor Show Redditch Town Centre
- ✔ 17 Classic Wheels Rutland Showground, Oakham
- ✔ 21 Cars in the Valley Shelsley Walsh, WR6 6RP
- ✔ 27 Wheels on Wednesday Avoncroft Museum, Bromsgrove, B60 4JR
- ✔ 31 Standard Triumph Picnic Woodland Grange, Leamington Spa, CV32 6RN
- ✔ 31 Julie Anderson Memorial Bridgnorth Rugby Club, WV1 car show

SOUTH BIRMINGHAM AREA WEBPAGE

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

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

Here we go again. We're getting dates organised for the coming season and boy, it looks like a being a busy one. We're looking forward to it. Lovely weather guaranteed, or so I've heard, lovely company and lovely cars, what else could we wish for.

Very busy on the project front as the 'to do list' is being added to constantly with no hope of finding time to do much at all. The Stag needs a new clutch and just planning that in is proving to be quite a task. It's amazing what 'stuff' you find lying around isn't it. Before I ordered a new clutch set, I remembered, or more to the point,

thought I'd remembered, that I had in stock some clutch bits. I went down the shed and found 3 clutch sets. One for a 2000, one for a Stag and the other for a Ford Tourneo Connect van. Now then, where on earth I have picked up a Ford clutch from I'll never know.

I have sorted the 3ks plumbing system and I now have a working heater after a small re-routing of heater return pipe. Need to put the Lappie invented two-way return valve back in now. The heater control via my two-way valve maintains the coolant flow from the LH head regardless of the heater control knob position. The standard system cuts off the heater return flow if the heater knob is in the cold position.

Anyway, not much else to report at the moment, so I won't keep rambling on and on and on and on and on.....

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. - The **BULLS HEAD**, 9 Coventry Road, Brinklow, CV23 0NE

LEICESTERSHIRE - Every **THIRD TUESDAY** evening of the month at THE **CHARWOOD 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

- 🚗 Sunday 26th April.- FBHVC Drive it Day – to be confirmed, but keep date clear as we will be doing something. CRADDOCK TOUR revisited.
- 🚗 Saturday 9th May – Daventry Motofest. Book direct with them
- 🚗 Sunday 17th May – Oakham Classic Wheels. Let Tony know if going.
- 🚗 Saturday/Sunday 23rd/24th May – Stratford Festival – Book direct.

WORCESTERSHIRE

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

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

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

 or our "Snowdrop Run" this year we went to Colesbourne Park. It is only open to the public at weekends throughout February, and can get very busy, but we opted for a private visit. You need a minimum of 20 people but it means you have your visit midweek when the general public are excluded, and you get a presentation, with tea/coffee and cake, and a guided tour by the head gardener and owner Sir Henry Elwes. It was an excellent tour, but the weather was awful, with torrential rain, however it held off for (most) of our tour of the garden.

We followed the visit with a very welcome lunch at the Colebourne Inn which is just next to the park.

The March N&N was the last of our winter season breakfasts, from April we will revert to our Thursday evening "summer" meetings. The breakfast meetings are very popular and we had 27 members squeezed into our corner of The Oak. The weather has been much drier recently so it was good to see 5 Stags in the car park.

Robin and Cheryl have been very busy organising the hotel for our Murder Mystery in November and they presented the group with the plans. This year we are going to The Lion and Pheasant in Shrewsbury. Emails will be sent out shortly asking those going to book directly with the hotel. As well as the Murder Mystery, there are plans for a run out, wine tasting and a visit to Shrewsbury prison, quite fitting for a murder mystery weekend!

Howard reminded us of the details for his "Daffodil Drive" on the 1st April starting at Eastnor Castle. We must arrive before 10am to get privileged parking in the castle. Everyone is invited back to his house for cream tea. There are also some road closures in the area which may affect the route some people take to get there.

Tony and Christine are planning our "Drive-it-Day" and will be ordering rally plates for those who have asked for them. Please bring your £12.50 to the April N&N. Money collected goes to the NSPCC Childline.

Peter has suggested we put 2 local shows in our calendar for the summer, the Apley Classic Motor Day on 12th July at Apley Farm Shop, just north of Bridgenorth, and the Peopleton Autumn Show at Peopleton, a village just a couple of miles north of Pershore. He's been to both along with Christine and Tony and they were very impressed and say they are a great day out. The Peopleton show is becoming very popular and is limited to 200 vehicles so if you want to go you need to book early.



DIARY DATES

- 🚗 2 April - 8pm Evening N&N, The Oak, Upton Snodsbury
- 🚗 12-17 April - Spring Break, Isle of Wight
- 🚗 26 April - Drive-it-Day
- 🚗 3 May - Bluebell run and picnic
- 🚗 7 May - 8pm Evening N&N, The Oak, Upton Snodsbury
- 🚗 4 June - 8pm Evening N&N, The Oak, Upton Snodsbury
- 🚗 14 June - Run out

SHROPSHIRE & SOUTH STAFFORDSHIRE

Co-ordinator

Carol Tyler-Morris

Deputy Co-ordinator

Patrick Fitzgerald:

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OUT & ABOUT

NORTH EAST

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At last, with the rain easing and a few good days behind us—and many more to come—my deputies and I here in West Yorkshire have been busy finalising this year's events programme. This can now be viewed on our website via the owners' club site.

It was great to meet some of our neighbours from North Yorkshire—Lorraine, John and Adrian—and we're pleased that some of the West Yorkshire members will be joining them on their Cobweb Run.

The only other item to mention is our Sunday lunches, the most recent being held at The Kings Croft in Pontefract. Once again, it proved to be a very popular event. Good friends, excellent food and glorious weather made for a thoroughly enjoyable day. Well, done to Dawn for all her hard work organising the events. As for the inter-car club quiz, I believe we are currently running in third place.

Just a quick reminder that our Noggin & Natters take place on the first Tuesday of every month at the De-Lacy Car Clubhouse, The Great North Road, Brotherton, WF11

9ES. We meet at 7.30pm for an 8.00pm start, with drinks and refreshments available from the bar.

What3Words: [///sued.seagulls.debt](https://www.what3words.com/sued.seagulls.debt)

DIARY DATES

- ✓ April Sat 11 Nysoc Cobweb Run DL8 5SG 10:00 NYSOC
- ✓ April Sun 12 April Fools Run WF7 6BS 10:45 Leeds MGCCC Tony 01924375786
- ✓ April Sun 19 Wysoc Cobweb Run WYSOC Wayne
- ✓ April Sun 26 Drive It Day - WYSOC John & Ian
- ✓ May Sun 3 Thoresby Park NG22 9EP 10:00 Classic Shows
- ✓ May Sun 10 Duncombe Park Charity Clay Day YO62 5EA 11:30-17:00 WYSOC Dawn
- ✓ May Scotland/Ireland WYSOC DAVE
- ✓ May Sun 17 Wentworth Woodhouse S62 7TQ Classic Shows
- ✓ Jun Sun 7 7 Dales De Lacy Run DE LACY CLUB
- ✓ Jun Sat 13 Balne Vintage DN14 OEH 10:00-16:00 WYSOC Dave or Dawn
- ✓ Jun Sun 21 Castle Howard YO60 7DA Classic Shows
- ✓ Jul Sun 19 Newby Hall HG4 5AE 10:00-15:00 NECPWA
- ✓ Jul Sun 26 Ripon Old Cars WYSOC Dave
- ✓ August Sat 1 Hebden Bridge Hebden Rotary Club
- ✓ August Sun 2 Wentworth Woodhouse S62 7TQ Classic Shows
- ✓ August Sat/Sun 8 & 9 Elvington Air Show YO41 4AU Large Model Association
- ✓ August Sun 23 Burley Classic Show
- ✓ Sep Sun 27 Thoresby Park NG22 9EP Classic Shows



NORTH YORKSHIRE

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Hi everyone. After a slow start we are starting to gain some momentum and are well and truly up and running. We have lots of plans for future events and would love to see as many of you as possible taking part. On Sunday 1st March members met for Sunday carvery at the Watermill Bar & Grill. This is always an enjoyable meet up and is open to all our members.

