



STAG

OWNERS CLUB

ISSUE 517 JULY 2026

IN THIS ISSUE

MYRTLE RETURNS / AGM 2026 AND ESM 2027

LE LAON HISTORIQUE / ISLE OF WIGHT

CROOKED SPIRE CLASSIC / STAG GLASS

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

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

Press

The Marketing Team

marketing@stag.org.uk

Show secretary: shows, budgets & area equipment

SITUATION VACANT

Email: showsec@stag.org.uk

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

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

Data Protection Act

Certain membership information is held on a computerised record system which is covered by the Data Protection Act 2018. If any member requires a copy of the information held on themselves, please contact the Membership Secretary in writing.

WEBSITE

The Club's email address is: soc@stag.org.uk
and the Homepage: www.stag.org.uk
For any Website issues contact: webmaster@stag.org.uk



EDITORIAL

Quite a few announcements this month we have now details of the European meeting next year in Holland so look out for that and there will be booking details coming on the club website.

Also announced is the details for the AGM this year again we have the booking details on the website very shortly.

You will be able to book both of these on the club website.

You will need to log in and access the members area.

We are extending the photo competition so please send those entries in as soon as you can.

Can I also remind you all that we are still looking for a new membership secretary and treasurer, the present officials will be stepping down next year. Now is the time to come forward if you think you could be that person.

Carl Fuss

ISSUE 517 JULY 2026

Front Cover: Rievaulx Abbey.

Photo: North Yorkshire

Back Cover: East Anglia

Transport Museum

Photo: Norfolk Area



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

General enquiries: Tel. 01379 677735

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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.

WELCOME NEW MEMBERS

Mr. C.Potts	Tyne & Wear	Mr. H.St. Clair	London	Mr. R.Southall	Lancashire
Mr. S.Johnson	Nottinghamshire	Mr. C.Gill	North Yorkshire	Mr. D.Batty	West Yorkshire
Ms. S.Clark	Avon	Mr. R.Steel	Avon	Mr. K.Bilham	Norfolk
Mr. R.Geal	Suffolk	Mr. N.Morgan	Dorset	Mr. G.Begley	Essex
Mr. M.Matthews	London	Mr. P.Sparks	West Glamorgan	Mr. G.Hamilton	Norfolk
Mr. T.Lewis	Cheltenham	Mr. M.Battams	Avon	Mr. M.Long	Essex
Mr. M.Simmons	Norfolk	Mr. I.Muir	York		

WANTED ... WANTED ...

SECURITY LIAISON OFFICER

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

SHOW SECRETARY

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

MEMBERSHIP SECRETARY AND TREASURER

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

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

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

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

DIARY DATES 2026

- Stag Owners Club National Weekend**

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



- Stag Owners Club AGM**

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



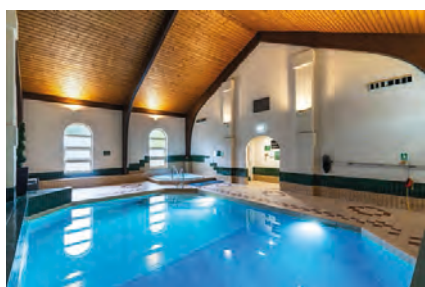
SOC AGM & SOCIAL DINNER 2026

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

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

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

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



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Event Highlights:

- Car Club displays
- Crafts, Fashion and Autojumble
- Camping on-site (optional)
- Bar and Live music: Daytime + evening
- Live Action Arena Inc. Bike stunt show
- Concours D'Élégance / Show & Shine
- AutoTest / AutoSolo + Precision driving displays
- Morgan Factory Tour
- Coach trips to Worcester
- Celebrity appearances



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SOC 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

Julian Buckler

* indicates that an honorary member is deceased.

THE CLUB AT UPCOMING SHOWS

• Silverstone BRDC

Silverstone this year is on the 24th to 26th July. Our club code for tickets is 021CCD2026

Go onto silverstone.co.uk/events/brdc-classic at the bottom of page enter code.

2026 SOC PHOTO COMPETITION

'CLASSIC TRIUMPH STAGS IN CLASSIC BRITAIN'



There is still time for you to enter our 2026 Triumph Stag Members photo competition.

This May and June, we're inviting all members to take part in our SOC 2026 Photo Competition – a celebration of this timeless beautiful car set against the very best of British scenery.

Think iconic, atmospheric, and unmistakably British: your Stag parked outside a charming country pub, framed by rolling countryside, or proudly positioned in front of a grand stately home.

The theme – 'Classic Triumph Stags in Classic Britain'

WHAT WE'RE LOOKING FOR

- High-quality, striking photographs
- Creative compositions that capture both car and setting
- A true sense of British character and charm
- Technical details as below*

WHY ENTER?

The winning images won't just earn bragging rights – they may be featured in our official club marketing, including brochures, magazines, and promotional materials. That means your car could become the face of the club and be admired by enthusiasts far and wide!

PRIZES

We're delighted to offer some fantastic rewards for our top entries:

- **1st Prize:** £100 Insurance Voucher with Howdens plus £100 voucher with Rimmer Bros
- **2nd Prize:** £100 Voucher with Rimmer Bros
- **3rd Prize:** £50 Voucher with Rimmer Bros

LET YOUR CAR SHINE

This is your chance to combine photography, passion, and heritage into one unforgettable image. Whether you're an experienced photographer or simply love your car, we encourage everyone to get involved. So polish that chrome, find the perfect backdrop, and start snapping – we can't wait to see your masterpieces!

Entries to be submitted during June. More details on how to submit your photos in the June issue.

TECHNICAL DETAILS AND HOW TO ENTER

- Please submit high-resolution images suitable for print (minimum 300 dpi).
- Accepted file formats: JPEG or TIFF (high quality, minimal compression).
- Ensure photos are sharp, well-lit, and in focus (avoid blurry or pixelated images).
- Do not add watermarks, borders, or text overlays.
- Basic editing (colour correction, exposure, cropping) is allowed, but no heavy manipulation.
- Please submit the original file where possible (not screenshots or compressed social media versions).
- File size should ideally be under 10MB
- Include your name and photo title in the file name or submission details.

Please send your high-resolution entries to publicity@stag.org.uk, including your name and photo title.



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'...

EXTERIOR TRIM

It was very pleasing to get to this part of the restoration – it was a sign that the end was finally in sight, even if it was still a fair way off!

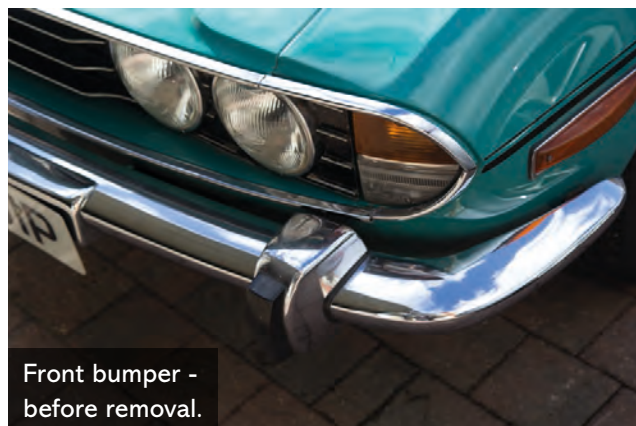
The parts were put back onto the car as the opportunity arose, but I'll describe it in sections for ease. Any saveable chrome work was polished back to bright with Autosol, elbow grease and numerous mugs of coffee!

Front and rear bumpers

(ROM 76.22.01-15) The front bumper was attached to the front chassis legs by means of two large, shaped brackets with additional brackets on each side connected to the front wings. The rear bumper brackets were attached by bolts that went through the rear valance. The side brackets were distorted and showing their age so were renewed. I wasn't looking to replace the large brackets, but they were needed for the rotisserie, so new ones had to be purchased. The old brackets were cleaned and all were prepped and painted in black POR15 with new bolts used throughout.

The bumpers themselves were in a pretty bad way. They didn't look too bad at first glance but, upon turning them over, you quickly realised that in certain places all that was left was a thin veneer of chrome and that was it – the actual metal was almost completely rusted through! The cost of new bumpers was quite inhibitive so I decided on stainless steel versions, purchased from the Harrington Group. They were half the price of full-blown chrome bumpers, so seemed worth it. As they came from abroad, there was quite a wait for them to turn up but they looked really good when fitted on the car. The kit purchased consisted of 1 front bumper, 1 rear bumper (in 3 parts), 4 over riders, 4 over rider rubbers and 1 front number plate plinth. Each bumper was assembled indoors, laid out on the carpeted floor, and then carefully carried to the garage. They were bound to get some knocks over the years, but it would be nice to at least get them on the car without being damaged!

I disassembled the old bumpers the best I could (the bolts were all rusted and seized!) and I then had an idea of how everything fitted together. The rubbers for the over riders and number plate plinth were a bit fiddly to fit. They were thin and had a groove for the over rider/plinth to fit into, so seemed to have a life of their own when trying to line them up and hold them whilst the parts were bolted together, but perseverance and more coffee prevailed!



Front bumper - before removal.



Front bumper (side) - before removal.



Front bumper bracket.



Rear bumper bracket.

Front and rear chrome trims

(ROM - No useful notes really) The chrome trims surrounded the front grill and rear lights and consisted of 2 end pieces (which were sided and were designed to fit in one position only) and a top and bottom for the front and the rear. The rear boot lid and sides had closed off endings, whilst the front four pieces were open and designed to overlap. These chrome strips were normally held in position with sharp, pointed clips that dug into the paint and created potential rust spots. To save the damage, I decided on using adhesive instead. Slow setting, it enabled me to align the sections before they were taped into position and left overnight to go off.

As each part was removed it was carefully labelled and photographed, to ensure it went back in the same position, then the old clips were removed and the part cleaned and polished. Even with all these precautions, things still went wrong!

After having fitted the front side sections, I discovered that the long sections were of slightly differing lengths and bowed and would only fit one way, which was not the way I was trying to fit them! Checking the photographs, I realised I had attached the end pieces on the wrong ends! A bit of cursing later and the end pieces were removed, cleaned and adhesive reapplied before being offered up in the correct position. With the fitment completed it was left to go off. Job done!

Front grill & badge

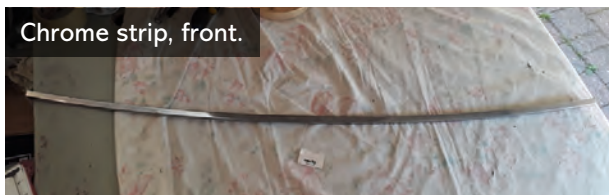
(ROM – 76.55.03) The front grill was comprised of five individual parts – the central grill (which held the badge), two end sections and two thin sections (which fitted between each pair of headlights). On mine, one of the thin sections had split across the centre, so a second-hand part had to be purchased. The sections had raised lines running across the grill. The raised lines were polished bare metal, whilst in between were flat areas painted black. The flat portions were a bit tired and need cleaning and repainting in black POR15. New plastic fixing nuts were inserted into the body, to hold the grill screws. The badge fitted over the raised lines on the front of the central grill and was held in place by a metal plate bolted to the rear of the grill. The badge itself was in good condition and only needed the chrome surround being tidied up. The grill sections were then attached to the body. Holes in the grill sections allowed access for a screwdriver to tighten the screws into the bodywork, which was great fun trying to use the screwdriver to hold onto the screw whilst the holes were lined up - a magnetic screwdriver might have helped here!

Air intake grill

(ROM – Part of 80.20.01) The air intake grill was a heavy, chromed metal grill that sat in front of the windscreen and covered the air intake to the heater system. It also held the windscreen washer jets. Mine was a bit pitted but, although new Tooling Fund chromed plastic alternatives were available, I decided to keep the old one for originality. It was held to the body by three screws which screwed into J-type spire nuts attached to the body. The twin jets were held to the grill by a nut underneath the grill. New washers, screws and spire nuts were used and the jets and grill cleaned and polished before being refitting back to the body.



Chrome trim (rear)
- before removal.



Chrome strip, front.



Chrome strip,
front side part.



Front grill, centre
and badge.



Front grill,
end piece.



Air intake trim -
before removal.

B-post covers

(ROM 76.43.34) The B-post covers were the decorated chrome metal covers which were fixed over the bodywork B-posts. They were topped with flat, shaped metal plates, which covered the hard top heated rear window connectors. These plates were 'sided' so only fitted onto one particular side. To gain access to remove the covers, it was necessary first to pull off the rubber door seal on the leading edge and then the interior B-post trim. Once those were removed, it could be seen that the B-post cover was riveted on to the bodywork, the rivets having been hidden by the seal and trim.

The top covers were unscrewed and removed (the T-bar bolts also needed to be loosened, as the T-bar pushed down onto the top plates) and then the rivets were carefully drilled out, allowing the covers to be removed. Once removed, the bodywork B-post reminded me somewhat of Swiss cheese - there were so many previous rivet holes in them! The top plates also needed a little gentle persuasion to be brought back into their correct shape. After the covers and tops were cleaned and brought back to shiny, with Autosol, they were riveted back onto the B-posts and the top covers fitted using new screws.

Chrome hard top lock plates & drainage pipes

(ROM - No entries) I now turned my attention to the hard top lock plates (the 'U' shaped pieces which sat behind the B-post). They had always been a bit loose but, as I never used my hard top, I hadn't been that bothered about them. Each lock plate was held to the body by two studs which screwed into the plate and then were held to the body by nuts underneath.

Upon undoing the nuts and removing the lock plates, it was evident why they were so loose - a stud on one side needed screwing back in whilst the other side had hardly any thread left for the stud to attach to! A thread cleaner was used on the two studs and the two stud holes on each locking plate. The loose studs were then glued back into the lock plates with Alpha AF178 contact adhesive and the units attached back onto the body. Drainage tubes were fitted to the bottom of the fixing point of the lock plates on each side and ran down and exited the car through the rear seat deck. These were removed and cleaned before being refitted.

Sill trims

(ROM 76.76.05) The Mk 2 had sill covers on each side, which were held to the body by slotting into a formed strip which ran along the top of each sill and then by rivets underneath the body. The formed strip was riveted to the sill and had a groove running along its length, which the sill cover fitted into. The rivets were carefully drilled out and the sills and strips removed and cleaned with Autosol. The strips were quite fragile, in that they could be easily bent, so they and the sill covers were stored up out of the way whilst waiting to be refitted to the car.

As the sills had to be repaired, the original rivet holes were lost so there was a lot of careful measuring and checking (and double checking!) before I picked up the drill to make the new holes! I used masking tape to hold the sill & strip in place whilst I drilled, which also helped ensure that I had the strip round the right way (groove facing towards the car). Finally, clear sealant was used at each end of the trims to weatherproof them.



B-post cover - before removal.



Hardtop lock plate - before removal.



B-post cover, removed.



Hardtop lock plate drain.



Hardtop lock plate (reverse, removed).



Sill trim - before.



Sill trim - after.

Windscreen top chrome cover

(No ROM details found) The windscreen top cover was held in by nine chrome faced screws and covered the top T-bar screws and the hardtop/soft top locking plates. It was a little battered and bruised with age but was quite serviceable so was removed and brought back to shiny. A layer of sealant was applied underneath the cover before it was refitted using new screws.

Number plates

The old number plates were cracked and tired, so new ones were purchased. A new front bumper plinth had been fitted, so it was necessary to drill new holes for the plastic bolts. After careful placement, the plate was held in place with masking tape ready for fixing. A wood drill was then used to slowly and gently drill through the plastic (to avoid cracking or splitting of the plate). When the drill had gone through the plastic, it was swapped for a metal drill bit to finish the hole through the plinth. The rear panel was original, but the paint respray had covered up the previous holes. These were drilled out, before the rear number plate was lined up and attached by masking tape. Using a wood drill, the plate was then carefully drilled through from the boot side. New plastic bolts finished the job.

Rear stag badges

(ROM 86.40.64) The removal and fitment of the rear wing badge was the same as for the front wing indicator (the ROM page is for the USA rear light version). I've already covered the front wing indicator being removed in the Electrics section but, just to recount, the badge was held to the body (with a gasket in between) by two wide 'U' clips which were accessed through holes in the boot sides. Each badge had two studs at the rear which the clips fitted onto. The clips were then held in place, pressing against the inside of the wing, by nuts. The badges and clips were cleaned and replaced together with new gaskets and nuts.

Door handles & locks

(ROM 76.34.01-76.37.39) The door locks were discussed briefly in the Bodywork section. They needed to be installed early, so the car could be transported for painting with the doors securely shut. Upon return, the door handles and locks were removed for renovation. The door handle mechanism was a complex beast and comprised of 4 main parts – the outer handle, the inner handle & control rods, the striker plate and the inner & outer door catches.

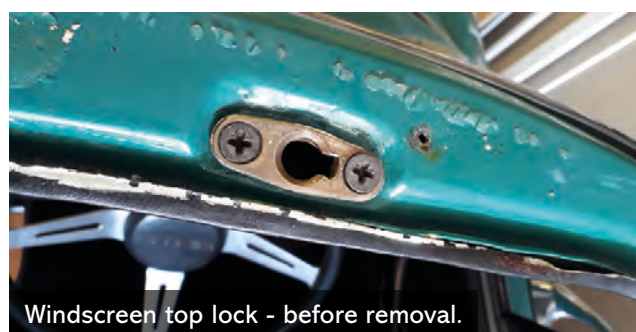
The offside outer handle was the first to be restored. It fitted into a shaped hole in the door skin and was held in place by a groove running along the top of the handle, which slotted over the door skin. The bottom was held in place by two small bolts accessed through the inner door frame. These bolts each had a small, thick rubber washer which pressed onto the handle and the door skin. There was also a gasket between the handle and the outside door skin. Before being removed, a short control rod needed to be disengaged from the inner door catch. This rod was bent at the end and fitted into a hole at the top of the catch.



Windscreen top trim - before removal.



Windscreen top trim (reverse, removed).



Windscreen top lock - before removal.



Rear Stag badge.



Rear Stag badge and gasket (reverse).



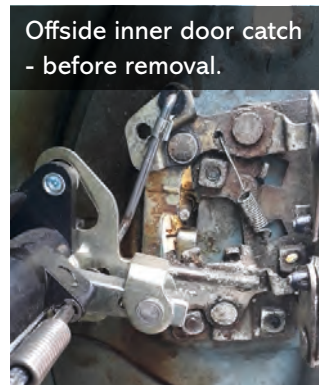
Door locking mechanism - before removal.

