



STAG OWNERS CLUB

ISSUE 513 MARCH 2026



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BRECON BEACONS / NORFOLK PARTY

ESCAPING WINTER / MG & TRIUMPH SPARES DAY

STAG OWNERS CLUB

HONORARY POSITIONS

President: Steve Kiefer

Past Presidents: Lesley Phillips

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

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GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

UK £40, Overseas and Eire £60. Joining Fee £5.
Digital magazine only £25 No joining fee

Diary Entries

All diary dates for Area events, other than N&Ns, to the Club Secretary (address opposite). Events must be recorded for insurance purposes.

MAGAZINE Copy Deadline

All copy for the magazine must be with the Editor by the 10th of the month. Send by email or upload from the member's area on the club website.

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

Please send all advertisements to the Editor. Advertisements can be sent by Email and payment, where necessary, by the 10th of the month.

Back Issues

A limited number of back issues of the Magazine are obtainable, at £2.50 each incl p&p, from the Membership Secretaries, Marilyn & Peter Robinson.

Technical Queries

Members are invited to contact the Technical Advice Co-ordinator, Mike Allen (details opposite), with their technical questions and with experiences of how they may have overcome their problems.

Area Co-ordinators

If you would like to start up a group in your area, give your Regional Co-ordinator a ring.

FORUM

We have a very active forum for discussing technical and Club matters. This is open for all to view but only paid up Club members may post and reply. Access via the Club website.

Insurance Scheme

The official Club insurance scheme for Members' Stags & other specialist vehicles is underwritten by ERS. Standard benefits include Breakdown and Recovery (including home service) for UK and European Union countries and unlimited Windscreen Cover. Complimentary return of cherished salvage (applies to all vehicles over 20 years of age). The scheme is administered for the Club by Howden Classics (the new name for RH Specialist Insurance)
Email: classics@howdeninsurance.co.uk

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

Data Protection Act

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

WEBSITE

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



EDITORIAL

Booking is now open for 2026 National Day, after last year's success it's decided to hold it again at Shuttleworth.

You need to go to the members area on the website and find the booking form there.

Also, if you need Hotel accommodation and would like to stay at the Shuttleworth House you need to get in there early as these rooms are limited and go very quickly.

Also featured in this magazine, our attendance at the Stoneleigh MG and Triumph Spares Day.

A good show with lots to see and going on, and very reasonably priced.

Coming up this month is the Restoration show at the NEC.

A full three days and we will have our normal impressive club stand.

As ever we are always looking for volunteers to fill various posts within the club.

One of these now is the show secretary, so please go to page five and seven for full details of how are you can become involved, not only in a specific role but also as a member of our national committee.

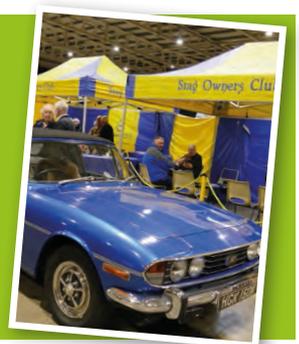
Carl Fuss

ISSUE 513 MARCH 2026

Front Cover: Stoneleigh Show

Back Cover: The Lochaline ferry
to Mull

Photo: Northumbria Area



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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. R.Staniforth	Gwent	Mr. A.Tant	Cornwall	Mr. A.Wright	Essex
Mr. B.Crisp	Worcester	Mr. S.Clarke	West Yorkshire	Mr. P.Bradley	Buckinghamshire
Mr. C.Jossaume	Cambridge	Mr. H.Black	Suffolk	Mr. R.Griffiths	Cumbria
Mr. M.Savage	Hampshire	Mr. S.Falgate	Cambridgeshire	Mr. B.Cainey	Aldershot

IMPORTANT NOTICE MEMBERSHIP SUBSCRIPTION INCREASE

I'm sure many members who have renewed recently will have noticed the increase in the subscription rates. If you read the report from the AGM in last months magazine you would've seen the treasurer's report concerning this. However for those of you who may have missed that here is it again.

Information from the treasurer

At the Hydro hotel in Windermere 2007 I asked for the subscription to be raised to £32. This was approved by the AGM and February 2008 that is what happened, and there it has stayed ever since.

