



STAG OWNERS CLUB

ISSUE 512 FEBRUARY 2026

IN THIS ISSUE

AGM REPORT / MYRTLE CONTINUES!

NEC CLASSIC CAR SHOW / SOLENT AREA GO EAST

ESCAPING WINTER / SCENIC YORKSHIRE

STAG OWNERS CLUB

HONORARY POSITIONS

President: Steve Kiefer

Past Presidents: Lesley Phillips

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

COMMITTEE MEMBERS



Chairman: Richard Smith

Email: chairman@stag.org.uk Tel: 07768 517284

Best times between 17.30 - 19.00 weekdays

Treasurer: Clive Tate

4 Pitchill, Harvington, Evesham, Worcester WR11 8SN
Tel: 07711 938509 Email: treasurer@stag.org.uk



Secretary: Tracey Cooke

Email: secretary@stag.org.uk

Tel: 07549 916568

Vice-Chairman: Peter Robinson

Aslacton, Norfolk
Tel: 01379 677735 Email: membership@stag.org.uk



Andy Hedley

Email: andyhedley@stag.org.uk

Glyn James

Email: glynjames@stag.org.uk



Peter Jones

Email: peterjones@stag.org.uk

Roger Kennedy

Tel: 0781 627 1237
Email: rogkennedy44@aol.com



Paul Smith

Email: paulsmith31@icloud.com

Wayne Hall

Email: publicity@stag.org.uk



OFFICERS

Membership Secretaries

Marilyn & Peter Robinson

The Old Rectory, Aslacton, Norfolk NR15 2JN

Tel: 01379 677735 Email: membership@stag.org.uk

SOC Registrar and Historian

Peter Robinson

Email: registrar@stag.org.uk

Club Insurance Officer

Anthony Monaghan

Email: insurance@stag.org.uk

Co-ordinator Liaison Officer

Peter Jones

Email: coordinatorliaison@stag.org.uk

International Liaison Officer

Neal Porter

Mobile: 07387 413243 Email: international@stag.org.uk

Standard Triumph Forum representative

Andy Hedley

Magazine Editor

Carl Fuss

Whitehill, Hampshire. Mobile: 07778 355137

Email: editor@stag.org.uk

Marketing & Press

The Marketing Team

marketing@stag.org.uk

Show Secretary: Shows, Budgets & Area Equipment

Kevin Grace Mobile: 07525901229

Email: showsec@stag.org.uk

Advertising Officer

Wayne Hall

publicity@stag.org.uk

Security Liaison Officer

SITUATION VACANT

Email: security@stag.org.uk

Technical Advice Co-ordinator

Mike Allen

Tel/Fax: 01233 813648 Mobile: 07711 431430

Email: michael.allen@stag.org.uk

SOCTFL Chairman

Paul Smith

Email: soctfl@stag.org.uk

Social Media

David Waite

Email: socialmedia@stag.org.uk

Club Website

For content: Roger Gray

Email: webeditor@stag.org.uk

Anything else

Email: webmaster@stag.org.uk

Forum Liaison

Paul Smith

Forum username 'Committee Liaison'

Modified Stag Co-ordinator

Andy Phillips

Email: modified@stag.org.uk

Advisor on MOT requirements for modified Triumph Stags

Russell Lewis

Email: russellewis@stag.org.uk

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. Zero administration fees. Complimentary return of cherished salvage (applies to all vehicles over 20 years of age). The scheme is administered for the Club by RH Specialist vehicle insurance. Tel: 0330 912 0018
Email: rh@ers.com

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

Here is the February issue, first of the new year 2026 so happy New Year to everyone, let's hope we have lots of Stag adventures this year.

This month's magazine contains the quick resume of the AGM.

This is not a complete report just a few highlights and please remember that the draft minutes are available on the website. One of the main items is the impending resignation of our membership secretary and treasurer. Not for a couple of years, but time flies so if anybody out there is interested in taking over these roles now is the time to put your hand up.

The other main item was the increase in membership.

This puts us now on a more secure financial footing and is still one of the cheapest car clubs out there.

Great value for money.

Also a full report from the November NEC classic car show.

Coming up is the other large show that we attend at the NEC, The Restoration Show.

Don't forget in February is the MG and Triumph Spares day at Stoneleigh, another good show and certainly a lot cheaper to attend than the NEC.

Dates and venues have been decided for this year's national day, following the success at Shuttleworth. This is a repeat performance this year. The dates are 4th and 5th July

Also for the AGM we are reverting to our normal schedule of a social weekend. This will be held at the Sedgebrook Hall Hotel, Northampton, The dates are 28th and 29th November.

Carl Fuss

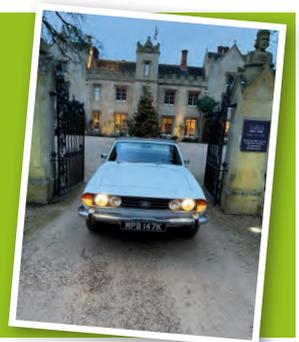
ISSUE 512 FEBRUARY 2026

**Front Cover: Oxford Stag at
Weatern Manor**

Photo: Richard Green

Back Cover: Goodwood Circuit

Photo: Rob Crook



Published by the Stag Owners Club. © Stag Owners Club 2026.

Magazine distribution contact: Marilyn & Peter Robinson
The Old Rectory, Aslacton, Norfolk NR15 2JN Tel: 01379 677735

General enquiries: Tel. 01379 677735

Designed and printed by The Lavenham Press Ltd.

The opinions in this magazine are those of the contributors and are not necessarily the official view of the Stag Owners Club nor of its officers. Members are reminded that when purchasing items advertised in the magazine the Stag Owners Club and its officers cannot be held in any way responsible for the quality or correctness of items included in the advertisement. Publication of an advertisement does not constitute a recommendation by the Club.

STAG OWNERS CLUB

2026 HONORARY MEMBERS LIST

Val Gaffney
A.D. (Tony) St. John-Hart (Founder)*

Ken Hudson*

H.G. (Harry) Webster CBE*

Alan Hart*

John Arnott

Derek Athey*

Martin Cox

Emma Airey

Lesley Phillips

Stuart Soutter

Adrian Buckler

** indicates that an honorary member is deceased.*



WANTED ... WANTED ...

SECURITY LIAISON OFFICER

The Security liaison officer would be expected to be able to advise members on various security options to keep their car safe. And occasionally produce articles for the magazine or website.

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

UNDER 12s FREE

**THE INTERNATIONAL
MG & TRIUMPH
SPARES DAY**

SPONSORED BY **HOWDEN** **STONELEIGH PARK**

**SUNDAY 8TH
FEB 2026**

ADVANCE TICKETS ONLY £12* ON THE DAY £15

WWW.MGANDTRIUMPHSPARESDAY.CO.UK

***PLUS BOOKING FEE**

WELCOME NEW MEMBERS

Mr. A.Dinwoodie	Scotland	Mr. S.Boyle	Essex	Mr. D.Cole-Wilkin	Norfolk
Mr. K.Boughen	North Yorkshire	Mr. S.Bridle	Co. Durham	Mr. R.Hartley	Merseyside
Mr. G.Dunn	West Yorkshire	Mr. D.Bentley	Devon	Mr. G.Lloyd	West Glamorgan
Mr. J.Galea	Kent	Mr. D.Wainwright	Monmouthshire	Mr. I.Reeves	Rutland
Mr. D.Mcbride	Argyll	Mr. R.Hales	Norfolk	Mrs. G.M.Ranford	Bromsgrove
Mr. A.Trice	Bucks	Mr. R.Parker	Essex	Mr. P.Mcluskie	Wiltshire
Mr. P.Petrou	Cyprus	Mr. W.Hutchins	Suffolk	Mr. G.Foxall	Shropshire
Mr. C.O'loghlen	Ireland	Mr. M.Ockenden	Derbyshire	Mr. A.Stiley	USA
Mr. D.Barma	Gwynedd	Mr. D.Lewis	Cambridgeshire	Mr. B.Humphries	Gloucestershire
Mr. G.Francke	Shropshire	Mr. J.Entress	Hampshire	Mr. P.Davis	Warwickshire
Mr. J.Harris	Lincoln	Mr. C.Hatton	Gwent	Mr. D.Andow	Leicestershire
Mr. R.Olley	Essex	Mr. R.Bowie	Hampshire	Mr. D.Graystone	Cheshire
Mr. G.Hermitage	South Yorkshire	Mr. M.Boxall	Isle Of Wight	Mr. B.Niblett	West Midlands
Mr. G.Hassan	Middlesex	Mr. S.Guru	Kent	Mr. R.Shipston	Lincolnshire
Mr. A.Lander	Wiltshire	Mr. E.Douglas	Hertfordshire	Mr. J.Tierney	Essex
Mr. M.Quinn	Strathclyde	Mr. M.Richardson	Lincolnshire	Mr. A.Heath	Ireland
Mr. D.Rudelforth	Cambridgeshire	Mr. P.Johal	Derbyshire	Mr. B.Singh	Warwickshire
Mr. G.Saunders	Cornwall	Mr. C.Hart	Suffolk	Mr. D.Roberts	Buckinghamshire
Mr. D.Cunningham	Co. Down	Mr. A.Benvenuti	Caerphilly	Mr. T.Morris	Devon
Mr. R.Wells	Lancashire	Mr. M.Smale	West Yorkshire	Mr. C.Parker	East Sussex
Mr. L.Lane	London	Ms. T.Collier	Powys		

DIARY DATES 2026

- **Triumph/MG Spares Day** at Stoneleigh, Sunday 8th February 2026
- **Drive Your Triumph Day** on Tuesday, February 10th, 2026
- **NEC Classic Car Restoration Show** 20th -22nd March
- **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 weekernd as well as the AGM. The venue is the Sedgebrook Hall Hotel, Northampton, The dates are 28th and 29th November



Thought for the Month **By Rupert Klaiber**

The most dangerous man for any government is the man who can think things out for himself, without regard to the prevailing superstitions and taboos. Almost inevitably he comes to the conclusion that the government he lives under is dishonest, insane and intolerable.

HL Mencken

SOCTFL NEWS UPDATE

SOCTFL SHOW THEIR WARES AT THE NEC



As this is the first article of 2026 let me start off by wishing all Stag owners a very happy new year and best wishes for a trouble free year to enjoy using your cars.

However, I must start this review with a correction to my last article where it stated that Roger Kennedy sold 50 sets of door handle bowls seconds on the first day of the Classic Car Show in November. Now I know Roger put his heart and soul into make the show a success for SOCTFL but miracles are just a touch beyond his capabilities. The figure should have been 5 sets and I apologise for any confusion this error may have caused.

It is fair to say that 2025 was a busy and eventful year for the SOCTFL team:

Changes to the directorships with one long serving director (Les Board) resigning and two new directors appointed at the AGM (Roger Kennedy and Noel Sargent).

Russell Lewis was faced with finding a solution to the production of door handle bowls following a major fire at the supplier's premises. A problem that caused a significant delay in restocking the distributor. He did a magnificent job in finding an alternative supplier and obtaining a further batch of DHB's. This project has been a great success with over 500 sets sold. It is worth noting that Russell also negotiated a 25% discount for SOC members with E J Wards.

Another of Russell achievements was the launch of the chromed plastic air intake grill where he also agreed a discount of 25% for SOC members with Robsport International.

May saw the launch of the flocked window channel that Russell sourced. He took great care to ensure that the correct original profile was maintained. It is clearly an improvement over some of the other products on the market. No more rattling or slow moving windows with this SOCTFL marked product. He again negotiated with Robsport International a discount of 20% for SOC members.

Wayne Woolford has been working on two major projects during 2025. Namely, boot lids and 'A' post windscreen lower corner repair panels. Both these project are still in the development stages and work will continue in 2025.

By way of a reminder when ordering panels or

repair panels it is always worth checking the availability of SOCTFL approved panels and other products that are listed on the advertisements that are regularly printed in the SOC magazine. Roger Kennedy has been very busy updating the list and making it more user friendly.

Looking to the future other projects include the development of hard top locking plates made from polished cast stainless steel. A project being spearheaded by Julian Buckler.

The development of project flow charts detailing the steps that SOCTFL go through when considering a new project.

An investigation into the need to provide better quality differential shims. A proposal from Richard Hudson who has experienced shims failing after only 1,000 to 1500 miles. Richard and Paul Smith will undertake an investigation to see if this is a common problem and therefore meets the criteria for a SOCTFL project.

Over the years SOCTFL has worked tirelessly to develop relationships with manufactures and distributors to ensure that parts no longer in production or difficult to source are made available using SOCTFL support. The aim being to keep Stags on the road!

Finally, it would be remiss of me not to mention that Julian Buckler was awarded a Honorary Membership of the Stag Owner Club in recognition of his contribution to SOCTFL in providing CAD design files and other project activities. A very well deserved award Julian. Thank you for your enthusiastic support and very well done.

Link to the SOCTFL Home page:

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

Noel Sargent



NOTES FROM THE COMMITTEE

FEBRUARY 2026



I bet few of you will have been watching the ups and downs of Committee life over the last four or five years. There have indeed been plenty of both but I believe that, following a difficult period while Covid raged about the country, we now have a stable and forward thinking core of members to take the Club forward.

But it is not the time for complacency, as complacency leads to stagnation, so we must keep moving. There are now only two member of the Committee who could be termed as 'Old Timers' and they have, at last, seen the light at the end of the tunnel of retirement and have given notice that they are relinquishing their posts in November 2027.

That may seem a long way away but, in reality, it will come upon us very quickly so I am appealing for you all to take a look at yourselves to see if you could fill those future gaps.

I hope that this appeal didn't lead to you switching off as the two posts concerned are those of Treasurer and Membership Secretary and both are hugely important to the Club. Clive Tate has been in the Treasurer's office since the end of 1995, having been learning his trade as Joint Treasurer for the previous year.

It is undoubtedly the case that all financial situations are becoming increasingly more difficult to manage as successive Chancellors seek to squeeze everyone not on benefits and the Club's situation is not immune from having to look in more detail and to look further ahead at our monetary situation. We are currently cash rich but that needs to be maintained whilst opening a few purse strings to cover new expenses – such as a more up to date and web driven membership system and future cash injections into the work of SOCTFL.

The Committee are therefore looking to appoint a supporting financial aide to work alongside the Treasurer with the ultimate aim of taking over the monetary side

of the Club. This person will be well acquainted with P & L and balance sheets and will be required to draw up yearly budgets, predict future expenditure and assess the financial outcome of new projects to guide the Committee in their decision making processes. We are unashamedly looking for a career accountant who is prepared to give time to the Club, hopefully not just for a couple of years.

The membership side of the club is also changing as after 43 years of using a very versatile membership programme, it has at last been found wanting because it is from a time before e-mails and weblinks. If the club is



to move forward then we need to link all our membership functions and use far more automatic ways of sending notifications, confirmations and messages in general. This will leave any new membership secretaries to pick up the few member queries received and, hopefully, to be able to concentrate on considering membership policies and advising the Committee on current membership trends.

It is not necessary to appoint anyone to take over the membership position until the club have found the next programme to be used and more is known about the precise requirements of a new Membership Secretary. You will be kept informed of progress through the magazine but if anyone wants to be considered for the position when the time comes, then please make yourself known as there is nothing like being ahead of the game.

If you have any interest in being part of the next phase of the club's development then please contact the Club Secretary, Tracey Cooke through the e-mail address secretary@stag.org.uk

Peter Robinson
Vice Chairman



ESCAPING WINTER

A TALE OF TRAVEL AND TRANSPORTATION

On Sunday the 8th June we drove to Gothenburg and caught the Ferry to Fredrikhaven, Denmark to explore Hjørring where my Mother's, Father's, Father came from. But first we drove North to Skagen to visit a fabulous art Museum and on to Grenen which is the northern most tip of Denmark where 2 seas, Skagerak and Kattegat meet.

Next day we left Anette's place and drove north to Mölltorp on the shores of Lake Vättern where Perolov lives. Up to now we had been driving around in either Perolov's or Anette's Rover and both cars had driven north. At the house, Perolov keeps a rotation of cars and at this time there was his Rover 620, Rover 75 Tourer, Triumph 2000 TC and MG TF.

On Wednesday 11th we headed out in the Triumph 2000 TC and ended up at one of the sheds where he keeps his collection of cars and parts etc. Here he stores a Rover 825, Mazda 626 Estate, Standard Vanguard Phase 3, Morris Marina 1800 TC, Rover 820, Singer Roadster 1952, Jaguar X300, Jaguar XJ6 Series 1, Saab 900 Turbo and his Triumph Stag Mark 1 – a pre-production car shown at the Brussels Car Show in 1970, RCV429H, Chassis number 8. Alas, in need of some repair at the time of my visit. I was asked if I wanted to go look at the other shed where he has a further 15 cars but opted out as I was a bit car struck!

We then headed north to the top of Lake Vättern then south on the other side of the lake to Vadstena to check out a car meet being held around the moat of Vadstena Slott. The castle was built by King Gustav Vasa in 1545. The vast majority of cars here were American but a great turnout.

Saturday 14th we headed north again, this time making for Stockholm as I was flying out of there on Monday to Germany.

I loved Stockholm, visiting the Vasa Museum housing the incredible ship built 1626-28, sunk on her maiden voyage and salvaged 333 years later 98% in tact it is an absolute must see. The ferry ride over to the Old City, watching the changing of the guard at the palace and wandering the narrow streets with quant café and shops.





Next stop, Germany. Margit and Norbert were patiently waiting for me at Hamburg airport as our departure from Arlanda had been delayed. After a half hour drive, around 11.30pm we arrived at their home had a cup of tea and went to bed. Next day we drove to Scharbeutz on the Baltic coast for lunch then headed off to Lubeck – a beautiful city with magnificent old churches and renowned for its Marzipan – of course I had to buy some.

The following day Norbert got the Stag out and with me in the back (upon my insistence) we drove to a lovely little café in Kittlitz for lunch which included a delicious Marzipan and Hazelnut Torte. After lunch we drove on to Ratzeburger and had a relaxing 2 hour cruise on the Lake.

A day in Hamburg followed, then on Friday, Norbert took me to see his latest project – a TR5 which was at his friend's barn – his friend has a Stag and a whole lot of Stag parts!!

Saturday Norbert headed off early in the Stag headed for a British car meet in Hamburg and Margit and I drove there to visit Miniature Wonderland before joining Norbert.

Lots of lovely British cars and the venue – a 1950's service station reminiscent of an American diner.

Norbert's Stag is a Mark I manual with OD on 3rd and 4th made in 1971 and shipped direct to Cologne. It had 2 owners then was stored in a dry garage for 30 years before being bought by owner number 3. In 2009 Norbert acquired it because, with bad knees, he was finding it difficult to get in and out of his TR6. In 2010 the body was rebuilt, interior refitted and steering and electrics redone.

Sunday, sadly, it was time to say goodbye and fly to Scotland for my 2 week tour (in honour of my maternal grandmother who was a McDonald). The tour started in Edinburgh, went all the way up to John o' Groats and across to the Orkney Isles, where waiting to board the ferry, I spied a Spitfire driving off.



Sue Lowe

To be continued...

SOC AT THE NEC

NEC CLASSIC CAR SHOW



It gets more difficult as the years go by to say something different about the show and this year is no exception.

For those of you with good memories OR those who store old magazines OR use the on-line magazine archive, you'll see that the first sentence here is identical to last years.

What was different this year was the fact that by early October I didn't have a single show car volunteer, which is most unusual. Roger and Lesley had been in contact with a member who had done a quite different restoration including an interesting upholstery finish and had passed on their details to me. I contacted Allan and he almost instantly volunteered to bring his Stag up to Birmingham for the weekend. Thanks Allan and Maureen.

For the other four cars we needed I called upon our local guys to provide the remaining cars and they duly signed up, bless 'em. Paul Wright with his stunning Topaz, Steve Bedford with his subtly modified Stag complete with hardtop showing people that they can be used all year round. Roger and Lesley and myself with our second boot conversions completed our line up of five cars.

The committee decided to reinstate teas and coffees for 2025, and I'm sure the membership appreciates the effort that goes into providing a hot beverage or two/three/four.

An immense vote of thanks to the car owners for taking 5 days out, at your own expense, to create what I thought was an impressive club stand with a full range of Stags demonstrating how versatile the Stag can be. The club is so fortunate to have so many willing volunteers. Thanks to

Allan and Maureen Howell, Steve and Mandy Bedford, Paul Wright and Kate Coates, Roger and Lesley Phillips.

I must thank all of our 'extra' volunteers too of course. Martin and Teresa Mills, Dave and Margaret Buxton, Steve Buxton, Pete Goodman, Paul, Jane and Chloe Thomas, the SOCTFL contingent of Roger Kennedy, Paul Smith, Noel Sargent and Peter Hall.

Without the continued help from these guys, we would not be able to put on such a good show, it's a simple as that. Forgive me if I've forgotten anyone, my memory isn't what....er....ah! what it was. I think.

Enough of my chatter. Below are the views of the car owners, which will give you the flavour of a busy, exhausting, but ultimately rewarding weekend that we all had.



PAUL WRIGHT & KATE COATES

It seems that the time delay between the annual classic car show at the NEC reduces with each passing year. I think it's an age thing!