Removal was quite tricky and involved loosening a 'flip over' clip. This clip was attached to the inner catch and held the rod into the catch hole by clicking over the rod. There was a small lug on the side of the clip which enabled the use of thin-nosed pliers to disengage it. A second rod, attached to the inner catch, fitted into a small, shaped catch attached to the key lock mechanism on the handle and was used to lock and unlock the door. Once everything was undone, removal of the door handle was quite straight forward, requiring only to be gently pulled down and then out of the shaped hole.

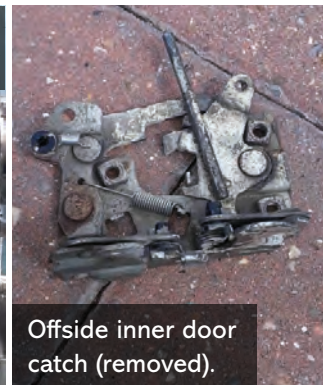
The handles were in good condition and only really needed a good clean and a blackening of the inner handle (using Simoniz Jet Black Trim Restorer). However, replacement was a whole different thing! As the old ones were a bit sad, I had decided to buy new gaskets for the handles, but I think the new one must have been a little thicker than the old one as I had horrendous problems trying to fit the handle back in! I finally resorted to skimming the top edge of the new gasket by a fraction, which (although still very tight) worked and the handle was fitted with the rod (attached to the inner catch) being correctly fed into the key mechanism. The next problem was fitting the two small bolts. The front one (nearest the engine) wasn't too bad (having a magnetic screwdriver helped to hold the screw whilst it was inserted - almost horizontally!) but the thick washer kept falling off as it was being lined up! It was also necessary to hold the handle into the door (against the new gasket) but once the front bolt was in and tightened it was easier. The rear bolt had the same issues but required the door handle to be held in the open position to move the mechanism out of the way and allow access to the bolt hole. As both hands were needed elsewhere this was achieved by inserting a piece of wood into the door handle, keeping it in the open position.

Eventually, the door handle was attached, checked and the bolts tightened up fully. All that remained then was to insert the short rod into the inner catch, flip over the clip and click it into position. The procedure was then repeated for the nearside.

The inner handle was a chrome double armed unit attached to the inner door frame and had a chrome cover held on by a single chrome screw. The upper handle was spring loaded and opened the door whilst the lower handle controlled the door locking/unlocking. Once the cover was removed, it could be seen that the inner handle was held to the door by three small bolts, two towards the front and one at the rear. The inner handle had elongated holes for the bolts to pass through, which allowed for a degree of adjustment as required. There were two long control rods attached to the inner handle, which went from each chrome handle to the door lock mechanism. Each rod was bent at the end and (similar to the outer handle) fitted into a hole in the lock mechanism being held in place by a 'flip over' clip. Undoing the clip was the same as for the outer handle. These rods needed to be removed as one with the inner handle. There was also a small plastic weatherproof sheet between the inner handle and the door. Approximately halfway between the inner handle and the lock catches were two small plastic clips which held the rods. These clips were pushed through



Offside inner door catch - before removal.



Offside inner door catch (removed).



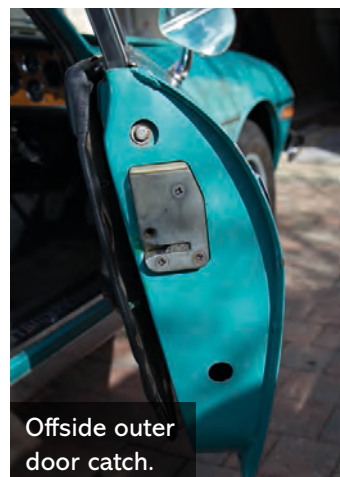
Inner door handle and weatherproof sheet.



Inner door handle control rods and 'flip over' clips.



Inner door handle foam sheet.



Offside outer door catch.



Outer door handle key catch and hidden bolt.

the door frame from the inside of the car and together with a small foam sheet, attached to the inside of the door, helped to stop rattles. Once cleaned, the re-fitting of the inner handle was as straightforward as removal, ensuring that the flip over clips were attached correctly. As nothing had been altered, there was no need to mess with the adjustment of the handle.

The striker plate was a small loop attached to the B-post by two screws. The removal and re-fitting, after cleaning, was a simple matter.

The door catch comprised of two parts located either side of the door edge. Although looking quite complex, the internal part was actually quite simple, as there were no user-adjustable parts. All that was required was to disengage the 'flip over' clips on the rod from the outer handle and the two rods from the inner handle and then disengage the thick rod on the inner catch from the key lock unit. The outer unit also had no user-adjustable parts so once the four countersunk setscrews (that passed through the outer catch and the door edge and screwed into the inner catch) were undone both parts of the door catch were easily removed from the door. Upon examination, the offside inner door catch was found to be quite choked with dirt and stiff to operate. WD40 and a toothbrush were used to ensure as much dirt as possible was removed and the unit was free to operate. Particular care was taken around the small springs on the unit. Everything was then oiled up ready for use. The offside outer catch was turned over and, using what limited access there was to the workings, cleaned in a similar manner. Re-fitting was quite straightforward. The outer catch was offered up, with the setscrews in place, and then the setscrews were fed through the door edge. The inner catch was then lined up and the screws tightened up. The procedure was then repeated for the nearside door catch.



Outer door handle inner mechanism.



Offside door lock mechanism – all removed parts.



Door lock mechanism - after.

Post-restoration note

It doesn't matter how careful you are! On one of the first road tests after finishing the restoration (is it ever fully completed?), I unlocked the offside door and the key came out complete with the lock barrel! I was less than impressed to say the least! Lots of coffee was needed, as the inner door trim had to be completely stripped out (again!) to access the outer door handle bolts and remove the door handle. Thankfully I could access the bolts with the door window in situ, which was a blessing. Once removed, it was discovered that the clip on the end of the key lock was lying in the bottom of the door in two parts! The repair was inexpensive, just time consuming!



KNOW YOUR STAG #45

THE WINDSCREEN & OTHER GLASS

This is going to be one of my shorter articles as the glass in Stag did not alter very much over the seven years of production. However, I believe that it is important to understand the changes as there seems to be a problem with supply of certain of these screens and if members understand the differences, we may be able to get the correct screens remanufactured.

However, before we start, I have a correction to last month's article on the ballast resistor.

As our Technical Officer has pointed out to me, on early cars the ballast resistor does not get its power from the windscreen wiper switch but from a positive terminal on the tachometer – the same as the later cars do. I wondered at such a silly arrangement when I wrote the article but without taking half my poor old LD9 to pieces, I could not physically check so I rechecked the wiring diagram and the key to the wiring diagram before finalising the article. The unfortunate thing is that I was using digital versions of the wiring diagrams which came as an appendix to the 1973 workshop manual. There are six diagrams and only five key pages and I used the wrong key page to the right diagram. Hence item 60 seemed to be the windscreen wiper switch and item 52 seemed to be the tachometer, whereas the correct key page shows item 60 as the tachometer and item 52 as the windscreen wiper switch.

How can such a short article throw up a major error? The answer to that is probably because I was not paying as much attention as I should and although I checked – I checked the wrong page. Not for the first time, Mr. Allen has come to my rescue and I thank him for bothering to keep reading the articles and for correcting me when necessary.

Now, back to . . .

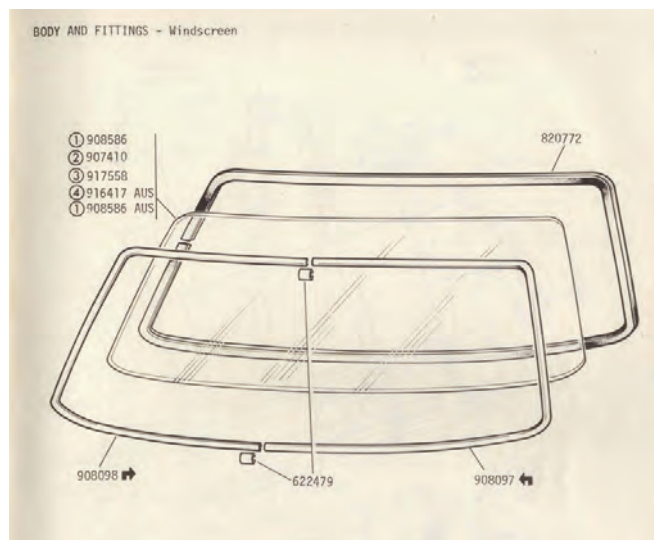
The windscreen

The early parts catalogues do not make it easy to find the windscreen and its part numbers but from 1976 the screen and its fittings get a page to itself and life becomes a bit easier.

Because many Stags have had replacement screens over their 50-year life, it is difficult to establish the dates when the screens changed or to check early cars for the screens fitted from new. However, it is known that early Stags were originally fitted with Triplex 'Zebrazone' clear, zone toughened glass – part number 908586.

Toughened glass is the glass which, when smashed, shatters into many, many small pieces and gets everywhere and, because of its then fragility, it needs to be cleared from the screen aperture if you are going to

continue your journey or it will be blown into the car as speed picks up. As there is then no screen in place, it is deemed to be rather dangerous. The screen material was therefore changed to clear, laminated – part number 907410 - for the 1972 model year (from commission number LD 10001). When hit by a stone, laminated glass cracks but the plastic interlayer, which is sandwiched between two glass sheets in the laminated structure, keeps the screen together.



Page 06-09 from the 1976 parts catalogue.

While this was going on in the UK and most of the World, the US was being offered 'Sundym' tinted glass – part number 912115 - from first introduction in 1971. This was then copied as a green tinted, laminated screen for all other markets from the 1973 model year (LD 20001 onwards) but for some reason these screens were given a different part number – 917558.

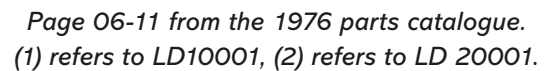
For some other reason Australian Stags were given high impact, laminated glass screens – part number 916417, - where previously they had been fitted with zone toughened glass, the same as in the UK. The change was presumably made for the 1972 model year, as in the UK – in which case part number 916417 is a clear glass, laminated screen. Presumably, when the sundym tinted glass screen became standard, this was also applied to the Australian market.

Whilst looking at the windscreen it is worth noting that 'tinted' does not mean just top tinted but that the tint is throughout the whole screen.

It is also worth noting that although the chromed plastic finishing strip did not change throughout production, it is not there just to look pretty but to expand the windscreen

I have, however, been told by a very reputable source that it is almost impossible to actually fit the chromed strip after the screen has been fitted and I suspect that the reason for this lies in the windscreen rubber, rather than the factory recommended process. Does anyone have any experience of this problem and, if so, does anyone know whether the problem lies in the specification of the rubber being different (or even slightly different) or whether it is of a different (or even a slightly different) profile ? Answers on a postcard to me in Norfolk (or by e-mail to registrar@stag.org.uk)

From the cars which I have here, all the door glass for Stag was toughened and did not change to laminated when the screen changed. It did, however, change from clear to tinted for the UK and non-Federal markets when the screen changed for the 1973 model year. Screen and door glass should therefore be matched as either clear or tinted, which is where there is a potential problem as clear windscreen glass for Stag seems to be difficult to find from common sources, often leading to a tinted glass being fitted to early cars as a replacement screen whilst the door glass remains clear. This is not the best practice and perhaps the Club should take this up with insurers and windscreen manufacturers to ensure that the correct combination can be maintained in the event of stone damage. This will not be a problem in the USA as all glass for Federal cars was tinted anyway.



It is also noted that the chromed window surround in the doors was meant to change for the 1972 model year. I'm not going to rush out to the garage in order to dismantle any of the doors that I have here just to see if I can find any differences but does anyone know what happened at the end of 1971 and whether this had any bearing on the change in the part numbers of the drop glass ?

I think that I have covered this before in a different set of articles but I cannot find it so I will do it again.

The 'date code' of the manufacture of the glass uses dots underneath the 'toughened' (or 'laminated', handily the two words both have nine letters) to indicate the year. A dot under the 't' indicating 1971 or 1981 etc, a dot under the 'o' indicating 1972 or 1982, etc, continuing to a dot under the 'd' which indicates 1979 or 1989. A dot after the end of the word indicates 1970 or 1980.

BODY AND FITTINGS - Ventilator and Adjusting Mechanism

577059
577060

910429
910428

NSS

620369(4)
574097(4) A1t

HU705/P(6) WL205(6) 502450(4)

627064(2)

577061(4)

TN3205(2)

MP28(2)

577062(2)

HU505(2)

722838
722837
722840
722839

PX770(2) WE607(2)

717672(2)

814493(2)

623079(2) WL205(2) PX554P(2)

714570
714569

PX554P(4)

Page 06-10 from the 1976 parts catalogue.



A basic Triplex logo from the seventies.

The month of manufacture is indicated by dots over the letters 'TR' and 'EX' of the TRIPLEX and this is more complicated with the basic code being:

TRIPLEX = January	TRIPLEX = July
TRIPLEX = February	TRIPLEX = August
TRIPLEX = March	TRIPLEX = September
TRIPLEX = April	TRIPLEX = October
TRIPLEX = May	TRIPLEX = November
TRIPLEX = June	TRIPLEX = December

Which places the glass in the photo as being made in August 1976 (two dots over the 'T' and one over the 'X').

There is an alternative code used where the quarter is indicated rather than the month and this runs :

- One dot over the 'T' = Jan, Feb or Mar
- One dot over the 'R' = Apr, May or Jun
- One dot over the 'E' = Jul; Aug or Sep
- One dot over the 'X' = Oct, Nov or Dec

But you are unlikely to run into this on a Stag as this code system was changed in 1969 to the individual month system. However, if you have a logo in the form below, then you will probably need to know the 'quarterly code'.



Pre-1969 Triplex logo – this shows a 1968 glass (large dot under the 'E') but the quarter is not clear – is that a dot over the 'T' or just a mark in the screen ?

That's it for this month. I have not dealt with the hardtop glass this month as September's article will be on the hard top – including the glass.

Peter Robinson © Peter Robinson 2026

LE LAON HISTORIQUE



= OR NOT?!

In autumn 2025, a classic car owning friend – Mercedes, Citroen, Mazda etc. invited 12 other couples to join him and his wife on what was their seventh trip to Le Laon Historique. The friends sang the praises of the event and encouraged us all to commit.

Nine months later we set off on our journey of discovery from various parts of the country and headed towards Laon. We live in mid Staffordshire and having decided to wrap Le Laon Historique in a visit to Rouen before and Berck Sur Mer after, we headed to Portsmouth for the overnight ferry to Caen. We met up with another couple in their newly purchased Austin Healey Sprite and headed for the ferry terminal. It was here that the event really started to feel real as we joined the queue with many classic cars en route to Laon.

“Refreshed” after the overnight crossing, we found a roadside café selling superb cakes of all kinds and superb coffee. A smooth run to Rouen followed, including a ferry crossing of the Seine where we parked our cars up in the hotel garages. A late lunch by the Seine, unpacking, a nap, a bar and a restaurant, then bed.

In the journey from Stone – Rouen, 362 miles/583km, our Stag performed perfectly and seemed to have had its running problems sorted.

The second day in Rouen included a visit to the cathedral which, as it was Ascension Day, was the most

packed we have ever seen a church.

So, the next day we packed the Stag, drove out of the underground carpark and headed for Laon. Feeling confident, we headed east and – lost power on leaving a roundabout! It would run and rev but the moment we tried to accelerate the magic brake was applied. After two fruitless hours trying to remedy the running problems we gave in and called the insurance company’s recovery

service in a small village 17 km from Rouen. After a couple of hours the Stag was trailed away and we were left surrounded by our luggage wondering what to do since the recovery service advised that customers liked to sort out their own accommodation, car hire etc. This was an awful experience as the company was more interested in the Stag than us.

Ultimately, we got back to Rouen, found a hotel and had a meal and decided to sleep on the options, the most favoured of which was to go back to the UK the next day! Fortunately for us, our 10 friends kept messaging saying “You must join us, we will help you, please come” so, having had a good night’s

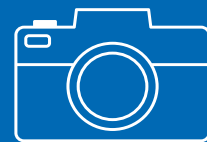
sleep, we hired a car and headed for Laon, arriving late Friday afternoon to a warm welcome from friends and a Moroccan meal and drinks before bed. Was this the right decision? Our experiences will be concluded in a subsequent issue of the SOC Magazine.



Rosie & Andrew Green



READERS' STAGS



Here is my stag photographed inside a huge collection of vintage buses at Glasgow Vintage Vehicle Trust (Gvvt.org). We recently held a classic car event and had 121 cars from all over the central belt of Scotland.

Martin Walker (19663)



The other Sunday we were taking a walk around Bramshott open gardens and came across a few Stag Owners Club members and a Triumph Stag, so here are a couple of photos.

Carl (Editor)

EUROPEAN STAG MEETING 2027

YOUR EXCLUSIVE INVITATION



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

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

A little luxury is allowed once in a while

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

What you can expect

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

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

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

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

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

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

Intrigued?

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

The ESM 2027 Organising Committee



WORCS AREA ISLE OF WIGHT TRIP

Just after Easter 20 members from Worcestershire area embarked on a 5/6 night trip to the Isle of Wight in 9 stags and 2 modern cars. Sadly, Janet and Karl's Stag developed a brake issue a few days before the trip, so they had to revert to their VW.

A group of us stayed overnight at Lymington before catching the ferry on Sunday morning. With a couple of hours to spare before the ferry, Paul and Robert went down to the sea at Milford-on-Sea, and bumped into an impromptu car show in one of the beach side car parks. There were some interesting modern and classic cars there, but with black clouds looming we headed for the ferry.

It was a short, sharp shower, so when we landed at Yarmouth on the west of the island we took the opportunity

to stop at The Needles for some bracing fresh air, and then we drove down the stunning southern coastline along Military Road to reach our hotel in Ventnor.

The Royal Hotel in Ventnor proved an ideal base for our trip with comfortable rooms, delicious food and friendly and professional staff. We even had exclusive use of one of their car parks.

On Monday we all set off north for Osborne House, Queen Victoria's residence. The Isle of Wight is small so almost everywhere on the island is within a 30-minute drive. Unfortunately the week of our visit was a busy time for roadworks and several routes on the island were closed. Our group is infamous for performing U turns when one of us misreads a map, so combined with the "road closed" signs this meant we made a few unscheduled twists and turns before finally arriving at Osborne House.

The weather was dry, warm and sunny so we explored the extensive grounds including the path down to Queen Victoria's peaceful private beach. Sadly, her bathing hut was absent although the wooden runners were visible on which the hut was rolled down to the edge of the water.

We toured Osborne House including the lavish state rooms and the relatively plain and simply furnished private quarters. It was easy to see why Queen Victoria loved her island retreat.