The club is in a strong financial position due to our investments performing well, but last year we had to rely on this income to support the club as we made a loss on our subscription income of £2600 and next year, I anticipate a loss of £3300.

The digital subscriptions are keeping us afloat (almost) as we lose money on each full membership. so, at this year's AGM I asked for the subscription to be raised to £40. This will give the club a healthy profit which will be needed to pay for and run the new membership system, it will also put some money back into our bank account which at present is quite low, this increase was approved. So as of Monday 1st November 2025, the full membership will be £40 and digital membership £25.

It will put the club on a firm financial footing for the new treasurer to take over in November 2027 as I wish to retire on this date.

Clive Tate

DIARY DATES 2026

- **NEC Classic Car Restoration Show** 20th and 22nd March.
- **Stag Owners Club National Weekend**
This is being held at the same venue as 2025. The Old Warden Aerodrome Bedfordshire known as Shuttleworth. The dates are 4th and 5th July.
- **Stag Owners Club AGM**
This is returning to the usual format of a social weekend as well as the AGM. The venue is the Sedgebrook Hall Hotel, Northampton. The dates are 28th and 29th November.





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

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

FBHVC SOC UPDATE

LATEST FEDERATION NEWS



Welcome to the first FBHVC SOC update. At our recent AGM I reported that I would try to ensure that we would provide a monthly update in the magazine on any Federation news.

First of all, I'd like to introduce your FBHVC representatives – that's me, Andy Hedley and Lesley Phillips. The Federation usually holds two meetings a year – the AGM in the Autumn and the Club Expo in the Spring both at the British Motor Museum, Gaydon. Between us we hope to be able to attend these meetings in person. However, the presentation slides are usually made available to us after the events and, we are both in receipt of the Federation newsletters. It is important to note that, except for the secretary, all officers of the Federation serve on a voluntary basis.

At the AGM Chairman (David Whale) gave an in-depth presentation of the FBHVC survey carried out last year. The information gathered in the survey is used as evidence when discussing matters affecting classic car owners when dealing with the Government and Government departments. Detailed analysis of the survey results can be found on the FBHVC website.

Talking about the website, car club members are encouraged to sign up to the FBHVC website in order to view news and issues affecting the use of our vehicles. On the run-up to the most recent budget there was a lot of 'fake news' stories regarding vehicle tax and restrictions of use. Any issues of this magnitude would likely be reported on the FBHVC website first – so this is a great first point of call to check facts rather than fiction. You can also find other useful information such as taking your classic abroad.

A hot topic discussed at the Club Expo was the continued availability of E5 petrol. There is a government review scheduled in 2026 on this very subject. In the past we have been assured that E5 grade petrol will continue to be available until a reliable substitute is readily available. However, the FBHVC is aware of the decreasing numbers of oil refineries in the UK and the general concern regarding UK energy security as a whole. The Federation will be working hard on our behalf on this subject – using the evidence provided by the survey already mentioned.

Other subjects discussed at the Club Expo included the next Drive-It Day which is going to be held on Sunday the 26th April (a date that always clashes with the London Marathon..).

The Federation has received approval

from UNESCO to apply to have the 'UK Historic Vehicle Enthusiasts Movement' recognised as an example of Intangible Cultural Heritage (ICH). The survey demonstrates that every year 4.3 million people attend events supported by the 534 FBHVC member clubs. This recognition by UNESCO, added to the Federations existing FIVA and The Heritage Alliance membership can only add to the FBHVC's standing when dealing with possible Government Legislation in the future.

I hope that it's clear to see the benefits of the SOC being members of the FBHVC – together with them our voices are heard loud and clear by government. A good example of this is the recent success of the FBHVC working with the DVLA in helping owners with regards to the re-issue of registration plates.