Our first planned event is the Cobweb Run on Saturday 11th April – a scenic tulip run through the beautiful Yorkshire Dales. We will meet from 10am and plan to leave around 11am. The run starts and finishes at Tennants Auctioneers café, Harmby Road, Leyburn DL8 5SG where you can purchase refreshments before the run begins. We will stop for lunch at the CB Inn, Arkengarthdale. DS11 6EN at around 12.30pm. If you want something to eat there you MUST ring to book, 01748 884567, mention that you are with the Stag owners club. You can view the menu on the CB Inn website – www.cbinn.co.uk. There has been a fabulous response so far with 16 cars signed up, with good support from West Yorkshire. Let me know if you will be joining us if you have not already done so – lorainneh59@gmail.com or 07818410797 or the NY Stag owners club WhatsApp group.

Ripon Classic Car Gathering (organised by Ripon Old Cars) is Sunday July 26th at Ripon Racecourse. West Yorkshire have already secured a stand at this event and have kindly invited us to tag along. Places need to be pre-booked with Lorainne as payment is required in advance, although it is only £5 per car. Get in touch as soon as possible so as not to be disappointed.

Keep a lookout for more events coming soon. If you would like to join the N Yorks Stag Events WhatsApp let Lorainne know.

DIARY DATES

- ✔ Saturday 11th April from 10am Cobweb Run, Tennants Auctioneers café, Leyburn
- ✔ Sunday 3rd May – 12 noon Meeting followed by Sunday Carvery, The Watermill Bar & Grill, Carlton Miniott, YO7 4NJ
- ✔ Friday 15th – Sunday 17th May North Yorkshire Triumph Weekend, Grouse Hill Caravan Park, Blacksmith Hill, Fylingdales, Whitby, YO22 4QH
- ✔ Sunday 21st June Fathers Day Classic Car & Motor Show, Castle Howard. Tickets available from Classic-shows.com
- ✔ Sunday July 19th Historic Vehicle Rally, Newby Hall. You need to complete an exhibitors entry form @ bookings. newbyhall.com

- ✔ Sunday July 26th Ripon Old Cars – book with Lorainne
- ✔ Sunday September 13th Hunton Steam Gathering – entry forms available on their website www.hunton-steamgathering.co.uk
Andy Maughan

LINCOLNSHIRE / HUMBERSIDE

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Deputy Co-ordinator Paul Skepper: 07443 515122
Email: paulskepper@talktalk.net

DIARY DATES

- ✔ We have arranged our first meeting on Tuesday 21 April for 7.00pm at :- The Ferry Boat PH, High Street, Washborough, LINCOLN LN4 1AZ

CLEVELAND & CO DURHAM

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Deputy Co-ordinator Brian Armstrong: 07402 387171
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At our meeting at the end of February we had a particularly good turnout of eighteen people at the Station, Picton. Thanks to Debbie for organising an excellent evening out for everybody. We try to move around our area, so if you want to put forward a suggestion for a venue, let us know please.

DIARY DATES

- ✔ Sunday April 12th North Yorkshire Classic Tour. Starting and finishing in Easingwold again.
- ✔ Sunday April 26th Drive it Day. We have 4 cars going to Shelsley Walsh for the MAC Classic, at time of writing nothing arranged locally.
- ✔ Saturday May 9th Classic to Modern Motorshow at Croft Circuit. croftcircuit.co.uk
- ✔ Saturday May 23rd Ushaw Classic Car and Bike Show. ushaw.org
- ✔ Sunday May 24th Thornton le Dale Classic Car Show tdsacarshow.com
Mike & Brian

Co-ordinator

Roland Tate

Email: rolandtatecf@gmail.com

Deputy Co-ordinator

Brian George

Email: brian.george123@btinternet.com

We heard the sad news that member Terry Knowles has passed away. The sincere condolences of all our members were conveyed to Terry's widow Debbie.

Workshop Tales from around the Area

It seems spanners have been flying thick and fast since our last gathering of members at Hesleyside Hall. Terry C, just over the border in Cumbria, is treating his new (rare) damson Stag to its first service in his ownership followed by paintwork and wheel renovation. Chris V, whom we last met on our Club drive to the Lingholm Estate and whose eagle eye spotted an oil weep from the differential, has since embarked on a full under-car renaissance. The diff bearings and seals were renewed and, while his sleeves were rolled up, the 50-year-old sub frame (notorious for fatigue cracks) was replaced too. Add in badly distorted trailing-arm bushes and ageing front shock absorbers, he says the transformation in steering and ride should be dramatic. Those of us still limber enough to crouch down will no doubt enjoy an invitation to inspect.

Alan H has been similarly industrious, tackling a full suspension rebush and a back-axle rebuild due to rusted bearings and pitted shafts. Kevin has been occupied with rear crank and gearbox oil leaks, plus a spot of exhaust-bracket welding. Chris J has joined the "oil seal replacement club", replacing both diff and gearbox seals, and is now preparing to replace his timing chains — impressive if they've truly soldiered on for 55,000 miles. He's also taken on the noble task of seat refurbishment, having decided that disintegrating front seat foam offers no advantage to anyone's rear.

Meanwhile, retired marine engineer Alan D has been deep into setting up his Stromberg temperature compensators—guided by the SOC Forum. It's a job for the truly committed enthusiast; he's also balanced his carbs with a synchrometer and discovered that his engine runs best on low-ethanol petrol. In true "school science lesson" fashion, he can demonstrate not only how to measure his petrol ethanol content using nothing more than a calibrated beaker and a splash of water— but also how to reduce ethanol content to zero with no special equipment. No O'Level science required - ask him - it's brilliant!

The photo captures the craftsman's tools poised in a workspace so tidy it could be used in a public enquiry; mechanical engineer Graham T knows his stuff as he replaces a leaking rear hub oil seal on his Dolomite Sprint for the first time in 27 years in anticipation of some glorious 2026 Club drives. Albert's Stag has enjoyed a



Renewing rear hub oil seals on Graham T's 1977 inca yellow Dolomite Sprint

fresh back-end respray, while Dave Y continues the hunt for a good hard top, pausing only to check tuning and timing. New member Richard G, showing commitment while holidaying in Lanzarote, found time there to plan rectification works to indicators and headlights. On my Stag it was necessary to replace a corroded section of exhaust tailpipe; and I too had to replace the gearbox rear seal – the part only costs a fiver but...

Charles, in remote North Northumberland and custodian of our Area's only sienna brown Stag, is weighing up whether to retire his V8 engine, which is doing its best impression of a paperweight, in favour of a freshly rebuilt unit. Simon D has carried out a small but vital piece of preventative maintenance: replacing the clutch slave cylinder clevis pin. A wise move, since the "pin" turned out to be nothing more than a piece of wire. For added convenience, he's also fitted a remote-fob battery isolator, sparing himself the ritual of opening the bonnet to twist the isolator knob on and off. A demonstration is eagerly awaited.

Steve P had his classic car breakdown insurance renewal with a well-known firm on automatic direct debit. His keen eye noticed they withdrew £329 more than last year – following a query this amount was fully reimbursed – so beware! Finally, a word on MoTs. We

all know they're not legally required for our Triumphs, but two members were recently grateful for their MoT engineer's vigilance. One was alerted to a rumbling rear wheel bearing so stubborn it resisted a 30-ton press, ultimately necessitating new drive shafts—and rewarding the owner with a safer and smoother drive. The other was alerted to a new intermittent brake light fault, cured by a fine yet simple adjustment to the brake-light switch position relative to the pedal. A voluntary MoT can still be a valuable safety discipline.