On Tuesday and Wednesday, we all "did our own thing" with options discussed and formulated informally over breakfast. Between us we covered most of the island and a variety of activities. Some had a car free day and took the local bus to Newport, the island's capital, for sightseeing and retail therapy. Others explored the coves



and inlets on the east coast around Bembridge and Seaview with a stop at the Roman villa in Brading. Some took the route along the south coast towards Compton Bay, Freshwater and the Needles indulging in tea and cake at Mottistone Gardens. Carisbrooke Castle and the Botanical Gardens at Ventnor were also on the itinerary. One intrepid member hired a bicycle and cycled through rolling countryside on the Red Squirrel Trail. Sadly, the squirrels did not make an appearance!

On Tuesday and Wednesday evenings we dined out in two local restaurants. On both occasions we were welcomed warmly and treated to expertly cooked fresh local produce.

On Thursday we took a nostalgic trip back to the age of steam at the steam railway. A short steam train journey through tranquil countryside was followed by a fascinating walk around the workshops. Here, volunteers recondition and restore old railway carriages. Carriages through the ages are displayed in the adjacent museum.

We rounded off the day with a visit to the Garlic Farm. A short walk around the farm perimeter, and some more retail therapy in their quirky shop where everything for sale is inspired by garlic! There were the usual garlic based items but I had to draw the line at beer with garlic!!

Friday was departure day; most of the group opted to return via Portsmouth. Our time on the island passed very quickly. Despite mutual efforts, logistics prevented us from meeting up with a couple of Stag-owning island residents.

In the lead up to our trip the weather forecast was not great but other than a few light showers one afternoon we had lovely weather. We had ample opportunity for "top down" driving and apart from a minor mishap with a tyre and a broken choke cable, our motoring was trouble free. The Isle of Wight was a lovely destination for a short break with quiet, safe roads and plenty to see and do.

Our thanks go to Julia and Andy who put a lot of hard work into organising this trip, the hotel and the restaurants were great and the company was excellent. We all thoroughly enjoyed our time on the island.

Paul Catterall



THE CLUB STAG ARCHIVE

The Triumph Story, Part 28 – The 4-WD 1300

During the late fifties and early sixties, the Triumph Experimental Department was overflowing with work and with new ideas. No stone seemed to go unturned, although the cash crisis of 1960/61 meant that a number of stones were left where they lay.

Having divested themselves of the Ferguson business, Standard-Triumph obviously thought that they had experience in agricultural tractors and considered manufacturing their own diesel tractor. During 1961 two working prototypes were built up under the project name 'Zero' and two further 'Zero II' prototypes followed towards the end of the year.

Between 1958 and 1962 Standard-Triumph produced its own small van – the Atlas – which came in various guises and, when Leyland Motors became the company owners, the van was renamed the Leyland 15 or the Leyland 20, depending on payload (15cwt or 20cwt).

We will not dwell on the Atlas van except to say that it started off with the 948cc engine from the Standard 10, which, with a full payload, had severe difficulties in negotiating steep hills, but by 1962 was powered by the 2,138cc engine used in the TR4, which gave it a bit more of a chance of getting to its destination. However, during 1962 much experimental work was performed on 'Project Brig', which was a diesel van, powered by the 2,260cc 'OE138' engine redesigned by Leyland Motors from the same size unit which Standard developed for the Ferguson tractors. Eleven various prototype vans or chassis were built during 1962 and 1963, the last being an Atlas 15cwt van 'rebuilt to Brig specification'. Whether 'Brig' became the Leyland 15/20 or not I cannot tell you because there is little written on the subject but all engineering work seemed to stop in 1963, possibly transferred to Leyland Motors, although Canley continued to manufacture the OE138 engines for a number of Leyland Motors products during the sixties.

But what has all this got to do with 4-WD vehicles I hear you ask. Well the answer is in the merger of the initial Ajax project with Standard-Triumph's interest in 'things commercial', as we are heading towards 4WD, the key being the possibilities arising from the front-wheel drive design of the 1300 which was the subject of last month's article.



Just to remind you what the Ajax project was. This is a press photo with a couple of 'ladies who lunch' giving the car the required image.

I have a lot of time for the Engineering Director of the time, Harry Webster, as he pulled a team around him

ATLAS – allways the best

Whether it's bread, milk, people, or frozen fish, whatever the load Atlas is *allways* the answer. Atlas has everything: easier maintenance, taxi-turning, greatest load space, low loading level, high headroom, sliding or hinged cab doors. Wherever you look, there's an Atlas doing better, faster, more economical work. For instance...

The Atlas Kenex Caravan
Has inside body height and width that's very comparable competitor outside the Atlas frame, giving generous cupboard space and comfortable sitting and sleeping for four people. Unmatched reliability, maneuverability and economy.

The Atlas Berham Bros. Milk Float
Has remarkable running economy under starting conditions, a strong, rigid alloy floor with storage compartment beneath, strong body permitting eliminating the need for additional side ropes and driver access from either end-door. Atlas Milk Floats are the most manoeuvrable on the roads today.

The Atlas Getwoods Insulated Van
Has a wide side loading door and low loading level for easy, speedy kerbside delivery. It has flat topped roof, arched and a greater capacity than any other van in its class, creating an enormous compartment of 50 cubic feet to be used.

The Atlas Kenobrake
Has more load clearance than any other vehicle in its class, an incredible tight turning circle and plenty of room to carry up to 12 passengers, including the driver, in real comfort, wide rear and side doors.

The Atlas Pickup
Has all the virtues of the Atlas Van with a steel tail-board which can be locked horizontally or dropped right down, extra large side windows, and reinforced all-steel chassis and body.

SAHARA TESTED
In October 1958, a production model Atlas covered the 10,000 miles from Cape Town to Tangier via the Sahara desert.

STANDARD ATLAS

10/12 cwt

Van £475 Pickup £465

... and service wherever you go!

STANDARD TRIUMPH

The Atlas van came in many guises from pick-up to camper as Standard told the World in their adverts.

which seemed to be able to deal with multiple projects and perform to very, very tight timescales. Everyone I have spoken to seemed to be happily involved in the work they were doing and it is this 'buy in' which allowed things to happen without undue drama. The 'swans' may have been frantically paddling away during the week but all the product launches seemed to happen serenely on time and the vehicles which were produced sold well. The products were also mostly ahead of their time in engineering terms, maybe not mould breaking but they were not frightened of investigating the benefits of new ideas or bringing them to market before their mainstream competitors. Pony is one of those ideas which was ahead of its time but, like so many other British ideas, failed to catch on at that moment, only to be revisited by others twenty years later to great profit.

4-wheel drive was not a new idea in 1962 as Rover had been producing their Land Rover for off-road users since 1948 but it was not really a vehicle for the open road. The pioneers at Ferguson Research had been looking into 4WD since before the war and had produced both a prototype saloon car (1958) and a Formula 1 winner (1961) but these remained one-offs until Jensen adopted their system in 1966.

What Webster did was to see a possibility and explore it through a novel utility vehicle which Triumph called Pony.

The first Pony prototype was completed in January 1964, almost alongside the first Ajax prototype. In fact, the Experimental Chassis Register shows that just about every Ajax prototype was followed by a Pony prototype with different versions being produced for Military use, for Australia, Africa and Israel. The Register is silent on whether all were built to 4WD specification but it can be assumed that they were as the whole idea was to develop a 4WD vehicle.



I have had the opportunity to blow up this photo of the Engineering workshop from early 1965 and it is fascinating. The main line consists of the second 1300 prototype by Michelotti (X732), a Pony prototype, two later prototype 1300s – one on top of the other – and a second Pony prototype in the air. The bonnet in the foreground is that of another 1300 prototype and it looks like a third Pony is being built up bottom left.

The story takes another twist as in 1965 Triumph involved itself in the automotive business of Autocars near Haifa, Israel, sending parts out to 'Leyland-Triumph (Israel) Ltd. for building into their Carmel and Gilboa models and in 1968 started sending out 1300 CKD kits for assembly at Haifa (CKD is short for Completely Knocked Down, and indicates a vehicle sent in boxes for local assembly). These were followed by a relatively small number of Pony kits which were assembled as the Autocars Dagoon but it was not a big money spinner and maybe only 100 were actually built.



An Autocars of Israel advertising photo of a Dagoon pick-up – a Pony by another name.

Pony was never marketed or sold in the UK but a number of these 4WD vehicles, possibly the prototypes, were utilised as 'internal transport' at Canley during the sixties.

The 4 x 4 Rallycross Vehicle

This is where it really gets interesting as, based on the work on Pony, Webster and Co. built up a 4 x 4 version of the 1300 which Webster then used to commute between his home at Kenilworth and his workplace at Canley – amongst other things.

Given the experimental commission number X767 and registered as LVC 151F, it was completed in January 1968 with most of the work done by Ray Henderson (remember him from the pic of the Le Mans pits a couple of months ago?). The engine was as used in the Le Mans Spitfires (see next month) with twin dual-choke Webbers, the back axle was a T2000 rehash, possibly with LSD, but most of the car was rally prepared 1300FWD using a Pony gearbox arrangement.

The results were encouraging to say the least and much fun was had around the back lanes of Warwickshire before the car was entered into its first rallycross event just before Christmas 1968 where it logged best time in the heats but an engine problem prevented it starting the race.



The only Triumph 4x4 saloon car was highly modified for the BBC televised Rallycross programme.

The rallycross events were specifically run for Saturday afternoon viewing on Grandstand (I can remember watching the Minis walking over everyone on tight, muddy tracks – can you ?) and after the first event the BL Competitions Department at Abingdon did a bit of body alteration and weight reduction such that Brian Culcheth won the next two events at Lydden Hill and Croft before snapping a gear lever on the third to prevent him gaining a hat trick.



Even 4-wd doesn't work when the wheels are all off the ground. This is Brian Culcheth winning in the 4 x 4 1300 at a Rallycross meeting at Lydden Hill in early 1969.

The car's final run was at High Eggborough when, running in first place, the LH front suspension arm snapped causing the wheel to not do what was required and the car rolled badly, destroying itself but, luckily, it did not destroy Culcheth who emerged unscathed.

And that was it. The end of the 4x4 rallycross car and, since everything had now been handed over to British Leyland ownership, the end of any Triumph ideas to possibly pursue a 4x4 route for a road car. Shame !



This is what happens when one of your front wheels wants to go in a different direction to that in which you are travelling (see first photo). Brian emerged unscathed but it must have been a close thing.

Peter Robinson © Peter Robinson 2026



Thought for the Month

By Rupert Klaiber

The whole problem with the world is that fools and fanatics are so certain of themselves, and wiser people so full of doubts.

Bertrand Russell

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CROOKED SPIRE CLASSIC



TALLY HO RUN 2026

Held every 2 years, this 1 day tour covering around 100 miles is to raise money for Weston Park Hospital, Sheffield's Cancer Charity, somewhere quite a few of us in the Notts Derby Area have spent far too much time in recent years.

A new start venue this year was Welbeck Abbey near Worksop and the onsite Welbeck Abbey Brewery was also our finishing point.

These are always well organised events, Tony being the main contact and Noel coming up with the routes, something which he does very well as he manages to generally not use the same road twice and after 19 years of this event and then the annual Fathers Day Tour is some achievement.

To help with distance accuracy, for the last couple of years we have used an app called Rally Trip which records both the interim and total distances, much more reliable than the car, as the mileage can run out quite a bit, my car over reads by about 8%, useful for speed as I am always

going slower than I think, but not great for distance on events like these.

We met at Welbeck Abbey for tea, coffee and bacon or sausage sandwiches, Lynn navigating for me in memory of Keith who in the past would have been there with his Stag. We met up with Ian and Lesley who like us are regular participants. There were a couple of other Stags there making the numbers up in what was a very broad cross section of cars.

After a brief but detailed drivers' meeting and a couple of notes made in the route book, we were car number 3 to leave, Ian and Lesley behind in number 4, 65 cars entered in total.

We first headed through Clumber Park on the 2 mile long Lime Avenue, past the 'nodding donkey', a remaining feature of the Nottingham WW2 oil wells, through Gamston, East Drayton and over the Toll Bridge at Dunham which only cost 50p and into Lincolnshire.

Heading to Torksey Lock, the route book had a note warning of severe bumps and potholes in spite of the fact it had being resurfaced! I suppose they couldn't make it too good or the other roads would look bad.

After 44.3 miles we arrived at the Bomber Command Centre on the outskirts of Lincoln, a place I have visited before and will go back to.

There are some very good hologram servicemen and women talking about their experiences and lot of other exhibits to look at. The pathway up to the memorial with all the Bomber Command names is called the ribbon of Remembrance and talking to one of the guides last time we were there, purely by chance, it wasn't designed like it, if you follow the path South and continue in a straight line you end up at the Brandenburg Gate in Berlin. This was pointed out to him by a German visitor.



They also have a good café and serve very good cake!
After lunch we headed back out on to the road, through Branston and past the remains of RAF Coleby Grange, a fighter airfield and last used during the Cold War was for Thor missiles.

From here past Stapleford Woods and on to Newark, through Kelham and Eakring, which is built above the Nottingham Oil Field, which was so important during WW". One of Tony's notes says it is claimed the fuel produced here was of such high octane, it supposedly allowed Allied fighters to be much faster than the Luftwaffe.

It was around here that the weather changed and we suddenly had very heavy rain, so pulled up under the nearest tree to put the hood up, could I get the left front locking handle to locate? No, I was soaked. A couple of other cars past us, still with roof down, but the rain got heavier and a mile up the road, they had also stopped. One in particular would have been much wetter than us, he was in an MGA and had to assemble the hood frame before he could put the hood over it.

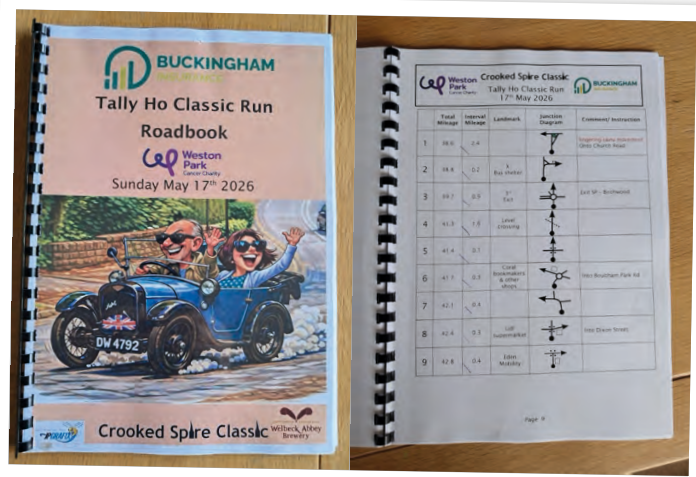
We continued on back to the Welbeck Abbey Brewery, the rain having stopped, where we had cream teas and were given a complimentary bottle of beer, the raffle was drawn. Just as we were leaving the heavy rain started again and was like it all the way home!

As always this is a very good day out, well organised, another excellent route. A total of £5100 was raised for the Weston Park Cancer Charity.

For those who have never done these events, they are great fun, very friendly, with a very varied collection of cars and it isn't as daunting as it looks (not always, as we have found out on numerous occasions). It's also a great change from parking up at a show all day as well as discovering new parts of the country, including new roads in an area I thought I knew very well.

For me, trust the app, not the car and it reduces mistakes hugely.

Andrew Bradbury



OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

BEDFORDSHIRE & NORTHANTS

Co-ordinator Roger Kennedy **Mobile: 07816 271237**

Email: rogkennedy44@aol.com

Deputy Co-ordinator Kenneth Symmonds **07305361682**

Email: bedsnorthants@stag.org.uk

Deputy Co-ordinator Guy Foster **07774 688994**

Email: bedsnorthants@stag.org.uk

Natter and Noggin...

Sorry I could not make the May N&N as it clashed with a National committee meeting

Events and car shows

Shuttleworth Wings and Wheels this was another new event put on by Shuttleworth and although club members were offered a discount entry only four members attended. Pete and Cheryl without poppy, Stephen and Erica, Guy in the Stags and Mo and I but in our eurobus parked up in the public car park. The Car clubs were given a special parking spot on the grass in front of the Hangers and right in front of the Aircraft parking giving the best location for

viewing the air display. Also Shuttleworth put on a display of all their vintage cars and motorcycles driving past proving that the museum is not just static exhibits but fully working along with all the aircraft. The flying display was excellent but the sad news came when arriving home that in the evening flying display the vintage triplane crashed into the trees but the pilot was OK and was sent home after a checkup at the hospital.

Oakley Another midweek evening show attracting a full range of classic and modern cars on display on the football pitch. This show is attracting more Stag members attending each month.

Stoney Stratford This show has become a popular attendance for Beds and Northants members with 8 stags on show in the streets and car parks around the town.

Stag National Weekend Shuttleworth full report will be in the August Magazine

Kimbolton Country Fayre and Classic Car Show **Kimbolton Castle**

I have booked a club stand again for this local show which I know a lot of you like to attend

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

What's App Group

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

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

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

- ✔ 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 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

BEDFORDSHIRE AREA WEBPAGE

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

NORFOLK

Co-ordinator Kevin Mellor **Mobile:** 07957 790764
Deputy Co-ordinator Chris Liles **07885 253525**
Deputy Co-ordinator Peter & Jean O'Neill 07917 431285
Email: norfolk@stag.org.uk

June N&N Despite holidays & sickness, 32 of us welcomed new member Mick Simmons from near Munford with his newly acquired, gorgeous yellow auto Stag. The more technically-minded of you out there will know about SOCTFL's ongoing issues with re-manufacturing brand new Stag cylinder heads. Reputedly there were 5 pairs produced & machined before (political/business) problems began emerging. Well, Mick has one of those rare pairs on his car – so they do exist!

Steve & Debbie Rawding could not make it along but told us are over the Moon with Tom & Chrissy's Stag which they bought recently. Tom & Chrissy have agreed to our insistence that they remain SOC members though. Our meetings would not be the same without Chrissy's smiling face & Tom's 'quirky' humour!

I advised everyone that Terry, Colleen & Colin enjoyed Skeyton & interestingly Colin also reported favourably about Arminghall which perhaps we need to consider more. Martin & Monica found there were many stalls at Thurton Autojumble & per Alan, Doreen, Ian & Nancy there were 8 Stags at Sandringham. Further afield, Ian & Nancy also attended the Triumph Picnic at Stratford plus Ray & Aubrey were impressed by the 54 Stags at Stag Empire's modified meet in London. Later, via our WhatsApp group (to join just contact me) James & Sue Ross advised Black Barn Farm at Salhouse held a great event for around 85 classics, with picnic & music.