Andy & Lesley www.fbhvc.co.uk

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS
DRIVE & RIDE IT DAY
SUNDAY 26th APRIL 2026

2026 **DRIVE IT DAY** 2026
FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS IN SUPPORT OF
childline NSPCC

2026 **RIDE IT DAY** 2026
PLATINUM SUPPORTER **childline** NSPCC PLATINUM SUPPORTER

2026 **DRIVE IT DAY** 2026
PLATINUM SUPPORTER **childline** NSPCC PLATINUM SUPPORTER

2026 **RIDE IT DAY** 2026
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NOTES FROM THE COMMITTEE

MARCH 2026 UPDATE

Everyone should have been provided with a copy of the club Rules & Regulations when they joined the club. Please don't switch off at the mention of 'Rules' as without the R & R we would not be able to run the club so they are important.

The point of this little article is to tell you that the R & R tell us that the Committee 'will consist of not less than eight and not more than eighteen members in addition to the Treasurer and Secretary'

For much of the last ten years the Committee struggled with below the 8 + 2 members and had to ask the AGM for special dispensations to act on behalf of the Club for the next year. Encouragingly, in the last two years we have managed the regulation 10 people but the situation is not really as stable as we would like and we are operating 'on a shoestring' so to speak.

During the last year we have spent some time on looking ahead to what the 'car club scene' is likely to look like in ten years time as the automotive world changes. There are likely to be some challenges to overcome but we will not be alone as there are some 1.5 million owners of older cars so with good guidance we can negotiate whatever is thrown at us but we need help, perhaps young blood, perhaps a wise head or perhaps just more members willing to take on a small part of a larger task.

On behalf of the Committee I am therefore asking you, the membership, to consider giving the Club some of your time and to give the Committee some breathing space.

Committee involvement is actually relatively low input as meetings are held at roughly six weekly intervals BUT two in every three meetings are held in the comfort of your own living room/bedroom/garage/hotel room as they are held using Microsoft Teams, so there is no travelling involved, just a couple of hours with your favorite coffee cup and a mobile/tablet/computer. The third meeting of the three is normally held in a hired room in a community hub in the town of Thame near Oxford – almost at the centre of Stag membership and three miles from either junction 7 or junction 8 of the M40.



This is not quite as your Committee looks, but we are a cheerful bunch of souls.

One of the problems perceived by the committee is that of representation. We currently have members from the East of England (2, possibly 4 depending on where you draw the line), the South West & Wales (2), the Midlands (1), the South East (1) and South Central (2) but we do not have any representation from members North of Watford Gap. However, we recognize that there are issues with travelling over 300 miles in a night just for a two hour meeting and travel and accommodation expenses are available. There is a Travelodge in Thame, just two minutes drive from our meeting place.

It should also be mentioned that as a committee member you do not need to attend every meeting – indeed it is rare that we can arrange a meeting when every member is available – but when you have racked up three no-shows in a row, you need to provide a reason to your fellow committee members.

I am therefore appealing to all members for volunteers to shore up the Committee numbers and if you are from the wilds of Lancashire, Northumbria, Scotland or Ireland, there is still a place for you. Do not be shy, there is no experience requirement, just passion for the car and some spare time.

Finally, we would be very pleased if one or two of our not-male members could join us. The Club is not intended to be a male orientated organization and with the regular social reports in the magazine there are obviously many female members taking part in Club activities. Come on girls, join Tracey round the table and help us run a truly equal club.

For further details contact either the Secretary secretary@stag.org.uk or you could try me at membership@stag.org.uk

Peter Robinson
Vice Chairman

ESCAPING WINTER

A TALE OF TRAVEL AND TRANSPORTATION

Sky, Mull and Iona were visited, with Iona being a favourite, and we finished in Glasgow. Scotland is beautiful but, although it was the height of summer, not very warm!

At the end of the tour, my friends Russell and Pat came and picked me up and whisked me away to where they live on the outskirts of Birmingham. Russell is the proud owner of the Automatic 4WD prototype Stag – the one he had shipped to NZ for our club's 35th Anniversary tour of the South Island.

My friend Andrew (another Stag friend) and his partner Vicky came to lunch and we had a good catch up.

A trip into Birmingham was organised with a stroll through the Jewellery Quarter and a tour of part of the inner city canal system.