Having displayed my car at the 2024 show, we were delighted to be invited back by Tony Lapworth. Despite the wonderful summer, the Stag had not been used a great deal and preparations were relatively simple. As I wrote last year, the investment in a really high-quality paint finish has paid dividends, and the car continues to shine as beautifully as when restoration was completed 21 years ago. Nevertheless, we anticipated how high the standard of cars on display would be, and a thorough clean and polish was called for.

Making our way to the stand on the Thursday, we were proud to line up with the other 4 super cars on display. The stand looked very impressive and the lighting certainly enhanced the shine on the cars. In an uncertain economic climate it's always difficult to judge how busy we will be, but we were not disappointed by the number of people visiting the stand and talking about all things Stag. As always, there were many questions about the restoration journey and sometimes these can be a challenge to answer, as Stag owners know their stuff!

It was lovely to chat to so many younger owners, many of whom are just starting their restoration journey and



love the cars as much as we do. Also, to chat to so many owners who had travelled from far away, including America and New Zealand.

The colour of the car, Topaz has always been a talking point and last year and this were no exception. Many people are surprised to learn that this is an original colour. My intention had always been to buy a red Stag but a chance sighting of the car on sale in a showroom, immediately drew my attention. Despite the frustration of all the remedial work and restoration involved, to this day I have no regrets about purchasing the car.

After a hectic 3 days on the stand it is nice to head for home, with fond memories of conversations with visitors and old friends from the club.

ALLAN & MAUREEN HOWELL

It was such an honour to be invited by Tony Lapworth to the NEC Classic Car Show 2025. I have been to various shows but never imagined that one day I would have the opportunity to display my own Stag at NEC.

Having only completed 1700 miles of its initial running in period since a ground up restoration completed in late 2024 by Paul Mclaughlin of Stag Classics in Alton, only a minimal spruce was needed to make it look NEC ready.

Flanked on the stand by Roger and Lesley Phillips (Pimento Red), Steve Bedford (White), Tony and Di Lapworth (Mimosa..ish), Paul Wright (Topaz), and my own (Pearl White), the stand hopefully did our Club proud and enjoyed much interest.

Driving vehicles onto the stand on Thursday went without hitch (although a near miss between a reversing trailer and Roger and Lesley's Stag, was, after much yelling from all, avoided. Saturday and Sunday saw lots of interest and was a mix of spectators taking not only their own photos but also



many wanting discussion with questions and photographs with sharing of their own experiences. Although I tried to spend as much time as possible manning the stand to engage with people, I also took the opportunity to have a quick look around the rest of the show at the many other owners pride and joy. I was privileged to be asked to do a short interview with Classic Car Weekly where I spoke a little about the build and photos also taken. Hopefully an article in that magazine will cover the build in more detail.

Surprising when you're asked, how many questions you can answer, but in some cases I learned things from other owners with their own questions, For sure our Club offers a vast wealth of experience, talent and knowledge, and so friendly and engaging. I would of course thoroughly recommend becoming a member, as this isn't just a Club, but a Community.



STEVE & MANDY BEDFORD

Tony Lapworth sent a note around asking for volunteers for the NEC show and this was also posted on our Oxford area WhatsApp page – our previous Area Organiser displayed his car at the last show. I mentioned to Tony to put me on the reserve list as I had displayed my car at Stoneleigh a few years before.

I got the call a couple of weeks before the show and also asking if I could have the hard top fitted. Great I thought until I looked at the car. We'd just come back from holiday, and the Stag was covered in Devon and Cornwall mud and we also have a hosepipe ban in our area. 2 days of deep cleaning in the garage with my wife and also my mother-in-law coming over to help polish the chrome. It's when preparing the car for a show that you realise how much chrome there is on the Stag! A neighbour helped with the hard top and it was then show ready. We had an allotted time to get into the hall on the Thursday and as I got the Stag out of the garage, it started to rain. They are waterproof and can be used when it's wet apparently! The heated rear screen also worked well on the way up to Birmingham. Into the hall and another clean whilst the stand was being set up.

My Stag is a MK1½ first registered in Cyprus and it was very satisfying helping to answer all the technical queries from visitors to the stand. It's high mileage at 265,000



miles and I have owned it for 35 years - my daughter also learnt to drive in it, so I have no problem with people sitting in the car. There was someone who was rebuilding a shell with boxes of bits they had bought and neither he nor his partner had sat in a Stag! There were a few that sat in the car who then joined the club. I felt privileged to be asked to display my car and to also help on the stand.

As we left the show on the Sunday evening the heavens opened and it was torrential rain all the way home! 4 days at the show and I was shattered at the end of it. Would I do it again – oh yes as there were some wonderful people to talk to over the weekend. Someone told me something about my car. It was first registered to an RAF officer. Service personnel back in the day got a discount when buying a new car – there was also no Purchase Tax if the car was first registered abroad. Every day is a school day...

ROGER & LESLEY PHILLIPS

The NEC show marks the end of the season. With not many volunteers willing to spend four days on the stand at the NEC, (have they heard how hard it is physically?) we've been asked to show our Stag again.

It also saves the club buying more tickets (at a very high premium) for the "stand staff" as the NEC provide two tickets per day for each car on the stand and two for the organiser. For the same reason and saving the purchase of a total of 18 additional tickets, three of the five cars had been on the stand previously and belonged to stand staff. We felt our members know what a Stag looks like and prospective members are happy to sit in and won't recognise the cars. Thursday 9.30 am is our set up time. Ignoring Tony's carefully drawn plan the electricians have put our sockets in the wrong place....again, but it's soon remedied and the club van is quickly emptied of the show equipment. It's always fascinating to watch several empty warehouses grow into a very fancy car show.

Once in position the cars are given a good polish before we head for home. Each morning is a brisk walk from the car park as coaches don't run as early as we all arrive. Friday seems to be the busiest day, despite the biggest ticket price, with a large queue forming at the doors. Over the weekend, familiar faces and potential members arrive on stand, many seeking information and advice. It's a privilege to represent the Club and to meet

all the visitors. Officers from other car clubs drop by mainly planning and encouraging involvement in the 2026 event dates. We have visits from a variety of traders

peddling their wares and seeking support from the club. There were a group of American Stag owners and a Norwegian group with individual members from Belgium and the Netherlands making themselves known too.

Sunday is Remembrance Day and at the strike of Big Ben, complete and respectful silence spreads across the noisy halls raising hairs on the back of your neck. Sunday the show closes at 5.00 pm (earlier than the other two days) with the traditional horn blowing salute to the show and the end of the season. The stand equipment is dismantled quicker than it was erected. The display cars have to leave first, but only after the show visitors have vacated the hall. And then after 7.00 pm the chaos of the many vans vying for space to load up.

With grateful thanks to the helpers on stand, the car owners for presenting their cars in excellent order, but also to those who visit the stand, especially those leaving nice comments in the visitor's book about the display, the friendly welcome and the coffees. Good to see you all.



TONY LAPWORTH

My car was part of our line up to prove that the Stag doesn't have to overheat and that you can actually use them extensively, if you so wish, just keep them maintained and all will be fine.

In early October, when I decided to put our car on the stand, Di and I had only recently returned from our 3-week trip around the continent attending the German Club's Autumn meeting in Cuxhaven. Obviously, I needed to get the old girl ready for her performance in the public eye. When I looked at her, I thought to myself, my word she's showing signs of being dragged through a hedge or two backwards, so I decided to display her in her raw state (and the car) and not to overdo the polishing. All too often at shows you see quite a few 'not driven very far' OR indeed, 'not driven at all' show cars. I did get some of the muck off but deliberately left under the bonnet dirty. It gave me plenty of opportunity over the weekend to extol the virtues of grand touring in a grand motor, explaining what we had just done, over 2100 miles without a single worry or issue and with smiles from ear to ear.

To finish, thanks again to all who helped us put on a very good show. 2026 is on us already and it will soon be



time to start planning for November 2026. If you'd like to display your car let us know.

To finally finish. We took 26 membership applications over the weekend in total. 26 isn't a spectacular result for us at this show, but it's not bad especially when you factor in that 16 of them were NEW members. The remainder were lapsed and rejoining or renewals.

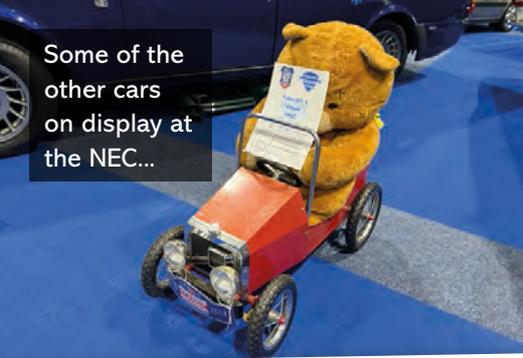
*Tony Lapworth, NEC Show local Organiser
tonylapworth@stag.org.uk*

*Kevin Grace, Show Secretary
showsec@stag.org.uk*

*Pictures by Roger Kennedy, Tony Lapworth,
Carl and Jan Fuss*



Some of the other cars on display at the NEC...





NECRESTORATIONSHOW.COM



20-22 MARCH 2026, NEC, BIRMINGHAM

£3.50 DISCOUNT ON ADULT TICKETS WITH OUR CLUB CODE*:

CCSTAGOM6

*Discount code is for club members, friends and followers use only. Quote the club code online to save £3.50 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 19 Mar and Show Open Ticket Prices thereafter. Full ticket information: www.necrestorationshow.com/ticketinformation. Book by 27 Feb to help your club earn extra benefits.

1000+ Cars • 150+ Clubs
250+ Traders
Live Restoration Work
Practical Training
Car Dealers
Auction • Celebrity Talks
And Much More!

Official Show Partners



Detailing Partner



In association with



ClassicCars

RIMMER BROS
A BRITISH COMPANY SUPPORTING BRITISH CARS

TR2-5 - TR6 - TR7 - TR8 - SPITFIRE - STAG
GT6 - 2000 - 2500 - 2.5PI
DOLOMITE - SPRINT - HERALD - VITESSE

ALL THE PARTS YOU NEED

FROM THE SMALLEST NUT & BOLT TO ENTIRE BODY PANELS & EVERYTHING IN-BETWEEN

QUALITY PARTS & ACCESSORIES
FAST & RELIABLE WORLDWIDE DELIVERY
EXTENSIVE WEBSITE
VAST STOCKS AT 100,000 SQ FT HQ
KNOWLEDGEABLE STAFF
FREE COMPREHENSIVE CATALOGUES

ASK US FOR A FREE CATALOGUE

FOR ALL MODELS
PRICE MATCH
TRADE & WHOLESALE ENQUIRIES WELCOME

WEB - www.rimmerbros.com
EMAIL - sales@rimmerbros.com
TEL - +44(0)1522 568000

SEE OUR SOCIAL MEDIA

Rimmer Bros., Triumph House, Sealord Road, Bracebridge Heath, Lincoln, LN4 2NA.

TRIUMPH STAG CNC BOOT PANELS

johnnyegg.my-online.store 07785 530 260

TRIUMPH STAG

£75

MYR 431P 'MYRTLE'

THE RESTORATION OF LOVE CONTINUES

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



External Lights

I had made the decision that I was going to replace all the lights on the car with LEDs, except for the wing indicators (it was recommended that these remain as filament bulbs to add a small amount of load to stop indicator warning lights glowing slightly on the instrument cluster). These bulbs were purchased as a kit from classicarleds.co.uk. The kit was very comprehensive and included the following (internal and external bulbs have been listed, but only those that I used - unused included, for example, map reading and auto gear selector):

Headlight Bulbs

- Main and Dipped Outer H4..... White..... x2
- Main Inner..... H1 White..... x2

Exterior Bulbs

- Sidelights GLB989..... White..... x2
- Indicators GLB382..... Amber..... x4
- Stop Tail GLB380 Red..... x2
- Number Plate GLB239..... White..... x2
- Reversing Light GLB382..... White..... x2

Interior Bulbs

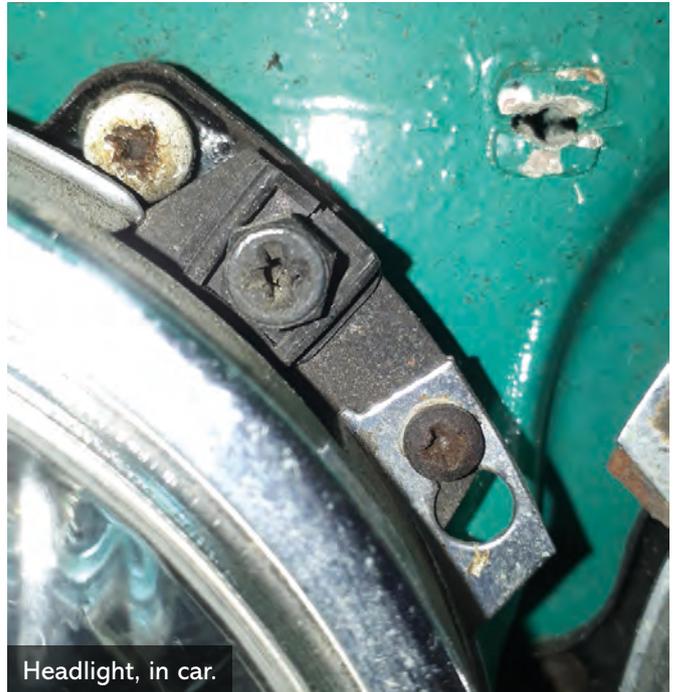
- Boot Light..... GLB501..... White..... x1
- Warning Cluster..... GLB280..... Colour..... x8
- T Bar..... GLB256..... White..... x2
- Door Puddle..... GLB501..... White..... x2
- Instrument Panel Gauges..... GLB987..... White..... x4
- Speedometer GLB987..... White..... x1
- Rev Counter..... GLB987..... White..... x1
- Hazard Warning GLB281 White..... x1
- Front Footwell..... GLB256..... White..... x2
- Cigar Lighter GLB643..... White..... x1
- Glove Box Interior..... GLB256..... White..... x1

Relays

- Indicator Flasher Relay..... 2 Pin x1
- Hazard Flasher Relay..... 2 Pin x1

Headlights

(ROM 86.40.02/03) Before the headlights could be removed, the grill panels had to be taken off. This was easy as they simply screwed onto the front of the car. The headlights were held onto the body by three screws each.



Headlight, in car.



Headlight, removed.



LED headlight unit.

Before they could be accessed, the headlight rim had to be removed. This was achieved by loosening the three screws that held the headlight rim on to the headlight unit and then turning the rim anti-clockwise and removing it. Once off, the three fixing screws could be removed and the headlight unit lifted away from the car. These fixing screws should not be confused with the two adjustment screws used to set the headlight level. Once the fixing screws were undone and the headlight moved away from the car, the connector block at the back of the headlight could be disconnected and the headlight unit removed from the car. The operation was then carried out on the other three headlights.

New bowls, chrome covers, adjustment screws, gaskets and screws were purchased along with a headlight fixing kit. Due to the new lights being LEDs, the headlight fittings had to be changed. I spent about an hour fitting the new systems into the four new bowls, just in time to hear a newsflash that LED lights could not be retro fitted to cars! Fantastic! So, another hour was spent resetting the headlights back to filaments. Not impressed! Then there was a further report, a few days later, that you could now legally fit them to pre-April 1986 classic cars! Unbelievable! So, back I went and spent another hour fitting the LEDs into the headlights again! The headlights went back into the car easily, with new plastic plugs for the screws. The LED headlights had transformers, which sat neatly behind the headlights, in the lower valance.

Front lights (Indicators, Side)

(ROM 86.40.26) The indicator and side light unit was covered by a single lens attached by two screws. With the lens cover removed, the lighting unit could then be detached from the car. This was achieved by unscrewing the three small fixing nuts from inside the front panel. Access to the fixing nuts was via the outer headlight aperture. Once undone, the lighting unit and gasket could be removed. The units were in good condition so were cleaned and the lamp terminals given a gentle sand, to ensure a good contact. New gaskets were purchased, along with a light lens set (covering the front, rear and side lamps) as the existing lenses were pretty grubby. It was a little disappointing to see that the front light lens had to be installed upside down, to get the amber indicator at the top, but that was a small price to pay for nice new shiny lenses! New LED lamps were also installed.

Wing indicator lights

(ROM 86.40.53) The wing indicator lamp unit was fixed to the car by two 'U' clamps, accessed through the headlight aperture. Once undone, the complete unit could be removed from the car and the wiring disconnected from the back. The light bulb could be accessed by unscrewing two screws from the front of the lens and lifting the lens away. There were two gaskets – one between the lamp unit and the car body and the other between the lamp lens and the unit body. The lens kit came with new lamp to unit gaskets and the existing unit to bodywork gaskets were in good condition so were reused. The light unit and clamps were cleaned and the small chrome surround on the unit brightened with Autosol. The lamps were replaced with new halogen ones rather than LEDs, as explained above.



Sidelight, removal.



Sidelight, removed.



Wing light, on car.



Wing light, removal.



Wing light, removed.

Rear lights (Reversing, Rear/Brake, Indicator)

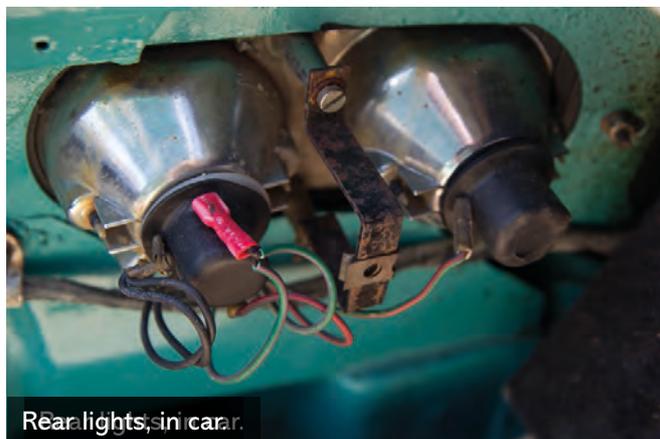
(ROM 86.40.70) The rear lamp unit comprised of the reversing, indicator and brake/side lights, together with the rear reflector. Working inside the boot, the boot carpet covering the rear lamp panel was removed. This exposed the three lamp holders and associated wiring. The wiring was photographed and labelled before being removed, along with the lamp holders (which were simply pressed into the lamp unit). Five small fixing bolts, attached to the lamp unit, were protruding into the boot and held the lamp unit to the bodywork. Once the nuts were undone, the lamp unit was removed from the body.

The units were then stripped down to be examined. There was a foam gasket inside the lamp unit (which was included in the new lens kit) and a rubber gasket between the lamp unit and the bodywork. Both rubber gaskets had seen better days, so new SOCTFL versions were purchased. The lamp units were cleaned and the bolt threads tidied up by using a new nut and screwing it up and down each bolt several times, followed by a wipe with a rag soaked in WD40 graphite. In the centre of each lamp unit, between the indicator and brake/side lamps, was a raised, square shaped metal bracket with a screw hole on the top. This bracket was held to the lamp unit by two bolts and was easily removed, cleaned and painted in black POR15 before being replaced. New lens and foam gaskets were attached and the lamp unit replaced on the car with a new rubber gasket. As the lamp unit was curved at the pointed end, fixing a new thick flat rubber gasket was tricky as it had a mind of its own and did not want to stay on the lamp unit as it was presented to the bodywork!

Eventually, both lamp units were successfully attached with all bolts being tightened up inside the boot. Next came the lamp holders. The old ones had seen better days, so six new ones were purchased and, after fitting new LED lamps, pushed into the lamp unit. The wiring was then checked and attached to the lamp holders and the lamp unit tested, with all lights performing as required. All that was left then was to fit the covers. These were moulded black plastic units, designed to fit over the lamps inside the boot and protect the lamp holders and wiring. Mine were originally missing and I had got new ones some time back but never got round to fitting them. They were a bit dull, but were brought back to black with Simoniz Jet Black Trim Restorer. They had solid tops, so a hole needed to be carefully drilled in them. This allowed a fixing screw to be put through to attach them to the raised, square bracket to hold them to the lamp unit.

Number plate lights

(ROM 86.40.86) The Mk 2 number plate lights consisted of two lamps set into the boot lid, either side of the push button lock. Each cover was held in place by two screws and there was a gasket between the lamp and the boot lid. The cover also held the lamp and electrical contacts. The wiring then travelled inside one of the boot lid braces to the nearside of the bottom of the boot lid, where it exited and connected to the nearside wiring loom. Removal of the wiring



was quite straightforward – simply grab the boot end and pull. After the respray, a new extension lead was purchased.

Then came the fun – how to pull the new lead back through the boot lid brace? Various bends made it a bit tricky. I finally devised a plan using an old flexible net curtain rail with about a foot of the new wiring taped to one end. The rail was flexible enough to get round the entrance hole and then up to the lock aperture. The new lead was then pulled through and the rail used again to traverse the awkward section up to the lamp apertures. It took a few attempts but, once there, the new wiring could be pulled through. The wiring went from the first lamp directly to the second, so that part wasn't difficult. A new grommet was fitted where the wire entered the boot lid. All that was left then was to examine the two lamps. The covers, electrical fittings and gasket were all in very good condition, so were cleaned up and refitted, using new LED lamps. However, once I came to test the lights, the number plate lights were the only ones not working! I tried turning the lamps round (LEDs can be polarity sensitive and only work one way) but to no avail. I got the multi-meter out and used the continuity tester to test the extension wiring, in case it had caught inside the boot lid – all good (the multi-meter gave a beep if it had connectivity).