My publicly outlining the above plus our extensive plans for events this year & next, prompted a comment from Andrew. He kindly said that having been a member of numerous classic car clubs over the years, Norfolk SOC's level of communication was second to none & that as a club we were head & shoulders above the rest. Obviously that was wonderful to hear & Andrew was astounded to get a round of applause from the whole room!

Chris & Charles have continued to work with local crafts business owner, Alan Rudling who is now offering us watercolour-style 'paintings' using a photo of your Stag inserted into an AI-generated Broads or sea-scape background, supplied ready for framing, all for £15 including p&p. If you want to know more or order, see the Brochure & Order Form attachments to my local email Newsletter 3/6/2026. Or, contact Alan direct via cloud7obsession@gmail.com

East Anglia Transport Museum A lovely top-down cruising day saw us all at our gorgeous assembly/breakfast venue The Coach House then on route to the East Anglia Transport Museum - next door! (both in Carlton Colville near Lowestoft). For a video (thanks to Ray Noble) of our 7 Stags leaving for the Museum click below if you're viewing the interactive magazine.

We were made to feel very special with our own guided tour of the Museum site. Then we were left to explore individually & ride on all the trams, trolley-buses & a train – all free despite our reduced entrance fee. Browsing www.eatm.co.uk will give you a flavour for the wide range of interesting exhibits which make up this entertaining trip back through mechanical history.



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

HERTFORDSHIRE & N. LONDON

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

Since last month's news, my Stag has reached its 50th Birthday, (according to the build date on its Heritage Certificate!) I had planned to take a celebratory drive through the Buckinghamshire countryside, but unfortunately the weather on the day put paid to that! Still, driving your Stag on any day should be a pleasure, so there's always the next trip out to look forward to...

Our June meet at the Golden Eagle had a dozen of us enjoying good company although more rain meant we had no Stags in the car park. Great food was enjoyed as usual and I was fortunate to be able to share our success with the group on getting our 'Stags at The Stag' (at Mentmore) photo on the magazine front cover from our recent lunch destination on April's Drive It Day. I think it's a first for the area!

The Chiltern Hills Vintage Vehicle Rally in Weedon, Aylesbury was a May event I hadn't managed to attend in previous years, but always planned to and this year's event turned out to be well run and quite popular with lots of interesting and beautiful condition cars turning up. Having joined the queue of classic cars getting into the event, which raised the Stag's temperature somewhat(!), I joined the Beds area section on their club stand making a total of five Stags on display (see picture). The other event attended during the month was the ever popular Classics at the Villa, at Villa Scalabrini. Now in its 9th year, it draws larger crowds and more cars each time, as much for the Italian street food as for the classics on display. With the weather being fine and dry, a few of our area members attended with at least six Stags dotted around the field. As you'd expect from the location, Italian exotica was more than catered for with Ferraris, Maseratis, Lancias and Alfa Romeos all in prominent positions. But then we found Americana and of course many British models well represented too. All in, an excellent event.

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 our area WhatsApp group to get the latest updates on upcoming events, or simply to let us know you'll be joining us, so I can book a large enough table! (You do not have to eat at the meeting, just bring yourself!) See the diary below for what's coming up:

Peter Goodman

DIARY DATES

- ▼ Thursday 2nd July – H&NL monthly meet from 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)



7 Stags & a Merc SL 500 lined-up for an initial photo call. Then after the Museum closed the 5 remaining Stags were allowed to park across the tracks for a special line-up photo in front of some of the 'period' buildings. There was also an 8th Stag on site today owned by one of the Museum volunteers.

Most of us then visited the Swan Motel at Gillingham for a carvery & chatty end to a sociably entertaining & interesting day & Jan & I were thanked for organising it. It was especially pleasing to see 24 members plus 4 grandchildren. The youngsters had a great time playing together & riding trams etc, which is excellent since their generation will be critical to our club's long-term survival.

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/>



- ✔ Saturday/Sunday 4th/5th July – SOC National Weekend, Shuttleworth Collection, Old Warden Aerodrome, Biggleswade. SG18 9DT. Same location as last year's brilliant event. Not to be missed!
- ✔ Sunday 12th July – Stag Empire Windsor Cruise. 9:30 meet at SkyEx Stadium, Hayes then at 10:30 cruise to Runnymede Pleasure Grounds for lunch and social.
- ✔ Wednesday 22nd July – Classics on The Common, Harpenden. AL5 2JF. Biggest midweek classic car meet in the country! See website for entry details.
- ✔ Thursday 6th August – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 3rd September – H&NL monthly meet from 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)
- ✔ Thursday 1st October – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

ESSEX

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

May was the Little Baddow Open gardens which was well supported with around 10 Stags. Sun was shining and cake and tea was had by most in order to raise charity funds.

Last month was our Summer Picnic run kindly organised by Denis, report to follow. National Day this month and a great venue and hope those of you who went enjoyed it.

Next month we have the Jaguar Drivers Club Classic Car Show which at the time of writing this is well supported. Different venue after all these years so will be interesting, report to follow.

Ricky and Maggie have kindly come forward to host the Summer BBQ, which will be on the 23rd August, details to follow, thanking you both.

Chris has advised that all is in hand with the Long weekend with good support. Thank you Chris

Maldon Classic car show has been announced to be

for the 13th September and if you book online <https://maldoncarshow.co.uk/>, please let me know to ensure parking area.

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

yell 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

- ✔ July 2nd – Club night, Old Windmill
- ✔ July 4th to 5th - National Day
- ✔ July 26th - London to Southend Classic Car Run
- ✔ August 2nd - William De Ferrers School (Previously Hyde Hall)
- ✔ August 6th – Club night, Old Windmill
- ✔ August 23rd - Area BBQ
- ✔ September 3rd – Club night, Old Windmill
- ✔ September 4th - 7th - Long Weekend
- ✔ September 13th – Maldon Classic car Show

SUFFOLK & N.ESSEX

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

May is the start of our busy run of events for the summer months. Following on from The Ipswich to Felixstowe run and a very well attended N&N we had two further outings:

The first to Kelvedon Hall and gardens.

This had been some time in the planning as we got the invite at last year's drive it day. Peter made all the arrangements. We met at Hatfield Peverel to head off for



what should have been a short drive to the hall. I managed to get lost so arrived last to complete a row of 11 Stags and Ian's TR8, creating an impressive display of Triumphs in front of the imposing Hall. We were met by the owner Katy Channon and were treated to tea and biscuits in the entrance hall. We were given a brief history of the hall and its surroundings along with a tour which was very interesting. Then out to the gardens, grounds and swimming pool but it was a bit chilly for a dip. We then assembled in the main hall again for more tea and we thanked Katy for the invitation and assembled for a photo before departing to the coast for a meal. We had a great day thanks to Peter for arranging this excellent trip out .



The second trip was to the East Anglian Railway Museum

We met up in what is becoming a favourite meeting place near Colchester for the short run to the railway museum, passing under the impressive viaduct on the way. Once on site and with a bit of shuffling we once again made an impressive display and thankfully had space to get our first use of the new gazebo on what was a blisteringly hot day. The display looked wrong somehow and then we realised that Mick wasn't there with his bonnet up so it was bonnets up for a photo. I think we all had a great day with cars, trains, ice cream and most importantly good company followed by a lovely drive home.

June's N&N

The weather took a turn for the worst so we agreed to postpone the Shine and Show to the July N&N

Next week we are off on Ray's Drive out which is always a good one but more on this next time.

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

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

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

DIARY DATES

- ✔ 1st July N&N The George. Hintlesham IP8 3NH (Shine & Show)
- ✔ 4th July SOC National weekend
- ✔ 12th July Culford Classic Car show (pre booked only)
- ✔ 2nd August Helmingham Hall (pre booked only)
- ✔ 5th August N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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

CAMBRIDGESHIRE

Co-ordinator Chris Grove Mob: 07950 022200

Email: chris.grove.stag@gmail.com

Deputy Co-ordinator Sue Cheffins

Deputy Co-ordinator Ivan Higgins

Email: ivan_1961@hotmail.co.uk

As we approach the midway point in our 2026 Stag year we must thank the Met Office for providing the good weather to date. Not a drop of rain at any of our events.

Our May event on Saturday 30th was the Cambridgeshire County Show, held at the county ground Abbots Ripton. The new county show, now in its third

consecutive year has improved every year. What a fabulous show the Young Farmers Association provided for us all. The entertainment was substantially improved upon previous years and offered something for everybody.

Upon arrival we swiftly erected our Gazebo for the nine Stags, one Triumph Spitfire and one Jaguar XKR. The Jaguar arrived due to a poorly Stag left in the garage. Twenty members and partners were present plus two well behaved dogs. We had a hot and sunny day and so we were all grateful for the shade created by the Gazebo. There were tractors and farming machinery in abundance, plus classic cars and every sort of stall imaginable. Also, livestock, ring events and we were even treated to an aeronautics display by a Tiger Moth aircraft.

It was good to welcome new members, Ian and Helen Rogers to the group and also chatting to a fellow Stag owner who was wanting advice for repairing his Stag before actually coming to future Stag club meetings.

All in all, we enjoyed our day and the show gets bigger and bigger.

I am sure that many members were looking forward to the event at Southwold Lake Classic Car Show on the 26th July. However, I am very disappointed to advise that the Organisers have had to cancel the show. Apparently, Local Authority red tape and excessive insurance demands made the show no longer viable.

Our July event will now be the Kimbolton Country Fayre & Classic Car Show on Sunday 19th July. This is an impressive day out with over 1,000 classic cars



(the biggest display in the East of England), Viking re-enactment, Country Craft Village, Animal Acts, Live Bands, Wildlife Corner, Stalls & Exhibitors, Food & Beverage outlets and Battle of Britain Flypast.

You will need to purchase your tickets on their website from "Ticketsource." Early Bird tickets are now available with no booking fee.

I look forward to seeing you all at our future events.
Chris

DIARY DATES

- ✔ Saturday 4th & Sunday 5th July SOC National Day, Shuttleworth Collection, Biggleswade
- ✔ Sunday 19th July Kimbolton Country Fayre & Classic Car Show, Kimbolton
- ✔ Sunday 23rd August Bottisham Airfield & Museum, Bottisham, Cambridge

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OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

James Scott scottysxr@gmail.com

Mob: 07970 206829

NOTTS/DERBY

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

Email: gunnsat@gmail.com

Deputy Co-ordinator Andrew Bradbury: 07887 735833

Email: andrewjbradbury@aol.com

Area Breakfast Run 18/5/26

Having decided last year, we needed another event to enjoy driving our Stags and having access to a route already set out, I suggested a breakfast run with a 50-60 mile run afterwards. There was an excellent uptake of 7 Stags plus me and Rachael in our TR7.

We had a beautiful run into the Peak District starting with breakfast at Croots Farm Shop near Duffield before setting off fully from Denby Pottery Village finishing up at the small village of Eyam within the district of Derbyshire Dales.

Roll on 2026, we put another one into the calendar with breakfast and starting point at the same place with a different route, again into the Peak District but this time with a bit of history including a figure of 8 around the Newhaven and Monyash area.

This part of the route features a section that was planned to be used as UK's first road racing circuit. Back in 1955, Derbyshire Council backed a plan to close 12 miles of roads on the edge of the Peak District for a weekend of motor racing. However, before the private bill could be put before Parliament, the 1955 Le Mans tragedy occurred.



There was also a tragedy at the Dunrod circuit in Northern Ireland that killed two drivers. These two events quickly stopped the Derbyshire project in its tracks.

The A515 including the stretch between Newhaven and Tagg has a current 50mph speed limit in places, the 1950's racers may well have been travelling at over three times that speed in places between dry stone wall and a very narrow bridge.

We diverted off the route along the way to call into the famous cheese shop the village of Hartington for a short break. Unfortunately at this point Paul & Elaine's car decided it had had enough with a blown head gasket and had to be recovered home.

Once we knew they were in the system for recovery we set off for the 2nd half of the run finishing up at a garden centre in Darley Dale for a tea and a bun.

We had 10 cars on the run (9 Stags – ours included this time and a Maserati GT).

The forecast for the day looked grim but we managed

a superb day, dodging / following showers. A couple of us bravely kept the roof down and took the risk of getting wet (we did –but only a little bit).

Andrew decided to leave his roof down when we got to the garden centre and paid the price as the heavens opened. I was persuaded to put ours up, where it stayed for the rest of the day.

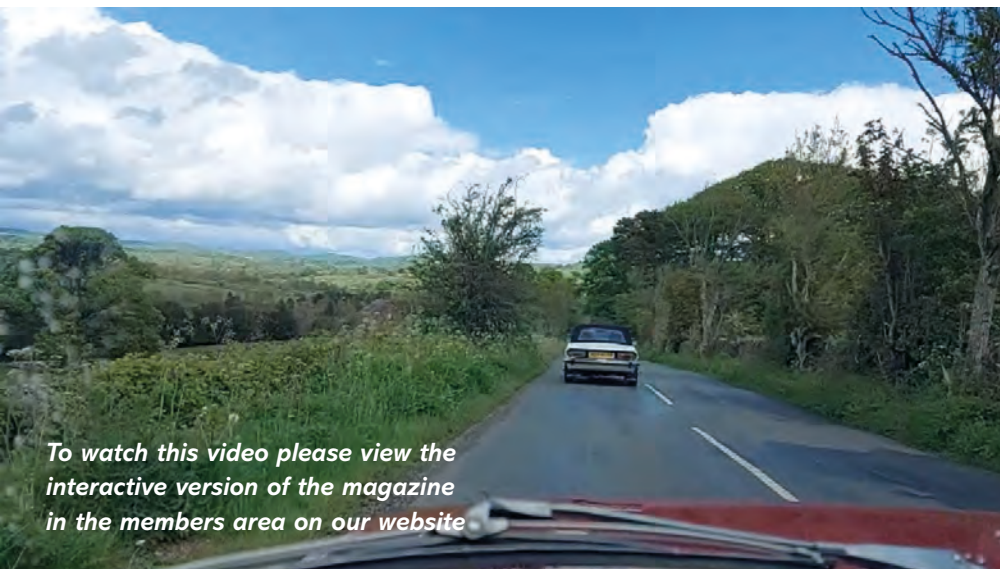
I must give thanks to the Alfa Romeo Owners Club for the use of their route plan

Phil

Triumph Picnic, Woodland Grange

What a lovely group of enthusiasts!

The pre-1940 Triumph Club held their annual rally & AGM at Woodland



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



Grange, Leamington Spa on Sunday 31st May. Not as many pre-1940's cars as usual but very friendly never the less.

This couple and their original prototype Gloria caught my attention - they were dressed for the part and the car managed to travel all of one mile to come to the picnic!

I went to the marque to post my voting slip for my favourite car (above for its originality) and they were just about to start the AGM. One lady who had come down from Scotland especially for the event invited me to sit with her (I bought a coffee from her earlier) and then someone offered me a glass of Prosecco. It would have been rude of me to refuse so I sat there sipping my glass, listening to their brief agenda and joining in with the applause for their hard working committee members!

It was a very pleasant sunny but cloudy Sunday picnic in a field full of various Triumph models with at least 30 stags; by far the most popular!

Nicky Fletcher

Rolleston Transport Festival.

I thought you might like these photos from Rolleston. I met up with my friend Tom and his wife about 8am on the A38 and we went into the show together. Tom comes from the Netherlands every year visits friends in Bedale, takes in the show then usually finds something else to do before returning home on Tuesday. So I got to know him 3 years ago when he was in one of his fantastic collection of classic Mercedes. At that time we had a black SLK so we talked about Mercedes and he told me about all his cars, he has American cars as well, and how he's had work done to make them good but retaining there originality. There



is a picture of the two cars together and then the other shows Tom 's beautiful MK1 2.8 XJ6 reflecting in the side on shot of our Stag and one of Tom and myself. It was a super show but rather warm

Paul Haigh .

New members

For anyone who has recently joined the Club or hasn't got round to attending a meeting or event, please be assured we would love to see you and you will be made very welcome. Please get in touch if you want anymore information.

WhatsApp Group

If anyone who hasn't already joined and wants to join our area WhatsApp group please get in touch with Andy Williams on 07917 876292. There are currently 35 of us in the group.

We meet on the first Wednesday of the month at 7.30pm at the Cooper Arms, The Green, Weston on Trent DE72 2BJ and members from all areas are welcome to join us.

Our next meeting is on Wednesday 5th August

Events and Shows for 2026

If anyone has any ideas for events, shows, road runs etc we can attend, please let us know, we need a few new places to try.

DIARY DATES

All dates could change, so please check with the organisers or Phil.

Booking is direct with the organisers where contact details are supplied

For a full list of events, please see Phil's monthly Smiley Faces list.

Any marked as TBC haven't been confirmed as exact dates and booking information aren't yet available or not or not confirmed.

- ✔ 5th July Stag Owners Club National Day, Shuttleworth Collection, Old Warden.
- ✔ 12th July BMC/BL Day British Motor Museum, Gaydon
- ✔ 26th July Derby Motorfest
- ✔ 25th – 26th July Silverstone Classic
- ✔ 26th July Ashover Classic Car Show
- ✔ 1st – 2nd August Hebden Bridge Vintage Weekend (Early booking essential for the event and accommodation) www.hebdenbridge-vintageweekend.org.uk
- ✔ 9th August Ilkeston Classic Car show
- ✔ 15th August Barlow Carnival info@barlowcarnival.co.uk
- ✔ 15th August Ibstock Country Show
- ✔ 29th August Gloucester Goes Retro
- ✔ 31st August Pershore Plum Festival
- ✔ 12th – 13th September Road, Rail and Ale, Statfold Railway near Tamworth
- ✔ 20th September Hinckley BID Classic Car Show

NOTTS / DERBY AREA WEBSITE

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

WORCESTERSHIRE

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

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

Our N&N at our new venue, The Crown and Sandys, went very well and was liked by everyone. Unfortunately the room is not available in June so we are having our N&N at The Hadley Bowling Green, Hadley Heath.

June saw our annual Bluebell walk at Christine and Tony's farm. We were all a little concerned because bluebells had been out for weeks, but we weren't able to bring the date forward. As it turned out they hung on in there just enough to give a gentle blue hue to the woods.

We finished with a lovely lunch which Christine and Tony had prepared for us. Thank you both for a lovely day.

At our June N&N, final arrangements were made for our runout on 14th June. Dave will email the route details to all those going and we handed birthday cards out to 3 lucky members.

We had a good discussion about future venues for our N&N's and we agreed that the Crown and Sandys at Ombersley was probably the best for our summer meetings, but The Hadley Bowling Green would be great for our winter breakfast meetings.