Mid-week we jumped in the Stag and headed off to Welford on Avon to have lunch with Lesley and Roger Phillips. I had got to know Lesley through phone and email when planning my trip to UK to attend the events celebrating the 50th Anniversary of the Stag in 2020 and so was very much looking forward to meeting her in person. While we would all be at Shuttleworth, it was decided that a more intimate gathering would give me a



better opportunity to get to know them and so we had a great lunch at the Bell Inn sitting outside under a big umbrella. Such a lovely, warm and generous couple.

At the end of the week we headed off to Shuttleworth for the UK Stag Club Annual Weekend. A great venue with plenty to see and do. Vintage planes flying, vintage farm equipment, and a turn of the century double decker bus (max speed 12 MPH) to take you up to the "big House" where there were stalls, indoors and out, of all manner of hand crafted goods, live music and an area for kids. Saturday morning there was a car run, with lunch at Woburn Abbey then we managed to get lost and had to revert to the GPS to get us back. So many (2 ½ rows of them) Stags!! So many lovely colours I'd never seen before – I was Awe Struck!!

A quick dash back to our Hotel in Biggleswade to change then back to Shuttleworth for spit roast dinner where I finally got to meet Carl the Editor of the Stag Club Magazine whom I'd only met via the internet sharing articles whilst I was producing our NZ mag. I talked to lots of folk including, of all things, a couple from NZ who were visiting her brother who was there with his Stag!





Sunday, even more Stags arrived!! They all got photographed next to the vintage plane as they came in then parked – 5 ½ rows today! There was absolutely no way to get a photograph of them all. Being next to the airfield, a drone was not allowed and, try as I might, I could not organise an aerial shot as phones and cameras were strictly forbidden in all planes! A fabulous weekend where I met so many great people, which proves to me that only really nice folk own Stags.

After that weekend there were no more stags to be seen. I spent 3 weeks with my brother and sister in law in Norfolk, Yorkshire (loved the Dales) Hampshire and Devon and ended with a weekend in London before flying home on the 4th August.

Sue Lowe



SOC NORFOLK AREA PARTY

IMPERIAL HOTEL, GT. YARMOUTH - JANUARY 2026

Wow! Fifty Stag owners & friends had so much fun that it would have made our late, great SOC co-founder/President, Ken Hudson, absolutely delighted. Ken used to attend our annual Parties to enjoy our renowned Norfolk hospitality & this weekend was yet another example.

However, perhaps we should call our annual event the 'Norfolk-ish Party' since strictly only 33 of those 50 attendees actually live in Norfolk! However, some of the 'outsiders' are regulars from our borders, having been permanently adopted by us - which makes it fine. It's a shame that more locals didn't share our enjoyment, but we respect their choice. We were saddened that illness prevented Tony & Margaret Dinmore & Gary & Pam McCarroll from joining us last minute - we hope you are feeling better now so please put 8th to 10th January 2027 into your diary for our next Norfolk Party.

The Bar began to fill steadily during Friday afternoon as we welcomed friends old & new. Friday night's Gourmet Evening lived up to its name as the Imperial's Café Cru delivered their usual excellent à la carte menu. The food was savoured along with enjoyable social chat around our tables. Afterwards we adjourned to the Bar to enjoy entertainment devised by Kevin, Jan Peter & Jean. Peter's quiz was superbly balanced to give most of us a reasonable score. The questions were certainly eclectic; e.g. did you know that Hippopotamus milk is pink or that

you can get Donkey cheese? Now do you wish you'd joined us?!

The quiz was followed by a game of 'Parcel Snatch.' Simple in concept, but the roars of laughter in the room illustrated how much fun we had to round off our day beautifully. Derek & Julie Hicks started our weekend's charity fund raising in style tonight by raffling two Stag models & raising £75. Well done to you both & thanks to Kevin, Jan, Peter & Jean.

Saturday morning (after a wonderful Imperial breakfast on the Terrace overlooking the North Sea 'windmills') was due to be 'Gory Stories on a Wicked Walk' around Yarmouth with a Blue Badge Guide. However, Yellow Weather Warnings required that it was impressively quickly adapted by Great Yarmouth Council into a slide presentation in the welcome warmth of the Imperial's Function Suite. We learnt of Yarmouth's darker past including murders in the famous Rows & grim punishments in the Market Place. All this without enduring the forecast sub-zero wind-chill & rain.