After much scratching of head, I decided to check the rest of the number plate wiring throughout the car. Nice beep from the boot to the connector on the A-post. So, the fault had to be in the main loom somewhere. Thankfully, before I started pulling out the new wiring, I checked the connectors. The connector for the nearside loom had the correct wire running into it ... but the main loom side of the connector was empty! All the other wires were there, just not the equivalent number plate lamp wire! Brand new loom, as well - I was not best pleased! It wasn't difficult to fix, though, as I simply took a jump from the rear sidelights wire, on the nearside loom, across to the number plate wire and everything lit up perfectly!

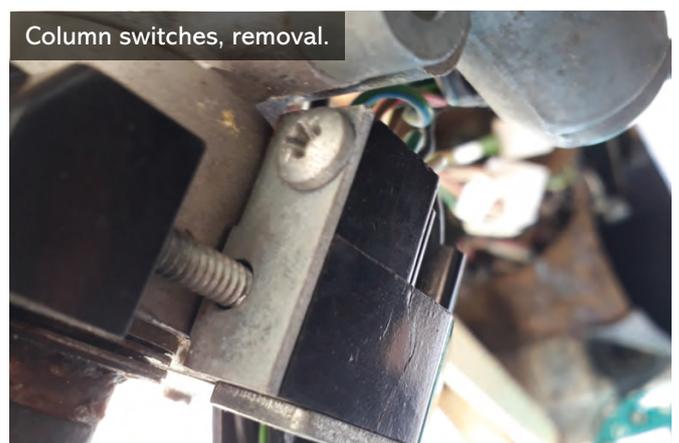
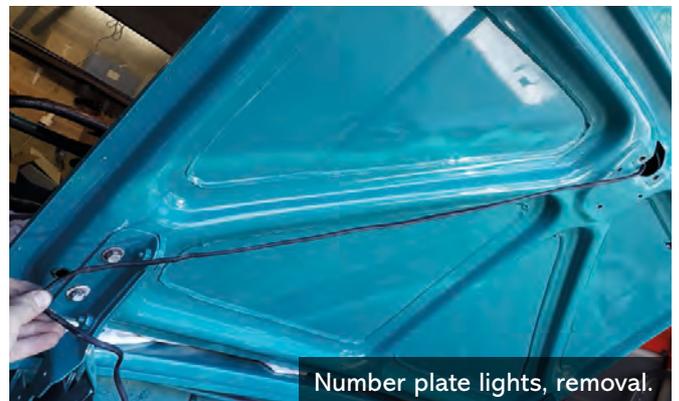
Steering column

Indicators/Flash, Ignition switch, Windscreen wash/wipe

(ROM 86.65.55/02) The arm switches were attached to the steering column, inside the steering column covers. Once the upper and lower covers were removed, it could be seen that the two arms sat either side of the steering column and were screwed together above and below the column. R

earing the Repair Operations Manual (86.65.55), it stated that you needed to measure the gap between the two switches, at the top and at the bottom, to ensure that both switches went back on correctly. Having taken the measurements, the windscreen wiper switch was then removed by undoing two short screws (top and bottom). Once removed, the indicator switch could be seen to be held to the steering column by a half circle bracket attached to the indicator stalk by two long screws. After undoing these screws, the indicator switch was lifted off from the steering column.

The wiring loom for the indicators also had the wiring for the ignition switch in it, so that also had to be removed from the steering column at the same time (ROM 86.65.02).



This was achieved by undoing two small screws either side of the switch housing (situated on the right-hand side of the steering column opposite the keyhole). The ignition switch could then be lifted away from its housing and the ignition switch & the indicator stalk detached from the steering column loom and removed from the car. All the units were in very good condition, so only required a careful clean before they could be put back on to the restored steering column. Fitting back on was the reverse operation, ensuring that the fixing screws were tightened correctly to give the required dimensions top and bottom, so the stalks could move freely.

Master lights control

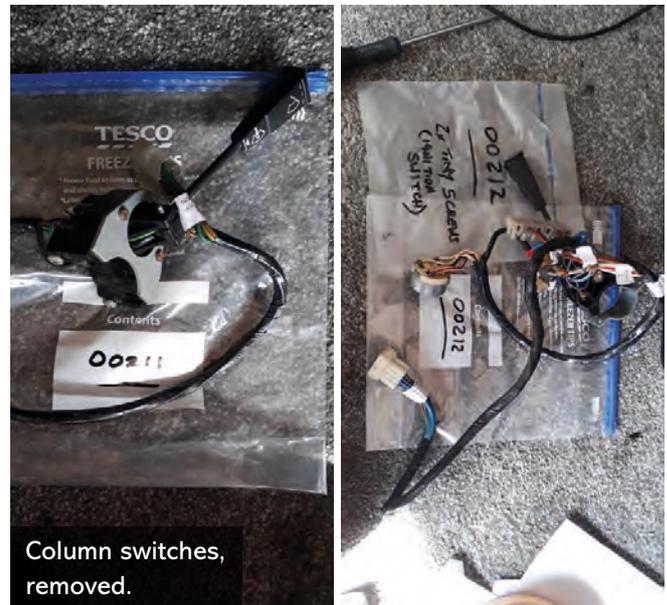
(ROM 86.65.09) The rotary master lights control was attached to the upper steering column cover. Once the cover was removed, it was possible to see that the switch was held to the cover by a small metal bracket and two locking nuts. Before removal, photos were taken and the switch and the three wires attached to it were numbered, to ensure everything was replaced correctly. The rotary knob was then removed by inserting a small nail into the hole on the side of the knob and depressing the internal catch whilst lifting the knob from the switch. The switch was in good condition and worked effectively, but the markings on the rotary switch cover were almost entirely gone. After cleaning, I found that I had removed the markings completely!

A search on eBay led me to a set of self-adhesive decals which fitted perfectly. I just needed to be patient and practice lining them up repeatedly, before going for the final implementation. The decals were shaped to fit the sides of the rotary knob, so looked really good when they were on. Once the knob and the securing nut were removed, the switch could be removed from the cover (ensuring that the small bracket was also captured) and the wiring disconnected. A quick clean and brightening of the terminals was all that was required before the switch was reattached. The rotary knob was gently pushed back on until the internal spring clip clicked into place.

'Lights on' warning buzzer

There is nothing more annoying than opening the garage door to find you have left the car lights on! Since I was rebuilding from scratch, I took the opportunity to install a '12v universal lights on warning relay/buzzer' from 12v Planet. The buzzer had three terminals that were used (a fourth one wasn't) and there was a wiring diagram on the website that showed how to install it. One wire was spliced between the master switch and the sidelights, a second was connected to the ignition ACC position (i.e. first point on the ignition, which allowed accessories to become live) and the third was connected to the driver's door light switch. The buzzer was positioned behind the dash and was tested.

At 72db, it worked really well! The buzzer was triggered by the door switch going to earth, whilst the ignition was off and the lights were on. Turning the key in the ignition silenced the buzzer.



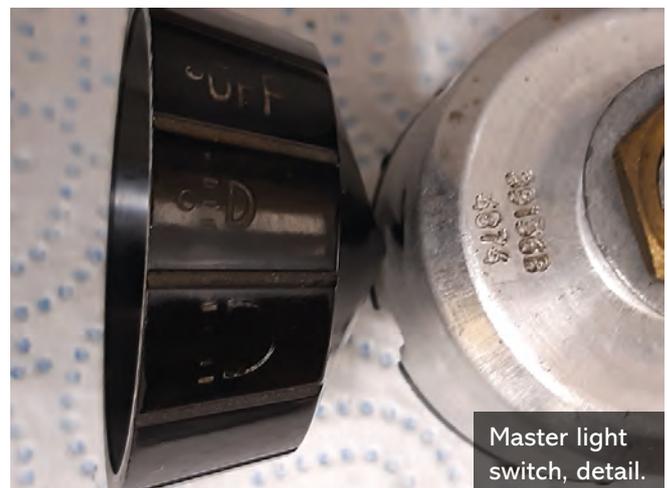
Column switches, removed.



Master light switch, removal.



Master light switch, removed.



Master light switch, detail.

Caminos

by Casas Cantabricas

Independent Motor Touring in Spain & Portugal



Bespoke tours for groups and individual travellers

Discover a different side of Spain & Portugal with our bespoke, self-drive itineraries.

Explore the Picos or the Pyrenees - make a dash for Porto or head for the Med.

Travel when you like, at your own pace, and stay in our delightful, hand-picked hotels.

Spain and Portugal - the perfect backdrop to the classic car road trip of a lifetime!

Cruise to Northern Spain with your treasured Stag and explore breathtaking mountain roads and stunning coastal drives, world-class heritage sites, wines and gastronomy - all straight from the ferry!

caminos.co.uk 01223328721



DMG
DAVID MANNERS GROUP



WELCOME TO THE DMG CLASSIC CAR WORLD

Trusted by enthusiasts for over 40 years

- Experienced sales team with a true passion for classics.
- DMG Classic Car Club - over 400 members strong.
- Proud to support local and regional car clubs.
- Prize sponsors for classic events nationwide.
- Monthly newsletter - The Steering Wheel with member stories.
- Fun monthly competitions for enthusiasts.



JOIN THE DMG CLASSIC CAR CLUB TODAY

Scan the QR code or email marketing@davidmanners.co.uk

0121 544 4444

E-MAIL: MARKETING@DAVIDMANNERS.CO.UK
991 WOLVERHAMPTON ROAD, OLDBURY, B69 4RJ

FOLLOW US ON SOCIAL MEDIA  

WWW.JAGSPARES.CO.UK | WWW.ABINGDONMGPARTS.CO.UK

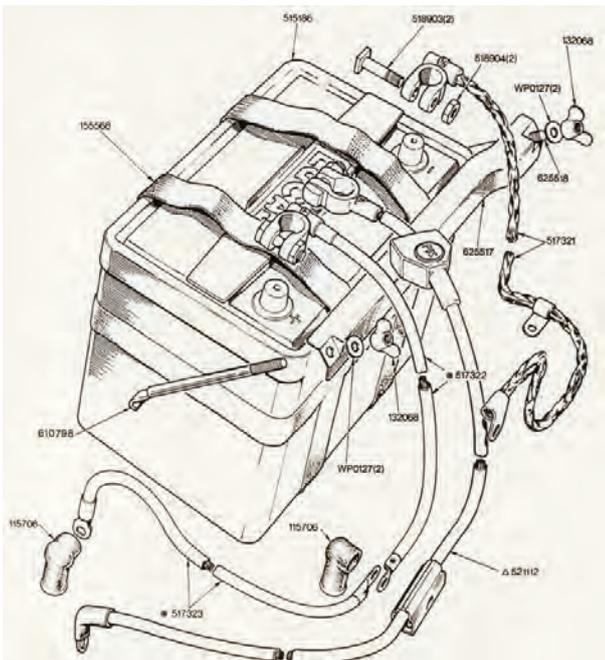
PARTS FOR JAGUAR & DAIMLER | MG & TRIUMPH | MORRIS MINOR | MX-5

KNOW YOUR STAG #42

THE ELECTRICAL BITS UNDER THE BONNET (PART ONE)

So, what are the 'electrical bits' which we should be concerned with. We have two main types of 'bits', those which generate and store the electricity (or assist in this process) and those which use that electricity.

The Battery



Page 03-18 from the 1974 Parts Catalogue.

What can I say about the battery? Like most UK cars of the sixties and seventies, Stag operates on a 12v, negative earth system, the negative battery terminal therefore being connected directly to earth (i.e. the metal body of the car) at a terminal post located on the right hand inner wing, opposite the front of the engine.. The engine is earthed through the same cable with an earth lug located on the bottom bolt of the power steering pump bracket. The battery is the prime source of electricity to the car's electrical components and your Stag will not work very well without one unless you are a particularly clever automotive electrical person and you don't ever stop the engine.

I doubt very much if there is a Stag out there with an original, fifty year old battery (but do tell me if you think that your Stag qualifies) so it is not easy to determine what manufacturer was favoured by Triumph – although all the parts catalogue illustrations show a Lucas battery - but the original equipment battery was a 56 Ah (Amp.hour) unit and this stayed the same throughout production.

At this point I was going to try to guide you through your battery buying options now that the original battery

is no longer available but I have just browsed the Interweb and found that it is much too difficult to deal with in under five pages so I will leave this by saying that I tend to trust Peter at LDpart when buying spare parts as he tends to know what he is talking about and his website advice is that you are looking for a 55Ah (or better) battery with the following maximum dimensions:

- Length: 265mm (do not exceed this without making absolutely sure that the battery will fit as you want it to),
- Width: 175mm
- Height: 206mm.

Make sure that the positive (red) terminal is at the front left of the battery, unless you know you can change the battery leads to suit. For further information google 'Battery for Triumph Stag' and select all our relevant forum posts.

The Things Around the Battery

Having dealt partly with the earth strap (part no. 517321) I will mention that the positive connection from the battery is made to the alternator at a position on the right hand side of the rear bulkhead, next to the hole through which the steering rack passes. It is secured to an insulated post and nut, the wiring loom also having a connection to the post from which the loom carries wires back to the alternator and control boxes. The connections to the post are insulated with a rubber boot (part no. 115706). A second cable then continues across the bulkhead immediately over the rear of the engine to the starter motor on the left hand side of the engine. The connection stud to the starter motor is protected by another rubber boot (also part no. 115706). The cable from the battery to the alternator connection is part no 517321 and that from the alternator connection to the starter motor is part no. 517323..

The positive battery cable changed slightly at build/trim no. T20001 (which for all practical purpose is from commission no. LD 20000, the first car for the 1973 model year). This change eliminated the bulkhead post, the connection to the alternator being made an integral connection block into which the alternator feed and the relevant loom connections are made. You will find this located on the inner wing opposite the rear of the alternator. This composite cable, which runs from the battery to the starter motor is part no. 521112.

The parts catalogue shows that at the same time as the cable changed, a rubber insulator was incorporated into the cable to protect the positive cable connection at the battery post. However, even my early cars have these protectors (or remaining traces of protectors) on the

positive battery terminals so I am not quite sure whether the parts catalogue speak with forked tongue or not.

The battery clamps were secured with square headed bolts (518903) and thin nuts (518904)

To secure the battery in position, a retaining bar was used. This fitted over the front edge of the battery and was held at each end by wing nuts on the end of threaded rods which in turn were located at their other end into holes in the bodywork around the battery box. It would appear as if the part numbers of both these locating rods were changed, the left hand one (as you look at the battery) from 613051 to 610798 at sometime before 1973 and the right hand one from 625518 to 610798 at sometime after 1974 – so they both ended up the same but appear to have changed at different times. Can you believe that ?? Maybe the parts catalogue is confused (and not for the first time) as all my cars have two different locating rods, one long one (measured at 8 1/4") which locates in a hole in the metalwork surrounding the battery on the positive side and one short one (measured at 4 3/16") which is located inside the inner wing metalwork and passes through a small steel box section and locates in a hole at the bottom end of the box section. And I must admit that the rods of my later cars are secured not with wing nuts but plain 1/4" bsf nuts and washers.



Originally supplied parts to hold the battery in place and to remove it when you needed to. A webbing harness, a battery clamping bar and two different securing rods.

You probably all know how difficult it is to get the battery out of the battery 'box', especially before the invention of batteries with fold down handles, so Triumph supplied a webbing harness around the battery and this allowed the top two straps to be used as carrying handles (part no. 155568).

Before I leave this subject, I think it prudent to warn you of a known problem with old Stag wiring which may be brittle and not fixed properly in the vicinity of that connection block on the inner o/s wing. It should be secured to the inner wing as there have been instances in the past where this has not been secured and that big black cable has been contacting the steel part of

the power steering pipework. There are known cases of the insulation on the cable rubbing on the steel pipe and being worn through, resulting in a short and arcing between the cable and the steel pipe.

Fires in engine bays are to be avoided so please check that the main positive cable is well secured to the inner wing and not near to touching the power steering pipes.

The Alternator

The alternator fitted to early Stags was a Lucas 11AC. This had an output of 43A / 516 W but did not have a regulator and some of the other important parts within its casing so a separate relay and regulator were mounted on the offside inner front wing (more of these later).

The later alternator (from commission no. LD 20001) was a Lucas 18 ACR with an output of 45A / 540 W. This had all the necessary internal circuitry so Stags from the 1973 model year onwards (late L-reg) did not have the externally mounted relay and regulator.

Although having different electrical connections on the back of each alternator, the pulley on the front is the same for both alternators, thus the same fan belt can be used for all correctly fitted Stags.

The alternator is fitted to an extension on the right hand side of the engine block using a long through bolt (HBO838 – 5/16 UNF x 4 3/4") with adjustment being made via a bracket bolted to the front of the block and which has an adjustment slot and a bolt which tightens into a threaded hole towards the bottom of the alternator front casing. The brackets are different for the two types of alternator, the 11AC bracket being part no.153497 and that for the 18ACR being part no. 160203.



An 11AC alternator and an example of an '18ACR type' alternator. The two are very different with the 18ACR having a black plastic cover over the extra electronic bits. The two fans are specific to each model but the pulleys are interchangeable. This 18ACR has a smaller pulley than it should have so would run at a higher speed and may need a different length drive belt.

Obviously, with the change in positioning of the alternator control systems from the inner wing to the alternator itself, the wiring loom for cars before 1973 and after 1973 have different routing to the alternator and there is a different plastic connector for each type of alternator.



The rear of the different alternators. The 11AC is fed from the loom by a two pin plug, a single large capacity blade connector and a smaller connector to the alternator controller. The 18ACR uses a three pin plug (on the right hand side of the cap with a silver retaining clip in this view).

Although available in reconditioned form, neither the 11AC nor the 18ACR are now manufactured as new units but you can buy 'lookalike' replacements, often with increased outputs. A more powerful alternator may seem like an improvement but it will only be so if you do much of your driving at night with the lights, windscreen wipers, heater and other auxiliaries on so don't get hung up on power for power's sake.

If you do swap your alternator, check the pulley size before fitting as these alternators were supplied for many models from Mini to E-type and different pulleys were in use. They are normally interchangeable and Stag uses a 3" dia pulley, part no. 154334.

To complete the alternator story, the fan on the 11AC alternator has a restrictor plate on the front and is part no. 147990 while the fan on the 18ACR is of open construction and is part no. 156891.

The Regulator

As stated, this is only applicable to cars with the 11 AC alternator. The correct Lucas regulator model is 4TR ('T'ransistorised 'R'egulator), the correct Lucas part no. is 33294 and the correct Triumph part no. is 137795. It is a square, black box, approximately an inch deep and it is located near the base of the offside inner wing, in front of the suspension turret and almost next to the bottom of the power steering pump.

Although the wording on the front cover is 'control box' it is actually a voltage regulator which smooths the fluctuating output from the alternator into the 13.6 volts which the battery needs for charging purposes.

The regulator is screwed directly to the inner wing with two crosshead setscrews into captive nuts behind the inner wing.

The Relay

Again, only applicable to cars with the 11AC alternator. The correct Lucas model is 16 RA, the correct Lucas part no. is 37423 and the correct Triumph part no. is 151363. It is a second square, black box, approximately two inches

deep and is located on a mounting plate at the top of the offside front suspension turret.

Not really a relay in the way that other relays switch in a high current part of a circuit using a low current signal, this box has two functions. The first is to provide a 'field excitation' within the alternator in order to get the coil spinning in the first place and the second is to disconnect the alternator from the battery when the alternator is not producing sufficient output to charge the battery and when there is then a possibility of the battery trying to turn the alternator into a motor and to then try to turn the engine – thus resulting in a burnt out alternator.



The 4TR regulator (left) and the 16RA relay (right). Both are fixed to the right hand inner wing, the regulator directly with screws, the relay using a mounting plate fixed to the top of the suspension turret.

The relay is held to a backplate through three studs in the backplate and this is, in turn, screwed to the top of the turret with three crosshead setscrews into captive nuts inside the suspension turret. Although the relay did not change during production, the backplate changed from part no. 155128 to 159203. The timing of the change is not recorded in the parts catalogue

These two units are only applicable to cars produced for the 1970, 1971 and 1972 model years (commission numbers before LD 20000) but do not worry if your car is of an applicable age and does not have these in position as it has almost certainly had an alternator upgrade, so please check before going out and acquiring units to fit.

A little 'extra' information from the forum - thank you 'backdraft 007' - which may help you in future. Because the battery is disconnected from the charging system when the engine is at low revs (and this happens independent of whether you have an 11 AC or a 18 ACR alternator), the first sign of a battery being 'on the way out' could well be the inability for the battery to power all the light circuits when the car is idling. You may not be able to see the headlights or rear lights dimming but watch out for the indicators operating at half speed when waiting to turn at traffic lights – check your battery out fully when you get home.

That's about it for the bits which generate and store the electricity, everything else under the bonnet uses that electricity – so let's deal with that next month.