DIARY DATES

- ✔ 6 April - Easter Monday drive to National Museum of Flight. Joint outing with East of Scotland Area and TR Register to see Concorde and historic planes in original WW2 buildings and hangars.
- ✔ 18 April – drive across Otterburn Ranges for N&N coffee & scones at Otterburn Castle
- ✔ 26 April - Drive it Day drive to Grade 1 listed Mansion. Award of Area Cup to Member with the Triumph 'most pleasing to the eye'. Drive in Northumberland with maps to second coffee stop.
- ✔ 9 May - drive to 17th century private Manor near Morpeth for N&N tea, biscuits and tour of gardens. Garden tour by Head Gardener
- ✔ 17 May - drive to 17th century Grade 1 listed private stately home in Northumberland – visited by Oliver Cromwell and with lineage going back to the 14th century. Short history talk by owner.
- ✔ 18 May - 3-5 day trip to Northern Ireland with West Yorkshire members
- ✔ 7 June – RV at Path Head Watermill in Blaydon then drive to private country house near Haydon Bridge – short tour of national standard walled garden – views over Tyne Valley
- ✔ 28 June - drive to Grade II listed private country house dating from early 18th century in its own 6 acres of historic gardens
- ✔ 5 July – Triumph Cars display on Tynemouth Headland – charity fundraiser
- ✔ 18 July - special N&N parking on the lawn of a Grand Home in Gateshead courtesy of one of our very hospitable members!
- ✔ Aug TBC - drive to Rothbury garage then to Beadnell for N&N coffee & cake
- ✔ 23 August - 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 private Grade II listed Georgian mansion in manicured grounds – home to the Mayor of Newcastle in the 18th century. Meet owner - short talk

Roland & Brian



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OUT & ABOUT

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Deputy Co-ordinator Paul and Polly Booker: 07703 858150

We tried an alternative meeting venue for our meeting on Sunday 8th March. The General Elliot pub in Croft, Nr Warrington, suggested by Graham and Sally, was able to offer a suitable private room with decent bar and food options which proved to suit most people's taste.

We had a very good turnout of 25 people and apologies from a few others. It was particularly nice to welcome three new members joining us for the first time. Paul Harvey, from Urmston and Carl & Deborah who had travelled up from Church Minshull. Hopefully they will have found it useful to chat with local members and will gain from the technical experience on offer if needed and enjoy getting out with us over the season.

Because Rixton Hall is not available for our next meeting, we have now booked The General Elliot again for Sunday April 12th 4.00pm as usual. I also pointed out that due to dates clashing with events for May to August, we may not actually need to book a venue until September! This will give us plenty of time to consider our longer-term options.

There was lots of discussion on the season's events, for which dates and attendees are now firming up nicely. Hopefully everyone will let me know when they have confirmed their bookings.

As always, I will keep everyone updated on any developments by email as things firm up. Please contact me if you need any specific event information or wish to be added to the email circulation list.

Regards, Nick

DIARY DATES

April

✔ Sunday 12th Meeting at The General Elliot, Croft WA3 7DE

✔ Sunday 19th Charity treasure hunt run

✔ Sunday 26th Drive it Day run

May

✔ Monday 4th Gawsworth Hall main show

✔ Sunday 10th Cheshire MG Candles Run

✔ Saturday 16th Weaver Wander

✔ Monday 25th Gawsworth Youngtimers

June

✔ Sunday 6/7th Tatton Park Classic & Performance show
Sunday 14th Peaks & Dales Run

✔ Sunday 28th Lymm Historic Transport Day

July

✔ Sat/Sun 4/5th SOC National weekend

✔ Thursday 9th Bowls evening v Jaguar club

✔ Sunday 12th Caerwys Practical classics show

August

✔ Sat/Sun 1/2nd Hebden Bridge Vintage Weekend

✔ Sunday 9th Meeting - Vera's garden party
Sunday 15/16th Tatton Park Classic Revival Show

September

✔ Sunday 13th Meeting venue TBC

✔ Sunday tbc 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*

Email: crossnigel95@gmail.com

The February "last Thursday of the month" run out was attended by 20, which included 5 Stag owners, none of whom were in Stags on the day! We met at Cae Dai, the 1950s museum just outside Denbigh, and lunched at the Lodge in Llanrhaeadr.

The March meeting attracted 24, which included 6 Stag owners.

In accordance with SOC rules, I asked if any other member wished to take over as coordinator, or whether they wanted me to continue. A show of hands affirmed my continuation as North Wales coordinator. I reported that I had applied to the Tatton Park organisers for a stand for Borders rather than purely SOC as we had struggled to fill the SOC stand in recent years.

Plans were firmed up for Drive-it-day on Sunday 26th April, and members were asked to declare their intentions so that approximate numbers could be given for catering purposes. The meet-up would be at the Rhug Farm Shop on the A5 near Corwen, with lunch at the Anglesey Motor Museum, with an optional evening meal at the Tal-y-Cafn on the A470 in the Conwy Valley.

If anyone is planning to attend any of the Classic Shows events (formerly Andrew Greenwood), such as Capesthorpe Hall, I suggest that, as in previous years, we should each book our own tickets and try to park together on the day.

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.

I have just heard that there will be an event at Claremont Farm (Wirral) on Sunday 10th May. I have provisionally booked a stand. Please contact me if you want to go. This is organised by Claremont Farm themselves.

2026 Shows (Provisional)

- ✔ Sun/Mon 24th/25th May Capesthorpe Hall.
- ✔ Sat/Sun 6th/7th June Tatton Park
- ✔ Sat 13th June Caerwys Agricultural Show
- ✔ Sunday 12th July Caerwys.
- ✔ Sunday 19th July Capesthorpe Hall.
- ✔ Sat/Sun 15th/16th August Tatton Park
- ✔ Sun/Mon 30th/31st August Capesthorpe Hall
- ✔ Mon 31st August Prestatyn

NORTH LANCASHIRE

Co-ordinator David Haughton *Mobile: 01772601164*
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Deputy Co-ordinator Phil Benson: 07938 823454
Email: phil.benson@sky.com

Still nothing to report but we had our meeting last night with 11 people there. Our events will be starting this month with a drive out for Drive it Day we usually cover around 80 miles with a stop for coffee and snack and finish with a late afternoon meal. The details are not finalized yet but we have a suggestion as Hawes for our main destination and ending somewhere near Clitheroe for our afternoon lunch.

We have also knocked together a list of events we should be attending which are listed below.

Meetings have started again and will be held on the second Tuesday of each month after that except July when we go out for an evening meal instead of a meeting

The location is:- The Bay Horse on the A59 at Osbaldeston post code BB2 7HX around 20:00

DIARY DATES

April Sunday 26th Drive It Day

May

- ✔ Monday 18th 5 Days In I.O.M
- ✔ Saturday Sunday Monday 23rd 24th 25th Chipping Steam Show
- ✔ Saturday / Sunday 30th /31st Heskin Steam Show

June

- ✔ Saturday / Sunday 6th /7th Tatton Park
- ✔ Saturday / Sunday 13th 14th Slaidburn Steam Show
- ✔ Saturday / Sunday 27th / 28th Fylde Vintage Steam Show
- ✔ Sunday 28th Townley Hall Burnley

July

- ✔ Tuesday 9th Evening Meal Instead Of Meeting
- ✔ Sunday 12th Leighton Hall Near Carnforth
- ✔ Saturday /Sunday 18th/19th Masham Steam Engine And Fair Organ Rally Near Leyburn
- ✔ Sunday 19th Newby Hall Near Ripon
- ✔ Third Thursday Afternoon Each Month.....Wray Car Show Bridge House Tearooms

NORTH LANCASHIRE AREA WEBPAGE

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

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

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

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

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

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

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

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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WEST OF SCOTLAND

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Our last meeting at the Redhurst was well attended, with everyone looking forward to the season ahead.

The entries for this years shows have started to arrive, which means we are making sure they get filled in and returned asap to ensure we get in. We already have Glamis fully booked therefore, anyone wishing to attend this show we will have to put your name on a waiting list. By the time this goes to print Errol and Moffat will also be booked. (we can sometimes add names to these shows if you let me know quick enough you wish to attend).

Drive it day will be with us before we know it. As its the first run of the season, we are thinking of a run down to Burns Cottage in Ayrshire then onto Girvan for Fish and Chips. We didn't want anything too off road just in case the cars aren't fully awake yet. Our route may change depending on any other ideas or weather etc. Everyone is welcome to join us, if you don't come to the meetings and are interested let me know & I will keep you updated of meeting place etc.

DIARY DATES

- ♥ 26 April Drive it Day
- ♥ 10 May Bridge of Allan
- ♥ 14 June Errol
- ♥ 27/28 June Moffat
- ♥ 11/12 July Glamis

Meetings still held at the Redhurst Hotel, Busby on the first Tuesday of each month.