Paul Catterall, Area Coordinator

DIARY DATES

- ✦ 2 July - 8pm N&N, Crown and Sandys, Ombersley
- ✦ 4 July - Highnam Court
- ✦ 4 - 5 July - National Weekend, Old Warden
- ✦ 12 July - Apley Classic Motor Day
- ✦ 19 July - Classic Nostalgia, Shelsley Walsh
- ✦ 26 July - MacMillan Afternoon "Coffee and Cake"
- ✦ 6 August - 7pm N&N and Morris Dancing at The Fleece, Bretforton



- ✦ 14 - 16 Aug - Car Club Fest, Malvern
- ✦ 31 Aug - Pershore Plum Fayre
- ✦ 3 Sept - 8pm N&N, Crown and Sandys, Ombersley

WORCESTERSHIRE AREA WEBPAGE

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

WARWICKSHIRE / LEICESTERSHIRE

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

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

A pretty full schedule is taking shape as really get into the swing of things. One or two new things on the list too.

May has been reasonably busy with shows in Oakham (cold), Stratford (Hot) and Leamington (Goldilocks).

Anyway, lots to do to keep us quiet. Yeah right.

Stag wipers fixed. New brush set fitted which needed a bodge, sorry modification, as the ones in the supply chain don't fit properly. Spacers added to gain clearance for the brush to flex properly. Also, the park switch needed a good clean for it to engage the park power feed. Dirty contacts stopped it powering the park circuit brush. Sprayed the plunger with electrical contact cleaner, left overnight and carefully grabbed it, pulled it upwards and twisted until the contacts were cleaned.

No progress on GT6 and one heck of a scare on the 2K. Travelling home from a meeting and the steering felt a bit woolly. Checked in the morning to find the rubber column-to-shaft bush half an inch away from complete sheering off. Stupid design and Chris Witor is looking into getting Stag type shafts made with metal knuckles on both ends. Phew, that was close.

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

A reminder that we now have a WhatsApp group. Let Di know if you want to be included on that dragonsnap192@outlook.com

Tony and Di

DIARY DATES

WARWICKSHIRE - Every FIRST TUESDAY evening of the month, from 6:30pm, unless otherwise advised below. -

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.

July

- ✔ Saturday/Sunday 4th/5th July – National Day at Shuttleworth
- ✔ Sunday 12th – Brinklow Festival – let Tony know
- ✔ Sunday 12th – British Motor Museum BMC/Leyland Day – let Tony know.
- ✔ Sunday 19th – VACANT at the moment
- ✔ Fri-Sun 24th-26th – Silverstone Classic – book direct.

August

- ✔ Sunday 9th – Fairfield Steam Railway and Boat Charity Event – book direct but let Tony know.
- ✔ Sunday 16th – Ibstock Country Fair – Let Paul Smart know.
- ✔ Saturday 22nd – Gloucester Goes Retro – Book Direct – let Tony know.
- ✔ Monday 24th Pershore Plum Festival – Book via Tony.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

SOUTH BIRMINGHAM

Co-ordinator James Scott **Mobile:** 07970 206829
scottygsxr@gmail.com

Deputy Co-ordinator Noel Sargent: 07515 994711
Email: nksar@btinternet.com

Noel's Notebook
Quite a few of our group occupied with matters other than their stags and car shows. Holidays and family commitments resulted in only 6 members and 5 partners attending. Nonetheless they all enjoyed a pleasant evening.

Gary and Jane and Paul and Lesley attended the Standard Triumph Picnic Woodland Grange, Leamington Spa, on 31st May thoroughly enjoyed the day, helped by dry weather and sunny spells. A large selection of Triumph models from the 1920s to the 1980s were on display providing an interesting insight to the history of the Triumph marque over the years.

Noel Sargent.

Website home page:

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

DIARY DATES

July

- ✔ 4 Bike Bonanza Shelsley Walsh, WR6 6RP
- ✔ 4 Hanbury Show Park Hall Farm, Hanbury
- ✔ 4 Family Day Highnam Court, Gloucs
- ✔ 8 Wheels on Wednesday Churchurchfields Farm, Droitwich, WR9 OAH
- ✔ 11 Ombersley Car Show Ombersley Memorial Hall, WR9 ODY
- ✔ 12 Apley Classic Motor Day Apley Farm Shop, TF11 9ED
- ✔ 18/19 Classic Nostalgia Shelsley Walsh, WR6 6RP
- ✔ 22 Wheels on Wednesday Avoncroft Museum, Bromsgrove, B60 4JR
- ✔ 23 Cars in the Valley Shelsley Walsh, WR6 6RP
- ✔ 27 Bowling Green Classic Cars Droitwich Rugby Club, Hanbury Road WR9 7DU

August

- ✔ 2 Trimpley Vintage Rally Bite Farm, Trimpley, DY12 1NU
- ✔ 8/9 Championship Challenge Shelsley Walsh, WR6 6RP
- ✔ 9 Classic Motor Show Clungunford Village Green, SY7 OPP
- ✔ 16 Classic Car & Craft Fair Cuan Wildlife Rescue, Much Wenlock, TF13 6DD
- ✔ 19 Wheels on Wednesday Avoncroft Museum, Bromsgrove, B60 4JR
- ✔ 20 Cars in the Valley Shelsley Walsh, WR6 6RP
- ✔ 22 Food & Fuel Shelsley Walsh, WR6 6RP
- ✔ 31 Pershore Plum Festival Pershore
- ✔ 31 Bowling Green Classic Cars Droitwich Rugby Club Hanbury Rd, Droitwich WR9 7DU

SOUTH BIRMINGHAM AREA WEBPAGE

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

SHROPSHIRE & SOUTH STAFFORDSHIRE

Co-ordinator Carol Tyler-Morris

Email: sandss@stag.org.uk

Deputy Co-ordinator Steven Ellison: 07710 642963

Email: steven.elison@icloud.com

We meet at The Edgmond Lion at Edgmond Shropshire at 7pm on the second Tuesday of the month for N&N and a meal.

Best Wishes

Carol

Shropshire and South Staffordshire Stag Group

OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

NORTHUMBRIA

Co-ordinator

Roland Tate

Email: rolandtatecf@gmail.com

Deputy Co-ordinator

Brian George

Email: brian.george123@btinternet.com

Our Club drive on 17 May took us in a steady convoy from the Ridley Arms in Stannington to Grade I listed 17th century Netherwitton Hall, home of the Trevelyan family since 1778 and never before visited by classic cars, where we were privileged to line up 16 Triumphs behind member Kevin & Christine's 1968 Morris 1000 on the lawn in front of the House. We welcomed Steve B on his first club drive; and technical problems sorted, also Dominic in his pimento Stag and hope you both enjoyed the day; tea, served from a huge country house teapot, and warm homemade scones were taken on the terrace and much good humoured chat was had. Our host John Trevelyan gave us an interesting

talk about the history of the 5,000 acre Netherwitton estate; visited for one night by troops of Oliver Cromwell's army during the English Civil War resulting in £95 5s 6d in compensation for damage; and a century later after Culloden the Jacobite leader hid here in a priest hole. Drone photos were circulated to all present and a framed copy of the best high resolution drone shot was subsequently presented to owner John Trevelyan. We were delighted to make a donation of £225 to The Roost, John's chosen local registered charity supporting young adults in Northumberland.

Following last year's poll, in which we asked members for their preferred destinations for an extended Club trip, a group of Northumbria and Durham & Cleveland members (David K, Peter & Debbie, Jo & Karen and Roland) joined 9 Stags from West Yorkshire Area on 18 May for a few nights in Northern Ireland. This is covered by West Yorkshire Area but special thanks to David & Elaine Martin and the wonderful West Yorks team for their company and for organising the hotel and drives. The Giant's Causeway in particular will always be remembered by those who decided not to take the courtesy bus and after all the



fun dinners we have been inspired to have a quiz night – watch this space! And we look forward to joining with West Yorkshire members in August at the private Croxdale Hall estate.

The month was rounded off on 7 June by a Club drive with the TR Register taking in two historic properties and was well-attended by 42 people and 28 classics. At our RV at the Path Head Watermill it was evident that two of our regular members had been surreptitiously splashing the cash. Mansel left his Stag at home enabling him to present his new blue convertible TR7 first registered in 1979, exported to the US and reimported in 1983 (hence the unexpected Y reg); whilst Les & Kamil separately drove the magenta Stag AND their new 1992 red Sebring Austin Healey 3000 replica (with Rover 3.5 V8). These together with two Spitfires and a Mk2 2000 allowed our members to flaunt their Triumph model diversity. We welcomed back Trevor & Andrea after their major engine & gearbox removal and refurbishment. Our orders for bacon sandwiches overwhelmed the volunteer ladies in the watermill café but it was good for their business and we were able to delay our arrival at 19th century Hill House in Haydon Bridge where we were welcomed by owners John & Mary Milford. The sun shone, kettles were boiled and John gave us a history of their rare surviving Border castle (a fortified farmhouse built to protect farming families from Border Reiver raids); previously home to a disgraced chief of police who stole a fire engine during WWII, then home to a British Army General. The main interest for members and their families was the double walled garden with box hedges, aquilegia, lupins and an enchanting orchard with wild flowers; John's chosen charity was the National Garden Scheme to which we were delighted to donate £374. The NGS distributes donations to nursing and health charities such as Macmillan Cancer Support, Marie Curie and Parkinson's UK.



We look forward to meeting Lorraine & John Holliday and other North Yorkshire members at our special event in September. And we are working towards a joint Dales trip next year!

We have kindly been given timed access to a powered ramp in a workshop in Backworth; this allows members to get underneath their cars to inspect and/or carry out their own maintenance. If you missed the email or would like to put your car on the ramp contact Brian or me in the first

instance to book a slot.

Finally welcome to new member Chris Potts – we look forward to seeing you soon!

DIARY DATES

- ✦ 5 July – Triumph Cars display on Tynemouth Headland – charity fundraiser
- ✦ 18 July - special N&N parking on the lawn of a Grand Home in Gateshead courtesy of one of our very hospitable members!
- ✦ Aug TBC - drive to Rothbury garage then to Beadnell for N&N coffee & cake
- ✦ 23 August - Flagship event - drive to Tudor Grade I listed private country mansion in same family ownership since 1402 making this one of the longest held estates in England. Tour by owner
- ✦ 13 Sept - Flagship event – drive to private Grade II listed Georgian mansion in manicured grounds – home to the Mayor of Newcastle in the 18th century. Meet owner - short talk
Roland & Brian

WEST YORKSHIRE

Co-ordinator Wayne Day **Mobile:** 0784 6628076
Email: westyorkshire@stag.org.uk
Deputy Co-ordinator Dave Martin: 07880 367737
Email: dm1812@sky.com

Due to some of the group planning on a road trip this month I and some of our group missed out on what I understand to be a new car venue for the group, Duncombe Park Charity Clay Day near Helmsley in North Yorks. As reported by Dawn Bowles this was a great show with plenty of things to entertain everyone throughout the day.

Thoresby Park, a show we look forward to attending was a washout due to the weather, that only leaves a true classic event that we have been going to for what must be 10 years now, Thornton le Dale with the judging panel being the guy's from Bangers for Cash, alas this seemed to be a bit of a rush as we had just arrived home from our road trip the evening before, so we had a limited attendance there.

It's May time again and that means one thing here in West Yorks Area, what started in 2017 with a trip to Dinant in Belgium hoisted by Graham Falshaw and Ceilia Hewitt. I then took the mantle to organise the following 2 trips to Holland, 2 trips to Germany 1 failed attempt due to the Covid outbreak to France. This year as we decided to visit Ayrshire and Dumfries then head over to Northern Ireland and with David and Elaine Martin doing the organising. With most of the cars meeting up as the norm at Ferrybridge Services then head up towards Scotch Corner to meet Maynard and Jennifer at Mainsgill farm shop and stop for a coffee and comfort stop, refreshed



we then headed to Ernsapie House Hotel via the Nook farm shop for our 2nd rest of the day.

We arrived that evening with time to shower and change for that night dinner. That night is when we met our fellow travellers from around the Cleveland area Karen & Joe Bainton along with Peter and Debbie Dodds and Northumberland area's along with Roland Tate heading that group and his friend Dave King, we welcomed them and discussed our plans depending on the weather over the next few days. We planned to visit Thrieve gardens and nature reserve, Culzean Castle and Bainloch Deerpark, the latter being our one and only casualty of the holiday, as when our dear friend Jack tried to start his car, we found that the wires inside his distributor had broken. This was only a mild hindrance as we always carry a spare and within 20 mins, we were on our way again, onto our next sight to see as we managed to tick all the boxes on our itinerary list for the time in Scotland, we then after breakfast on the Monday morning headed for the ferry at Cairnryan the crossing only taking 1 ½ hours and it being a smooth crossing with no one feeling ill, no sooner

had we left and a coffee later we seemed to arrive once safely off the ferry we headed for Glenarm Castle for a walk around the castle and grounds before heading to the Rosspark hotel near Ballymena for a pint of well needed Guinness of which I can report does taste different more creamer than the bitter taste you get in the UK. Over the next few days, we visited The Giant's Causeway and the nearby Carrick-a-Rede rope bridge, which seemed to be very popular with plenty of tourists from all over the world milling around taking photos. As one of the days they gave out rain for most of the day some of our group headed to the Titanic Museum in Belfast, unbeknown to us that just happened to be the day King Charles and Camilla was also visiting so was very busy. While others decided to visit Ulster Folk Park Museum. The other days we visited Mount Stewart house and Gardens on another day we took a riverboat cruise to The Wild Duck at Portglenone from Toomebridge for lunch then one-and-a-half-hour cruise back. After spending six days in Northan Ireland the Sunday morning we headed for the ferry back to Cairnryan from Larne and as before nice and smooth, just like a millpond once back on dry land we said our goodbyes as some of the group decided to stay on in Scotland for a few more days. As with most of our road trips the journey to Scotland was done without using any Motorways which always makes for a more scenic drive.



NORTH YORKSHIRE

Co-ordinator Andy Maughan: Mobile: 07762 543920

Email: asmaughan@ntlworld.com

Deputy Co-ordinator Andy Mathers: 07783 625544

Email: andrew.mathers@tiscali.co.uk

We are now nearly half way through the year and the weather is it's usual fickle self. Nevertheless, John and I have still managed to get out and about, and have enjoyed some lovely excursions around the Yorkshire Dales, planning future events.

We have a short mid-week picnic run organised for Wednesday 15th July, meeting at Tates Garden Centre,



Ripon from 10am where refreshments are available from the café. There will be a short stop at Thorpe Perrow for further refreshments and loos before stopping at The Holme (next to the recreation field) in Masham for the picnic. There is then the option to continue on to Druids Temple at Ilton (4.5 miles from Masham) which is an interesting folly with some spectacular views over Leighton Reservoir. This will be an informal gathering to meet new members and a good excuse to socialize and get to know each other.

Our next tulip run is the 6 Dales Run, Saturday 8th August, meeting at 10am and aiming to set off at 11am. This is a 64 mile round trip, starting and finishing at Tennants Auctioneers café, Leyburn. We have used this venue on a previous run and it proved to be an excellent meeting place, with a fantastic café and acres of parking. We will be stopping at the Buck Inn, Buckden for lunch, refreshments and loos. Again, as the name suggests, we will be enjoying some of the most scenic countryside North Yorkshire has to offer. Another opportunity to meet up with other members and have a great day out.

Details of these events will be sent to you all via email and the WhatsApp group and we hope to welcome as many members as possible.

After making contact with our neighbours in Northumbria, we have kindly been invited to join in 2 of their flagship events:

23rd August drive to Croxdale Hall, a Tudor Grade 1 listed private country mansion with a tour by the owner.

13th September drive to Lemmington Hall, near Alnwick, a private Grade II listed Georgian mansion, home to Mayor of Newcastle.

This would be a great opportunity to meet some members of our neighbouring clubs and go a little further afield.

John would like to say a big thank you to Rob Squire and John Bricklebank for helping to get his Stag fettled after some tricky carburettor issues. Rob came over to Leyburn twice from York and did a fine job, stripping, repairing, re-building and balancing the carburettors. John Bricklebank had a spare carburettor in his garage and was more than happy to let Rob take the parts he

needed for the repair. By attending the monthly meetings, runs and events, we have met like-minded people with a vast pool of knowledge. Many come from an engineering background and have owned Triumph Stags for years. There's always someone who either knows how to help with your Stag issues, or who knows someone who can. This really goes to show the benefits of being an SOC member. Come along and join us for our monthly Sunday Lunch meetings and find out how beneficial this can be.

DIARY DATES

- ✔ Sunday Lunch meetings – 5th July, 2nd August, 6th September, 4th September – The Watermill Bar & Grill, Carlton Miniott, YO7 4NJ
- ✔ 15th July 10am – Picnic run – meeting at Tates Garden Centre, Larkhill Nurseries, Studley Road, Ripon, HG4 2QR
- ✔ Sunday 19th July – Historic Vehicle Rally, Newby Hall, Ripon, HG4 5AE
- ✔ Sunday 26th July – Ripon Old Cars (West Yorkshire SOC stand) – Ripon Race Course, HG4 1UG
- ✔ Saturday 1st August – Hebden Bridge Vintage Weekend – Calder Holmes Park, Hebden Bridge, HX7 6JE
- ✔ Saturday 8th August 10am – NYSOC 6 Dales Run – Tennants Auctioneers Café, Harmby Road, Leyburn, DL8 5SG
- ✔ Sunday 13th September – Hunton Steam Gathering – Bedale Road, Hunton, DL8 1QF

CLEVELAND & CO DURHAM

Co-ordinator Mike Reeve **Mobile:** 07812 842218
Email: michaelreeve121@btinternet.com
Deputy Co-ordinator Brian Armstrong: 07402 387171
Email: mgtsuk@gmail.com

We were at shows on both Saturday and Sunday of Spring Bank Holiday weekend, the weather being very hot and sunny for both days. We had seventeen Triumphs (SOC & TSSC) meeting up in Durham

City to make the short journey to Ushaw House. It was impossible to keep everybody together, so we did end up with us parked in three separate groups. It didn't spoil the day with everyone enjoying the show and staying right until the end. The following day took us through Bilsdale to Thornton le Dale for their Sports Association Classic Car Show. Despite a cool start to the day, it turned out to be even warmer than Ushaw the day before. As usual Derek presented the prizes in the afternoon before we headed for home.

For our May meeting we had a change in that instead of a Friday evening we had a drive out on the Sunday for lunch. Five stags and two others met at Strikes, Stokesley for coffee before gathering in the car park and setting off together for the Lion Inn at Blakey Ridge. It was a lovely drive through glorious sunshine and spectacular scenery, including an ascent of the very steep Rosedale Chimney Bank. Blakey Ridge is quite high up, so it was somewhat cooler with quite a breeze blowing when we got there. There was a large table waiting for us to sit together at for lunch, which all enjoyed. After photos back to Hutton le Hole hoping for ice cream, but what a pity we were too late, all having closed for the day. So, time for farewells and the journey home after another fabulous day out, that's what I thought anyway.