Peter Robinson © Peter Robinson 2026

120 MILES OF SCENIC YORKSHIRE

YORKSHIRE STAGS IN THIRSK AND BEYOND



The day began in beautiful autumnal sunshine and a steady 62 mile (M62, A1) journey to the lovely market town of Thirsk where the West Yorkshire Stags met.

The time was 11.10 and we were all itching to go. There were three Stags in front of me as we departed the square. We followed them for a short while when one of them went off piste (not following the route plan) and another sped off in the distance. That left 2 of us, Anna and myself with Paul and Val in a dilemma.. try to catch the first Stag or wait for the others. We pulled over and waited until the others caught us up. We were informed we had 2 non starters in Thirsk. John and Wendy's Stag had a flat battery and Maynard and Jennifer's had a fuel issue.

This is where the route got interesting, going through all the chocolate box towns like Boltby and Hawmbly. We went through woodlands, rolling fields and farmland to open moorland ending up at Rievaulx Abbey.

We all set up our picnic tables and took the customary photos when we heard and saw 2 more Stags arrive... yes that's right... The Stags of John and Wendy and Maynard and Jennifer. All our group arrived safely. Still don't know what happened to the 2 rogue Stags!

The numbers were slightly down from previous trips as there was a golf event taking place, not the VW sort! We all had a long lunch and got back on the road, again nothing but wall to wall scenery. Ian Laight took lots of photos of my exhaust pipes, never seen as many pictures of my rear end! Once again lots more villages like Kilburn, Coxwold, Easingwold and final destination Miss Daisy's cafe 47 miles later in Huby.

We all sat down for a natter and had the best scones with clotted cream and jam on top.

It was 4 o'clock and I had the choice of the A1 and M62 which google showed was very congested or the scenic route. No choice. More chocolate box villages like Aldwark, Great and Little Ouseburn, along the beautiful A69 from Harrogate to Addingham, through to Wuthering Heights territory of Haworth chasing the sunset down to Hebden Bridge, then up the B6138 which at 6 miles long is the longest hill in Britain! Past all the near empty reservoirs on our way back to Greetland near Halifax. Headlights on. I could have done it all again! 120 miles of scenic Yorkshire.

Ricky Pollard



STAG OWNERS CLUB

EXCERPTS FROM THE DRAFT MINUTES OF THE 44TH AGM



BRITISH MOTOR MUSEUM, GAYDON – 30TH NOVEMBER 2025

This is just a brief overview of the AGM. For the full draft minutes, please go to the members area on the club website. The sections I will mention here include the club finances, the membership fee, the magazine costs and number of pages, the number of new members signing up for the digital only option and also the date and place of the next AGM. Finally we recognise contributions to the club with the awards.

Presentation of Accounts for Year Ending 31/01/2025

Clive Tate presented the accounts 1st February 2024 to 31st January 2025:

Income:

- Income this year has been very much as expected.
- Income from subscriptions remained stable even taking into account cheaper digital membership.
- Advertising income is down on previous years owing to the economic climate and moving to an A4 magazine.
- The value of our investment has been the best ever – returns, interest and change in market value has accrued £33,137.
- Total income in 2024 was £154,274.

Expenditure:

- Digital membership has helped reduce costs.
- Expenditure on social events has increased slightly.
- Rent is back on track.
- Paypal charges have been included in bank charges rather as part of membership income.
- Van insurance has been negotiated to a more acceptable amount.
- Depreciation continues to decrease slowly.
- We normally pay Corporation Tax on bank interest, but following a profit on sale of investments, we have incurred Capital Gains Tax.

Stag Owners Club Income and Expense account (actual) 2025

<u>INCOME</u>	01/21	01/22	01/23	01/24	01/25 estimate	01/25
Membership Subscriptions	109,964	109,207	109,242	109,066	104,000	106,496
Advertising	14,835	13,781	15,377	13,175	10,000	9,068
Bank Interest	1,101	823	1,477	1,603	1,500	1,966
Dividends receivable	4,244	4,682	4,647	5,577	5,000	5,207
Change in market value of investments	13,886	16,793	(19,165)	503	15,000	22,529
Profit on sale of investments	(57)	-	-	(3,029)	-	9,008
	143,973	145,286	111,578	126,895	135,500	154,274
<u>EXPENDITURE</u>						
Printing, Postage and Stationery	85,472	88,820	116,536	96,970	88,200	87,806
Meetings, Social Events and Exhibitions	12,153	8,301	10,306	7,300	8,000	10,626
Van Expenses	789	853	508	650	500	558
Advertising	4,723	1,105	820	825	350	335
Subscriptions & Donations	1,423	1,528	1,379	1,583	1,450	1,424
Rent	8,000	8,500	8,500	7,000	7,000	8,219
Telephone	4,564	4,737	4,991	4,147	3,250	3,085
Bank and Credit Card Charges	(193)	904	1,591	1,461	1,000	2,951
Insurance	5,567	5,972	5,333	5,330	1,487	3,332
Professional Charges	4,693	5,895	5,316	4,401	4,400	3,418
Sundry Expenses	1,243	2,069	983	825	350	495
Payments for Tooling	-	17,000	-	-	-	-
Depreciation	164	124	93	69	50	52
Expenditure Total	128,807	145,808	156,356	130,561	116,037	122,301
Taxation on bank interest	209	38	300	305	300	1,124
Excess of Income over Expenditure	15,166	560	45,078	3,971	19,163	30,849

This year, our excess of income over expenditure is £30,849 but if you take investment income out of this figure, we made a loss of £2,288.

Based on these figures, it appears the club has made a good profit of £17,815. However, just over £20,000 has come from investment in various forms.

The club itself has made a loss of £3,155 – we would have to dip into our investment to help run the club so I feel this should be addressed.

I would like to propose an increase to the subs of £8 for printed magazine members, taking the cost to £40 (leaving digital membership at £25). This will bring in an extra £16,000 approximately.

Alternatively, we can change the magazine to bi-monthly as other Triumph clubs have.

After some discussion Richard Smith (Chair) – Let's have a straw poll – a show of hands:

- Bi-monthly magazines - 2 were in favour
- 11 magazines – the majority put their hands up.

To sum up – your committee has been discussing the way forward for the club with subs etc. Let the committee take on board what we've heard and take it to committee level.

Clive Tate: We've decided not to go for a reduced magazine. The reason we've suggested putting up the subscription is that we're running at a loss with membership. We have a healthy investment level but the bank balance is practically nil so I'll have to take money out of the investment next year. By raising subs to £40 now, this will pay for the new membership system and to put the club in a stronger position, and cover the deficit in producing the magazine. I propose increasing the subs to £40 for the printed magazine.

Vote: To increase to the subs for printed magazine members to £40 (leaving digital membership at £25).

- Proposed: Clive Tate (Treasurer)
- Seconded: Peter Robinson (3055)

Result: majority in favour, 2 against, 4 abstentions.

ACTION: The subscription for printed magazine members will be increased to £40 (leaving digital membership at £25).



Chairman's Report *Richard Smith*

I've been chair for the past year and I want to thank everyone on the committee and everyone who has attended the AGM.

Some significant events this year including the fabulous National meeting at Shuttleworth and the committee voted to make Stuart Soutter and Julian Buckler honorary members in recognition of their unique contribution. We've published profiles of the committee members so that you all know who we are and there's a new spirit of co-operation between the SOC committee and the SOCTFL board that brings light into the relationship and points to greater things ahead.

A couple of changes you'll know about, Tony Lapworth has finally decided enough is enough and after years of tremendous hard work will no longer be a National committee member. Personal thanks to him as a mentor to me and, I'm sure, many others in the club. Peter Robinson and Clive Tate have both set a timeline for their resignation from posts that they have held for many many years and they will both be hugely missed.

For the future your committee is preparing for a membership system aligned with a new, improved, website before Peter retires. Your committee is preparing to bring someone in to assist Clive and continue his tireless work when he retires.

As a club we have to think about the fact that we are all getting older. My own 70th birthday celebration was to drive my Stag for 3,000 miles around Europe, but we need to focus on how to attract younger enthusiasts to the Stag and to the club. While considering the move to a larger, more informative magazine published every other month, your committee is preparing a campaign to elevate the Stag to the position it deserves as the greatest car in the world (if I may slightly paraphrase Farmer Clarkson) and to bring the Stag to the forefront of admiration in the classic car world. All the while working to ensure that the club remains viable and solvent.





Membership Secretary's Report *Peter Robinson*

Life goes on as a membership secretary with more time being needed to cope with the extra demands of a digital society. However, things are going to change in the not-too-distant future as the Committee are looking at a new membership system which is planned to utilize a more member interactive program. Hopefully, this will be in place before the next AGM as we will need the next twelve months to test drive it before Marilyn and I retire from the job. The Committee has been given notice that a new Memsec will be sought to replace us in November 2027.

Nothing will change for this coming year but be prepared for big changes during 2027 – and be prepared to have to think seriously about a volunteer to take on what is hoped to be a much slimmed down and mostly automatic new membership world. But don't worry, if you are comfortable buying things on line, then you will be very at home with whatever new system is chosen.

On the 'numbers front', at the last count we had 3420 ordinary members and that is 81 less than last year whereas the year before we lost just 28 overall members. My analysis suggests that this higher number is due to more members opting for the digital magazine dropping out during the year than those opting for the printed magazine. Where we go with this statistic I do not know but there is no panic at the moment and the Committee has new ideas in place to try to increase the profile of the Club both inside and outside the membership so watch this space for the results.

Website Report *Carl Fuss & Tony Lapworth*

Use of the website has been steadily but slowly increasing over the year. Approximately a third of our members now opt out of a printed magazine and hopefully look at the two versions which are on the website, a PDF that you can download and also an interactive version. I think more members are catching onto the interactive version judging by the number of videos that they are now sending in.

As always, the most popular page is the 'cars for sale' getting at least twice the number of hits than the rest of the website put together. This is updated on the first of the month; cars sell very quickly, often within a few days.

The majority of uses access accessing the website do

so from their mobile phone. That's about half of you. The other half is split approximately 40 - 10 with desktop computers and tablets.

**Accessories & Regalia Report *Paul & Jane Thomas*
(Read by Tony Lapworth)**

For 2025, Club Accessories attended the National Day and the NEC Classic Car Show (3-days). We enjoy these events as it's an ideal opportunity to talk to members and try to match faces to names.

At the National Day, we celebrated our own success with our 5000th sale to club members since starting just over 10-years ago.

Accessory sales have been up by over 50% since the start of the year which is the first increase since 2022! New membership and the continued support of existing members mean we have had a very promising year.

Date and Place of the next AGM

Sunday 29th November 2026 at Sedgebrook Hall, Chapel Brampton, Northampton, NN6 8BD

Clive Tate: This year there has been some confusion over where the AGM would be held. It was decided at last year's AGM that a hotel with a social function would be required and a committee member offered to sort it out. After a slow start, he selected a few hotels with possibilities and eventually chose one.





AWARDS AND TROPHIES

PRESENTED BY SOC PRESIDENT, STEVE KIEFER



Co-ordinator of the Year Award
Garry Martin



Unsung Heroes Trophy
Martin Mills



Duncan Purt Memorial Special Services Award
Chris Liles



Officer of the Year Award
Roger Kennedy



Honorary Member Julian Buckler
For services to the Club



Honorary Member Stuart Soutter
For services to the Club



President's Cup
Di and Tony Lapworth

SOLENT STAGS GO EAST

AUTUMN TRIP TO THE NORFOLK COAST



This year instead of going on a longer trip to the continent we decided to go to the beautiful county of Norfolk for a long weekend by the sea.

So, on the 3rd of October, six cars met at 10.30 am at Winchester Services on the M3 and 'with courage high and hearts aglow' set off – right into the teeth of the first named storm of the season - Storm Amy!

After a few drips of rain in the cabin and a severe test of the windscreen wipers we arrived, 220 miles later, at our hotel on the seafront, in Great Yarmouth. This was to be our base for the next few days.

For several years, my wife Sally and I have been attending the Norfolk Stags excellent post-Christmas party which is always held at the Imperial Hotel in Great Yarmouth, so it was an obvious choice for the weekend.



When Grant, the Hotel Manager, heard that we were coming with another Stag group we were given an excellent rate for our 3 night stay.

Everyone was fairly tired after the long drive from the South, so after a drink in the bar and a delicious dinner most people had an early night. This was, of course not before some had weakened and had an incredible dish of Bananas Foster, flambéed in front of us at the table. Your correspondent was assured that it was so good it had to be accompanied with lashings of homemade ice cream. Great theatre and a delicious result!

Breakfast is cooked to order and as might be expected at an old fishing port, there are always kippers, bloaters and poached smoked haddock on offer. So it was, replete with breakfast that we set out to explore for the day.

Some of the group decided to stay and relax around the town on the Saturday rather than driving. They visited the town museum, Time and Tide, which gives a detailed history of the herring fishery and smokeries during the heyday of the port. Then a leisurely stroll back to the hotel, taking in the pier and the many amusement arcades!

My wife and I had pre- booked tickets to go to Bressingham Steam Museum & Gardens, but unfortunately it was closed due to the storm. However, undaunted, we went exploring and had a very blustery drive around north Norfolk taking in Sheringham, Cromer and the Shrine of Walsingham. This was extremely busy with coach loads of pilgrims about their devotions. It was a very interesting experience.

In the bar that evening we did a little team competition. Ten sealed cloth bags, each containing three everyday objects were passed around for teams to identify. One point for each item correctly identified. Nil points for some



of the more bizarre suggestions! Once the prizes had been awarded it was off to the restaurant again for another excellent dinner.

On the Sunday the weather was much improved, and it was very sunny, albeit still windy. Before the weekend, Sally had been in contact with Kevin Mellor, co-ordinator of the Norfolk Stag Group and he had generously sent through an ideal scenic drive for the group. This took in many points of interest along the North Norfolk Coast.

The first stop on the drive was Poppylands. This tearoom, named after book about the history of Norfolk, is full of WW2 memorabilia and is a shrine to Dad's Army. A small visit to the gift shop was in order of course!

Then onwards to Horsey Gap where we were lucky enough to see the first of the seals coming ashore for the winter. We then went on to Cromer which is a lovely town on the coast. Sadly, there was no time for my wife to sample the famous Cromer Crab Sandwich but when we return it will be a definite!

However, after a reviving cuppa, we went on to visit the charming North Norfolk Railway. It was special Steam & Diesel weekend and at Holt Station we were pleased to see a small Victorian steam engine and its original carriages. There is a small but very interesting museum of the railway and a fascinating Victorian railway carriage which had been converted into a cottage and was lived in for over 50 years. It has been renovated and furnished with items typical of the time and is well worth a visit as it is a snapshot of a bygone era.

Back to the hotel and after meeting in the bar, everyone took part in the "Stag Challenge" which was to build the tallest structure possible in a 20-minute time-frame using only spaghetti and marshmallows! This caused much hilarity and after the prizes were awarded, we had our last delicious dinner in the Café Cru restaurant.



The following morning after the final breakfast we checked out and started the long trip home. We stopped on the way, in glorious sunshine, at Southwold Pier. The pier is home to the End of the Pier Show which houses a collection of wacky slot machines built by inventor and TV cartoon producer, Tim Hunkin. Where else in the world can you take out your frustrations on the Whack a Banker machine or take off on a five-minute nightmare package holiday or indeed, get a workout on the Keep Granny Warm machine, to name but a few that we tried?

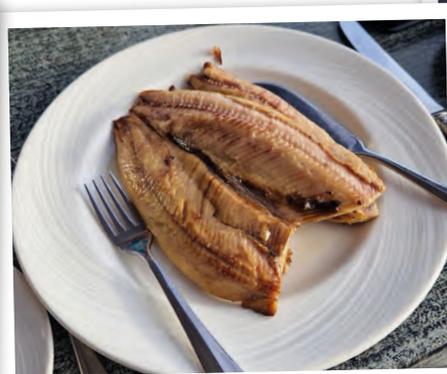
One couple, Terry & Marilyn, left the group to visit relatives but unfortunately their Stag broke down. Again, Kevin Mellor and the Norfolk Stag group were very helpful and recommended the local garage used by their members. Sadly, the problem was rather obscure, and it took a few days to fix, but Terry and Marilyn were made very welcome at the group meeting and were very grateful for the help they received from Kevin and the other members. The car is now up and running, and they had an uneventful trip home albeit rather delayed.

The group all enjoyed the weekend and hope to return to the area in the not-too-distant future. There is such a lot to see and do that we did not manage this time.

With sincere thanks to The Imperial Hotel for looking after us so well and to Kevin Mellor for his generous help with the scenic drive and the weekend itself.



David Small (20098)



THE CLUB STAG ARCHIVE

The Triumph Story – Part 23 Leyland Steps In

As detailed in part 19 of the story, 1958 and 1959 were important years for Standard-Triumph they acquired a number of smaller companies in order to become more self sufficient while financing much of the changes with the sale of the tractor manufacturing facility at Banner Lane to Massey Harris, the sole customer for the tractor product.

The company was in profit but the vagaries of British politics was about to deal the company a massive blow.

A new Conservative Government had been elected in 1955 and by 1957 Harold Macmillan had succeeded to the post of Prime Minister. The economy during 1958/59 was doing very well but, to prevent 'overheating', measures were put in place during early 1960 to bring spending down. These included an increase in the bank rate and restrictions on hire purchase and credit deals, all of which hit automotive manufacturers hard. The expansionist plans of Standard-Triumph had been based on a booming economy and they were very vulnerable to any sudden changes which stopped that boom – which the 1960 measures did. Sales of new automobiles dropped alarmingly as the public diverted their money into savings. To further spike the company's plans, the market for foreign sports cars in the USA eased and by Summer 1960 Standard-Triumph were really suffering.

In the year ending August 1960, after tax, group profits were declared as £1.8M but the difficult times were already hitting hard with regular monthly losses being incurred, such that by January 1961, these were running at £600,000 a month and sales forecasts had been downgraded from 180,000 vehicles a year to just 100,000.

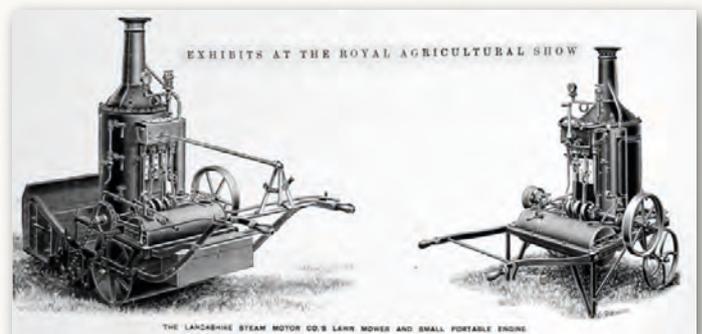
Since becoming Managing Director in 1954, Alick Dick had investigated mergers with a number of other companies but nothing had 'stuck'. However, very soon after an exploratory lunch with Sir Henry Spurrier of Leyland Motors Ltd. and his Sales Director, Donald Stokes in November 1960, an offer was received for Leyland Motors to take over Standard-Triumph in its entirety. Not wishing to be too much of a push over, Dick spent a little time in negotiations but on December 5th 1960 the agreed take over was made public and the Standard-Triumph Chairman, Lord Tedder, put the offer of 2 Leyland shares for every 15 Standard-Triumph shares to the shareholders. This valued the company at around £18M, which would have been considered low if it had not been for the poor performance of the company and the huge

losses being incurred by the company. In April 1961, Leyland Motors announced that they had taken control.

Who Were Leyland Motors ?

When you mention 'Leyland' in car circles, everyone immediately jumps to thoughts of 'British Leyland, the conglomerate which ruined the British car industry in the seventies. However, very few people realise just where the 'Leyland' bit of the name came from and it is here that you should note that the conglomerate was not called anything to do with Austin or Morris but was named after 'the other side' of the ultimate merger - the part within which Triumph had been the major car manufacturer.

Leyland Motors started life way back in 1896 as Lancashire Steam Motor Company, a manufacturer of steam vans, steam trucks and, amongst other curiosities, steam lawn mowers – of which there is only one example known to still be in existence..



Seriously ! A steam lawn mower ?

The two owners of the company at the time were James Sumner and Henry Spurrier. James was the son of a blacksmith who, in 1891, inherited his father's business in Leyland, Lancashire, by which time it had diversified into a relatively successful small engineering concern. There are three Henry Spurriers, father, son and son-of-son. The first was a successful oil merchant from the wilds of Salford who retired to live in the Derbyshire countryside to bring up his eight children. The second was his second son who had been apprenticed to an engineering company in Salford and then spent time in the USA before coming back to England where he became involved with James Sumner – but I cannot find out how they met or why someone from Derbyshire should start a business with someone in Mid-Lancashire – but he did and dragged

his brother George and his father into the business as directors (and presumably money providers – Bank of Mum & Dad to the rescue !).

We will deal with the third Henry Spurrier later as we have to get on with how the Lancashire Steam Motor Company became Leyland Motors.

In the last years of the nineteenth century LSMC exhibited their steam van to various shows and were winners of prizes for it, although the first order was only received in 1898 – for a vehicle to transport wool between factories – and the second a short while later – an order made by Peak Frean & Co. (remember lemon puffs and marie biscuits – and they ‘invented’ the bourbon in 1910).