Saturday evening, we brought our raffle prize donations to the Ballroom & admired all the others displayed to tempt us to invest in tickets. Moving to the Dining Room we enjoyed our 3-course meal followed by an entertaining address from Kevin. I reluctantly (?) accepted the microphone & announced that my annually awarded silver trophy for the person/s who contributed highly to our Area





during 2025 went to Terry & Colleen Langham. This was a long overdue award to them since they have been good members since joining in 2000. However, hosting a BBQ in their garden last year for 17 Stags soon after a serious illness incident, was a feat which has now ensured their place in our Hall of Fame. Since not with us tonight, the trophy was awarded at our February N&N.

After thanking the Imperial Team for their usual astounding hospitality & with Kevin's plea to buy plenty of tickets ringing in our ears, we adjourned back to the Ballroom. Nigel & Marty proved to be a talented musical duo who kept us entertained with 60's to present day songs throughout the evening. Our raffle was slickly drawn followed by auctioning three hampers kindly donated by the Ramsey family plus Ray & Tracey. Later Kevin announced that this weekend we had raised £1,000 for Cancer Research UK which will be added to our similar total for No Shave November, giving £2,000 to this worthy cause. I hope all readers of this report who helped us with that achievement will be suitably proud of Norfolk SOC.

Sunday morning breakfast was comparatively subdued as we recovered & said farewell to old & new friends. A few stalwarts set out on the traditional farewell walk along the Golden Mile & back, but they soon returned, defeated by the biting chill wind. Instead, we all revelled in the warmth of remembering moments from another successful Norfolk Party.

I (Chris) wanted to write this report so I could highlight that the success of this entire weekend was entirely due to four of our members – Kevin, Jan, Peter & Jean. They negotiated, planned & executed another superb event & although inadequate, all we can say to them is 'thanks'. You are all amazing, as was Grant, the Imperial's Maestro & his team since this hotel has now hosted 28 annual Norfolk Parties ... with another planned for 8th to 10th January 2027. See you there!

Chris Lyles



Thought for the Month By Rupert Klaiber

We must recognise that, as we grow older, we become like old cars – more and more replacements are necessary.

C S Lewis



THE TRIUMPH PICNIC AND MARQUE DAY 2026

SUNDAY 31ST MAY 2026

WOODLAND GRANGE
LEAMINGTON SPA



PRE-1940 TRIUMPH MOTOR CLUB

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

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



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LLANERCHINDDA FARM 2025

SOMERSET & DORSET STAGS GO TO WALES



Towards the end of 2024, we were discussing ideas for a getaway in 2025 and saw an article in the November SOC magazine about the East Sussex Area's adventure in Wales, it sounded ideal.

Looking at the website for Llanerchindda Farm, all dates appeared to be fully booked. Undaunted we contacted the Farm and they had availability for a 3 night break in May. Six couples were interested, Tim & Wendy, Mike & Jackie, Graham & Mary, Mark & Jane, Dave & Chris, and Garry & Janet in 5 Stags and an Alfa Romeo 1600 GT Junior. We had a couple of meetings to discuss the finer details and set off early on Friday 9th May to meet up at Severn Moto Services on the M48.

Once we were in Wales Jane and Mark took the lead as they had suggested a route over Gospel Pass. After some very interesting roads, a road closed, a delivery driver lost and some walkers suggesting routes, we were forced to take a deviation. However, we came upon The Bull's Head in Craswell, a good stop for a pub lunch, all to plan according to Jane. Our goal was to arrive at the Farm in time for afternoon tea, mission was accomplished successfully. On arrival at the Farm, huge logs were provided to wedge under our tyres to assist the brakes on the sloping car park.

The rest of the weekend was very well organised by the team at the Farm, providing excellent food, a comprehensive tulip route map each morning, a detailed briefing about the route, Rally Plate (with cable ties that were long enough) and plenty of sunshine.

Day one saw us exploring the Elan Valley and its dams and reservoirs. We had been to the Elan Valley in the past, last time in snow, this time there were different roads and plenty of sunshine. After stopping at the Elan Valley visitor centre we continued along the valley until we reached the Carved Trees, a sculpture trail of five airborne and five ground dwellers, carved into Douglas fir tree stumps which were very impressive.