First Sunday in June and we were at West Hartlepool Rugby Club for the NECPWA show run by Gerry Harper and his team. We had a modest turnout of five stags for the day. With a good variety of cars present and the clubhouse open all day with bar and catering facilities I think all went away happy after another good day.

Mike & Brian

DIARY DATES

☛ Sunday July 19th Newby Hall Rally, book at necpwa.org

LINCOLNSHIRE / HUMBERSIDE

Co-ordinator Ian Butler *Mobile: 07849 141700*

Email: ianbutler@kingsmeaddesign.com

Deputy Co-ordinator Paul Skepper: *07443 515122*

Email: paulskepper@talktalk.net

A good catch-up meeting was held at the Ferry Boat on Tuesday 26 May. There was a total of 11 Stagsters in attendance, including Paul and myself, with 3 Stags making an appearance on what was a warm evening in the Beer Garden.

Dave and Deb Mole attended. Dave has a Topaz Stag and informed that he had previously been Co-ordinator for the Lincolnshire Area for 10 years.

Keith Langdale had before the meeting enquired if partners were could also attend these meetings. of course, these area catch-up meetings are informal and all-inclusive. It was good to see Keith at the Meeting with his wife Karen.

ONE FOR THE DIARY; Sunday 26 July 2026 (TBC)

Paul Skepper has progressed details for a visit to the International Bomber Command Centre (IBCC). This is a great venue with lots of interest. There is a very good food offer at competitive prices.

We are finalising numbers and interest so that we can get back to IBCC.As

the opening time is 10.00am on Sundays to the General Public, we will need to

have cars in place by 9.30am at the latest.

POTENTIAL OUTING - Paul Skepper has also found a great venue at the Walled Garden, Baumber. This is would be a breakfast meeting opportunity so coffee and bacon baps in the Tearoom on a Sunday Morning (no venue hire fee).

Again, we need to firm a date for this and feedback on numbers/interest still being gathered.

Alternative venues for the monthly group meetings and suggestions are welcome in order to even out travelling distances, as long as we don't have to pay for the hire of a room .

NEXT GROUP CATCH-UP MEETING - TUESDAY 30 June 2026 AT 7.00pm.

The Ferry Boat PH, High Street, Washingborough, Lincoln LN4 1AZ

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.

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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

Co-ordinator Nick Rowland **Mobile: 07736 809013**

Email: manchester@stag.org.uk

Deputy Co-ordinator Paul and Polly Booker: 07703 858150

Six of our cars were out on Saturday 16th of May for our regular attendance at The Weaver Wander, organised by Crewe & Nantwich Rotary. This year saw us back to the old format, with a drive through the town centre to be "flagged away" by The Mayor, which brought out the locals in large numbers to see the parade of over 120 cars. The route we were allocated sent us out through Staffordshire taking in towns, villages and moorland before returning via Biddulph and Alsager and arriving at Crewe Vagrants sports club for the finish. By chance we found Froghall station on the Churnet Valley Heritage Railway had a nice tea rooms and was just about perfect at halfway through the drive, so we indulged in our favourite pastime of tea, coffee and cakes! We also discovered that they can arrange an Afternoon Tea run on their trains, so this is earmarked for another day out. I am pleased to say that our group were once again awarded the trophy for "Best Club Presentation".

I missed out on a couple of shows due to commitments at home but I hear that the hot weather over the bank holiday weekend certainly brought the classics out in big numbers at Gawsworth and Capesthorpe.

By Saturday & Sunday 6/7th June the weather was back to normal and affected turnout of classics and the public at Tatton Park, but was still worth the effort put in by Nigel Cross in organising the SOC stand for all local areas to join in. It was interesting to note that the organisers had mixed in the car clubs and traders having shuffled several display areas around the park. This was the subject of much discussion and was obviously a bit of an attempt to keep traders happy by increasing footfall past their stalls.

On the home front, we have been up to our necks in building work, but hopefully by the time you read this we should be finally straightened out and settling back in to some semblance of normality. In the last 3 months our Stag has only been in her own garage for 2 nights, having spent many weeks residing in a friends garage while our has been used as temporary storage for building materials and rubbish. All this has meant I have not had time to do much more than basics on club business so apologies for not communicating as effectively as usual. Added to that, my personal email was "hacked" and it had been used for SOC business prior to setting up our Manchester@Stag account. This resulted in most of the people in my contacts list receiving scam emails from me, which was a pain to put it mildly! We are all at the mercy of modern technology and it is so easy for us to fall foul of the dodgy people out there. Fingers crossed that I may get my brain back into gear soon.

Please continue to keep me informed of your activities and give me a shout if you need any details of forthcoming events etc.

Nick Rowland



DIARY DATES

July

- ✔ Sat/Sun 4/5th SOC National weekend
- ✔ Thursday 9th Bowls evening v Jaguar club
- ✔ Sunday 12th Caerwys Practical classics show

August

- ✔ Sat/Sun 1/2nd Hebden Bridge Vintage Weekend
- ✔ Sunday 9th Meeting- Vera's garden party
- ✔ Sat/Sun 15/16th Tatton Park Classic Revival Show

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

NORTH WALES

Co-ordinator Nigel Cross **Mobile:** 07766 696393
Email: crossnigel95@gmail.com

For various reasons, I missed both the "last Thursday of the month run-out" at the end of May, and the June meeting. I am assured that S.O.C. was well represented at both. Discussions at the meeting concentrated on this summer's events, including Tatton Park and Caerwys.

Three Stags attended the hastily rearranged event at Claremont Farm on 10th May, I missed this one unfortunately as I was attending a friend's 80th birthday celebrations in Portsmouth.

The first event for some of us was the Classic Shows event at Capesthorpe Hall on the spring bank holiday weekend. We had booked as individuals rather than a club, so the six of us were not parked together having arrived at different times. It was nice to meet Keith Roper from Chorley for the first time.

The first big event was the spring Tatton Park show on the 6th and 7th of June. This is probably the flagship show in the North West and SOC have attended for 35 years plus, but our attendances of late have dwindled to

numbers. This year we attended as Borders CCC, which incorporated North Wales SOC, TSSC and MGOC. Despite several no shows each day due to sickness and car failures on the day, we had 15 cars on the Sunday which included 10 Stags. Saturday attendance was less, not helped by a dire, and overly pessimistic, weather forecast.

There are lots of small shows across North Wales and the Borders right across the summer. Listing them all here would take up too much space. Please contact me for details if you are interested and don't come to our meetings. There are so many that quite a few clash, and some are on Saturdays.

I have booked a stand for 30 cars at Caerwys. I may still be able to accommodate late entries when this magazine appears.

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

2026 Shows

- ✔ Sunday 12th July Caerwys.
- ✔ Sunday 19th July Capesthorpe Hall.
- ✔ Sat/Sun 15th/16th August Tatton Park
- ✔ Sun/Mon 30th/31st August Capesthorpe Hall
- ✔ Mon 31st August Prestatyn

NORTH LANCASHIRE

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

Our monthly meeting last night saw 13 of us present

We are now into the busier months of the





year and last month saw 15 of us have a 5 night jaunt to the Isle of Man, There are many good driving routes on the island, but the weather could have been kinder to us as there was a lot of mist when you got away from the coast. I had planned some scenic routes which were on the quieter roads through the central glens but the poor visibility made it not worth driving them however, we did get to the IOM motor museum the ladies on the trip took advantage of the cafe while the gents did the museum and what a cracker it is, obviously lots of motor bikes and unusual cars with some rare prototypes and historically interesting exhibits along with a couple of space capsules, one capsule used for testing reentry parachutes and one used twice for early space missions (very cramped and claustrophobic for the passengers), we spent about 1 hour inside before joining the ladies in the cafe, but each exhibit had an information board with it which if you wanted to read each one you could have easily spent 4 hours there. We visited most parts of the island in different groups but got together in the bar and for evening meals, a very enjoyable few days. On the last couple of days we were there the hot weather started on the mainland but was still misty for us. Our ferry journey back took us into the good weather for our journeys home. 2 incidents happened while during our break. The first was one of the stags was suffering with having long travel on the footbrake so before we went out the next day drive we checked the brake system and found loss of fluid after topping up there was still no brakes so the system had to be bled, We managed to do this in the hotel car park and all was fine, the fluid has not gone down since ??? and no leaks visible possibly leaking fluid between master cylinder and servo, owner is monitoring. The second was one of the stags failed to start to leave ferry and had to be pushed off, fault soon found to be spade terminal had come off the coil, on the ferry ramp at Douglas it has a surface that is very rough and vibrates the cars this could have loosened the loose spade which finally fell off when trying to start the

car at Liverpool, owner has now replaced the spades with ring terminals.

Following our IOM trip 3 stags went to Chipping Steam Show on the Monday, the show was as usual well organized lots of steam engines, tractors, stalls, food outlets and a bar, but not as many cars there as we expected possibly due to the very hot weather over that weekend, we found out that on the Saturday there were around 70 cars there but I guess the heat put them off doing the full weekend. We did our bit and went into the show ring before the show ended but the 34C temperature was oppressive, but a good day was had by all.

The following Sunday we went to Heskin Steam fair much better as the temperatures had cooled to a pleasant level. This show gets bigger every year the usual things for a steam show again lots of steam engines and waggons, light and heavy commercials over 100+ cars not including club entries 100+ tractors trade and food stands and lots more,

This month we will have done Slaidburn Steam, Fylde vintage Steam, Townley Hall, Wray afternoon car meet and our evening meal instead of our monthly meeting more of which in next months issue.

Our Monthly meetings are held 2nd Tuesday of the month (Except July)

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

Everyone welcome

DIARY DATES

July

- ✔ Tuesday 9th Evening Meal instead of Meeting
- ✔ Sunday 12th Leighton Hall near Carnforth
- ✔ Saturday /Sunday 18th/19th Masham Steam Engine and Fair Organ Rally Near Leyburn
- ✔ Sunday 19th Newby Hall Near Rippon

August

- ✔ Saturday / Sunday 1st / 2nd Hebden Bridge
 - ✔ Sunday 9th Trawden Agricultural Show Near Burnley
 - ✔ Sunday 9th Classics over Sands....Grange
 - ✔ Monday 30th Stanley Park Blackpool
 - ✔ September
 - ✔ Saturday/ Sunday 5th 6th Great Harwood Transport Weekend
 - ✔ Sunday 6th Arley Hall Cheshire
 - ✔ Sunday 13th Lytham Green near Blackpool
 - ✔ Sunday 13th Victoria Park Southport
 - ✔ Thursday 17th Afternoon Car Show Wray
 - ✔ Sunday 20th Elland Show????? Not Sure Of Date
- Monthly.....Meeting (N&N) Second Tuesday 20:00 Bay Horse Mellor

Monthly Events

Check to see if we are attending.

Third Thursday Afternoon Each Month.....Wray Car Show, Bridge House Tearooms, Wray

NORTH LANCASHIRE AREA WEBPAGE

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

OUT & ABOUT

S C O T L A N D A N D

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

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

EAST OF SCOTLAND

Co-ordinator John Lewthwaite **Mobile:** 07791 136599
Email: eastscotland@stag.org.uk

Deputy Co-ordinator Alistair McKinnon: 07778 642456
Email: aliatairmckinnon1961@gmail.com

The traditional large-scale annual event at Thirlestane Castle in June was “paused” this year (ie it didn’t happen), but the good news is that preparations are underway for a bigger return in 2027.

The picturesque village of Falkland in Fife holds a festival in July, and on Saturday 25th this includes a classic car display close to the famous palace (an NTS site). There won’t be a club stand, but a couple of Fife-based members will attend - if anyone else wishes to enter please email falklandstalls26@gmail.com to register for free. The famous Falkland Hill Race is also held that day if anyone is interested.

As mentioned in last month’s magazine, please let me know if you’d like to display your Stag in Linlithgow town centre on Sunday 30th August.

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

WEST OF SCOTLAND

Co-ordinator Willie Clark **Mobile:** 07939 928839
Email: wos-stagclub@hotmail.com

Deputy Co-ordinator Brian Johnston: 07805 044523
Email: brianjohnston644@btinternet.com

Not much to report this month, we had a great turnout for our last clubnight meeting, in which we welcomed a member from Australia, Peter along with his wife and daughter came along to say hello and vowed to hopefully make a trip over to the UK a yearly occurrence. Hopefully he will bring the good weather along with him.

DIARY DATES

- 11/12 July Glamis
- 16 Aug Biggar
- 12/13 Sept Scone

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

GRAMPIAN

Co-ordinator Alan Sharpe **Mobile:** 07762 902897
Email: alan.sharpe@btinternet.com

Deputy Co-ordinator Danny Stroud: 07823 539047
Email: dannystroud@sky.com

Just as we thought that summer had arrived, we have had hailstones, thunder and lightning and severe flooding. Luckily it was during the week so our rallies should be OK at the weekend.

Monthly 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

NORTHERN IRELAND

Co-ordinator Position Vacant

Contact The Co-ordinator Liaison Officer for further information

Deputy Co-ordinator Brian Linden: 07305 361682
Email: bflinden@aol.com

May 13th, a Wednesday, and the Northern Ireland area finally got under way with its first event of the season, a 1.30pm meet for a picnic lunch at Oxford Island, a nature reserve on the southern shore of Lough Neagh. Magnificent views over the largest lough in the UK and Ireland. Trees, nature walks, easy parking and an onsite cafe. What could go wrong? Weather. After a few weeks of glorious dry, sunny days the weather broke. Oxford Island had torrential rain. The placid waters were whipped into breakers by the fierce wind. There was nothing for it but to retreat to the cafe.

And despite all that we had a great day, five Stags and a daily driver.

Kilbroney show will have happened by the time this goes to press. Presently we are hoping that we will have a turnout in double figures, but more of that next month.

DIARY DATES

📅 Wednesday 22nd July at 2.00pm. Meet at Armagh Planetarium.



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OUT & ABOUT

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

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

COTSWOLDS

Co-ordinator Rupert Klaiber Mobile: 07745 495264

Email: rupertk@hotmail.co.uk

Deputy Co-ordinator Mark Jackson

Email: cotswolds@stag.org.uk

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

Interesting but rather depressing reading in the May magazine FBHVC report with mention of the implications of 'Martyn's Law' requiring various new security measures at large scale events, no doubt at great expense.

Fortunately the Federation has once again been fighting our corner, but I suspect restrictions and cost increases are inevitable. Which means the terrorists are winning.

At last an opportunity to give the time it deserves to the British Motor Museum at Gaydon when a modest group of us visited in May. Much can be learned from the knowledgeable staff who, among other things, advised spotting the 'mistake' on the exhibited Stag. An extensive range of historic vehicles, prototypes and specials serves to remind what a wonderful industry we once had.

The Frampton on Severn Gathering on the Green saw a higher number of exhibitors this year, including three local Stags. Two of which found interesting company adjacent



the Jensen 541 which still holds the London to Paris record four wheeled vehicle time of 2 hours 27 minutes set in 1959.

Previously crashed, the car was rebuilt by Jensen for the 1959 Le Mans but withdrawn after the sudden death of driver Lesley Johnson. Subsequently entered in the Daily Mail Bleriot Anniversary Race and driven from Marble Arch to Ferryfield Airport (Lydd) in Kent to board the Silver City Airways car ferry and thus achieve the record.

More fun and games during our May run which was planned to cover part of the Evesham Vale and Cotswold Hills. The closure of a major road flagged up two days prior and was easy to circumvent but the unexpected diversion at Chipping Camden meant we saw less of the



vale than anticipated but much more of Chipping Camden.

A sudden and embarrassing wet patch appeared beneath one of the Stags on arrival at our destination as a chafed coolant hose finally let go, resulting in enthusiastic rummaging in boots for tools and tubes. With thanks in particular to David and Jon a repair was swiftly made, but the slipping clutch may be less straightforward.

GLOUCESTER GOES RETRO, Saturday August 29th

No charge to display your Stag but commitment to stay for the duration, and I quite enjoyed the atmosphere last year, albeit as a spectator. Entries are limited due to space constraints so worth booking early if you fancy attending.

PERSHORE PLUM FESTIVAL CLASSIC CAR SHOW

Monday August 31st

Despite being the show where exhibitors pay to attend while the public attend for free, this remains popular. Bookings, via this link, close on July 31st.

<https://www.pershoreplumfestival.org.uk/classic-car-show.html>

STANWAY CLASSIC CAR SHOW Saturday September 12th

With a very attractive setting, this may be worth adding to the calendar. More details when available.

DIARY DATES

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

- 🚩 July 11th: Stow on the Wold Show
- 🚩 July 18th / 19th: Shelsley Walsh Classic
- 🚩 August 29th: Gloucester Goes Retro
- 🚩 August 31st: Pershore Plum Festival Show
- 🚩 September 12th: Stanway Classic Car Show

COTSWOLD AREA WEBPAGE

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

WILTSHIRE

Co-ordinator Glyn James **Mobile:** 07584 124656

Email: wiltshire@stag.org.uk

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

Email: garnett936@btinternet.com



A small group met for our June meeting, following a recap on the events in our diary for the next six weeks or so, Christchurch quay, Highnam Court, Lion's Classics on the Green in Devizes and Bath festival of transport, details in our online SOC Wiltshire diary.

John Garnett and I have finalised our travel plans for our Pyrenees trip, passports, V5's, MOT's and Insurance documents all ready for inspection on entering Spain, not sure if the cars have to provide Biometrics, we'll wait and see

Wiltshire Stags still produce various stories, Ray's 1977 Stag repeatedly fails its MOT due to emissions on 8%, should be nearer 4%, Ray thinks its a Carburettor. Nick's Stag is still waiting his engine to be reinstalled in the car, it only needed honing, and new head gaskets, Lois has told him that "It must be ready for Stags go to Wales" in September.

Ian and Julie attended The Triumph, Standard & Standard Triumph Picnic & Marque Day

Date 31st May 2026, Timings 10am to 4pm, Location Woodland Grange, Leamington Spa, CV32 6RN

In a Bumpy Grass Field (with toilets in the main building)

Fee No charge

Clubs Pre 1940's Triumph Motor Club, Dolomite Club, Triumph Sports 6 Club, Standard Owners Club, Stag Owners Club



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Well attended with people coming and going as they pleased. Around lunchtime a local brass band was playing. There were also plenty of Stags in attendance from lots of different regional SOC's. Nice friendly event with a chance to walk round and look at all the different Triumph models and to vote for the best pre1940 triumph. We even saw a Toledo which Ian hadn't seen since he passed his driving test in one! We were also given a flyer for the "Shuttleworth All Triumph Day" on Sunday 13th September 2026. Price per car £15.00

We thought it was worth attending and will go again next year

A reminder that this year's Wiltshire SOC Pride of Ownership is at our July meeting on Tuesday 7th, in the Milkchurn car park. This is the opportunity/excuse to polish and shine your cars, let's hope for some late evening sunshine.