The first serious product of the Lancashire Steam Motor Company – a 1.5ton steam van, winner of 1st prizes at Agricultural Shows in London, Birmingham and Liverpool before actually selling one in 1898.

So, off and running, they followed up with a mail van for Ceylon, a tipper for Liverpool Corporation and a series of buses. In the early 1900s they were producing approx. 30 steam vehicles a year and by 1905 were producing both steam and petrol driven vehicles. However, in 1906 they acquired the business of the steam wagon builder, Coulthards of Preston (which had previously been a shareholder in Sumner’s pre-LSMC affairs) and decided to change the combined company name to Leyland Motors Limited.

Growth and a Dalliance into Cars

It is reported that the last steam wagon was built in 1926 but by 1912 Leyland Motors had moved into military transport with a 3-ton petrol truck chassis onto which were built many different body styles. Like many manufacturers at the time, Leyland did very well out of the First World War as they managed to produce nearly 6,000 various trucks for military use and afterwards purchased the Sopwith factory in Kingston-upon-Thames, where they refurbished many a worn out military truck and resold them into the general commercial market – as well as continuing to make new trucks over in Leyland.



An RAF 3-tonner attached to No.2 Stores Depot in Regents Park – hence the proliferation of WRAF types, who would have been engaged in much of the warehousing and clerical works.

During the twenties Leyland diversified into petrol cars with the release of the Leyland Eight in 1920 but despite being referred to as the first Supercar (it was the most expensive British motor car when it was released at a whopping £2,500, against a price of £450 for the first Triumph 10/20 in 1923, and £150 for a Morris Cowley at the same time). Offered with two choices of OHC engine, 6,920cc or 7266cc, Leyland only sold 18 of them before ceasing production in 1923 – but not before Michael Collins (the Irish revolutionary leader) was shot and killed while travelling in one during August 1922.



The Leyland Eight was a large car with a maximum wheelbase of 150” (Stag is just 100”) but because the wheels were at each corner, the overall length was very close to that of Stag. It looks a lot larger though and weighing in at 2 tons it is a lot heavier.

Unlike other cars of the period, the car was not named because of its RAC horsepower rating but because of its in-line eight cylinder engine. So, if some misguided people rate Stag as a sales flop, it was nowhere near as much of a flop as the previous Leyland eight cylinder car.



The Straight Eight was an uncompromising engine – tall and solid, all 7.26 litres of it. (Simon Clay/Sothebys)

Leyland did have another go at automobile production with the Trojan car which they made at the old aircraft factory in Kingston. However, the Trojan design was not by Leyland and they were only producing the cars for Trojan as a sub-contract enterprise to make use of the workforce and facilities when the truck refurbishment died off. These cars were at the other end of the scale to the Eight as they were simple utility vehicles sold at an initial price of just £230. Leyland did, however, make 11,000 of them until production was moved back under the Trojan wing in 1928. The last Trojan car was produced in 1965. It was a Heinkle bubblecar marketed as a Trojan 200.



A 1925 Leyland built Trojan 10hp tourer offering full weather protection !

But it wasn't cars which made Leyland the money to buy Standard-Triumph, it was commercial vehicles so let's find out a bit more about these.

Diversion Alert !

Before getting involved in heavy stuff, let's go back to the third Henry Spurrier and complete the 'three Henry Spurrier' story.

The third Henry Spurrier was Henry Spurrier's son and I am treating this as a little diversion as the connections are just wonderful and deserve a little more thought.

Henry Spurrier 3 was born in 1898 and apprenticed to his father's company in Leyland – probably in around 1913. During the War he was a pilot with the Royal Flying Corps and, afterwards, returned to Leyland Motors, where he worked with the company's chief engineer, John Godfrey Parry-Thomas and his assistant, Reid Railton, in

the design of the Leyland Eight. He graduated through the company, becoming General Manager in the mid-1940s and succeeded his father as Managing Director in 1949. He was knighted for services to industry in 1955 and became Chairman in 1957. It was under his Chairmanship that Leyland Motors acquired Standard-Triumph and although he retired in 1963, he must be thanked for guiding Standard-Triumph through the difficult times of the very early sixties and setting them up for the 'glory years' when they produced the Herald, the Vitesse, the 2000, the 1300 FWD, the Spitfire, the GT6, the TR5/TR6 and the Stag.

However, it was the earlier links with J.G. Parry-Thomas and Reid Railton that I want to explore a little deeper as both these people had important lives outside Leyland although both were very involved in their early success.

The diversion really starts with Parry-Thomas' request that he be allowed to take a Leyland Eight to Brooklands to show off its capabilities. His Leyland employers allowed this and Parry-Thomas became heavily involved in the Brooklands 'scene' and left Standard, with their blessing, to race a modified Eight (and other cars). He took workshop space within the circuit, living 'on site' in a prefab/bungalow and between 1922 and 1926 he took 35 first places and 72 first/second/third placings while he also involved himself in record breaking, setting 33 World speed records, the final one being 170mph for the flying mile, set at Pendine Sands in April 1926 using a further modified special nicknamed 'Babs'.



Parry-Thomas in the Leyland-Thomas Special hillclimbing at Boulogne-Sur-Mer around 1925. The car has recently been painstakingly rebuilt to its original specification and is in private hands.

During this time Parry-Thomas was swapping records with Malcolm Campbell in his 'Bluebird' and although Parry-Thomas' 170mph stood for nearly a year, it was beaten by Campbell during the next February. Parry-Thomas' final drive was at Pendine in March 1927 when he attempted to wrest the record back but the car overturned, killing him instantly. Apparently, it took six vehicles to carry the hundreds of floral tributes which accompanied the hearse to his final resting place in Byfleet. Babs was buried in the sands of Pendine Beach but was later dug up and can now be found in the nearby Museum of Land Speed.

But that is not where the Leyland involvement in high speeding ends as Parry-Thomas' second in command at

Leyland, Reid Railton, was also supported by Leyland in other ventures.

Railton left direct employment with Leyland Motors in 1926 to head up Arab Motors, a company with two Spurriers as directors and set up in Letchworth to investigate the use of a 2-litre OHC engine, designed within Leyland but not then required by Leyland. The resulting car, the Arab, was a low slung open sports model but only about 12 were completed before the death of Parry Thomas refocused Railton's ideas and the project was closed down.

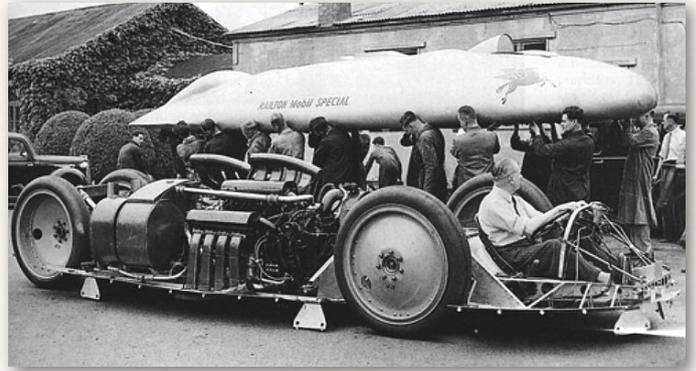


A 1926 Arab sports tourer, one of only a handful built. (Pre-WarCar.com)

Railton then joined Parry Thomas' old Brooklands operation to continue design work on high speed motor cars, initially being involved in Malcolm Campbell's second generation Bluebird (using a 24 litre, W12 - that's 3 banks of 4 cylinders - Napier Lion aero engine) with which Campbell took the land speed record to 246.09mph at Daytona Beach in February 1931. This was pushed higher over the next four years (with a 36.7 litre V12 Rolls Royce engine replacing the Lion engine) until on 3rd September 1935, Campbell became the first person to break the 300mph barrier with a run of 301.129mph. Wikipedia records the car which achieved this as a 'Campbell-Railton Bluebird'.

Now, can you remember back to September last year when I told you about the exploits of the Beans built Thunderbolt? Well, it was Thunderbolt which then entered the land speed record story and took the record from Campbell a couple of years later on the Bonneville Salt Flats in Utah.

But Railton wasn't finished as he had been involved in another project – the Napier-Railton – which he had been working on since 1931. Also using a W12 Lion engine, this car broke 47 track speed records at Brooklands and still holds the outer circuit lap record of 143.44 mph. Often driven by John Cobb these exploits led to the design of a Railton Special, which used two 23.9 litre Lion engines and in which Cobb broke the Thunderbolt record in September 1938, again in August 1939, and finally in September 1947 when he achieved 394.196 mph in the renamed Railton-Mobil Special. This record signalled the end of piston engine world records as it stood just short of the 400 mph mark until 1964 when Donald Campbell, using a gas turbine in his Bluebird finally raised it to 403 mph. It now stands at 760 mph but all records since 1963 have been achieved using jet propulsion.



Look carefully and you will see that this is a photo of the 'bare' Railton-Mobil Special with John Cobb in the driver's seat awaiting the 28ft 8in body to be placed on the chassis.

After the Second World War Railton began working on water speed record machines and assisted in Bluebird K3 and K4 for Malcolm Campbell and Bluebird K7 for Donald Campbell, all of which attained world records, whilst his association with John Cobb continued in the design of Crusader, which did manage to almost break the record in 1952 but which broke up and killed Cobb during a run at a potentially record breaking 200 mph on Loch Ness.



'Crusader', an ugly looking thing, but the first water craft to break 200 mph before flipping over and killing John Cobb in 1952.

Railton ended his working life in the USA where he worked for both Hudson Cars and Hall-Scott Engine Co. on such projects as V12 engines for submarines. He died in California in 1977.

So, from early beginnings working on new engine designs for Leyland Motors, these two engineers took Britain to centre stage in world speed record circles for nearly thirty years.

Back to the Plot

Ooops ! I've run out of pages for this month. Maybe you will bear with me until March when we will complete the Leyland Story and find out a bit about how this affected the workings of Standard-Triumph during the period 1961-63.

Peter Robinson © Peter Robinson 2026

OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

NORFOLK

Norfolk Area Quiz - Despite road closures, ongoing roadworks and flooding that appeared determined to test both navigation skills and sheer willpower, 40 dedicated members successfully braved the elements to attend our 2025 Norfolk Area Quiz.

The fiendishly clever questions, expertly compiled by Ted and Barbara, covered everything from General Knowledge to the ever-bewildering Dingbats. The competition proved fiercely close, but it was the brilliantly named team 'Norfolk 'n' Good' (say it quickly!) who 'triumphed' comprising Alan & Doreen, Gary & Pam plus Richard & Anne.

The afternoon was made even more enjoyable by a splendid cold buffet (meat supplied by Terry & Colleen) created & served up by Jan, Jean & Terry, complemented perfectly by an impressive array of desserts kindly contributed by today's participants — all of which disappeared at a rate that suggested another competitive eating event was taking place at the pudding table!

A delightful afternoon of laughter, learning and lively debate, proving once again that nothing — not even Norfolk weather & roadworks — can dampen our quiz spirit.

December N&N & Christmas Meal

What a night we had at the Village Inn! We welcomed 48 people for our festive meal rising to 51 for the meeting afterwards. Judging by the feedback, everyone thoroughly enjoyed themselves — not just the excellent food (3 courses for £20/head including tip!), but the great company too. The festive atmosphere was helped along

nicely by the wonderful array of Christmas jumpers, shirts, tops, and even a Christmas tie or two. In case you can't read the T-shirt slogans featuring on the 'No-Shave' photo they are: 'When you've been really naughty' with Father Christmas taking a dump down a chimney (!) & two 'Is Christmas over yet?' featuring the Grinch. Hmm!

As you'd expect at this time of year, the review of events since the last meeting was brief. Feedback from this year's Classic Car Show at the NEC was very positive, as was the response to Kevin Sagger's Travel, Talk and Film Show.

SOC AGM Update

The Peters Twins — O'Neil & Robinson (well, matching grey beards & glasses made them look like twins tonight!) gave us a summary of the SOC AGM and confirmed next year's event will return to the familiar weekend format, including a social evening for members to catch up with friends from other Areas. Further details, including booking information, should be in February's magazine. We expect places to fill quickly, so early booking is strongly advised if you'd like to join other Norfolk Area members.

During discussions, it became clear that not everyone is reading the SOC magazine nor realising how much relevant information it contains. November's issue was especially relevant for Norfolk Area readers, featuring Peter and Jean's car on the front cover, Peter Robinson's excellent technical & historical articles, Jan's NC500 write-up, and Martin's very entertaining account of his recent 'Upper Femoral Ball Joint replacement' medical procedure. Please do take a few moments to look through your magazines—they contain lots of useful and interesting content.

No Shave November

A number of barely recognisable gentlemen took part in 'No Shave November' — most sporting impressive new beards. One brave soul (Dave) even flipped the idea on its



head and got sponsored for a head shave, which was bold given the time of year! Our pictured eight musketeers were (L-R) Chris, Austen, Peter, Mike, Dave, Ray, Stu & Jeff.

Thanks to Norfolk Area members' (& other sponsors) extreme generosity, incredibly we raised over £1,000 for Cancer Research UK. This will be added to funds raised at our Norfolk Party in January before being presented to this very worthy cause.

Finally, everyone present tonight witnessed a truly rare moment: Chris Liles lost for words! This unprecedented event occurred when Peter Robinson, on behalf of the SOC committee, presented him with the Duncan Purt Memorial Trophy awarded for Special Service to the Club. This honour recognises Chris's dedication to SOC from its early days through to today, including all the hard work he does behind the scenes on the SOC magazine Index & in promoting the Club in classic car publications each month as part of SOC's Marketing Team. Sue was also presented with a bottle of champagne for putting up with Chris's SOC-fixation for over 45 years!



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

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

- Kevin Mellor (Co-ordinator) 07957 790764
- Chris Liles (Deputy) 07885 253525
- Peter & Jean O'Neill (Deputies) 07917 431285.
- Ray Prescott (Photos Archivist) send him your

photos via WhatsApp.

• Steve Bradbury (Events Co-ordinator) send details of events of potential interest to steve.j.bradbury@btinternet.com

NORFOLK AREA WEBPAGE

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

Kevin Mellor

Mobile: 07957 790764 Email: norfolk@stag.org.uk

It's never too late to say Happy New Year to you all, hope you all had a good time. A time of year where we eat more than we should. I go down to the gym now, don't go in, I just look through the window.

Thank you for your kind words and gift to myself and Emma and Bob and Elaine, very kind of those who contributed. The Christmas do was a great evening and everyone behaved themselves as Marilyn did us proud with the raffle. The Naff bags went down well too LOL.

Well, where do we start? Our next event will be the traditional Frostbite Run which hopefully we will have kind weather and for some a chance for the Stags to have a good run out.

March will be a quiet club night as usual but April will be our annual Quiz Night plus it will be National Drive it Day, look out for the emails

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

- ✔ February 5th – Club night, Old Windmill
- ✔ February 22nd - Frostbite Run
- ✔ March 5th – Club night, Old Windmill
- ✔ April 2nd – Quiz Night, Old Windmill
- ✔ April 26th Drive it Day
- ✔ May 7th – Club night, Old Windmill
- ✔ May TBA - Little Baddow Open Gardens
- ✔ June 4th – Club night, Old Windmill
- ✔ June 28th - Picnic Run
- ✔ July 2nd – Club night, Old Windmill
- ✔ July TBA - National Day
- ✔ July TBA - Area BBQ
- ✔ July TBA - London to Southend Classic Car Run (subject to invite)
- ✔ August 2nd - William De Ferrers School (Previously Hyde Hall)
- ✔ August 6th – Club night, Old Windmill
- ✔ September 3rd – Club night, Old Windmill
- ✔ September TBA – Maldon Classic car Show
- ✔ October 1st – Club night, Old Windmill
- ✔ October TBA - Night Run
- ✔ November 5th – Club night, Old Windmill
- ✔ December 3rd – Club night
- ✔ December TBA - Christmas meal, raffle and awards

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com

Natter and Noggin

December natter and noggin four members turned up for a pre Xmas drink. February N&N is the important meeting of the year when we go through the normalities required by the club to select a Co-ordinator for the area for the forthcoming year and a Deputy Co ordinator if anyone fancies to help out.

Events and car shows

I have put together a list of most of our normal events we normally attend plus a few run outs as below

News Years Day at Stoney Stratford

Having finished putting the new dash and console back in the day before so it was drivable again I set off early with the intention of making sure I parked on the main street. I was nice watching the red glow of the sun rise in my mirror as I went north on the A5 only to find I was able to park at the front of the main street beating most of the other classics. Too early for my normal café for breakfast but Costa was able to provide a bacon butty. Soon followed by Ken who parked a few cars behind mind and on waling around I saw Howards yellow Stag, Denises Modified Blue Stag and I caught a Green Stag arriving but missed speaking to the owner. Later I walked around to see the military vehicles only to see Jim Friell's white Stag parked on the pavement along with his red TR. He



told me he only lived 100 yards away so was able to walk back and collect the other car. Later Kevin arrived and was able to be squeezed in, as by the time he arrived most parking was full. Further walking around the streets we came across a Triumph Stag Estate looking very nice with a modified interior and on a set of minilights.

Post Xmas Dinner

As I write this article I should be getting changed to go to the area post Xmas dinner. I was lucky to find the White Horse at Southill who would still provide a festive menu. 18 members are attending and I will add some pictures.

What's App Group

The winter has seen a few posts of members doing some work on their Stags. I have been busy replacing the dash and Console, and while at it had a go at fixing the heater as it was stuck. Thanks to Julian Buckley for



the loan of an extractor tool which made the extraction very easy. But I found the problem was the cable had lost the clip and was just slipping. New clip and now a heater that can be turned off. Also I found that one of the choke cables had broken which would of explained why the Stag had not been running well of late. Guy has been replacing his timing chains and found the threads had been stripped in the past and required Helicoils and found the crankshaft pully bolt from Rimmers was supplied incorrect but managed to get one from Anglian Fastners. Richard Hare is having his engine rebuilt at Classic Automotive Services and Stephen Roberts looking for a MK1 radiator with advice to get it reconditioned at Kempston Radiators.

Rules:- No political or racist posts. No non related Stag posts, that includes copy and paste items form social media. PLEASE Keep to the rules.

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

- ✔ February 8th Sunday MG & Triumph Spares Day Stoneleigh
- ✔ February 10th Tuesday – Drive your Triumph Day
- ✔ February 15th Sunday Lunch time meet at Danish Camp Willington MK44 3QG arrive 11:30
- ✔ February 19th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
- ✔ March 8th Sunday run meet at the public car park Woburn op church at 10:00
- ✔ March 19th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
- ✔ March 20/22nd National Restoration Show NEC Birmingham
- ✔ 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

SUFFOLK & N.ESSEX

- 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 RED LION Elstow Bedford MK42 9XP 7:30 onwards
 - ✔ May 17th Sunday Chiltern Hills Rally Weeden 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
 - ✔ July 4/5th STAG NATIONAL WEEKEND at Shuttleworth Old Warden Aerodrome Biggleswade SG18 9DX
 - ✔ July 7th (prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
 - ✔ July 15th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
 - ✔ July 16th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
 - ✔ July 18/19th Bedford River Festival
 - ✔ July 19th Sunday Kimbolton Country Fayre and Classic Car Show Kimbolton Castle PE280EA
 - ✔ July 24/26th BDRC Silverstone Classics Silverstone Circuit Towcester Northampton NN12 8TN
 - ✔ August 2nd Sunday Rushden Classic Car Show Hall Park Rushden
 - ✔ August 4th (prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
 - ✔ August 16th Sunday Flitwick Lockdown Car show Millennium Park MK45 1HP
 - ✔ August 19th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
 - ✔ August 20st Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
 - ✔ September 6th Sunday Lunch time meet at Danish Camp Willington MK44 3QG arrive 11:30
 - ✔ September 8th Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
 - ✔ September 16th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
 - ✔ September 17th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
 - ✔ October 15th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
 - ✔ November 19th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

Mobile: 07816 271237 rogkennedy44@aol.com

Here we are in 2026 . I hope you all had a good festive break .

The December N&N, which now seems a distant memory, was very well attended with over 30 of us enjoying our Christmas meal at the George. I enjoyed my first turkey dinner of the season followed by pudding, how very traditional. Once we were all finished it was Secret Santa time to finish the evening off - what a great start to the festive break.

Between Christmas and new year we had an impromptu drive out starting near Colchester on a bright but chilly morning once I had arrived last as always. I joined the 8 stags plus a TR8 and a XK8 We set off for a nice drive through Essex and south of Suffolk looping round the southern half of our area before heading to our destination on the Rougham estate in the middle for a spot of Brunch at the Roots Café which is where we started Drive it Day last year. Once we were all finished we said our goodbyes and headed for home; well done Neil and Peter for sorting this great day out.



January's N&N was a week later so missed the deadline for this issue.

We are working on an events list for the year so if you have an idea for a drive or event to attend please let us know so we can put it in the plan.