Continuing along and then past the reservoirs, we arrived at Devil's Bridge and saw the famous AA box (Mark's key didn't work though). Dave & Chris actually went to see the waterfall and bridge from below whilst we tried to find somewhere for a drink. It was very busy with everyone enjoying the hot weather and our group became

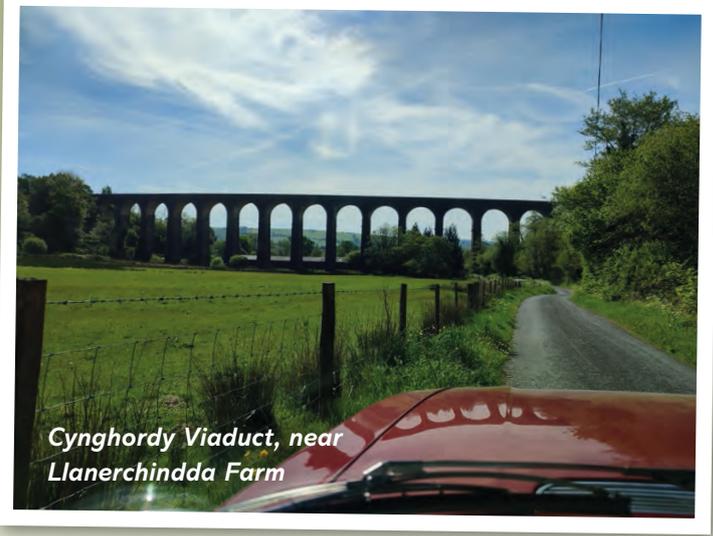




Arrival at Llanerchindda Farm



Morning briefing



Cynghordy Viaduct, near Llanerchindda Farm

separated as we left. Via WhatsApp we decided to regroup at Tregaron car park, which was fine until we drove out, becoming slightly disorientated we eventually created our own mini roundabout in the middle of town before finding the correct way out. En route to Llyn Brianne Reservoir we encountered a group of over 20 cars coming in the opposite direction, made up of a varied selection of old, new and modified cars which I managed to capture on my dash cam.

At Llyn Brianne there appeared to be major devastation as there were hundreds of large Japanese Larch trees that had been felled to stop disease spreading. We arrived back at the Farm in time for afternoon tea and relaxing on the terrace before an excellent barbecue (particularly good was the beetroot in jelly).

Day two had a different feel with a very pleasant drive along some military roads, passing cars taking part in some form of rallying.

At Llangadog we had the option to take on the Black Mountain road, a favourite of Top Gear, which four of us did, (a bit disappointed because the ice cream van wasn't there, a sales opportunity missed in such lovely weather).



Carved Trees Sculpture Park



Entry was included to Aberglasney gardens which was a good lunch stop and very pleasant gardens to look around. Of particular interest at Aberglasney was the Ninfarium (a sub-tropical indoor garden).

The skies were looking grey and we had a few spots of rain as we left for our return to the hotel. At this point the group split with half the cars taking the faster route rather than the scenic route but they had a bit more rain. Luckily the meandering route stayed dryish, which was good as my wipers were starting to screech when in use. Although a little later than planned we were still OK for afternoon tea and a little later, dinner.

When I checked my wipers to identify the noise Mark discovered it was actually the wiper motor bearing and suggested taking the top bolt out that holds the cover on and spray some lubricant around. Dave added to that to suggest dripping engine oil gently into the bolt hole. Mark developed this by using distributor advance/retard tubing to suck up oil and insert the tube into the small hole to drip the oil slowly onto the bearing. All worked perfectly, quiet wipers.

Monday morning was a bit grey and we were leaving in different directions.

Wendy & Tim started early in case the weather deteriorated, Mike & Jackie and Jane & Mark decided to go to Pendine Sands and spend an additional night in Cardiff. Graham & Mary were visiting friends nearby. Janet & Garry and Chris & Dave set off together and looked for somewhere open on a Monday for lunch, eventually stopping at Tintern Abbey and then the final leg home. A very well organised weekend, everyone had a great time exploring mid Wales with excellent routes, food, sunshine and company. Where to next?