NORTHERN IRELAND

Situation Vacant

Please contact Peter Jones
Coordinator Liaison Officer for more information
email coordinaterliaison@stag.org.uk
07850 319992

EAST OF SCOTLAND

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Deputy Co-ordinator Alistair McKinnon: 07778 642456
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At time of writing there's still no news re the show at Thirlestane Castle in the Borders. It seems likely that it will go ahead at reduced scale on Sunday 7th June, but that's not confirmed. If anyone is (provisionally) interested in attending then please let me know asap, unless you have already done so. We have again been invited by member Stephen Leckie to view his varied collection of classic cars at Crieff Hydro on Saturday 25th April. It's an impressive collection and well worth a visit – if anyone is interested please let me know so that I can give an idea re numbers.

National "Drive-it Day" is on Sunday 26th April this year. If anyone would like to have a group run out then please let me know.

Club nights continue to be held in the Hawes Inn at South Queensferry on the second Monday of the month, starting at around 8pm.

GRAMPIAN

Co-ordinator Alan Sharpe *Mobile: 07762 902897*
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Deputy Co-ordinator Danny Stroud: 07823 539047
Email: dannystroud@sky.com

There's not much happening yet. Our first event is Drive-it Day next month. We are looking forward to getting back on the roads again.

Meetings are at the Leys Hotel, Main Road, Blackburn, AB21 OSS.

They are on the 3rd Wednesday of the month, at 8pm. All welcome.

Website: www.grampianstags.net

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

WILTSHIRE

Co-ordinator Glyn James **Mobile:** 07584 124656
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Deputy Co-ordinator John Garnett **07484 260374**
Email: garnett936@btinternet.com

So what is it with Stag Petrol pumps, we don't talk about them for ever and then on our March Natter & Noggin, they appear to be the Hot topic

John Garnett hoped to drive his Stag to the meeting but then, the day before found his car spluttering and running rough so he returned it to the garage in disgrace, Rebecca, had take her Stag out prior to the meeting and appeared to have a very similar problem to John's. So the question arises do Stag petrol pumps not like the winter layup.

(John has since sourced the problem with his petrol pump, when re wiring a replacement pump a crimp was not as crimped as it should be, causing the electrical contact to be lost intermittently)



Brian's Stag at the end of the run

There were twelve of us sitting around the table in the MilkChurn pub in Melksham, with one Stag in the Car park (Mine, it needs the miles to run-in) other than the discussion on petrol pumps, we also discussed head lights, interior lights and indicators,

We agreed that our next Sunday Lunch and run on 29th March would to meet at the Castle & Ball at 11am and then drive to the Cumberwell park golf club for lunch at 1pm (now changed to the Erlestoke Golf Club), some have opted to drive straight to the Golf club. We also discussed a Club date to attend the Classics on the Quay , they have published six date 3rd May 7, 14 & 21st of June and 6th September, we done a survey and the popular date is 7th May. We will meet in the Ringwood Cafe Nero at 9:30 (near Sainsbury Car park)

The dates for our Wiltshire Stags go to Wales this year are 9th - 11th September, this year we will base ourselves in the Vale of Glamorgan and enjoy the views from the coastal roads, we may find the odd Mountain. So far there are eight cars signed up we've had no volunteers to join John Julie, Caol and myself on our Pyrenees trip in June, but a few have asked for the details

Our next Natter and Noggin meeting will not be until the first Tuesday in April 2026, the 7th, it will be at the Milkchurn SN12 6AD quite informal just a drink and a chat

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

THAMES VALLEY

Co-ordinator June Crouch *Mobile: 07710 619452*

Email: june.a.crouch@btinternet.com

Deputy Co-ordinator Ian Barlow:

Email: TVstags@btinternet.com

Co-ordinator June Crouch
Hello, and welcome to the April report of the Thames Valley Area. New members, we wish you a warm welcome to the Stag Owners Club, and we very much look forward to meeting you.

My love of the Triumph Stag started when I saw them whizzing down the M4 near Maidenhead in the 1970s. Since then, I always thought I will get one, one day! And that day came in June 2016 and what fun I had! Sadly, I had to relinquish it in 2021, but I still love the car... the sound they make, the smell when you get in, and the sheer joy of driving with other Stags on a run out. Not much else beats it in my opinion!

My name is June, and I have recently taken over from David Yapp as Co-ordinator for the Area. I'd like to take this opportunity to thank David for all he has done over the period he was Co-ordinator.

Ian Barlow, who has many years of Co-ordinator experience, and who was latterly David's Deputy, has kindly agreed to continue as Deputy, focussing on membership and social media. Thank you, Ian.

Don Reed who was Co-ordinator for many years has also kindly agreed to be a Deputy, so thank you, too, Don.

I am grateful to have two Deputies who have a lot of experience in these roles. Together we hope to offer our members meetings and events that will provide you with opportunities to drive your Stag with other Stags... on organised Runs out, getting together at the pub, and going to other events throughout the year.

We use WhatsApp and email to announce upcoming events and confirm dates and details. In addition, Ian is going to set up our own webpage and Facebook page over the next couple of months, which will be additional methods of communication with our members. Due to GDPR rules and regulations, only those members who have agreed to be placed on our WhatsApp group and email lists will be contacted, so if you'd like to know more about what we're up to and you're not on our lists, please do let me know so you can be put on them.

Starting off, below is a list of the events we have planned for the coming year.

DIARY DATES

- ✦ APRIL Sunday 26th - National Drive-It Day, meeting at White Waltham Airfield. Please do let me know if you'd like to join us. If you'd like to know more about this annual national event, visit Drive It Day | Federation of British Historic Vehicle Clubs
- ✦ MAY - Swindon & Cricklade Railway visit.

- ✦ JUNE - Hook Norton Brewery Stay Away Friday to Sunday.
- ✦ JULY Sunday 26th – National Garden Scheme Open Garden visit to Rackleys, Marlow Road, Cadmore End, High Wycombe, Buckinghamshire, HP14 3PP.
- ✦ AUGUST – Skittles at The Frog & Wicket, Eversley.
- ✦ SEPTEMBER - Surrey Group trip to the Isle of Wight. If you'd like to go on this, please let us know asap.
- ✦ OCTOBER Sunday 18th - Autumn Colours Run.
- ✦ NOVEMBER Sunday 22nd - Christmas lunch at The Mill House, Swallowfield.

In addition to the above planned events, we will be holding lunch meetings around the Thames Valley catchment area.

Needless to say, anyone who would like to offer to help with organising events, please don't hesitate to let us know. We can't do it all without you. Thank you.

I am very much looking forward to seeing you at our events.

June Crouch

COTSWOLDS

Co-ordinator Rupert Klaiber *Mobile: 07745 495264*

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Deputy Co-ordinator Mark Jackson

Email: cotswolds@stag.org.uk

PLEASE NOTE that this month, April, we will meet on Sunday 26th to celebrate Drive it Day.

I once measured the economy by traffic density and the number of tower cranes in London, but now realise that traffic density is not necessarily due to volume and commerce but rather the degree of flow restriction. What diabolic alliance of meddlers I wonder decreed that vehicular traffic should be relentlessly delayed and inconvenienced?

Where motorway slip roads were designed as two lane, they are now reduced to one to create a queue on the motorway and its associated roads. Urban junctions are reduced to the proportion and angle of a domestic drive, while busy routes serving industry are reduced in width to create a cycle lane which won't be cycled upon owing to the amount of debris thrown onto it by tyres dropping into potholes. Which cannot be avoided as the road is now too narrow.

Some understanding came from our site visit to the A417 Missing Link project which will finally provide dual carriageway linking the M4 at Swindon and the M5 at Gloucester. Much attention has been given to archeology, newts, bats and deer and the quantity of stone excavated is quite alarming.

This site is truly impressive and the basic objective of potential 70 mph running between motorways is sound BUT the project only exists for 3.4 miles between points A and B. No consideration has been given to



the result of much newly released traffic joining already congested roads and junctions, nor to the thousands more cars associated with extensive and inappropriate local development. Never mind though, National Highways will sort it all out but probably only after being fined by the Environment Agency for poor air quality caused by traffic queuing due to lack of foresight. Happy Easter!

The sun shone on the righteous, and five Stags, for our modest February meeting drive which preceded a lunchtime skittles game and an enjoyable social gathering. A mere 5 points separated the teams at close of play, with Julian attaining top score with 36, helped no end by a 13 spare, closely followed by Tania with 35. Rupert meanwhile showed unerring ability to find gaps between the pins!