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

- ✔ 4th February N&N The George. Hintlesham IP8 3NH
- ✔ 4th March N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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

Tim Hart

Mobile: 07749 895710 suffolk@stag.org.uk

HERTFORDSHIRE & N. LONDON

Hi All! The curry night in November was a huge success with twenty of us descending on the Standard Tandoori in Croxley Green and enjoying a great meal. Unfortunately I don't seem to have received any pictures from those who attended, so have none to post here. (Everyone must've been enjoying their food so much!!) With this sort of response we are happy to organise another event soon, maybe in the Spring, so look out as usual on the WhatsApp group for updates. If you have a desire for a different type of food or say a preferred venue near you, please let me know and we can consider it.

Our December meeting was a dry night (weatherwise) at the Golden Eagle and we had a good turnout of 10 people in our reserved area in the pub. Chris again had cooked a great special meal on the menu just for us, which went down a treat. Not a lot happened club wise in the run up to Christmas except to confirm at the last count that we weren't too far off our target of twenty people for our end of January late, late Christmas meal at The Marchmont Arms in Hemel Hempstead. Although this will have happened by the time you read this, I hope to have a pic or two in next month's magazine. As previously indicated, our January meet was postponed to the second Thursday as I thought some people might still be recovering from the New Year's Eve celebrations. Unfortunately storm 'Goretti' decided to strike us that night with heavy rain and strong winds, so there were no Stags suffering in the car park I'm pleased to say. I would like to thank the three hardy souls who braved the elements and joined me in the bar that night! We all had a great evening and an excellent meal as well. Reflecting the demographic of those present, most of the conversation seemed to focus around retirement, when to, how to, even if you felt like postponing it? However, the general consensus, (unsurprisingly) was to go as early as you could afford to!

Our next meeting at The Golden Eagle will be our area AGM, a very informal affair where myself, Paul and Mary will be standing for re-election. Of course if anybody in the membership would like to stand and have a go themselves at running the area, they are more than welcome to put their name(s) forward. So I hope to see as many as possible attend the meeting as this really is your best chance to have your say on how we're doing.

February will also see the International MG & Triumph Spares Day at the NAEC, Stoneleigh Park. This is always a good show, mainly for spares and tools, although there are a few interesting cars to see there too. There's a £3 discount for booking in advance instead of paying at the entrance although there's the usual booking fee per transaction as well I believe. I had the pleasure of showing my Stag there last year, so it'll be interesting to see who's is on the club stand for this year. Held in February it's generally cold and sometimes wet outside, but the show is

all under cover and very cosy inside, a good way to spend a Sunday!

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 5th February – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Sunday 8th February – The International MG & Triumph Spares Day, NAEC, Stoneleigh Park, CV8 2LG.
- ✔ Thursday 5th March – H&NL monthly meet around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, but you don't have to eat.)
- ✔ 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 around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, but you don't have to eat.)

Peter Goodman

Mobile: 07957266173

Email: goodman101.pg@gmail.com

CAMBRIDGESHIRE

By the time you read this, Christmas will have come and gone along with our "Stag End of Year" celebrations at The Elm, Abbots Ripton, for which we had a record turnout with 34 members attending. Potentially we could have seen 18 Stags lined up in the car park but that was not to be, as just four drivers had the courage to bring their Stag on the day. However, everybody seems to have enjoyed themselves as shown in the photo's.

Having had such tremendous support throughout 2025 we move forward in anticipation of even doing better in 2026, as we start to put together a programme of events. Having asked you all to submit your personal favourites I have been pleasantly surprised by the excellent response.

Following our Area AGM at the Admiral Wells pub on Wednesday 28th January 2026 your elected committee will put together our "Events Programme" for 2026 which will be emailed to you all soon after, to enable you to plan



your Stag journey throughout the year.

I would like to welcome two new members to our area. David Rudeforth from Royston and David Lewis from Cambridge have recently joined and we look forward to meeting them and their Partners at meetings and events in the near future.

Wishing you all a very Happy New Year and to making more cherished memories in 2026.

Chris

DIARY DATES

☛ Sunday 22nd February, Breakfast Get-Together TBA

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

Aldridge
EST. 1931
TRIMMING

Aldridge

We share your passion

CALL OUR TEAM ON 01902 710805

sales@aldridge.co.uk • www.aldridge.co.uk

SUPPLIERS OF CLASSIC INTERIOR TRIM

EJ WARD
MOTOR ENGINEERS



RESTORATION . REPAIRS . SERVICING . UPHOLSTERY . PARTS



**Unit 1 Walton New Road Business Park, Upper Bruntingthorpe
Leicestershire LE17 5RD**



www.ejward.co.uk - 0116 2799060 - sales@ejward.co.uk



OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

James Scott scottysxr@gmail.com

Mob: 07970 206829

NOTTS/DERBY

As always our December meeting was the Christmas Fuddle, held at the United Reorm Church Hall in Melbourne, organised by Margaret and her "Santa's Helpers", Dave, Jack and Linda. A Big thankyou to them and to those members who provided the food, of which there was plenty, if we had double the people there I don't think we could have eaten it all.



We had the usual raffle, with 10 hampers and a few smaller prizes on offer. The raffle made an impressive £115 and the donations instead of Christmas cards made another £60 which will be added to the raffle money taken throughout the year and it will all go to Charities nominated by our area membership.



We also had a vote for our Area Member Of The Year, this year deservedly going to Rachel Gunn for all the unseen work she does throughout the year. Husband Phil, who was only vote point behind presented Rachel with the Malcolm Stanley Trophy, given to us in memory of Malcolm by his family after he passed away, Malcolm have

a Pimento Red Stag and known for wearing red wherever he took his car.

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, you never know, you might even want to come again.

Phil and Andrew's details are in the coordinator's directory should you want to ask any questions or want any information. Phone calls, messages and emails are welcome.

WhatsApp Group

For 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 32 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 4th March

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, 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.

- ✔ 8th February MG Triumph Spares Day, Stoneliagh Park
- ✔ 17th May Tally Ho Classic Car Run,
- ✔ Start and finish at Welbeck Abbey, nr Worksop www.crookedspireclassic.co.uk
- ✔ 21st June Crooked Spire Classic Run. Start and finish at Barlow Village Hall near Chesterfield www.crookedspireclassic.co.uk

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

WORCESTERSHIRE

Our November N&N was our first Breakfast meeting of the winter season. 24 members attended and we welcomed a new member Ron Farr to the group.

On the 21st November, our Regional Coordinator, Scotty and Leia organised a quiz night in aid of the Alzheimers Society. What a great success that was, the room was packed and I believe Scotty had to turn people away. I'm not aware of the final amount raised, you will have to read South Birmingham's report, but I believe it was in excess of £1200. A remarkable achievement, well done everybody and especially Leia and Scotty.

November also saw our last run of the year. Starting at Clives of Crophorne we had a great turnout of 12 cars, although there were only 3 Stags for various reasons/excuses! I think the weather forecast was not good and people made their decisions early, but on the day the weather was fine. It was a 40 mile drive through the Worcestershire countryside, staying fairly close to our base and reminding us what a lovely area this is.

We finished up at The Piston Club at The Stag, Redhill, a great venue for the car enthusiast. They were well organised and everyone remarked the food was excellent.

We finished the year with our Christmas dinner at The Crown and Sandys at Ombersley. We had an excellent turnout and welcomed 2 new members, Bob and Alex Squire to the group.



Our January N&N had to be postponed because of storm Goretta. With parts of our area covered in snow, and the potential for ice, it was decided to wait a week when the weather was forecast to be wet and mild, much easier to deal with!!

DIARY DATES

- ✔ 7 Feb - 10am Breakfast N&N, The Oak, Upton Snodsbury
- ✔ 7 March - 10am Breakfast N&N, The Oak, Upton Snodsbury
- ✔ 14th March - Skittles against Cotswold Area at Snowhill Arms
- ✔ 2 April - 8pm N&N, Upton Snodsbury

- ✔ 12-17 April - Spring Break, Isle of Wight
- ✔ Tbc April - Daff Drive
- ✔ 26 April - Drive-it-Day

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

Tel: 01386 48333 worcesterstags@gmail.com

WARWICKSHIRE / LEICESTERSHIRE

Hi All and from the Warks/Leics crew we wish everyone A VERY HAPPY AND PROSPEROUS 2026.

Anyway, what has happened since my last ramblings. Not a great deal really. Our Christmas meal was held at our Warwickshire meeting venue the Bulls Head and it was a great success with 42 of us booked in. The food was great, the atmosphere was great and the company was great, what else could you wish for?

Apart from that we have been quiet on the club front for obvious reasons. Lots of thoughts around events and we are starting to pull some of those thoughts together and maybe introduce one or two different events into the mix for 2026. Looks like a busy year ahead again.

No progress on projects, although I have decided reluctantly, to put the 2000/3000 up for sale as unfortunately Di's limited manoeuvrability doesn't allow her to get in and out of it very well. The saloon doors are much smaller than the Stag, which she can cope with. I won't be too disappointed if it doesn't sell mind you!

Sam's GT is at least now back in my neighbours garage, and my Stag is back in mine. I have a long list of jobs on the Stag to do over the winter, BUT the damned cold snap has curtailed any notion of getting out there to do them. I may get round to the list eventually.

Keep safe and warm and we'll see you on the circuit no doubt.

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

SOUTH WARWICKSHIRE - Every FOURTH TUESDAY of the month at the BUTCHERS ARMS, 11 Fisher Rd, Bishop's Itchington, Southam CV47 2RE. From 6:30pm onwards.

Any one-off changes look out for emails.

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

Recurring events.

- ✔ 1st Sunday of the Month – Middleton Hall nr Tamworth. - £5 per car. Just turn up? (Starts again April 26)
- ✔ 2nd Tuesday of the Month – The Gaydon Gatering. Just turn up.
- ✔ 2nd Thursday of the Month – Southam Meet. Just turn up.

NOTE we now have a WhatsApp group, so if you want to added just let Di know dragonsnap192@outlook.com

- ✔ February Sunday 8th – MG TRIUMPH Spares Day Atoneleigh
- ✔ February Tuesday 10th – Drive Your Triumph Day. Watch for emails in case we organise a runout.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

SHROPSHIRE & SOUTH STAFFORDSHIRE

Hope you had a great Christmas. It's getting closer to be able to get out and about in the stags ! As discussed at the Christmas meal, we have an event planning meeting on the 13th January where we are going to investigate events for us to attend this coming year. We hope to be able to table the suggestions to members for discussion at the 1st N&N ... watch this space !

We had a fantastic Christmas meal with 21 members attending, including special guests Midlands Regional Area Coordinators Scotty and Leia. It was a great attendance for our newly formed group with a wonderful atmosphere. The Lion did not let us down with fantastic food and excellent service.



We have block booked The Edgmond Lion for our N&N's for the coming year. Our N&N's will be on the second Tuesday of the month, starting with our 1st N&N on Tuesday 10th February 2026 at 7pm.

If you would like to join us to eat, please let me know by the latest on the Sunday before please.

Looking forward to seeing you all !

Regards Steve

2026 N&N DATES

- ✔ Tuesday 10th February
- ✔ Tuesday 10th March
- ✔ Tuesday 14th April
- ✔ Tuesday 12th May
- ✔ Tuesday 9th June

Venue: The Edgmond Lion, 1 Newport Rd, Edgmond, Newport, TF10 8HH. 7pm onwards.

Steve Ellison

Mobile: 07710 642963 steven.ellison@icloud.com

SOUTH BIRMINGHAM

Nobel's Notebook

We rounded off our events for 2025 with the Christmas Dinner on 12th December. Scotty and Leia organised the event with the Fox Inn, Chaddesley Corbett and over 30 people attend this high successful and enjoyable evening. Good company, good food lots of laughter. Couldn't ask for better! Very well done Scotty and Leia.

The photographs here and on our website clearly shows everyone thoroughly enjoying themselves.

<https://www.stag.org.uk/sba-home-page-2/events-photos/sba-events-photos-2025/sba-christmas-dinner-2025/>

Our January N&N meeting was scheduled to take place on the 6th but due to the icy conditions and several members unable to attend because of illness and work commitments it was decided to postpone the meeting to Tuesday 13th. As a result the elections for co-ordinators and deputies were also moved to the 13th January. As this is after the deadline for the February magazine I will post the results in the March issue.

At the time of writing the 2026 events calendar has yet to be developed but will be issued as soon as it is completed.

Many of you will know that Julian Buckler as contributed greatly to the success of the Club, the club Forum and the work of The Stag Owners Tooling Fund Ltd for many years. In recognition of his exceptional contribution he has been awarded an Honorary Membership of the Stag Owners Club. A much deserved award and very well done Julian.

Well let's hope that 2026 is kind to us all and that we can enjoy a trouble free year of happy motoring in our cars.



DIARY DATES

- ✔ February 3rd N&N Fox Inn Chaddesley Corbett
- ✔ March 3rd N&N Fox Inn Chaddesley Corbett

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottygsxr@gmail.com

Triumphstagshop

01564 824 414 or 07595 021 777
Email: sales@triumphstagshop.co.uk



Looking for low miles, low owner, original Triumph Stags, or ones that have been rebuilt. Top prices paid - quick, hassle free, private and confidential sale guaranteed. We also have customers waiting for Stags to rebuild, or ones that have been in storage and that need a bit of work. So if you have one that you are looking to sell please let us know.

HOWDEN

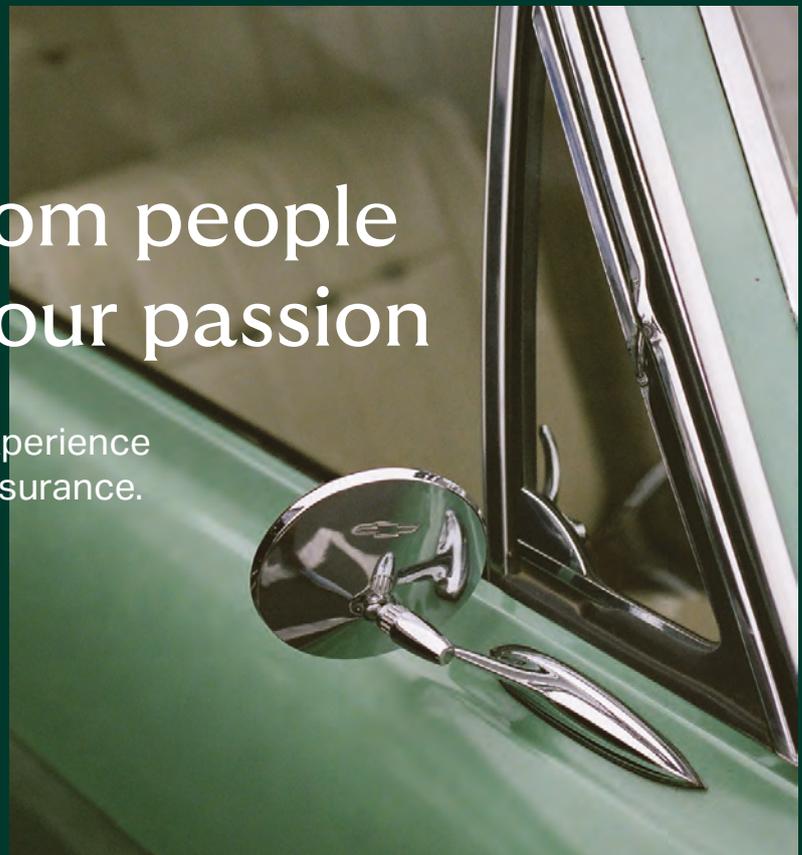
Insurance from people who share your passion

Our team has decades of experience offering specialist vehicle insurance.

0330 043 3911

howdeninsurance.co.uk

Howden is a trading name of A-Plan Holdings which is authorised and regulated by the Financial Conduct Authority. HOW251127.



OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

NORTHUMBRIA

Our diary of Area events for 2026 is shown below. The venues are all new for our Area and some venues have never before been visited by classic cars.

We start 2026 with two visits to two national transport museums – one with TSSC to the National Railway museum in Shildon; and one with East of Scotland Area and the TR Register to the Scottish National Museum of Flight – a good 100 mile raid across the border to blow away the cobwebs. We will end the summer with flagship events to two truly fabulous private stately homes, one in Co Durham and one in the heart of Northumberland, neither before visited by classic car clubs. In between we have arranged visits to 6 further magical properties, some with nationally important gardens providing a further theme for members and partners with discerning appreciation for what grows naturally rather than needing to be coaxed uphill in second gear. We will talk, drink coffee, eat homemade scones and take awesome photos of members' Triumphs against historic backdrops – sometimes from our drone if the weather is good.

Following last year's poll of members' preferred overseas classic car destinations we are making a trip to Northern Ireland with West Yorkshire Area in May (with thanks to W Yorks for the inspiration!) - 16 cars so far. There is still space for new joiners to book ferries and hotel individually.

Some of our events will be charity fundraisers, this being the quid pro quo for 'free entry' to these wonderful very private estates - voluntary donations to local charities suggested by our hosts will compare very favourably with similar places which are open to the public.

In addition to the list below we will have Area N&N opportunities including our well attended monthly 'technical' N&Ns at The Twin Farms in Kenton where you will meet members who can suggest solutions to technical problems; details will be notified to you via WhatsApp (or by email to those not on WhatsApp). N&Ns are excuses to meet for a drink or cuppa with other members - new and rarely seen members are especially welcome!

DIARY DATES 2026

- ✔ 22 March - drive to Durham / National Railway Museum, Shildon with TSSC
- ✔ 6 April - Easter Monday drive to National Museum of



Roger & Sheila's honeysuckle Mk2 Triumph 2000

Flight, East Fortune airfield – privileged parking and discounted entry. Joint outing with East of Scotland Area and TR Register to see Concorde and historic planes in original WW2 buildings and hangars.

- ✔ 26 April - Drive it Day drive to Grade 1 listed Mansion with café – privileged parking around lawn at main entrance – walk to 14th century castle once visited by King Edward I. Award of Area Cup to Member with the Triumph 'most pleasing to the eye'.
- ✔ 9 May - drive to 17th century private Manor near Morpeth for 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 - drive to private country house near Haydon Bridge – tea & scones in generously planted national standard walled garden – parking in sheep grazed meadow with views over South 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
- ✔ 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 coffee & cake
- ✔ 23 August - Flagship event - drive to Tudor Grade I listed private country mansion in same Catholic family ownership since 1402 making this one of the longest held estates in England. Tour by owner



West Yorks group photo best club in show award,

13 Sept - Flagship event – drive to private Grade II listed Georgian mansion built around a 15th century tower house in manicured grounds – home to the Mayor of Newcastle in the 18th century and never visited by classic car groups. Meet the owner and short talk Roland & Brian

Roland Tate
rolandtatecf@gmail.com

place on the first Tuesday of every month at the De-Lacy Car Clubhouse, The Great North Road, Brotherton, WF11 9ES. 7.30 for an 8 pm start, drinks and beverages can be purchased at the bar.

What3Words: ///sued.seagulls.debt

Wayne Day
Email: westyorkshire@stag.org.uk

WEST YORKSHIRE

May I begin by wishing all our members, near and far, a very happy 2026.

Although we're deep into winter and many of our cars are tucked away, thoughts are already turning to brighter days ahead. Here in West Yorkshire, alongside our regular Noggin & Natters, we've started meeting for the occasional Sunday lunch, and everyone is welcome. These meals, along with other events, are advertised on our WhatsApp group. If you haven't seen the messages or would like to be added, please send me a text on 07846 628076 or drop me an email.

A number of our members also take part in an inter-car-club quiz. Despite what you might expect, it's not all about cars — most of the questions are general knowledge. The quiz is held at the Netherton Social Club, 139 Netherton Lane, Netherton, Wakefield, WF4 4HQ, on the last Monday of each month, meeting at 7.30 pm for an 8 pm start.

As the year gets underway, we're already hearing from several car show and rally organisers inviting us to join their events. At the same time, some members would prefer more runs. That's perfectly fine — but it shouldn't fall solely on the same one or two people to organise them. So this is a friendly call for volunteers who enjoy planning or leading runs to step forward. Support will be available if needed.

Melanie Leedham has kindly organised a Winter Warmer Trip to Ironbridge in January, which I hope to report on in next month's issue.

A quick reminder that our Noggin & Natters take

CLEVELAND & CO DURHAM

Very brief this month

DIARY DATES

- 13 Sunday March 22nd. Northumbria and Cleveland & Co Durham Areas of SOC and TSSC to meet at Brian Armstrong's place c10.00hrs in Durham DH1 5ER.
- 14 Drive in groups to National Railway Museum Shildon to arrive c11.00hrs, or go straight there to meet.
- 15 Look around museum / coffee & cake /
- 16 Depart for home by c13.00hrs
- 17 Sunday April 26th. Drive it Day, The Mac Classic, see [www. Shelsleywalsh.com/mac-classic](http://www.Shelsleywalsh.com/mac-classic) We have four cars entered starting from Halfpenny Green Vineyard. The plan is to drive down Saturday, do the event Sunday and travel home Monday, two nights away. Just ask if you would like any further information, though early booking recommended.

Looking forward to an enjoyable year of events
Mike & Brian

Mike Reeve
Tel: 01642 710101 michaelreeve121@btinternet.com

NORTH YORKSHIRE

Wishing you all a happy new year.