Garry Martin



Aberglasney Gardens



A proud owner with his Triumph Stag. Steve Spinks



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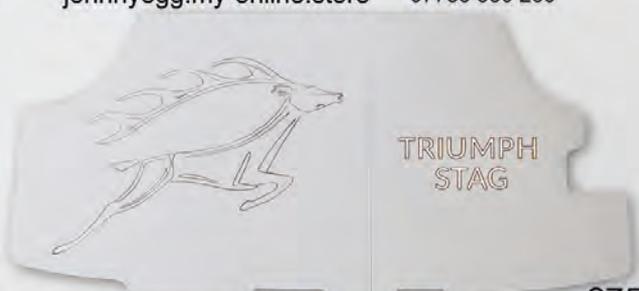
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MYR 431P 'MYRTLE'

THE RESTORATION OF LOVE CONTINUES

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

Central Console

The central column contained the following items:

- Window lift switches
- Internal light switch
- Cigar lighter
- HRW switch & warning light (I've included the two B-post connectors)
- Fan switch
- Central console side lights
- Stereo (I've included the speakers & aerial)



Window lift switches

(ROM 86.65.70) The window rocker switches were easily removed from the lower central console by being gently prised out. The two switches were identical and each fitted into a connection block. The blocks were marked with electrician's tape and photographed before the switches were removed, to ensure matching up with the new loom. The switches were brought back to a nice black with Simoniz Jet Black Trim Restorer. Upon attempting to match up with the new loom, I discovered that there were no identifying marks for left and right, so had to check, using a multimeter, which window motor wires linked to which switch and then mark that connection block with the appropriate tape. Refitting was a simple matter of pushing back into the lower central console.

Internal light switch

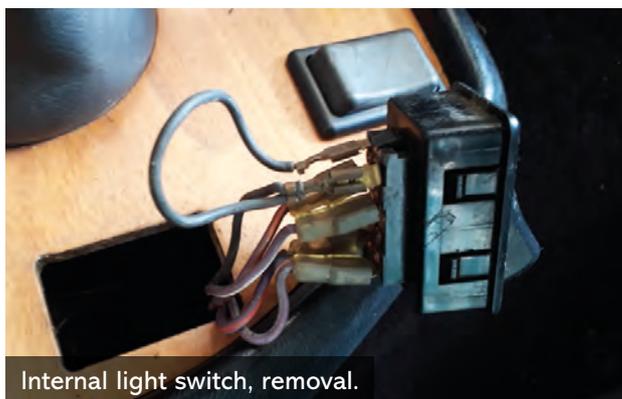
(ROM 86.65.13) The switch sat on the left-hand side of the lower central console. When it was gently prised out from the console, it could be seen that there were six wires attached to the switch. Photos were taken at various points as the wiring was labelled and removed. The terminals were then gently cleaned with sandpaper and the switch was brought back to a nice black with Simoniz Jet Black Trim Restorer, taking care not to encroach upon the white symbol. Refitting was the reverse of removal.

Cigar lighter

(ROM 86.65.60) The cigar lighter/12v power supply (take your pick) was located on the top right-hand side of the central console. I had never used it in all my years of ownership, but the idea of a power supply was a good one and it had to come out anyway. After taking out the heater element (the part you push in to heat up) a pair of thin nosed pliers were used to undo the internal ring at the bottom of the socket. The lighter was in two parts, with the rear (outer) part needing to



Centre console, window switches



Internal light switch, removal.



Cigar lighter, removal.

be removed from behind the console, either through the radio aperture or by removing the consolee first. The front (inner) half had a plastic ring around it that glowed when the lights were put on. With the outer unit removed, it could be seen that there was a bulb attached to the side, which provided the light source for the ring. A prong at the rear of the inner part provided the connection for the power and a tab on the outside of the outer part took the negative lead. A third lead ran to the bulb. The other thing that was obvious was the age of the socket - as the inner part literally fell into pieces as I removed it! So, a new one was on the cards. Refitting was the reverse process and it all worked perfectly when tested.