Conversation revealed that we have several motorcycle enthusiasts in the group which reminded me that we have, in the past, had 'Bring your other classic' meetings. Having various vehicles in addition to Stags broadens the scope of a meeting and I see no reason why alternatives should not be used.

DRIVE IT DAY SUNDAY APRIL 26th

This will be our April meeting with a Herefordshire run concluding at Westons Cider for lunch, which will require pre-booking. Details will be circulated early this month.

Many of us have previously visited and enjoyed the official tour which I can recommend to those who have yet to do so. Please make your own arrangements via <https://www.westons-cider.co.uk/tour> if you wish to take a tour.

BRITISH MOTOR MUSEUM, GAYDON, SATURDAY MAY 16th

A chance to reminisce and lament the demise of our motor industry at this interesting collection in Warwickshire. A minimum of 12 people are required to qualify for a pre-booked discounted price of £14, so please advise if you wish to attend.

DIARY DATES

Entries below are primarily for information and do not guarantee group attendance.

- ✔ April 26th: Drive It Day
- ✔ May 9th /10th: Classics at Prescott
- ✔ May 16th British Motor Museum, Gaydon
- ✔ June 13 /14th: Churchill Show, nr. Chipping Norton
- ✔ Pied Piper, Highnam (NOT our usual one)
- ✔ Billy's Vintage Weekend, Cliffords Mesne
- ✔ July 4th: Families Day, Highnam (our usual one)
- ✔ July 4th / 5th: SOC National Weekend, Old Warden Aerodrome, (Shuttleworth) Bedfordshire
- ✔ July 11th: Stow on the Wold Show
- ✔ July 18th / 19th: Shelsley Walsh Classic

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

SOLENT & NEW FOREST

Co-ordinator David Small **Mobile:** 07792 177389

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Deputy Co-ordinator Ian Knight **0790 4022781**

Email: ianknight.stag@gmail.com

Well, there's a turn up for the books! A quick glance at February's mag and not just one entry, but two unrelated articles, plus the back cover pic of Rob's lovely Stag! Go Solent & NF area!

We shall be basking in that glory for a while, as I can't see us beating it any time soon.

This month saw twenty one members attending our AGM, where we discussed this years upcoming runs and

events, both club run and outside offerings. On the face of it, it looks like a pretty packed agenda, here's hoping that the weather and life in general are kind and don't get in the way too much.

As per usual, David and I stepped down from our roles as coordinator and deputy to allow voting in replacements. Again, as soon as the nominations opened there was a great rush, but as we had already locked the doors they all had to stay and vote! As a result of a unanimous show of hands, we now have a new coordinator in David Small along with a fresh faced and eager deputy, Ian Knight! Now we can look forward to our first run in March, knowing we're in safe (if reluctant!) hands.

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/>



Millets Farm meet, and there's growing enthusiasm for visiting other areas. A few of us plan to join Rupert's "last Saturday of the month" morning drive and lunch later in the year — definitely something to look forward to.

We also discussed how we can better capture and share events across the region so we can get back to listing upcoming activities in this magazine. Until then, the WhatsApp group remains the best place for up-to-date news and area happenings.

As always, I'd love to hear what you've been up to. If you have a story to share, please get in touch — the more voices we feature, the richer our community becomes..

This Year's Meeting Venues:

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

OXFORD AREA WEBSITE

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

OXFORD

Co-ordinator Richard Green **Mobile:** 07796 946076
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It's a short update from Oxfordshire this month as the weather continues to keep many of our Stags tucked safely in their garages. Still, our latest meeting gave us plenty to talk about — starting with the re-election of our area and deputy coordinators. With no new contenders stepping forward, Richard and I were unanimously voted back in for another year. We're grateful for the continued support and even happier to see a few more members stepping up to help broaden what we do beyond the monthly meet.

Looking ahead, I'd love to see these roles rotate more regularly, so this year I'll be encouraging others to take up the reins — whether to build on what's been done or add their own twist. That's a conversation for later in the year; for now, we have plenty of events to enjoy together.

One of our volunteers, Kim, has bravely taken on the task of exploring updates to the website. His "website slot" at the meeting, however, took an entertaining turn as he walked us through his latest bout of DIY: stripping and recalibrating his Stromberg carburettor using nothing more than know-how and a saucepan of boiling water. That's Stag ownership in a nutshell! The website can wait — especially with bigger changes on the horizon anyway.

Otherwise, things were fairly quiet locally. A handful of members headed to the always-popular midweek

OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:

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EAST SUSSEX

Co-ordinator Gary Mountford **Mobile: 07836 662868**

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Deputy Co-ordinator Geoff Allchorn **07803 018353**

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We had a healthy turnout for our AGM in February and there were positive discussions and wide ranging topics on the agenda. The existing team of Co-ordinators and deputies were re-elected onto the committee and Gary Mountford, our Co-Ordinator, thanked everyone for their support in his inaugural year in office and said how much he appreciated everyone's enthusiasm, past and present, making the club the success it is today.

The discussion then revolved around the plans and schedule for the coming season. Shout out to Simon Holland who compiles our programme and makes sure all the fixtures and events are programmed and available to all the members.

The coming season is likely to be busier than ever and already bookings and reservations are being made to ensure our numbers are included at all the various events. If you haven't already made a note of the dates, please make sure you jot them down – some shows now insist on individual entries and some are happy to take a group booking. If in doubt, speak to one of the team who will advise you on the usual requirements for the different events.

Meanwhile, in more sombre news, the death was announced of a former member of the club, Neil Tourle. He was fondly remembered by many and we send our condolences to his family. Neil's favoured charity was the National Coastguard Institution and a donation has been made in his memory from all his friends at East Sussex Stag Club.

Finally, a bold initiative for this year: Gary and Mandy have launched a new idea in the form of a Suggestion Box. They have supplied the box and cards which will be available at all our breakfast meetings and are now awaiting contributions. Bold? Well, let's see what some of our more irascible members come up with!

DIARY DATES

- ♥ Breakfast meeting: 11th April, Green Man, Ringmer
- ♥ Breakfast meeting: 9th May, Green Man, Ringmer
- ♥ Breakfast meeting: 13th June, Green Man, Ringmer

- ♥ Drive it Day!: 26th April
 - ♥ Magnificent Motors: 2nd/3rd May
 - ♥ Ireland tour: 17th – 23rd May
 - ♥ Senlac Classic Car Show, Rye: 21st June
 - ♥ Broyle Country Show: 28th June
- Sandy Gent on behalf of Gary Mountford

EAST SUSSEX AREA WEBPAGE

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

SOUTH EAST LONDON

Co-ordinator Chris Skinner **Mobile: 0796 1058188**

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Deputy Co-ordinator Martyn Smith: 07487 800091

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Last month we had our Area AGM. Chris has agreed to remain our coordinator and was unopposed. Mike H. has been voted back in as deputy after stepping away for a year or so. Please give them both the support they need and volunteer to help them out as and when they need it – every little bit helps the area to run smoother like the well oiled (V8) machine it is. (Sorry – couldn't help that!).

As is now the norm, the breakfast meets are starting up again. I've not paid too much attention yet, as my Stag is essentially off the road and can only do short distances, but the WhatsApp group has a lot of assorted ones being mentioned, including some new ones, so its always worth checking that out if you fancy an ad-hoc weekend morning out. There's also talk of a mid-week one for those lucky enough to be retired!

As I mentioned last month, Chris has released the area's event lists for the year. He's emailed it to everyone whose email addresses he had as of February. It's also available in WhatsApp. (Go to the Announcements area, click the three dots to the top right of the screen and select "Announcements Media". Click the "Docs" heading and you will find it there.

Tickets for some events in the list have been released already, so its well worth planning ahead. The first Classic car show we are attending as a group is Northiam way out on the 20th June. I've said this before, but the shows we attend show off the public face of us as a club, and allow an opportunity for us to connect outside of a pub

environment so a good showing is important and gives us a chance to chill out under the gazebo eating junk and a sneaky beer.

Chris has arranged a summer Barbeque for us at the Bo-Peep on the 1st August and has invited the neighbouring areas along as well. This is not something we have done before, and I for one think it's a great idea. They've got a decent sized car park, so plenty of room for as many Stags as we can fit in there! Price is TBC, but if the food is as good as the quality of their usual offerings, it will be well worth it.