Our post xmas meal was held on Friday the 9th at the Woodlands Hotel in Harrogate, it was fantastic to see and meet so many of you there. In all 15 of

us enjoyed a very nice meal and evening.

Discussion was had with regards to events during the year. A mix of shows, road runs and social gatherings. Sunday lunches will continue on the first Sunday each month unless we choose to support a show or organise a run out. The first run out will be our cobwebs run on the 12th April (the first weekend being Easter), thoughts are to meet at a good spot for morning coffee (A garden centre or possibly Tennants, Leyburn) and then go for a run, ending at a lunch venue. Details will appear on here and up to date on our whatsapp group/email sends.

Then, one event that has been running in various guises since the 1980's North Yorkshire Triumph Weekend in May. The venue is Grouse Hill Caravan Park, Blacksmith Hill, Fylingdales, Whitby YO22 4QH – details to follow but could /will include socials in the Flask Inn, Group BBQ, and possibly a run to The Lion, Blakey Ridge - plus more..... For those not wishing to camp there are rooms at the Flask, cottages and glamping huts available too.

The next three suggestions are shows where we will team up with our friends from West Yorkshire to take a stand and promote our club. Details to follow.

Please join our whatsapp group to stay updated, just email one of us to receive an invite.

See you all soon
Andy Maughan (1)
Andy Mathers (3)
Lorraine Holliday

DIARY DATES

- ☛ Sunday lunches: February 1st March 1st May 3rd June 7th & July 5th
- ☛ Venue: The Watermill Bar and Grill, Carleton Miniott
- ☛ Sunday April 12th – Cobwebs run, details to follow
- ☛ Friday 15th May – Sunday 17th May – North Yorkshire Triumph Weekend, Social Gathering
- ☛ Sunday June 21st – Fathers Day Classic, Castle Howard
- ☛ Sunday July 19th – Historic Vehicle Rally, Newby Hall
- ☛ Sunday July 26th – Ripon Old Cars Classic Gathering, Ripon Racecourse.

Andy Maughan

Mobile: 07762 543920

Email: asmaughan@ntlworld.com

LINCOLNSHIRE / HUMBERSIDE

Ian Butler

07849 141708

ianbutler@kingsmeaddesign.com



ROBSPORT International

ROBSPORT is a family owned business, with history. We are here to buy, sell and repair your beloved vehicles.

Specialising in:

- TR6
- TR7
- TR8
- STAG
- Dolomite
- Triumph 2000/2500



New, used and refurbished parts, thousands of parts in stock, ready to ship worldwide.



Mail order spare parts, HUGE stocks!

Full workshops
Wanted, your Classic Cars
Classic Cars for Sale

[Robsportint](https://www.instagram.com/Robsportint)

[Robsportint](https://www.facebook.com/Robsportint)

Units 1 & 2, Deans Farm, Fowlmere,
Near Royston, Herts, SG8 7TG

Pop into our shop 9-5 weekdays or see our huge online store @robSPORT.co.uk

01763 262263

www.robSPORT.co.uk

enquiries@robSPORT.co.uk

OUT & ABOUT

N O R T H W E S T

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

Greetings all and welcome to 2026. I hope that everyone had a peaceful and enjoyable Festive season.

Having endured(!) the darkest weeks of the winter I am sure most will be looking forward to a promising spring to encourage us all to come out of hibernation and start thinking about our year of activities.

Pending our area AGM in early February, plans will start to come together quickly so please let me know if you have any ideas to put forward. One specific item I plan to try, is holding our monthly meeting for April at The General Elliot pub in Croft to evaluate the option of going back to licenced premises. This venue is reasonably close geographically and has a suitable space which can be reserved for us. It also offers the option of dining for those who are interested in staying on afterwards. Obviously, any decision will be made following consultation with members.

We already have a suggestion in place for our Drive it Day run which will be circulated once final details and timings are firmed up. Emails are now coming in to me as some of our other regular events are already firming up their dates for this year.

I look forward to catching up with you all soon but please contact me if you wish to be added to the email circulation list or have any news to pass on.

Regards, Nick

DIARY DATES

- February Sunday 8th Meeting & area AGM at Rixton Comm. Hall
- March Sunday 8th Meeting at The General Elliot, Croft
- April Sunday 12th Meeting. Venue TBC
- April Sunday 26th Drive it Day run

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

Tel: 01606 624054 manchester@stag.org.uk

NORTH WALES

I was most surprised, and honoured, to receive in the post a certificate from S.O.C. President Steve Keifer, recognising 25 years service as an Area Coordinator. It was in 2000 that I took over the West Lancs. Area. It seems only a few years ago!

The November "last Thursday of the month" run-out was organised by me. It was not as well attended as some, 19 of us in 10 cars, but not bad considering the time of year and the weather, wet and misty. Only 4 classics, two Stags, mine and Martin Hilliker's, and 2 M.G.s, the rest were moderns. We started at the Llyn Brenig visitor centre on the Denbigh Moors and made our way, mainly on deserted single-track roads to the Black Lion at Llanfair T.H. The misty conditions suddenly cleared en-route, into bright sunshine and a rainbow! The attached photo shows the two Stags and Liz and Steve's MGC (with the hood down!) at Llyn Brenig.



I wasn't able to attend the December (Christmas) meeting, but I understand that it was very well attended (over 30 present), or the December run-out. The January meeting was also well attended (21) which was very good considering the snowy conditions in some of the area. Several missing members sent photos of quite deep snow in their areas!

Some discussion took place on summer events, but many dates are not available yet. Tony Coates did offer to arrange Drive-it day, with a suggested start at Rhug, with a run through Snowdonia to the Anglesey Motor Museum at Newborough.

Outline plans were also made for a potential "Tinker Day" on a Wednesday in mid-March.

North Wales S.O.C. meetings are on the first Tuesday of each month, starting at 19.30 at the Northop Hall Cricket and Hockey Club CH7 6DE. The meetings incorporate several clubs. There is a run-out, with a pre-booked lunch, on the last Thursday of each month.

Nigel Cross

Mobile: 07766 696393 crossnigel95@gmail.com

NORTH LANCASHIRE



i All and a Happy New Year

Since our last magazine we had our Christmas Meal at the Ribchester Arms there was 23 of us went and all enjoyed their meal and the evening, unfortunately everybody enjoyed themselves so much no one remembered to take any photo's so none are available for the magazine.

As we had only had our Christmas meal 2 days before our usual monthly meeting we decided not have a December meeting we also decided to cancel the January evening meeting and look at the possibility of a lunchtime meeting instead. We have just had that meeting where 13 of us went to a pub/restaurant the company was excellent unfortunately the food and service was not up to our

normal standard. However we may add a short notice afternoon meeting to our program of events later in the year (at a different location).

Next month February we will be back to our second Tuesday evening meetings but as the weather can be bad I will set our AGM for March when we may have an idea of our years planned events any ideas for something different or a new event or location this year please let me know.

Our meetings will start again on the second Tuesday in February and will be held on the second Tuesday of each month after that.

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

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

Tel: 01772601164 d_haughton@btopenworld.com

AM Restorations (UK) Ltd

YOUR PRIDE OUR PASSION

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

Whether you are considering restoring your current Stag or completing a stalled project we can tailor any restoration to your specific needs

Body work Paintwork Mechanical Trimming



www.amrestorations.co.uk

01752 346544

info@amrestorations.co.uk

14 Kay Close
Plymouth
PL7 4LU

OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

WEST OF SCOTLAND

2 026, where has the time gone. We hope everyone had a great Christmas and New Year and are now looking forward to this years shows.

This is the time before the shows start to think about getting all those little jobs done on the stag , making sure its all ready for its first outing of the year.

We will be doing our usual shows this year , and will list the dates when they become available.

Our meetings will resume on the 1st Tuesday in February at our usual watering hole of The Redhurst Hotel.

Look forward to catching up with you and having a great 2026 season.

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

GRAMPIAN

I hope that everyone had a safe Christmas and New Year break and you (and your Stags) were unaffected by the terrible storms we have had. We had 18" of snow here.

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

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

EAST OF SCOTLAND

Happy New Year to everyone - hope you all had a good festive break.

It was back to traditional Scottish fayre for our Christmas lunch last December in Edinburgh. My only task was to take the usual group photograph, but I forgot, so please just imagine a dozen folk sitting around a table. Thanks to those who came along and made it an enjoyable afternoon. I believe that the organisers of the show at Thirlestane Castle in June are reconsidering the viability of the event. Hopefully it will still go ahead this year but in might be scaled down somewhat – I'll keep you informed. As ever, suggestions for club runs are welcome. This is the time of year when elections for new area co-ordinators are held, so nominations are eagerly awaited.

Club nights will resume on Monday 9th Feb at the Hawes Inn, South Queensferry, starting at around 8pm, with meetings thereafter on the second Monday of each month. Looking forward to seeing regulars and new members in 2026.

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

NORTHERN IRELAND

OUT & ABOUT

SOUTH CENTRAL

COTSWOLDS

AREA MONTHLY MEETINGS continue throughout the year with a 'last Saturday of the month' morning drive followed by lunch. Details are circulated shortly before or available on request, and should the weather be inclement we may skip the run and travel direct to destination.

THE CLUB AGM revealed a fairly stable membership of c. 3400. Despite reasonable funds held a subscription increase, the first for many years, found favourable vote. Clive Tate and Peter Robinson both stalwarts of the Club, will be standing down in 2027, creating vacancies for Treasurer and Membership Secretary. Membership management will move towards digital systems but a Secretary will still be required. Much more AGM information may be found in the Members' Area of the Club website.

Is it just me or is insurance renewal always a nightmare? Renewal invitation cover detail never duplicates the current contract, requiring a prolonged telephone call during which a hard sell of unwanted 'upgrades' causes one to forget about the underhand removal of the previous 'Any Driver' clause, and the sneaky addition of a 'Renewal' or 'Administration' fee'.

The option of combining modern and classic on one policy may be convenient but rather broadens the scope for obfuscation.

Our December meeting saw 8 mostly top-down Stags out for a romp and 18 people for a sociable lunch, with an extended afternoon natter for some. Many thanks to Julian

and Judy for route planning and making arrangements with the Star at Ashton under Hill, where the landlord was very accommodating after I failed to communicate our correct number for lunch.

Volunteers to plan routes and destinations are always happily received, as are suggestions for visits.

DRIVE YOUR TRIUMPH DAY Tuesday 10th February
Celebrate the birthday of Sir John Black, the man behind the formation of Standard Triumph, with an excuse to go for a drive, take a photo and join the global tribute. Images of laid up, dismantled or work-in-progress vehicles are welcome, with details of posting procedure to be circulated.

THE MAC CLASSIC (Shelsley Walsh) on April 26th has availability via shelsleywalsh.com at the time of writing, as does **CLASSICS AT PRESCOTT** winchcomberotaryclub.com

Both events provide the opportunity to drive historic courses, or to simply spectate if you wish.

SKITTLES WITH WORCESTER AREA Saturday 14th March

Meet the neighbours for daytime skittles and lunch, commencing 12 noon at the Snowhill Arms, Snowhill WR12 7JU.

There may still be time to join us if you have yet to sign up.

DIARY DATES

February 10th: Drive Your Triumph Day, details TBA

February 24th: A417 Missing Link site visit 1300

March 14th: Skittles, Snowhill.

April 26th: Drive It Day

MAC Classic, Shelsley Walsh

May 9th - 10th: Classics at Prescott

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

Mobile: 07745 495264 rupertk@hotmail.co.uk

WILTSHIRE

I'm writing this report having just returned from our first meeting of 2026, a very social get together at the Rowdy cafe, then after a short drive to the Bell at Lacock, we all enjoyed further natter





and a great Sunday lunch,

This is the theme of this report, food!, our previous meeting was our Christmas meal held in early December, this was held at the Castle & Ball Hotel in Marlborough, we've held our Christmas meal here for many years and this year was no disappointment.

Nick's Stag is nearly back on the road, the engineering has been completed, just waiting on a rebuild, just a cylinder hone was required, so hopefully Nick's car will be back on the road before the spring

Ian and Julie's Stag is suffering a small seepage of fluid in the V, the inlet gasket was suspected, so that's been replaced, but the Evans cooling fluid seepage is still an issue, although very minimal now, its still a worry, even the water pump seal is under suspicion

Our next Natter and Noggin meeting will not be until the first Tuesday in February 2026, the 3rd, which will be our AGM it will be at the Milkchurn SN12 6AD quite informal just a drink and a chat and the appointment of our coordinator and deputies. We will be starting the process of filling out our diary for 2026. so be there to have an influence.

Details off all the our events and venues that we will be attending as Wiltshire SOC will be included in our online Diary. A 2026 diary will appear following our AGM it will be on the Wiltshire Web page on the main SOC web site

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

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

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

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

WILTSHIRE AREA WEBPAGE

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

Glyn James

Tel: 01367 810569 wiltshire@stag.org.uk

OXFORD

Happy New Year from everyone in the Oxfordshire Group!

With the decision to skip a December meet-up and Christmas party, there's not a great deal to report this month. Many members spent the festive break tinkering with and fixing their cars—a tradition for this time of year when gatherings are few and far between.

Member Updates

- Martin Hatton has opted for a new hood from Dave Whitaker, following my glowing recommendation.
- I also upgraded my own roof by taking Richard Green's stunning black hard top which has really lifted my car and making a fantastic improvement! I was also able to sell my old roof easier than expected, so the upgrade cost was less than I feared.

- Richard Green Senior has been missing having a Stag to work on, so he's been a great support during the break. He invited me and my dad to his garage workshop for some running repairs, including tightening the alternator belt and re-earthing the rear lights. It was



a great excuse to polish off a few packs of Christmas biscuits!

• Richard Taylor continues to work hard on his recently acquired yellow automatic. His major refurb jobs include reworking brake systems, steering rack, head gasket, suspension mounts, wheel bearings, and tackling various paintwork issues and minor faults. The car as you can imagine is now looking, and running among the very best Stags about

Events & Meets

There were a few events attended by Oxford members. Most notably, Richard and I went to the Stony Stratford meet, which was a fantastic event attracting enthusiasts from many areas. We saw everything from a pink Cadillac to an open-top Rolls Royce, along with plenty of immaculate Stags that I'm sure will feature in other reports. Richard Taylor and Richard Green also attended the regular Banbury meet, and I expect the January Scramble will be another well-attended event despite the terrible weather.

Looking Ahead

2026 should bring more contributions from members. We hope to have a website update from Kim soon, and while it may not happen by the next meet, the Ride and Drive will return as previously mentioned. We'll also aim to confirm which events will be happening in the area and share details in next month's article.

If you have any suggestions for future articles or activities, we'd love to hear from you!

OXFORD AREA WEBSITE

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

Richard Green
Tel: 07796 946078
oxford@stag.org.uk



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 2P

SOLENT & NEW FOREST AREA WEBPAGE

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

Ian Knight

Mob: 0790 4022781 ianknight.stag@gmail.com

THAMES VALLEY

David Yapp

Mobile: 07970 059716 TVstags@hotmail.com

SOLENT & NEW FOREST

Well, this was the month we finally said farewell to NGT720L, our faithful companion for the last eight years. Although sold in September, new owners Terry and Marie were in the midst of a house move, so we agreed to hang on to it until they actually had somewhere to put it! A colleague came to collect it on his transporter and take it to its eventual new home in Cumbria, where I'm sure it will make many more memories for its new owners.

Our December meeting saw twenty six members attending, with everyone in their Christmas jumpers ready to do battle in our now traditional Christmas Quiz, laid on once again by David and Sally. It turned out to be a close finish, but I think we are all still talking to one another, and hardly any blood was spilt!

Now we have our Annual dinner to look forward to in January, and it only falls to me to wish everyone a happy new year and to keep Staggering on!

OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:

Steve Kiefer, Locksbottom, Kent

schkiefer@aol.com

Tel: 01689 854700 Mob 07979 962614

SOUTH EAST LONDON

It was a dark and stormy night; the rain fell in torrents--except at occasional intervals, when it was checked by a violent gust of wind which swept up the streets (for it is in London that our scene lies)..."

This quote (Edward Bulwer-Lytton) seems to sum up this evening very well! We postponed January's meet until this evening (8th Jan) as the first Thursday in the month was New years day, but the weather out there is foul and I don't think anyone wanted to venture out into storm Goretti. The Whatsapp group had numbers dropping like flies (myself included) so we cancelled it at the last minute. Hopefully February will be a bit kinder!

Anyway, enough of all that, HAPPY NEW YEAR everyone! Lets all work together to make it a great success for the area.

Early December we had our Christmas meal. We had it at our usual meeting place, the Bo-Peep. It didn't disappoint, the food was lovely and I would go as far as saying that it was better than the meal I had at my employer's company Christmas party at a posh hotel in central London!

The photos I took weren't great and a fair few people don't appear – I think there were 19 of us - but this is the best of the bunch!



The events schedule for the year hasn't been released yet, but our trip to the Peak district has been set, and plans for the Bromley Pageant are progressing. Chris has put the Booking instructions for both on the WhatsApp

group. To echo them briefly here: For the Peak district trip, we will be staying at the Palace Hotel, 14th to 18th June. (01298) 767000 quoting code STAG140626. For Bromley, book on their website using code STagoWCL26 and let Chris know so he has an idea of numbers.

We provisionally have a colossal 50 car stand at Bromley which will be shared between us, Kent, East Sussex, West Sussex and Surrey so we should be able to put on a really good show. I've never known a regional gathering outside of the club nationals so this is a first as far as I know which is quite exciting. We have also been told that the organisers have sorted out the access problems that caused such carnage last year so it should be a lot easier to get in!

That's all from me for this month, Best Wishes Dave H.

DIARY DATES

- Feb 5th – Monthly meet at the Bo-Peep (BR6 7QL)
- June 14th – 18th – Peak District Trip
- July 19th – The Bromley Pageant

Chris Skinner

Tel: 0796 1058188 chris1976stag@gmail.com

WEST SUSSEX

A happy New Year to you all and let's hope we can make the most of our Stags this year.

We did not have a December club night as we had our area Christmas dinner early in December, which was a great success. After deciding on a venue, which was the Red Lion in Ashington, a venue that we have used before. This was made a bit easier as Tottington Manor was fully booked when we first made enquiries back in last August. Anyway we narrowed it down to about five choices before we settled for the Red Lion. Many thanks to Valerie and Philip for their work involving Christmas dinner, it could not have run smoother. It was unfortunate that some of our members had to cancel due to the flu virus that was going around, we managed to get some compensation for them, which helped. I think everybody that attended enjoyed themselves as we had no negative feedback afterwards. Philip romped away with winning the quiz, apparently he is an expert in poo, well done Philip, while Peter is doing the quiz next year after collecting the booby prize. Thanks go to Victor and Jayne for their work in supplying this years quiz.

February 1st is our area AGM, we have booked

Tottington Manor for a set breakfast costing £20ph for the AGM, this starts at 10.00am. Tottington provides a private area where we can discuss the programme for 2026. We need to change quite a few things in the way we operate in 2026, so please forward all your suggestions and offers of help, plus if you would like to put your names forward for more involved positions. I will need to provide Tottington with numbers for the meal, so please let me have your names and numbers, all are welcome, the more the better. If the adverse weather continues into February I will postpone the meeting, but I don't think this wintry weather will still be around then.

We already have a couple of ideas and visits planned and we will confirm this on the day.

Bob

DIARY DATES

- February 1 Area AGM and breakfast meeting at Tottington Manor from 10.15am

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

Mobile: 07802 246236 westsussex@stag.org.uk

company, we would welcome members from other Stag areas who may wish to join us. The more vehicles there are helps to keep costs down for everyone! Please feel free to contact any member of the team for more information.

So, it looks like a good year ahead of us and as the Chinese might say, may all your take aways be tasty and all your drives be wok you like!

DIARY DATES

- Breakfast meeting: 14th February (& AGM) , Green Man, Ringmer
- Breakfast meeting: 14th March, Green Man, Ringmer
- Drive it Day!: 26th April
- Magnificent Motors: 2nd/3rd May
- Ireland tour: 17th – 23rd May
Sandy Gent on behalf of Gary Mountford

EAST SUSSEX AREA WEBPAGE

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

Gary Mountford

Tel: 07836 662868

mandymountford4201@hotmail.com

EAST SUSSEX

Happy Stag new year to everyone! (Well, if the Chinese can celebrate it in February, so can we!) 2025 went out on a high for our club with the Christmas Dinner Dance, which was held at the East Sussex National Hotel at Uckfield. Everyone agreed it was a triumph, well organised, good food and entertainment and the setting with the added spa facilities for those who stayed over turned it into a real treat!

Meanwhile, the first breakfast meetings of 2026 have been held – including our AGM – and the calendar of events is now available. A full report outlining the major subjects under discussion will appear in a future issue of 'Out and About', but, most importantly, the Stags are emerging from garages and winter nesting and ready to be put through their paces.

All eyes will initially focus on 'Drive it Day' in April. Traditionally, the first major outing of the season, we hope for fine weather and a good turn out. This will be closely followed by Eastbourne's Magnificent Motors – a popular May bank holiday outing. More details on both these events will be available at club meetings, through committee members and in next month's magazine.