Our next Natter and Noggin meeting will be the first Tuesday in July 2026, the 7th, it will be at the Milkchurn SN12 6AD it's always quite informal, just a drink and a chat

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

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

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

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

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

WILTSHIRE AREA WEBPAGE

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

SOLENT & NEW FOREST

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

Email: thesmall@talktalk.net

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

Email: ianknight.stag@gmail.com

Happily, this month's run again took place in bright, sunny weather, which saw us all meeting on top of Portsdown Hill, at Mick's Monster Burger stand, a coincidence, honestly! Unusually, we met on the Saturday for the journey to the Royal Logistics Army Museum, near Winchester. Apparently, the British Army now doesn't work on Sundays!

As the mileage was relatively short this time, rather than have a half way coffee stop, Sally and David provided



tea, coffee and delicious homemade cake for all at the start. I suspect that this may have persuaded some to come along! As it was, there were eight Stags and a Volvo Amazon that then set off.... well, I set off, travelling around three feet before the engine stopped and then refused to restart. After a great deal of standing and staring under the bonnet, it was decided that the heat must have caused fuel vaporisation, and so, everyone left, with me promising to catch up when it cooled enough to start. After an hour, during which many passers-by informed me of how "They all overheat, Don't they?", I gave up and called the AA, who very promptly arrived, and after a quick check, found a distinct lack of sparks and then broken wires in the distributor on the 'magic eye' of the Lumenition, evidently cut by the trigger wheel. I'm still at a loss how this could have happened, as it hasn't been disturbed for years! After a suspended tow home, a new magic eye has now been fitted and we're up and running again.

As I obviously never got to the museum, the following passage has been provided by David.

Royal Logistics Corps Museum Run

On Saturday the 23rd May members of the group met on Portsdown Hill overlooking Portsmouth Harbour in glorious sunshine. As the run was only relatively short (36miles) we had coffee and homemade cakes supplied by Sally and David before we set off.



The run went through rolling Hampshire farmland with some great views across the county (and mostly good roads)! Arriving at the museum which is on the edge of

the Logistics Corps base we were allowed to park on the lawn in front of the museum. The staff and volunteers were very friendly, welcoming and informative and we had a great visit. One of the highlights was the medal room with its incredible display of medals; some going back into Georgian and Victorian times. Each represented a memory of bravery, often in place names that no longer appear on any map. Another amazing exhibit was the Rolls Royce which Field Marshal Bernard Montgomery used as his European staff car. A display informed us that it was requisitioned by the government in 1939 from actress, Madeline Carroll. It failed, however, to mention whether he ever gave it back!

Unfortunately one carYes, yes, we know!!

DIARY DATES

Our calendar can be found on our area page of the Club website, where it is constantly updated.

- ✦ If you wish to come to one of our monthly meetings, we meet at 8pm on the first Monday of the month at the Empress of Blandings pub, Romsey Road, Copythorne, SO40 2PF

SOLENT & NEW FOREST AREA WEBPAGE

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

OXFORD

Co-ordinator Richard Green **Mobile:** 07796 946076
Email: oxford@stag.org.uk

THAMES VALLEY

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



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OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:

Steve Kiefer, Locksbottom, Kent

schkiefer@aol.com

Tel: 01689 854700 Mob 07979 962614

SOUTH EAST LONDON

Co-ordinator Chris Skinner *Mobile: 0796 1058188*

Email: chris1976stag@gmail.com

Deputy Co-ordinator Mike Huber: 07798 745642

Email: selondonstag@aol.com

Some of these articles are easier to write than others. This is one of the tricky ones! I haven't been circulating on Stag circles all that much in the last month which makes it tricky to write anything! As you will all be aware, We've just had the hottest May days on record, hopefully this bodes well for a summer fully of top down suitable weather. My Stag is still languishing in a rented garage in the next village, with the hard top on so it's a little frustrating for me at the moment. On top of that, last time I used it, I forgot to disconnect the battery and I think I've ruined it – it doesn't seem to hold any charge any more. After a jump start it is usable so it is still hanging on in there!

We had an area meal at the Miller & Carter, which unfortunately I couldn't attend due to personal issues, but I was really looking forward to a nice steak! As far as I can tell, it was a good night with 11 attendees booked in and the food was enjoyed by everyone! My mouth is watering now "...Mmmmm steak" as Homer Simpson would say!

I did manage to make it to the monthly meet and partook in the great food served by the Bo-Peep. I even managed to remember at lunchtime and avoided having two cooked meals in one day! There was a good turn out as usual and we packed out the corner they set aside for us. Mike H also passed out some final bits of useful information pertaining to the Area annual trip which kicks off this weekend. (14th June). It will all be over by the time you read this so you will be able to read about it in the following months magazine.

This will horrify the purists, but just for a laugh I uploaded a photo of my Stag to AI and asked it to turn it into something that looked like it belonged in the Fast and Furious films and this image was the result. Given the brief I think it did a pretty good job. I think it looks better than some of the real film cars! Not sure I'd want to be seen driving around in it though!

Lots of exciting stuff coming up in July/August. The Bromley Pageant should be a good one, its new venue has turned it into a multi-area event and we are hoping to surpass the amount of Stags that we had last year, so it should be a good one. We also have a first ever club BBQ at the Bo-peep, which is also another multi-area event, one that we and the pub are hosting. If their normal food offering is anything to go by it should be well worth attending.

Dave H



DIARY DATES

- July 12th – Warlingham classic car and Bike Show. (CR6 9RB)
- July 16th – Meal – Mc Dermots Fish & Chips (CR0 9AS)
- July 27th Bromley Motor Pageant (RH17 6TL)
- Aug 1st – Bo Peep club BBQ
- Aug 6th - 7:30pm – Monthly meet at the Bo-Peep (BR6 7QL)
- Aug 9th – Motors by the Moat (Leeds Castle ME17 1PL)

WEST SUSSEX

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

We applied to attend the Road meets Rail event at the Bluebell Railway, but they were very slow in replying, however, after more badgering they finally said OK. When we arrived we were the only ones in the parade outside Sheffield Park Station and we had a superb choice of position for our photoshoot. We were given a free rail pass for the day for the drivers and a 50% reduction for passengers. There was a lot of steam machinery at Horstead Keynes Station which made interesting viewing.

A week later we met up at Handcross for the drive into Staplefield for their annual fete. An easy effortless day with a good variety of vehicles on display.

Then the following Saturday we went to the Danefold Show, another fete similar to Staplefield, but probably with more stalls selling local produce, crafts and plants etc. It was good to see Kevin and Rich who we have not seen for a year and who were displaying their immaculate Auto Union.

We are preparing for our South East Regional Day at the Bromley Pageant at Ardingly showground on July 19. This looks to be a good weekend and we already have 74 Stags booked in for this one.

Bob

DIARY DATES

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

WEST SUSSEX AREA WEBPAGE

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

KENT

Co-ordinator Derek Hewett *Mobile: 07749 232024*
Email: kent@stag.org.uk
Deputy Co-ordinator Jon Moss:
Email: jonathathan-moss@hotmail.co.uk
Deputy Co-ordinator Don Perrin: 07775 611130
Email: donperrin77@yahoo.co.uk

A busy meeting with 25 members in attendance. In anticipation of our clean car competition David, who looks after the clubs national Facebook page brought along his drone camera and other equipment to record the event. However, due to the very heavy rain we suffered during the day, although it was a dry and warm evening the roads were very wet and a decision had already been made to postpone the competition to next month. There were very few cars for him to photograph.

Jon gave a report on the recently completed Irish holiday in which 10 cars took part, all without any problems. It was clear that it had been enjoyed by all despite the weather which was described as "Irish" from which you can gather that the hoods were rarely down. The hotels and food were very good and there were lots to see and do.

Upcoming events were discussed, the next being our charity day on Sunday 28th June, kindly held by Wendy with assistance from some other ladies. Please look out for a separate email containing full details. We need to know numbers attending to assist with the catering.

National weekend is 4th/5th July at Shuttleworth, a small number of members are attending.

Bromley Pageant at Ardingly Showground on 19th July is going to be a major event for the south east region with currently 74 Stags booked in, 20 coming from Kent. You have until 5th July to get your ticket from them. Please mark your application stag owners club to ensure you are parked correctly.

There is a BBQ arranged with South London Area on 1st August, please look out for a separate email giving full details as we need to know numbers attending.

Early details were given of this years Christmas party to be held on 12 December. Currently options are being finalised either with the Marine Hotel in Whitstable, as last year, or Ashford International.

A separate email will contain full details as soon as they are available.

In the mean time please continue to enjoy using your stags and make the most of hopefully the good summer weather.

Derek Hewett

KENT AREA WEBPAGE

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

EAST SUSSEX

Co-ordinator Gary Mountford *Mobile: 07836 662868*
Email: mandymountford4201@hotmail.com

Deputy Co-ordinator Geoff Allchorn 07803 018353
Email: geoffallchorn@gmail.com

Deputy Co-ordinator Paul Vincent 07775 949697
Email: pg.vincent65@gmail.com

It's that time of the year when there's lots going on and sometimes it's hard to keep up with all the 'dates for the diary!' In recent times, a useful innovation for our club has been the WhatsApp chat group. It's strictly for club news, offers and events relating to the Stags and so it's an efficient way of everyone keeping up to date with what's going on. When it was first introduced there were some sceptics (and probably there still are!) but even old technophobes like me, really appreciate it as a reference tool and a way of quickly keeping in touch with all the latest news.

A quick round up of snippets from the last few weeks makes for interesting reading! Alongside notices about upcoming shows, there's calls for recommendations for paint fixes, servicing and brake restorations. It's an opportunity to share ideas for repairs and technical issues and the all important update from Gary about the progress of our new gazebo!

On the WhatsApp chat this month, two events have generated considerable interest – the National Weekend at Shuttleworth which several of our members have committed to attending and the Motors By The Moat show at Leeds Castle. This summer extravaganza is growing in popularity and this year's publicity is promising 'spectacular displays and automotive excellence!' It's certainly tickled the fancy of many in our club in recent years and there's sure to be a good turn out of East Sussex Stags this August!

Talking about good turn outs, a gang of East Sussex Stags have just come back from their tour of Ireland and it seems like a cracking good time was had by all... or should that be, craic-ing good time? Look out for Geoff Allchorn's full report on the delights of touring the emerald isle!

DIARY DATES

- ✔ Breakfast meeting: 4th July, Green Man, Ringmer
- ✔ Breakfast meeting: 8th August, Green Man, Ringmer
- ✔ SOC National Day, Shuttleworth Museum: 4th/5th July
- ✔ 'The Triumph Picnic', 50th Anniversary event: 12th July, Bulls Head Boreham Street
- ✔ Bromley Pageant at South of England Showground, Ardingly: 19th July
- ✔ SOC Classic, Silverstone: 25th/26th July
- ✔ Hooe Vintage Car and Motorcycle Show: 2nd August
- ✔ Motors by the Moat, Leeds Castle 8/9th August

- ✔ Hellingly Festival of Transport: 29th August
Sandy Gent on behalf of Gary Mountford

EAST SUSSEX AREA WEBPAGE

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

SURREY

Co-ordinator Gary Sorfleet *Mobile: 07768 454579*
Email: surrey@stag.org.uk

Deputy Co-ordinator Matt Gravett: 07711 379026
Email: m.gravett108@gmail.com

10 May 2026: Triumph Car Show, Leatherhead
Once again there was a good turnout of Triumphs of all descriptions for the show despite the weather being cold and damp – many thanks to all the Surrey members that braved the day, we still had a good time though it took a while to warm up afterwards!



24 May 2026: 16th Haslemere Classic Car Show – Lion Green

A few of our members went to this community event for pre-1986 classic cars, alongside a traditional village fete and live jazz. A good time was had by all, and the weather was great which always helps. With such good reports this is one to look out for again next year.

DIARY EVENTS

- ✔ 4-5 Jul: National Weekend Shuttleworth
- ✔ 18 Jul: Leigh Village Day & Classic Car Show
- ✔ 19 Jul: Bromley Pageant (Booking Required – bromley-pageant.co.uk - access code STagoWCL26)
- ✔ 20 Jul: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 26 Jul: Liberham Lodge Care Home Visit, Great Bookham, 11 – 12.30 a.m.
- ✔ 09 Aug: Cranleigh Car Show (Booking Required – code 926041)
- ✔ 15 Aug: Capel Car Show (Booking Required)
- ✔ 24 Aug: Monthly Social Meeting – The Fairmile, Cobham,



7.00 p.m.

Please let me know if you would like to join us for any of the above events and I will let you have more details. I will continue to send regular emails to keep everyone updated too. If you are not receiving regular SOC emails and would like to, please give me a call and I will do my best to sort it out.

Surrey Area - SOC Website

Further information is available on the Surrey page of the website and is regularly updated. <https://www.stag.org.uk>

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

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

Hope to see you all again soon.

SURREY AREA WEBPAGE

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

www.staghoodfactory.co.uk

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OUT & ABOUT

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

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

SOMERSET / DORSET

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

Email: jangarmartin@tiscali.co.uk

Deputy Co-ordinator Ken Hames: 07494

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

Ken stepped in to arrange our June Sunday Lunch at The Udder Farm Shop, a small group this month and rather damp weather.

Rob has been out and about and visited an evening car meet at The Green Man at Kings Stag and reported a diverse and interesting range of cars and from the photos, the weather looked good too. Could be another car meet to consider.

Rob also managed to pop into the Lulworth Castle Car Show and sent me some photos of the cars present, including Greg's Stag. He didn't see Greg who later reported about 300+ cars and 9000 people visited the event.



Pete decided to go to Broadwindsor for the Oak Apple Fair where there were a few classics, including two Stags, Pete's and Gareth's.

Three Stags made the journey to North Wales for an expedition around the Snowdonia area. The weather was variable but we had some great drives in some superb scenery.

On our return, we took part in the Hardy Country Classic Tour, organised by the Transport of Yesteryear and enjoyed the drive around Dorset, finishing up on Weymouth seafront. This year it was on Sunday 7th June,



weather was a bit unpredictable but we managed to top down driving all day along some Dorset and Somerset country lanes. There was a good Stag presence and I met up with regular attendee Pete, Sam and Mark who are new to the area and Stag ownership, Ian who I met ten years ago and he has eventually got his stag back on the road (so it had a good test run), Paul & Marie from Dorchester and Graham who has just moved to the area from South Staffs. It was good to meet you all and hope you can make some of our other events.

Some of us are visiting National Day at Shuttlesworth 4/5th July, might be back home by the time you read this.

Our July Sunday lunch will be on the 19th, venue TBD but most likely in the Dorset area, contact us if interested in coming along.

We are hoping to combine a run with a visit to Nothe Fort, Weymouth for the Longest Yarn Exhibition, let me know if interested.

DIARY DATES

We will be continuing our monthly Sunday lunches/N&Ns. Other events listed below are for information; let me know if interested in attending.

- ✔ Sat/Sun 4/5th Jul – National Day, Shuttlesworth.
- ✔ Fri 24th Jul – Poole Quay, British Classic Cars, 6 to 9pm.
- ✔ Date TBD – Visit to Middle Wallop Army Flying Museum.

SOUTH WEST WALES

Co-ordinator Clive Perman **Mobile:** 07702 323491
Email: southwestwales@stag.org.uk

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

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

Our N&N for May was held in the Smiths Arms again due to me forgetting to ask for the deposit back. Anyway I had arranged a short drive before hand and even though the weather wasn't the best it did not rain. We met at Pont Abraham services then followed the A48 into Pontarddulais then through Hendy. From Hendy into Llangennech and on into Bynea. From here it was out on the coast road and follow the signs to Carmarthen. Following the coast road we stopped for a photo at Llanelli Lake and even in the dull weather the scenery was nice. Back on our drive and into Llanelli then out toward

Swiss Valley. Through Swiss Valley and onto Crosshands then out to Foelgastell and The Smiths Arms for our meal. In the restaurant we met up with the rest of our group and had 12 of us. Next for May was a show arranged by Kidwelly Motor Club held in The Ashburnham Hotel Burry



Port. The start of the day was overcast but it did turn out to be a lovely day and we managed to have five cars so it was a reasonable turn out. At the show there was another Stag and talking to the owner Mathew he had just finished working on the engine in fact he had finished it the previous evening and thought he'd bring it along on the day. Living just around the corner from the show was a positive but he made it there and back without incident and he said that he would join the club so I look forward to meeting up with him soon. The Vale of Glamorgan Show held in Sully is a big show normally while I had registered for the show and planned to join South Wales the weather got the better of me as it was during the heat wave and I'm afraid I love Langland beach so that won and I spent a day relaxing in the sunshine. Looking forward we have the Pembrokeshire Classic Car Show being held on Carew Airfield where we will join with West Wales and hopefully have a combined club stand. This show is normally a large show with some 350 vehicles on display and a large auto jumble and a craft market. This year I hope to get there having failed on the previous three years but I won't hold my breath just in case. Two days after that show five cars are going to North Wales for four days and we are all looking forward to that. We plan to go to Anglesey and Llandudno and finally Portmeirion before making our way home.

Clive Perman

DIARY DATES

- ✔ Possible day trip Aberystwyth TBC July
- ✔ N&N 15th July



CORNWALL

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

Healey's Cyder Farm Meeting
 The day started at Jane and Kevin's house in Portreath. The hill to get to it was a bit daunting but the views are amazing and well worth it. Thanks to them for hosting us for tea, coffee and biscuits.

Five Stags set off for an epic adventure through the narrowest roads and steepest hairpins that north Cornwall has to offer. I have no idea how Kevin found the route but I am very grateful that he did. After an hour or more of praying that nothing was coming the other way, we arrived at Healey's Cyder Farm, the home of Rattler, for lunch and a chat. Mark's Stag arrived but Mike and Sue had read the weather forecast and thought better of risking their Stag in the promised downpours (which didn't arrive).

The Healeys who run the farm are descendants of Donald Healey and have three beautiful cars on the site; a Silverstone, a 3000 and a Frogeye Sprite. This is not the first time that the club have visited here and the photographic evidence from 2014 suggests that, apart from the children being significantly taller and no longer children, no-one has changed at all.