I always find these articles confusing to write, you are writing in one month, knowing that it will be read next month about things that are happening now, that you have to refer to in the past tense, while thinking forward to what is happening in two months, that will be read one month before they occur! Sadly this doesn't mean that I know next weeks lottery numbers otherwise we'd all be driving around in concours Stags and I'd retire!

Dave H

DIARY DATES

- ✓ April 2nd – Monthly meet at the Bo-Peep (BR6 7QL)
- ✓ April 26th – Drive it day – Dover Transport Museum
- ✓ May 4th - Monthly meet at the Bo-Peep
- ✓ May 21st – Meal – Miller & Carter Bromley. Pickhurst Ln. (BR4 0HH)

WEST SUSSEX

Co-ordinator Bob Heritage *Mobile: 07802 246236*
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Deputy Co-ordinator Philip Kerrey: 07836 514201
Email: philipkerrey@sky.com

Still a quiet time of the year Stagwise, with shows events etc. not taking place at the moment, with one exception. We met up and took the journey to East Grinstead to visit Wins International, a Triumph breaker and spare parts supplier, who is closing down. There was not a lot to see as apparently Paddocks had already been before us and purchased all the best parts, so my list of parts needed was left intact. A pity that another supplier will be no more. After our visit we went to a local garden centre for lunch.

We have a Sunday lunch organised on 22 March at the Black Horse in Rottingdean, a new venue for us with help from Natalie.

On 12 April we have an invite by Pilgrim Motors in Small Dole for a Cars and Caffeine breakfast and open day meeting, a chance to have a look at some American Muscle cars.

Then on to 26 April, we have Drive it Day, we intend to have a run out to Standen House, a National Trust property. We will meet up for this at The Bolney Stage car park at 10.30am.

On again to 3 May where we have tickets to Eastbourne Magnificent Motors

Bob

DIARY DATES

- ✓ April 12 Run to Stanford House Drive it Day
- ✓ May 3 Magnificent Motors, Eastbourne

We will hold our monthly discussions at the above meeting

WEST SUSSEX AREA WEBPAGE

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

KENT

Co-ordinator Derek Hewett *Mobile: 07749 232024*
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Deputy Co-ordinator Jonathon Moss:
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It was a well-attended meeting at the Dog and Bear Lenham with 28 people with 1 hardy sole travelling in his Stag despite the misty conditions. The main business of the night was to run through the programme of events for the coming season. I will attach a file with all the dates and locations separately.

The main change to be reported was our drive it day trip to visit the search and rescue base at Lydd.

Unfortunately, the day after this was confirmed they pulled out of Lydd Airport due to a dispute with the owners and relocated to the Solent. We had a "plan B" already as there were only limited numbers that they could accommodate. Therefore, we will revert to "plan B" and arrange a drive leaving from the services at J8 of the M20 to Rye Harbour for lunch at a restaurant there. We do need numbers for this event to provide to the restaurant and we currently have 20 people booked. However, we can accommodate more and if you only wish to do the drive but not join us for the meal then that is fine also. Please let me know as soon as possible if you wish to participate. Menu choices will be needed nearer the time.

Highlights of the events planned are our charity event kindly hosted by Wendy for the 2nd year, there is an opportunity to use the 2 post lift with advice if needed, partake in bacon rolls, tea/coffee and cake, for a donation, and be very close to the sea. Arrive and depart at any time from 10.00am.

Bromley Pageant which is the South East Region get together when we are expecting over 50 cars.

A BBQ with the South East London area and the Penshurst Place classic car show. This is a large show and we wish to book a club stand, however, we need at least 8 cars for that and we currently only have 6 so we need 2 more cars please. We have until the end of March to book this, so please let me know quickly, thank you

I hope you are all looking forward to the start of the

season and we will be pleased to see you at our events.
Derek Hewett

DIARY DATES

- ✔ 26th April Drive it Day. Run from J8 services M20 to Rye Harbour, meal approx. 12.30-1pm. (club event numbers needed)
- ✔ 16-21st May. Ireland Holiday (club event)
- ✔ 17th May. Faversham Transport Festival
- ✔ 31st May Brands Hatch Historic Racing
- ✔ 7th June. Bucket and Spade Run <https://www.rommcc.org/bucket-and-spade-run> book direct.
- ✔ 7th June. Headcorn classic car meet
- ✔ 19th -21st June. London Historic Trophy
- ✔ 28th June. CHARITY EVENT, courtesy of Wendy Edmeades, for the Heart of Kent Hospice. Access to the 2 post lift, food and drink, for a donation. (club event numbers needed)
- ✔ 4th-5th July National Weekend Shuttleworth (club event numbers needed)
- ✔ 19th July. Bromley Pageant, Ardingly <https://www.bromleypageant.com/> (south East Region Meeting club event. (numbers needed)
- ✔ 19th July. Headcorn classic car meet
- ✔ 1st August. An Invitation from SOUTH EAST LONDON AREA to join them for a BBQ from 3pm to 6pm at their regular meeting pub the BO PEEP (just off the A21 / M25 JUNCTION) cost between £15-20 per person. (numbers needed)
- ✔ 8th-9th August. Motors by the Moat at LEEDS CASTLE, Joining with South East London on a club stand on the 9th. (numbers needed)
- ✔ 16th August Biddenden tractor fest <https://www.tractor-fest.co.uk/>
- ✔ 16th August. Penshurst Place Classic Show (club Event numbers needed minimum 8 cars for a stand)
- ✔ 30th August. Headcorn classic car meet
- ✔ Mid-September. Fish and chip run to the coast, date to be confirmed (club event numbers needed)
- ✔ 27th September. Treasure Hunt (club event numbers needed)
- ✔ 27th September. Headcorn classic car meet
- ✔ 4th October. <https://mtc1.uk/Entry/TourOfKent26/EntryForm.php> entry £140 includes coffee, lunch and tea stops. Book direct
- ✔ 28th-29th September. Stag Owners Club AGM. Sedgebrook Hall Hotel Northampton. (club event)

KENT AREA WEBPAGE

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

SURREY

Co-ordinator Gary Sorfleet **Mobile:** 07768 454579
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Deputy Co-ordinator Matt Gravett: 07711 379026

Here's hoping there is some Stag friendly sunshine by the time you read this in April. Since the last report we have had a couple of impromptu mid-week meets for coffee at Newlands Corner, Clandon. Thanks to the powers of our WhatsApp group, we usually get four or five cars at short notice and take advantage of any sunny day that comes our way! (If you would like to be added to the WhatsApp group, please let me know.)

February Social Meeting at The Fairmile, Cobham

We had a very good turnout at the February social meeting despite it being a dark, wet evening – 26 people in total. There weren't any Stags in the car park this time (no surprise there!) but we had a good time with plenty of chat and banter. Can't wait for the lighter evenings when this sort of number would equate to 19 cars on the green. As always, all members and their partners (with or without their Stags) are very welcome.



DIARY DATES

- ✔ 20 Apr: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 26 Apr: Drive It Day – Leeds Castle
- ✔ 10 May: Triumph Car Show, Leatherhead
- ✔ 18 May: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 13 Jun: BBQ at Buckland
- ✔ 22 Jun: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 28 Jun: Drive Out to Littlehampton and Lunch

Surrey Area - SOC Website

Further information is available on the Surrey page of the website which has recently had a makeover and is regularly updated. <https://www.stag.org.uk>

Go to the Members Login, Members Area, UK Area Website and then select the leaping stag in Surrey, once it turns from red to green.

The Surrey Area page now includes:

- Diary of Events 2026 (forthcoming events)
- Year to Date 2026 (reports on recent events)
- Picture Gallery 2026 (lots of club photos)
- Stag Friendly Garages (recommended by Surrey

members for servicing and repairs)

I will continue to send regular emails with details of each event and any changes that may occur during the year. 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.

I'm also happy to answer any queries about future events by phone.

Hope to see you all again soon.

STANDARD



TRIUMPH



**THE TRIUMPH PICNIC
AND
MARQUE DAY 2026**
SUNDAY 31ST MAY 2026
**WOODLAND GRANGE
LEAMINGTON SPA**
PRE-1940 TRIUMPH MOTOR CLUB



This, the eighth of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car. As always, all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of cars that these historic companies produced between the 1920s and 1980s.