The following month, some of our members are off on a new adventure, travelling to Ireland with Scenic Car Tours who regularly feature in this magazine. This is a new departure for many and we look forward to hearing about their experiences. Please note- there are still spaces available on this trip, and as it is booked through the Tour

KENT

A good attendance at our AGM on 12th with 19 people in attendance despite the poor weather.

There was a brief review of last year's events, including Our Drive it Day with 21 cars, The ESM and our trip to the Black Forest, National day, The treasure Hunt, Biddenden Tractor Fest and Motors on the Moat at Leeds Castle.

There being no Volunteers for the positions of coordinator and deputies, it was agreed that the existing members would continue with myself as coordinator and Jonathon Moss with Don Perrin as deputies.

This year's programme is starting to take shape with the following events already in the diary

Drive It Day 26th April. We have a destination to visit with the search and rescue centre at Lydd hosting us. However, there is a strict limit of 16 places which were all taken by members attending the AGM.

Along side this we will run another event for members wishing to participate in the day and then both groups will meet for lunch. Details are being finalised and will be advised as soon as possible.

Our holiday to Ireland is from 16th to 21st May, there are still some places available if you wish to book on. Please contact me for details.

Masters historic F1 Racing at Brands Hatch 31st May
Bromley pageant 19th July. This is a south east region event and details have already been circulated, we are looking for 50 cars from the 5 areas involved. Please let me know if you are attending.



Finally, we awarded our Member of the Year trophy to Mike Allen who is the club's Technical Advice Coordinator, who has for many years organised our very successful dining club meets on the 4th Thursday of each month.

KENT AREA WEBPAGE

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

Derek Hewett

Tel: 07749232024 kent@stag.org.uk

SURREY

Hope you are all keeping well, we had our Christmas Dinner at the Thatchers hotel at the end of November arriving around 6pm to be seated for dinner at 7pm. There were 47 of us this year the numbers keep going up which is great news, after the dinner Pete had done a game based on music with a few twists lot of fun, then Theo and Helen had printed lots of



pictures of various cars which were pinned to wall around the room which we had to name there were some very odd looking cars which we could not remember the names of but again great fun, the last game was the pass the parcel, there were reindeer tree decorations between the wrapping then a club cap in the middle. Christmas Dinner 2026 has all ready been booked so we hope you can join us on the 5th December at the Thatchers Hotel this year.

There will be lots of other dates but at the time of submitting this report we have not had our AGM so keep an eye on your emails. If for any reason your not getting your emails please let me know and we try and get it sorted.

DIARY DATES

16th February Meeting at the Fairmile from 7pm
23rd March Meeting at the Fairmile from 7pm

SURREY AREA WEBPAGE

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

Gary Sorfleet & Matt Gravett

Mobile: 07768 454579 surrey@stag.org.uk



OUT & ABOUT

SOUTH WEST ENGLAND AND WALES

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

SOMERSET / DORSET

After our last N&N in October, most Stags were tucked away with no planned events until our pre-Christmas lunch.

Our pre-Christmas lunch was held at The Podymore Inn, Podimore on Saturday 6th December with a good turnout of members and as usual Jane & Mark braved the weather and were the only ones to bring their Stag. I think everyone enjoyed the meal, certainly plenty of food. We had a new version of stealing Santa which did seem to keep going for a while and a festive quiz, which resulted in a tie-break between Sue and Andrew and Jean and Paul eventually won by Sue and Andrew.



Just before Christmas I was contacted by our Chairman with the news that I had been awarded the Co-ordinator of the year award. However, I think it should be shared with my wife, Janet, for the work she does to help, including time spent searching out new and interesting places to take our Stags and when navigating to these places, telling me where to go. I would like to thank Pete & Rob, aided by Ken and other S&D members for the nomination and I have just seen in the meeting minutes that Glyn seconded my nomination. I would like to thank everyone for thinking of me and for their support in a thriving Somerset and Dorset Area.

New Year's Day turned out to be overcast but dry so Janet and I decided to pop along to see the vehicles gathering for the Sturminster Newton Car run. Unfortunately the gritters had been out for New Year's Day



so I wimped out and took my daily runner but others had not been put off and it was a very good turnout of vehicles at the start of the run. No Stags but we met Nick, taking part in the run in his magenta Land Rover, and Ken & Liz, just there to view the vehicles. Eventually the sun did shine for a while before it turned cloudy and cold as we watched them all leave.

If you watch James May's shed load of ideas, one of our members actually made it onto the TV program, well he was just having a quiet pint at James May's Royal Oak pub and was caught in a passing camera shot. Not quite 15 minutes of fame but well done to Nick.

Organisers in the area are starting to send out their program of events for 2026 so hopefully there will be plenty of ideas and top down motoring to come. If you hear of any interesting local events let me know and don't forget there is always the WhatsApp group for sharing any last minute runs or information, let me know if you would like to join the group.

Unless there were any changes at our January AGM, we will be continuing with monthly lunch N&Ns at various locations until further notice.

Garry Martin

Tel: 07974 051764 jangarmartin@tiscalic.co.uk

BRISTOL

Iwould like to introduce myself. My name is Sarah Clark, I am 56 years old and I am the new Bristol Group Co-Ordinator along with Andy Dyer who has stepped up to help me in the role as Deputy Co-Ordinator, he has already been a big help to me, I am sure he will be invaluable. Thank you Andy.

I would like to thank Ruth and Tony Jonas who previously held the positions when I first joined the Bristol Stag Owners Group. I think they will be a hard act to follow.

Just a little bit of background information. I have been in love with Stags since the mid-seventies when my uncle owned a couple of them, a white one and a British Racing Green one. My first Stag was British Racing Green which I owned when I was 26, then the children came along and so there was a big gap until our next Stag a white one which I have owned for nearly 4 years (both the same colours as my Uncle's).

This past year has been a busy one attending lots of car shows, meets and car runs with mainly beautiful weather. Drive it Day was a lovely day when myself and partner Matt went on a pleasant drive all through the lovely villages of the Cotswolds along with Tony and Ruth, with the Morris Minor Club. We had a lot of ribbing about keeping up with the 'Moggies' from the Morris owners!

Another highlight was the National at Shuttleworth. The weather was fantastic as was the venue, We stayed over for 2 nights in the main house, but the only problem was the windows only opened about an inch and we were sweltering, but somehow managed to get through the nights. We met up with Richard Smith (who needs no introduction) and other 'characters' – you know who I'm getting at, Rupert (again, no introduction needed!). It was great to see so many Stags gleaming in the sunshine. Wish I'd taken more pictures. We travelled there with Andy and his Wife Tracy, obviously with the soft tops down - glorious.

Myself and Andy organised a Christmas meal at the Rose and Crown, Pucklechurch, Bristol recently, where we have our monthly meetings on the first Wednesday of every month. A really good attendance, 24 members. Richard Hawkin (Richard I) finished off the evening with an impromptu magic show. Fantastic - well done Richard.

Sarah Clark

Mobile: 07557 539272 clarksarah950@gmail.com



And another 'hello' to you Stag lovers!

Just to follow on from Sarah's intro, a brief one from me. My name is Andy Dyer and I am 62 years old. I have always hankered after a Stag ever since I was a teenager but never quite managed to coincide having the available financial means and suitable storage until the stars aligned in 2020, when I became the proud owner of a Mk 1



manual Stag in Old English White.

Opportunities for taking the Stag out have been fewer and further between than Sarah has enjoyed, for various and rather boring reasons. That said, we succeeded in taking it to the National Day at Shuttleworth. Unfortunately, the entire journey home was courtesy of a low-loader because of an electrical problem caused by the electric fan wiring that took out the whole system. Many thanks to Sarah and Matt for their initial assistance in trying to fix the problem, as well as all of the Stags that stopped to offer help (and water!) as we waited for the recovery truck in the sweltering heat.

Thankfully, the electricians are now all sorted and Tracy and myself are looking forward to venturing out again when the Spring sunshine arrives.

Andy Dyer

Mobile: 07792 022487 wotred64@sky.com

DIARY DATES

- Wednesday 4th February 2026 N & N, Rose & Crown, Pucklechurch
- Wednesday, 4th March 2026 N & N, Rose & Crown, Pucklechurch

Co-Ordinator Sarah Clark

Mobile: 07557 539272

Email clarksarah950@gmail.com

Deputy Andy Dyer

Mobile: 08892 022487

Email wotred64@sky.com

SOUTH WALES

December 2025 and early 2026 were quiet in terms of driving the Stags but three events did take place. The first was our annual visit to Taurus Crafts and Gary R has submitted a few words regarding this.

Taurus Crafts

A number of hardy souls made their way to Taurus Crafts near Chepstow on the 7th of December. The weather was poor with heavy rain all day so no Stags attended. Whatever happened to dry, crisp December mornings when we used to enjoy some winter driving? In spite of the weather a good few of us enjoyed a coffee and

cake prior to inspecting the craft shops on site. The brass band and carol singers were excellent and heralded in the festive season. No doubt we'll visit again in 2026 and hope the weather is better then.

One of the highlights of the year was the Xmas lunch and a report from Ian R

Follows herewith: -

Stag Owners Xmas Lunch 2025

Sunday 14th December was the date for the South Wales Area Christmas lunch held at the Greenmeadow Golf Club in Cwmbran. Forty-two people were due to attend but unfortunately three couldn't make it due to the dreaded lurgy. Those who did come were treated to an excellent three course lunch followed by mince pies and coffee. A raffle gave nearly everyone a present, many thanks for the prize donations. It was great to see everyone from far and wide across the area and from outside the area also.



The first event of 2026 was our AGM and Gary R has prepared a report as follows: -

South Wales SOC AGM 2026

Our AGM took place at the Crow's Nest pub on the 6th January 2026. This was well attended with approximately 20 people in attendance.

The usual AGM procedures were adopted with our four co-ordinators first resigning their positions. We then asked for proposals for new officers. Not a single hand was raised so the four existing coordinators were re-elected. These remain Bob Dowsell, Terry Dunn, Ian Rogers and Gary Ross.

Next on the agenda was a list of Proposed Shows for 2026. Terry had generated a list and in short, we have eleven shows lined up for us to attend from April through to August.

Some other potential trips were also discussed. Three are likely to take place, namely trips to the Taunton car museum, the Talgarth Flour Mill and the Porthcawl rescue centre. We have some other ideas and these are being researched by Terry D, Huw and Bob D at present. These may take place towards the end of the season when things get a bit quieter.

Calls for new volunteers to arrange our evening runs fell on deaf ears but fortunately the club diehards stepped up once again.

Details on all Calendar events will be confirmed in due

course.

Under AOB the main subject discussed was a new venue for the Xmas lunch as some people were unhappy with the meal and service at the Greenmeadow. A number of new venues were suggested and research will take place over the coming months.

Finally, Helen Lloyd gave her thanks to the efforts of the coordinators on behalf of the members of South Wales SOC.

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. PLEASE NOTE THE EARLIER MEETING START TIME.

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

Tuesday February 3rd Quiz Night Crow's Nest

Tuesday March 3rd N&N Crow's Nest

Monday April 6th Coleford Classic Car Street show (date TBC)

Tuesday April 7th First Evening Drive of the Year

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

Mobile: 07799 882604 southwales@stag.org.uk

DEVON

As ever, our pre-Christmas highlight was the annual Inter-Club Skittles match between Devon SOC, TSSC and the Dolomite club at the Waie Inn in Zeal Monachorum. A good turnout from all the clubs saw a closely fought match played out across two lanes. Each player played three rounds and to make all things fair Jean Kennedy, our match scorer, divided each club's total score by the number of players in the team. At the end



of the session we retired to the dining room for a well-earned roast lunch and the announcement of the results. I'm sorry to have to report that yet again SOC were beaten into second place by TSSC by a few hundredth of a point with the Dolomite Club taking the wooden spoon. SOC pride was restored by the announcement that Leah Mears had won the award for the highest individual score. Many thanks to Claire Purser for organising this fun event that brings the clubs together, to Jean Kennedy for scoring, and for all that turned out to contribute to a great event.

As I sit writing this on cold day with ice on the roads and snow on the ground our thoughts are already turning to the 2026 season and warm Spring and Summer days cruising through the Devon countryside. By the time you read this we will have held our 2026 AGM and have put together plans for the year ahead, these will be sent out via the Devon SOC newsletter which you should receive by email. If you are not getting your area emails just let me know and we can sort out why.

We already know the dates of some of our favourite events in the year so why not get them in your diary now and we will send more details later.

DIARY DATES

- ✔ 21st June Darts Farm Classic Car Show
- ✔ 11th/12th July Powderham Historic Vehicle Gathering
- ✔ 25th/26th July RHS Rosemore Vintage & Classic Weekend
- ✔ 20th September TSSC Tour Of Devon

If there are other events that you would like us to co-ordinate, meetings you would like us to organise, or topics you would like us to cover, just drop me a line and we will do our very best to build it into our programme for the year.

DEVON AREA WEBPAGE

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

Peter Turgoose

Mobile: 07768 361872 devon@stag.org.uk

CORNWALL

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

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

DIARY DATES

- ✔ February 1st - Trethorne Leisure Park lunch and bowling Launceston PL15 8QE
- ✔ March 1st - Lunch at Falmouth Golf Club

- ✔ April 5th - Caerhays Castle
- ✔ May 3rd - Viv's Pasty Run to Carleen village hall
- ✔ June 7th - Healeys Cider farm
- ✔ July 5th - Weekend away, provisional
- ✔ 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 19th - Christmas Dinner - Location TBA
- ✔ January 3rd - AGM 10.15 for a prompt 10.45 start
- ✔ February 7th - Country Skittles, Hayle

Mark Colton-Taylor

07900 982762 cornwall@stag.org.uk

SOUTH WEST WALES

The South West Wales group meet on the third Wednesday of the month. From May we normally have an evening run with a normal meeting places of junction 47 M4 and Pont Abraham Services. Should anyone like to join us you would be very welcome but please contact me to check the meeting place and time in case it has changed. This year we have decided that through the winter we will not have a single venue but will 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 start this report with our November N&N on Wednesday 19th. For this we went to The Pough & Harrow in Llangyfelach we used to use this pub on a regular basis but after having some poor meals decided to stop going there. But in March 25 we went back as I had heard that the new owners had improved the food and service and found that was correct hence the reason for going back and we were not let down as the food and service were great. We will use this venue in future as its just off the M4 and very easy to find.

Late in 2024 we put together a calendar for 2025 using photos of our runs so for 2026 we arranged for another calendar to be produced and this time we used a mixture of photos, some of the members cars and some of the runs and shows that we attended over the year. There



was also a change of format with the calendar which I thought was much better.

Next was our Christmas Meal for this we had a joint event with the West Wales Area and had 7 members come from Pembrokeshire for the evening and I thank them for making the effort to attend and I hope they enjoyed the evening. We used The White Hart Inn just outside Llandeilo as we had been there before and we were impressed with the food on that occasion. We had a total of 24 for the Christmas meal and had a room of our own. The food was very good and the service excellent. My better half put together a short quiz that seemed to go down well with everyone. We did have a winner of the quiz and that was Maurice and Mary second place went to Nick Cale. This completed. Clive Perman

DIARY DATES

- ✔ Drive your Triumph Day 10th February
- ✔ N&N 8th February
- ✔ N&N 18th March

Clive Perman

*Mobile: 07702 323491
southwestwales@stag.org.uk*



monthly N&N for December, and our meeting for January will take the form of our AGM for the WW area, which will be held at a breakfast meeting at the Roadhouse Restaurant, Whitland, on Saturday 24th January. At this meeting, we will be drawing up our proposed calendar of events and meetings for 2026, and I look forward to sharing some of those events in next month's magazine.

In the meantime, it is provisionally hoped to hold our next N&N on Tuesday 10th February, at a venue to be arranged. Please get in touch with me nearer the date for further details. As it happens, that date is also 'Drive Your Triumph Day' when we are encouraged to get our Triumphs out for a drive (weather permitting) to honour the birthday of the late Sir John Black. If the weather is amenable, I am hoping to take my Stag out for a short drive on that day, and plan to invite any other Triumph owners in the Pembrokeshire area who may like to join me for an unofficial, informal drive, ending at a cafe for lunch. If West Wales SOC members would like, we could make this our N&N for February in place of the usual evening meeting. Again, please do get in touch with me to express your interest, or for further details.

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

- ✔ Sat. 24th Jan. 10.00am WW AGM The Roadhouse Restaurant, Whitland
- ✔ Tues. 10th Feb. 'Drive Your Triumph Day' Informal drive proposed with other local Triumph owners possibly combined with our N&N
- ✔ Tues. 10th Mar. N&N tba

Nick Cale

Mobile: 07922 128717

Email: nicholas.cale@icloud.com

WEST WALES

The West Wales Area, together with the South West Wales Area, brought 2025 to a close with an excellent, joint, Christmas celebration on Wednesday 10th December, when around 25 members gathered at the White Hart in Llandeilo for our Christmas meal. Everyone managed to get in good festive spirits, wearing our Christmas jumpers, and we even had the presence of Santa Clause himself — who knew he was a SOC member?! We all enjoyed an excellent three-course Christmas carvery meal, and our intellect was challenged with a festive quiz, devised by Clive and Lesley Perman, based on popular Christmas songs, which caused a lot of amusement during the meal. The thanks of West Wales members are expressed to Clive and Lesley, Ant and Chris, for organising and arranging this excellent evening.

Our Christmas celebration took the place of our usual





Parts and Panels Funded By



Stag Owners Club Tooling

Web: www.stag.org.uk/members-area/soctfl-2

Email : soctfl@stag.org.uk



Door Bowl Handle Kit
Part No RS11901



Rear Lamp Gasket
Part No 216126



Door Skin L&RH
Part No 923360/1



Gearbox Thrust Washer
Part No 154454



Differential Mounting Plate
Part No 311268



Splash Panel L&RH
Part No 812830



Windscreen Rain Gutter L&RH
Part No 813360/1



Front Inner Wheel Arch L&RH
Part No 907265/6



Rear Inner Wheel Arch L&RH
Part No 907175/6



Window Glass Channel
Part No 717080/1/2



Under Bonnet Sound Deadening Pad
Part No 910733



Rear Wing Repair Panels L&RH
Part No 907074/5



Rear Deck Panel
Part No 907153



Door Bottom Repair Panel L&RH
Part No 923360R/1R



Air Intake Grill
Part No 908388

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

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

Don't forget to claim your membership discount on some SOCTFL parts by giving your membership number when ordering or collecting

James Paddock Limited

6 Chantry Court, Sovereign Way, Chester, CH1 4QN

Tel: 01244 399899 email: parts@jamespaddock.co.uk www.jamespaddock.co.uk

STAG – SPITFIRE – GT6 – HERALD – VITESSE – TR6



VISIT OUR WEBSITE FOR FULL RANGE OF PRODUCTS
WWW.JAMESPADDOCK.CO.UK
 NEXT DAY DELIVERY AVAILABLE



WE BUY TRIUMPH STAGS



ANY CONDITION FREE COLLECTION
 CALL 07984 456 303



WANTED TRIUMPH STAGs

All Models
 Any Condition
 Prompt. Hassle-Free. Cash Buyers.



07787 528131



THE VEHICLE RESTORATION Co.

Triumph Stag & Triumph Stag hardtop specialist • Est. 1986



Tim Collins

Based in Sussex, PO19 7HS
 Colour matched to your car.
 We can usually supply a suitable donor hardtop for rebuild.

Please contact for details.
 Email: vrc1986@outlook.com
 Tel: 07834 086565.



Visit our website www.vrc1986.co.uk

SOC ACCESSORIES & REGALIA



SOC LADIES POLO

This superior quality polo is supplied with contoured ladies fit design. Available in Fuchsia or Royal Blue with embroidered SOC logo.

£17.50



SOC MENS POLO

Quality mens polo shirt available in royal blue, navy blue or burgundy with embroidered SOC logo.

£17.50



SOC BEANIE HATS

Our new beanie is soft to touch and is wonderfully warm and cosy too!

Available in Navy Blue, Burgundy and Dark Grey.

£12.50



SHELL JACKET - Grey

New style soft-shell jacket with grey fleece lining featuring the Stag Owners Club logo.

£40.00



SOC BLACK LEATHER KEY RING

New style quality leather key ring with enameled SOC logo.

£10.00



STAG PIN BADGE

Available in a number of stag colours.

£5.00



SOC BLACK QUILTED 3/4 JACKET

Our newest jacket is styled on the popular outdoor equestrian-style padded jacket. It is warm and lightweight and features the SOC embroidered logo.

£45.00



STAG GREETING CARD

Available in a variety of stag colours. Sold as singles or a pack of 5 with envelopes.

from £2.00



STAG ENGINE POSTERS

Our Triumph Stag engine poster is laminated so will look good on your workshop wall. It is an accurate reproduction of the original Triumph factory drawing which is stored in the club's archive.

£17.50



SOC RUGBY SHIRTS

Get your hands on the our new brushed-cotton superfit rugby shirt with a super-soft finish. Available in burgundy, navy, bottle green and fuschia pink.

£25.00

Tel: 01926 354680 or email: info@clubaccessories.co.uk

www.clubaccessories.co.uk



My Stag taken outside Goodwood Motor Circuit sporting its refurbished hardtop