All in all a good day out. Thanks to Kevin and Jane.
 August Meeting

Unfortunately the proposed visit to Bodmin Airfield cannot take place so it is proposed that the official monthly meeting be at Mount Edgcumbe on 2nd August. This is quite a big car show in aid of Cornish charities. It was cancelled last year at quite late notice but the internet believes that this year the event will go ahead. Tickets can be obtained on-line by searching Mount Edgcumbe Car Show 2026.

DIARY DATES

- ✚ July 19th - Wadebridge Wheels
- ✚ August 2nd - Mount Edgcumbe Car Show
- ✚ September 6th - Launceston Steam Railway with Devon SOC
- ✚ October 4th - Bude Trip
- ✚ November 1st - Cornwall Air Ambulance visit
- ✚ December 12th - Christmas Dinner - Location Plume of Feathers, Mitchell

- ✚ January 3rd - AGM 10.15 for a prompt 10.45 start.
 Location TBA

DEVON

Co-ordinator Jean Kennedy **Mobile:** 07880 975211
Email: billandjean007@gmail.com
Deputy Co-ordinator Peter Turgoose **07768 361872**
Email: devon@stag.org.uk

Traditionally May is a bit of a quiet month for the area, sitting between the excitement of Drive-It-Day and the busy months of June and July ahead. By the time you get to read this we will have had our June N&N, our treasure Hunt and BBQ and the Darts Farm Classic car show.



So, looking ahead into July, if you are not bringing your car along to the stand, why not come and visit the Devon SOC area at the South West's premier classic car show at Powderham on Saturday 11th – Sunday 12th July. Although there is no Devon SOC area, the English Riviera Classic Car Show at Paignton on Sunday 26th July is well worth a visit.

We are still looking for people to host an N&N in their local hostelry. June's N&N went ahead because Andy arranged it with the Dartbridge Inn. All you need to do is choose a date, usually a Wednesday evening, check that the pub can accommodate us then let us know and your co-ordinators will do the rest. Without your support, the Area cannot function.

DEVON AREA WEBPAGE

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



Panteg House Classic Car Show

SOUTH WALES

Co-ordinator Bob Dowsell **Mobile:** 07799 882604
Email: southwales@stag.org.uk

Deputy Co-ordinator Terry Dunn: 07884 964225
Email: tdunn@dragonnetworks.co.uk

Another busy month for the South Wales gang. The weather was cold and rainy at the beginning and end of May but there was lots of hot and sunny weather in between.

You will notice that Terry Dunn organised most of the events this month - well done and thanks Terry!

The first event was the Caldicot Castle Show and Terry has written a few words regarding the day.

Caldicot Castle Show Sunday May 10th

Eight cars met at the Haywain pub and travelled to Caldicot Castle in convoy. The weather was brisk but that didn't stop a few of us having the tops down. We arrived on site and got to work on assembling the gazebo. The kettle was put on and coffee was served as we settled down to view the other cars and visit the castle. There were some tasty cars there and some debate was held on 'which would you like to take home'. An E type Jaguar and

an Austin 20 Llandulette seemed to come out in front. Bacon rolls were served up by Ian, Linda and myself and later some very tasty cakes were supplied by Cherry which were enjoyed by everyone. All told a very good day out, even with the cold weather and next week we get to do it all again, with hopefully warmer weather.

Terry Dunn.

Panteg House Classic car show Saturday May 16th

The day started well with breakfast at the Crow's Nest in Cwmbran. We drove in convoy to Panteg House, set up camp, and promptly put up the events shelter. The weather was cool, to say the least, and we had about an hour of dry weather before the rain started but in that time the cars received a lot of attention. Then it was into the shelter and this gave us the opportunity for a good chinwag. We were joined today by new member Chris and his daughter Charlotte who enjoyed herself filling in her car book with different makes of car with her newly acquired club pen. All told a very good little show, well attended by the public. Pity about the weather!

Terry Dunn

We subsequently received an email from Panteg House thanking us for our attendance and to let us know that the event raised almost £900 for the Noah's Ark Hospital Appeal.

Next up was a new event - a trip to Porthcawl organised by Colin and Andrew Ward. Colin has provided a report as follows: -

Stag Evening Drive to visit Coast Watch Station Porthcawl Wednesday 20th May

Since the reduction of a number of "Coast Guard Stations" including Mumbles, we now only have "Coast Watch Stations" run by a charity. Coast Guard Stations are run by the UK Government whereas Coast Watch Stations are run by volunteers. The Coast Watch Volunteers scan the surrounding coast for ships, yachts and other sea going vessels who may be in trouble. Any incidents are reported to the nearest Coast Guard in Milford Haven, they in turn arrange rescue as appropriate, usually from the RNLI.

Captain Andrew Ward (Retired deep sea ships pilot and SOC member) is a member of Trinity House (who maintain the UK buoyage system) received an invite to visit the



Caldicot Castle Show

Coast Watch Station at Porthcawl and he invited SOC Club Members along to join him.

We met at Cardiff Gate Services on Wed 20th May and drove via the M4 to Porthcawl. Only a limited number were allowed into the Coast Watch Tower at any one time, so we went in three at a time. The view was extensive over the Bristol Channel and the Somerset coast was visible from the view point. We all saw the equipment in use and the communication equipment which keeps them in touch with the actual Coastguard which is in Milford Haven. Unfortunately, they cannot view the coast as far as Milford, some 80 miles away (clearly, they should not have closed the Mumbles Coastguard Station). Really, they could do with more Stations to maintain a constant watch.

Wednesday was deliberately picked as the RNLI regularly practise on that night so we were able to view the launch of the small D class lifeboat from the slip adjacent to the Coast Watch Station. Time was marching on so we could not accept a full tour of the lifeboat station as we all had a date with a fish and chip shop!! Some say it was the only reason some people came along, but that I cannot believe!!!

We could not book at the fish and chip shop and the one restaurant that I recommended was about to close before we got there. Luckily there are lots of places to have a fish and chip supper and we found one not too far away. It was a good end to a good day. Many thanks to Andrew W for arranging the visit.

Colin Evans

A steam rally was the next event and here is another report from Terry:

Abergavenny Steam Rally Sunday May 24th

We had a total of nine cars attend the Abergavenny Steam Rally. The show was well attended by the public and the Stags drew a lot of attention with a least three members of the public enquiring about Stag ownership and joining the club. The weather was exceptional and we were all extremely grateful for the gazebo for a bit of shade. There were some very nice cars on show along with lorries, military and of course steam engines. There was also a good range of stalls offering a range of goods from plants to clothes and everything in-between. All told a very enjoyable day out and enjoyed by all our club members.

Terry Dunn

Sadly, whilst leaving the showground a model T Ford reversed into Terry's Stag which will require a new bumper. Rotten luck Terry!

Up next was a trip to Sully organised by Terry and Bob Dowsell. Bob is recovering well from his operation and has written up the event: -

Sully Classic Car Show Monday 25th May

We had advance notice that the weather at Sully would be hot! But having been to Sully before and nearly been bowled over by the wind off the Severn, we all thought it would be hot, but a cooling breeze off the Severn would make the weather bearable. Not so! The breeze which we expected off the Severn came off the land when we got



there and died out at midday. Luckily, we had our event shelter, so although warm underneath it was bearable. There were about 400 cars there of all shapes and sizes, making it an enjoyable event, along with various stands selling their wares.

As per normal it seems, we have at most of our events a member or members from adjoining areas, Sully was no exception when Sarah Clark turned up (Bristol coordinator) along with Matt Jones and spent the day with us by the sea.

Bob Dowsell

Whilst at the Sully Show Colin and Jill Evans also manned the Horatio's Garden Cake Stall supporting the Spinal Unit at Llandough Hospital Cardiff. The stall raised £588 on the day.

The final event of the month was the regular evening run organised this time by Andrew Puddifer.

Evening run out Tuesday 2nd June

Our June run is normally a long one about 2 hours with a destination on the coast. And with the weather being fantastic and the long-range forecast being much the same I organised such a run.

However, as most South Walsians know the weather can't read and on the day the weather was back to normal with rain forecast although there was supposed to have been a sunny spell from 6.00pm until late, (it got that one wrong as well) and so a new route was organised with a local destination.

So, a hardy team of 4 stags, Me, Kelvin, Richard and Sandra, Colin and Jill and a Nissan 100nx (modern classic) with Julian being chauffeured by son Morgan left the Boating Lake at 7.00pm. The numbers were a little disappointing in view of the 20 Stags which attended the first evening drive of the year and some had decided to join us at the Rising Sun in Newport. I suppose with hindsight not everyone wants to see such wonders as Varteg, Abertillery, Six bells and Crumlin. At least a

last-minute decision to miss out Crosskeys and Risca made the route quicker. We arrived at the Rising Sun at just after 8.00pm in the rain.

We joined the already assembled group and I was surprised to see Bob and Cherry bearing in mind he recently had a major operation to stop his insides falling

out and also Myron who following his Triumph at a bowls match had walked to the venue. As the photo shows there were a good few there and despite my previous reservations, I believe we all had a good time as we were there for a couple of hours.

Andrew Puddifer

In case you were wondering who the little girl was on the front seat of the blue Stag at the Mon and Borders show in the photo published in last month's magazine this was Gary's 2-year-old granddaughter Morgan. A very young Stag fan!

Some of you may have noticed that the Gloucester Goes Retro event was previously wrongly shown in the calendar we email out as July 19th when it is actually August 29th. Also, the Penallt Show is on Sunday 23rd August and not August 16th. Sorry about these changes!

DIARY DATES

- ☛ Sunday July 26th Brynmawr Show
- ☛ Tuesday August 4th Evening Drive
- ☛ Sunday August 9th Hog Roast at Bob and Cherry's
- ☛ Sunday August 23rd Penallt Show
- ☛ Saturday August 29th Gloucester Goes Retro (self-arranged)
- ☛ August 28th- 30th Pershore Plum Festival (Bank Holiday weekend) TB

SOUTH WALES AREA WEBPAGE

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

WEST WALES

Co-ordinator Nick Cale **Mobile:** 07922 128717
Email: nicholas.cale@icloud.com
Deputy Co-ordinator Gerald Blain: 07970 420322
Email: gerald@geraldblainassociates.co.uk

The season has not got off to a good start for several of the West Wales members, with some of our Stags being off the road having repairs or restoration work. As I reported in last month's magazine, my own Stag had been having some repair work to the wheel bearing and brake calipers, but thankfully that was resolved at the end of May, just in time to get through its MOT with flying colours.

The classic-friendly garage had managed to get it back on the road for me to take it on our N&N and evening drive for May, but unfortunately Gerald & Eileen's Stag is still off the road, and Bob & Ruth's had gone in for what was hoped to be a bit of bodywork restoration, but which is turning out to be the opening of a whole can of worms — tin worms! So that is also still off the road for the foreseeable future.

For our May N&N, three Stags were joined by Bob & Ruth's Audi TT for a very enjoyable scenic drive through the back lanes of north Pembrokeshire, stopping off for

a few photos at Plumstone Mountain, one of the highest view points in Pembrokeshire, with views over virtually all of Pembrokeshire and beyond, into the neighbouring counties of Ceredigion and Carmarthenshire. From there, we continued our drive to arrive at our destination of Something's Cooking in Letterston, a very reputable, local, seafood restaurant, for some excellent fish and chips.

Our next event in the West Wales calendar was the Pembrokeshire Classic Car Club Annual Show at Carew Airfield, last Saturday, 6th June. This is the largest show in Pembrokeshire, and we had been hoping to have a good display of Stags from both West Wales and South West Wales areas. However, the day turned out to be very wet and windy, and not only was attendance at the show itself down by over 50% on pre-registered numbers, we were also limited in the number of Stags that were able to attend, either because of the weather, or because of the previously mentioned cars that are currently off the road.

On the day itself, mine was the only Stag present from West Wales, but I was joined by South West Wales



members Clive and Lesley in their blue Stag, and Phil Sparks in his black Stag, who had braved the wet weather to drive the 60 miles down from Swansea for the show. Thanks guys for your support and your company on the day. The day started out very wet, and we thought we might be spending the whole day sheltering in our respective Stags, but thankfully it did dry up a little by lunchtime and the sun made a (very) brief appearance, and despite the weather, it was actually a good show, with over 200 lovely cars, as well as motorbikes, commercial and military vehicles, and we also had free access to the World War 2 wartime museum and Control Tower on the airfield, which is very interesting, and well worth a visit if you are





near to Carew in Pembrokeshire.

Last night (as I write this report) we held our next N&N and evening drive for June, and this time we had a lovely evening and were able to have our hoods down for most of the drive. This month, we took a drive through south Pembrokeshire, via Pembroke, to Tenby, and to the Hunters Moon pub for an excellent meal. We had three Stags present on this occasion, Geoff & Wendy in their yellow Stag; Frank & Cindy in their white one; and me in mine. We were also joined by an old friend of mine in his saffron TR6 for this run, and Bob & Ruth, together with their daughter and son-in-law who are currently visiting from Australia, also joined us in their daily driver, as Bob's Stag is still being worked on.

The drive itself didn't lend itself to many photo opportunities on this occasion, but we managed a quick picture of the four Triumphs as we gathered for the start.

For our next event in June, some of us from West Wales are hoping to join others from South West Wales on Saturday 20th June for a display of cars at the Museum of Land Speed at Pendine, to mark the centenary of the land speed record being broken by Parry Thomas in his car Babs on Pendine Sands in 1926.

Then on the last weekend in June, some SOC members are planning to attend the Towy Valley Vintage Club show at Cothi Bridge near Carmarthen. And on the following weekend, 4th-5th July it will be the turn of the Margam Country Park Vintage Show. I am not able to attend either of these shows, but if any of you attend, please do let us know how they go.

Our next N&N and evening drive for July will be held on Tuesday 14th July. The details have yet to be planned, but I will keep all West Wales members updated by email, or please get in touch with me for any information. If anyone would be willing/like to suggest or plan an evening drive and venue for food, please let me know. Your suggestions are always welcome.

I will also update members by email of other forthcoming shows and events, some of which I have included below in the diary dates.

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. 4th-Sun. 5th July Margam Country Park Vintage Show
- ✔ Tue. 14 July Evening Drive and N&N tba
- ✔ Sun. 26 July Cardigan Classic Car Show
- ✔ Tue. 11 Aug Evening Drive and N&N tba
- ✔ Sun. 16 Aug Skewen Motor Club Vintage Car Show at Gnoll Country Park, Neath
- ✔ Sat. 29th Aug Camrose Vintage Working Day
- ✔ Mon. 31st Aug Cresselly Country Fayre at Cresselly House

BRISTOL

Co-ordinator Sarah Clark **Mobile:** 07557 539272
Email: clarksarah950@gmail.com

Deputy Co-ordinator Andy Dyer: 07792 022487
Email: wotred64@sky.com

It is pleasing to report that our area N & N attendees continue to grow, with another new member joining us for our June meeting. This is really good news and is fantastic to reap some reward from our collective efforts to reinvigorate our existing loyal area group. It also fully justifies the move to our new meeting venue this year.

During May, members of the group attended a range of classic car shows. These brought with them a whole

spectrum of weather that required clothing ranging from winter warmth to tropical beachwear.

The Little Vintage show in Cambridge, Gloucs is always a popular attraction over a weekend in early May, and so it proved again this year. Three of our group arrived on the Sunday and nestled in amongst 150 or so classic cars. Not many Stags in attendance, but it was great to see such a wide range of classics on show. Not to mention the military vehicles, tractors, commercial vehicles and steam engines.

The last Bank Holiday in May saw the Vale of Glamorgan classic car show in Sully. Whilst only a small contingent from Bristol attended, we were delighted to meet up with our friends from the South Wales area. The weather was absolutely glorious – in fact it was probably better described as unbearably hot in the afternoon. Nevertheless, we all stuck with it and had a thoroughly enjoyable time, albeit returning home looking rather lobster-like! Sarah is particularly grateful to Bob Dowsell for his guidance on the requirements of the Coordinators role and would also like to thank the wider South Wales attendees for their hospitality on the day.

In between those two shows was the Castle Combe Steam Rally, at which three of our group braved the elements in warm winter clothing. Just another demonstration of the trials and tribulations of parading our beloved Stags across the land! Despite the chilly conditions, we enjoyed the experience.



There are plenty more meets scheduled for June and we will hopefully have some tales to tell in next month's magazine. Then there's the 'big one' at Shuttleworth in early July. Fingers well and truly crossed that the weather can be at least half as good as last year!

And finally, we have recently gone through the hottest week of the year so far and are only just edging towards whatever our British summer will throw at us. What better time for us Coordinators to raise the matter of our area Christmas meal at our June N & N? This was duly done and we think we may have detected one or two polite groans at the thought. We did try to justify ourselves by pointing out that our growing membership does raise the question of which venue(s) could accommodate us and that we probably need to book our spaces sooner rather than later. We probably just about got away with it! After all, we need to accommodate the much sought-after return of our resident magician and, perhaps, a jolly Santa to fill the post-food slot. Applications for the latter are now being taken!

DIARY DATES

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

- ✔ July 1st
- ✔ August 5th
- ✔ September 2nd
- ✔ October 7th
- ✔ November 4th
- ✔ December 2nd

Events

- ✔ SOC National Day. – Saturday 4th and Sunday 5th July at Shuttleworth House, Bedfordshire again.
- ✔ Families Day at Highnam Court, Gloucester – Saturday 4th July. Unfortunately, this clashes with the SOC National Day.
- ✔ KLB Carnival and Classic Car Show, Wotton-U-Edge/Kingswood – Saturday 11th July.
- ✔ Classic Car Show, Newark Park, Wotton-U-Edge (GL12 7PZ) – Sunday 12th July.
- ✔ Gloucestershire Vintage & Country Extravaganza, South Cerney Airfield, Cirencester (GL7 5QD) – Friday 31st July – Sunday 2nd August.
- ✔ Clutton Flower Show, Rudge's Field BS39 5SJ – Saturday 8th August.
- ✔ Kingswood Village Classic Car Show, Kingswood Hall Playing Field (GL12 8RF) – Saturday 5th September.

BRISTOL AREA WEBPAGE

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



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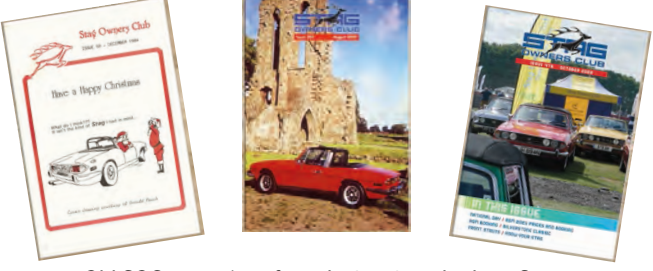



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