As in the past two years, the venue is the beautiful Woodland Grange, near Leamington Spa, CV32 6RN which has proved to be a splendid, easily accessible location with plenty of space, trailer parking, toilets etc. - so make a date with us, pack your car and your hamper. We will run our coffee shop and our fresh ice cream vendor will join us in the afternoon, together with Leamington Spa's local brass band. For more information you can call Steve Jacobs, our event co-ordinator on 07763 848989



Pre-1940 Triumph Motor Club Ltd.

www.pre-1940triumphmotorclub.org

AM Restorations (UK) Ltd

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At AM Restorations we are as passionate about restoring Triumph Stags as you are about owning and driving one

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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

DEVON

Co-ordinator Jean Kennedy **Mobile:** 07880 975211
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Deputy Co-ordinator Peter Turgoose **07768 361872**
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Unusually, February was a quiet month for the Devon Area with no organised events to report back on. Unfortunately Drive Your Triumph Day on Tuesday 10th February was a total washout with most of us wisely staying indoors and out of the rain. I hope that by the time you read this the rain has finally stopped and we are all getting out and about in our Stags. Spring is a great time to enjoy the roads over Dartmoor and Exmoor, just look out for the odd pothole here and there.

Registration forms are now starting to come through for the shows in our area, and we are trying to keep you up to date using our Area emails and the Devon SOC Facebook page. If you are not getting the emails, please get in touch with me and I will investigate why.

This year we plan to have Devon SOC areas at the Dart's Farm Classic Car Show (Sunday 21st June), the Powderham Historic Vehicle Gathering (Saturday 11th – Sunday 12th July), and RHS Rosemore (Saturday 25th – Sunday 26th July) where we will only have a Devon SOC Area on the Saturday because some of you have said that you would like to go to the English Riviera Classic Car Show in Paignton on the Sunday. Once we are sent registration forms, we will get in touch.

Before the Summer Show season begins we have other local get-togethers planned. For April, on Tuesday 14th April we have our Breakfast meet and run starting at The Lavender House Hotel, then for National Drive-It Day on Sunday 26th April we are teaming up with the Devon Branch of the TSSC for a run to Postbridge for Cream Tea. Hopefully we will see you there.

DEVON AREA WEBPAGE

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

SOUTH WEST WALES

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Deputy Co-ordinator Ant Foster: **07710 253051**
Email: oilman151@hotmail.com

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.





We had planned to do a short drive for Drive Your Triumph Day on 10th February but unfortunately we called it off due to the weather. This is the second year that we cancelled the drive due to weather but it is understandable as it is early in the year. Next was our N&N which was on 18th February and in The Pough & Harrow Llangyfelach. We had a good turnout with 15 of us including our newest member Geoffrey Lloyd. It was nice to meet up with Geoff and welcome him into the club. His car is undergoing some work at the moment which hopefully will be completed soon and he will be able to join is on our runs and shows. We planned a St Davids Day Drive this year to the Vale of Glamorgan and it was nice to have a good turn out even though the weather was not the best. The day started with rain and a couple of phone calls first thing in the morning where we were all in agreement to go so our St Davids Day Drive was on. With the first drive of 2026 going ahead in the rain and drizzle but as time went by the weather improved and by the time we got to Rest Bay in Porthcawl we had a little sunshine. A nice cup of tea or coffee in the café over looking the bay was nice. The view from the café was very good and perhaps its some where to go during the warmer months. Off again along the front in Porthcawl and onto Ogmores by Sea for a photo and another cup of tea/coffee. A short walk along the beach or the sand dunes and it was time to head back home. As with the best laid plans something will go wrong and this was no different. Unfortunately it was Colin whose car played up. When he tried to start his car to go home it would not start. A loose connection was the culprit and once reconnected the car started and he was off. The drive home was uneventful and all got home safely and without any rain a bonus.

Clive Perman

DIARY DATES

- ✔ Crank Up 8th March
- ✔ N&N 18th March
- ✔ N&N 15th April

CORNWALL

Co-ordinator Chris Sharp **Mobile:** 07870 279771
Email: cornwall@stag.org.uk

We had three Stags and a Vitesse (which arrived after the photo opportunity) in the rain for a 15 person lunch outing to Falmouth Golf Club, and a very nice lunch it was too. Hopefully, now that the weather is allegedly improving and winter maintenance over-runs complete, we will start getting more Stags at the meetings. There is a good range of outings this year so we hope to see you there.

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

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

DIARY DATES

- ✔ April 5th - Caerhays Castle
- ✔ May 3rd - Viv's Pasty Run to Carleen Village Hall
- ✔ June 7th - Healeys Cider Farm
- ✔ July 5th - Under Consideration
- ✔ July 19th - Wadebridge Wheels
- ✔ August 2nd - Bodmin Airfield, provisional
- ✔ September - 6th - Launceston Steam Railway
- ✔ October - 4th - Bude Trip
- ✔ November 1st - Cornwall Air Ambulance visit
- ✔ December 12th - Christmas Dinner - Location TBA
- ✔ January 3rd - AGM 10.15 for a prompt 10.45 start
- ✔ February 7th - Country Skittles, Hayle



BRISTOL

Co-ordinator Sarah Clark **Mobile:** 07557 539272
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Deputy Co-ordinator Andy Dyer: 08892 022487
Email: wotred64@sky.com

By the time this is published, we will all be enjoying the longer evenings and hopefully better weather to allow us more time on the open roads with our beloved, if sometimes temperamental, Stags. Our events list is suddenly looking very real!

We held our March N & N at our new venue (the White Hart Inn in Iron Acton). The general feedback was that it is a nice upgrade on our previous venue and the food was excellent as well.

We had another fantastic attendance, with 16 of our usual crowd plus two esteemed guests in Peter Jones, SOC Coordinator Liaison Officer and Paul Smith, SOCTFL Chairman. Both gave introductory talks on their respective areas and Paul brought along some lovely shiny items to show us the type of parts produced by SOCTFL – unfortunately, he took them away with him afterwards.

Our area website is now up and running, with huge thanks going to Tony Lapworth for his patience and guidance in helping Andy to successfully navigate his way through the development maze.

We have progressed planning for a number of drive-outs, with the next main event being the National Drive-It day on Sunday, 26th April. The route is being finalised and the attendee list to be confirmed at our April N & N on the 1st.

Again, by the time of publication, myself and Andy will have visited Rupert K and his Cotswolds group for their

March meeting on Saturday, 28th. We have been very much looking forward to reacquainting our two groups and we can feel the skittles-based rivalry emerging once again sometime soon!

DIARY DATES

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

- ✔ April 1st
- ✔ May 6th
- ✔ June 3rd
- ✔ July 1st
- ✔ August 5th
- ✔ September 2nd
- ✔ October 7th
- ✔ November 4th
- ✔ December 2nd
- ✔ Sunday April 26th National Drive-It Day. A run-out followed by a pub lunch. Planning to be finalised at our April N & N.
- ✔ Vale of Glamorgan (Sully) show – Monday 25th May. Entry forms available.
- ✔ Pied Piper Classic Car Show at Highnam Court, Gloucester – Sunday 14th June. Entry forms available.
- ✔ Families Day at Highnam Court, Gloucester – Saturday 4th July. Entry forms available. Unfortunately, this clashes with the SOC National Day on the same weekend.
- ✔ SOC National Day. – Saturday 4th and Sunday 5th July at Shuttleworth House, Bedfordshire again. At least 5 attendees are currently going from our group – hopefully more to come.
- ✔ KLB Carnival and Classic Car Show, Wotton-U-Edge/Kingswood – Saturday 11th July.
- ✔ SOC Social Weekend and AGM – November 2026. To be held at Sedgewick Hall in Northamptonshire. The

Co-ordinators AGM will be on the Saturday afternoon, with the full AGM on the Sunday morning.

BRISTOL AREA WEBPAGE

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

SOMERSET / DORSET

Co-ordinator Garry Martin **Mobile:** 07974 051764

Email: jangarmartin@tiscali.co.uk

Deputy Co-ordinator Ken Hames: 07494

226970**Email:** ken.hames@hotmail.co.uk

This mild weather is providing us with the occasional good day to get the Stags out. At our Feb N&N, we had a good turnout of members but only a couple of Stags present. The day did start wet and dismal, but after a very good lunch (and pud) at Cricket St Thomas golf club it had brightened up, so Jane & Mark and Janet & I decided to take our Stags for a post lunch coffee at Lyme Regis. A very pleasant drive followed by a stroll down the hill and along the sea front in glorious sunshine.

We are getting a good response for Sunday lunches, but not much feedback for future events. Except for a small group of us going to North Wales in May and a few more going to National Day in July, we do not have any other events planned. We have had little response to Pete's offer to organise a tour of Middle Wallop Army Flying Museum, so this may be placed on hold for another time.

If anyone is looking for a garden to visit in April, Horn Park near Beaminster is open on Tuesday 21st April from 14:30 for the NGS. Let me know if you want to join us on a run to the gardens, tea and cakes available.

Our April Sunday lunch/N&N will be on the same day as Drive It Day, which is Sunday 26th April. The plan is to meet up in the Yeovil area and take a scenic drive onto the Mendips for a Sunday lunch at New Manor Farm Shop and Cafe on the edge of Chew Valley Lake. As usual, booking for Sunday Lunch is essential so please let me know in early April if you can join us. As advertised in the March Stag mag, don't forget you can purchase a Drive It Day rally plate from the FBHVC in support of NSPCC Childline.

Not a planned event for us but we have visited the Compton Abbas Airfield for their Classic Cars at Compton event. Very informal, and there will be one on Sunday May 3rd, always a very popular event. If anyone is thinking of going you need to get there very early or later in the day, let me know and we can meet up en route.

Don't forget to check out our WhatsApp group for last minute runs, etc. If you would like to join our group, let me know.

SOUTH WALES

Co-ordinator Bob Dowsell **Mobile:** 07799 882604

Email: southwales@stag.org.uk

Deputy Co-ordinator Terry Dunn: 07884 964225

Email: tdunn@dragonnetworks.co.uk

Another quiet month in February but glad to report that spring appears to have sprung and after rain every day in 2026 now ceasing, it appears we might be in for some good driving days in the Stags. Members are busy checking their cars over and hopefully no nasty issues will be discovered that will prevent them hitting the roads again. The only event during this month was the showing of a couple of DVDs at our N and N at the Crow's Nest on March 3rd. This was organised by Gary Ross. A brief report from Gary is included below:

Tuesday 3rd March DVD Night

Fourteen people attended the meeting and a number of apologies were also received.

I brought along "Code Name Stag: Michelotti's Masterpiece" and "Classic Cars – Triumph". Terry Dunn kindly brought along a "The Wheeler Dealers" episode featuring the white Stag and "The Classic Series – Triumph Stag".

After sorting out the audio-visual issues connecting to the screen in the pub we commenced with the Classic Series DVD which I had not seen before and which included an interesting interview with Harry Webster.

Next up was "Classic Cars – Triumph" DVD which in addition to covering the Stag also included the TR2, TR&, Herald and Spitfire.

I had hoped that more new members would have been present who might have found the history and detailed information on both Triumph and the Stag of interest. In reality most of the folks there on the night probably knew more about the Stag than the creators of the DVDs!

It was decided to call it a day after these two videos as the audience was growing restless! Apologies to the ladies present who retired to the bar halfway through as these DVDs were not their cup of tea!

Gary Ross

A number of our members will probably attend the Coleford street show on the 6th April.

The first evening run of the year is being organised by me, Bob Dowsell. Please note the meeting time is 7.00 and the starting point is Cwmbran Boating Lake.

Looking forward to a good turn out and hope the weather is kind to us.

We welcome all Club members in the South Wales Area or further afield. We keep in touch by emails and WhatsApp. We meet on the first Tuesday of which every month at 7.30 at the Crow's Nest Cwmbran.

In the summer the time changes to 7.00 when we normally have an evening drive which ends up at a pub for light refreshments.

DIARY DATES

- ✚ Monday April 6th Coleford Classic Car Street show
- ✚ Tuesday April 7th First Evening Drive of the Year
- ✚ Sunday April 26th Drive it Day
- ✚ May 2nd / 3rd Mon and Borders Show Monmouth
- ✚ Tuesday May 5th N&N and Evening Drive
- ✚ Sunday May 10th Caldicot Castle Show
- ✚ Wednesday May 13th RNLI visit Porthcawl
- ✚ Saturday May 16th Panteg Show
- ✚ Weekend May 24th and 25th Abergavenny Show
- ✚ Monday Bank Holiday May 25th Sully Show

SOUTH WALES AREA WEBPAGE

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

WEST WALES

Co-ordinator Nick Cale **Mobile:** 07922 128717

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Deputy Co-ordinator Gerald Blain: 07970 420322

Email: gerald@geraldblainassociates.co.uk

After the long wet winter that we have all had this year, it was good to get our Stags out for a first run of the season on the first day of March for a St Davids Day daytrip with the members of South West Wales, organised by their coordinator, Clive Perman. Unfortunately, the day started somewhat grey with heavy drizzle, when Maurice, Mary and myself set off from west Wales to meet up with south west Wales members at junction 47 M4 services. We were joined here by Clive, Ian and Yvonne, before setting off on our trip through the Vale of Glamorgan. Pausing briefly at the entrance to Margam

Park to meet up with Colin from South Wales, we travelled first to Porthcawl for coffee and cake at the cafe at Rest Bay, overlooking the Bristol Channel. Thankfully, by now the weather had started to improve and the Sun even made a brief appearance, although it was quite breezy on the sea front. From here we continued our travels along the coast to Ogmores-by-Sea, where we enjoyed a second coffee from the coffee cart in the car park. By now the rain was beginning to threaten a return, so we planned to set off for our return journey. Unfortunately, it was at this point that Colin discovered he couldn't restart his Stag, and suspected a faulty connection on the starter motor. It is at times like this that it's good to be traveling with company, and Colin was ably assisted by several knowledgeable helping hands, who helped to jack up the front of the car and reconnect the detached cable to the starter motor. Job done, Colin's car restarted, and everyone was able to set off for our respective journeys home. It was now about 2.00pm on a Sunday lunchtime, and as Maurice, Mary and I had a longer journey home than those from south west Wales, we decided to call in to a pub just outside



Crosshands for a late Sunday lunch. By now, the rain had well and truly returned, but we felt that we had had a very enjoyable daytrip for the start of the season. Thank you to Clive for organising the day, and arranging for the weather to be mostly dry.

Our N&N for March was held on Tuesday 10th March at the Jolly Sailor pub at Burton. A few of our regulars were unable to attend this gathering, but seven of us enjoyed a lovely meal and jovial company for the evening. We hope that our absent friends on this occasion will be able to join us for next month's N&N on Tuesday 14th April, when we hope to be able to hold our first evening drive of the season along with our regular N&N. I will be emailing out details of this N&N to west Wales members nearer the date, but please do contact me if you would like information about our meetings. We welcome members from West Wales and beyond, and it would be great to see some new faces if you would like to join us.

Also coming up at the end of April will be Drive It Day on Sunday 26th April. Unfortunately, this year I am not able to attend this event, but Clive Perman (SWW coordinator) is arranging a joint drive to Aberystwyth for the west and south west Wales areas on that day. Details will be sent out to members by email, but please contact Clive to let him know if you would like to join in this drive.

Looking further ahead to May, the planned Swansea Car Show at Singleton Park on 4th May has been cancelled, so we will not be able to have a Club stand at

that event as planned. However, there are a few alternative shows that we could attend on that day (Bank Holiday Monday). I will email out details of the shows I know of, but please let me know of any others that you think may be of interest.

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

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

DIARY DATES

- ✔ Tues. 14 April Evening Drive and N&N tba
- ✔ Sun. 26 April Drive It Day Joint Day Run with South West Wales area
- ✔ Mon. 4 May Classic Cars at the Castle Carew Castle
- ✔ Tues. 12 May Evening Drive and N&N tba
- ✔ Mon. 25 May Vale of Glamorgan Car Show Sully Sports Field
- ✔ Sat. 6 June Pembrokeshire Classic Car Club Show at Carew Airfield

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