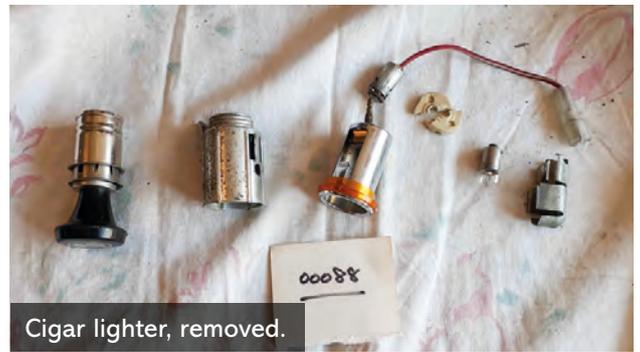
HRW switch & warning light (incl. B-post connectors)

(ROM 86.65.36) The Heated Rear Window switch sat underneath the cigar lighter, with a small warning light beneath that (yes, I wondered what that was for, too!). The switch was a simple pull on-push off type and was held in place by a chrome bezel, with the switch itself being removed from the rear of the console. Firstly, the switch knob had to be removed. This was achieved by inserting a small screwdriver into the hole in the knob and pushing on the small button inside, enabling the knob to be removed. With the bezel undone, the switch was removed from the console and the two wires labelled and disconnected. The switch was in good condition, so the terminals were lightly sanded to bring them back to shiny and the switch, bezel and knob cleaned. Refitting was the reverse process.

Also part of this were the two female B-post connectors, one on top of each B-post. The male connectors on the hard top made contact when the hard top was attached to the car. Upon removing them, one B-post connector promptly disintegrated on me. The other one wasn't much better, so I decided to replace both. Even though I don't use a hard top at present, that might well change in the future. The B-post connectors sat underneath the chrome B-post top cover and were held in by the two screws that held the chrome top cover onto the B-post. The single electrical wire on each connector was connected to the respective offside and nearside wiring looms, which ran down inside of the B-posts. Refitting was the reverse process.

Fan switch

(ROM 86.64.44) The fan switch sat on the left-hand side of the centre console, above the choke control. It was a two-speed switch that controlled the speed of the fan in the heater unit that sat behind the central consolee (see previous Cooling & Heating section for details about the heater unit). The switch was pulled out for two speeds and pushed all the way in to turn off. It was held in place by a chrome bezel, with the switch itself being removed from the rear of the console. The switch knob was removed by inserting a small screwdriver into the hole in the side of the knob and pushing on the small button inside. With the bezel undone, the switch was removed from the console and three wires attached to it were labelled and disconnected, after positioning photos were taken. The switch wasn't too bad, so the terminals were lightly sanded to bring them back to shiny and the switch, bezel and knob cleaned. Refitting was the reverse process.



Cigar lighter, removed.



HRW warning light.



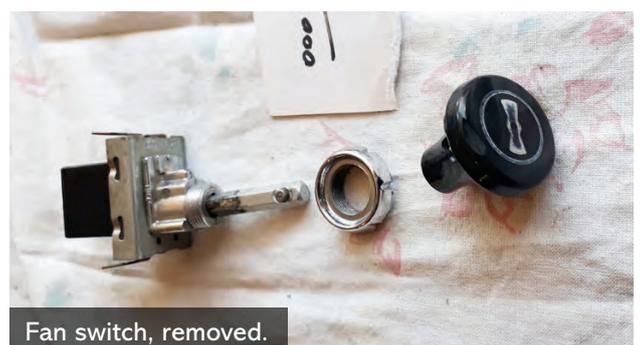
HRW, B-post.



HRW warning light, removed.



Fan switch, in car.



Fan switch, removed.

Central console side lights

(ROM 86.45.20) These lights sat on either side of the transmission tunnel, on the edge of the central console, and consisted of a plastic inner (that held the lamp), an opaque cover and a chrome outer oblong ring with two screws that held the unit to the side of the central console. Removal was a simple case of removing the two screws and pulling the unit out, before labelling and disconnecting the two wires from the back (after photos were taken) and withdrawing the unit. Both units were cleaned and the contacts brightened. The chrome was also brought back to shiny using Autosol. The lamps were replaced with new LEDs and tested before the units were refitted.



Puddle light, removed.

Stereo (incl. speakers & aerial)

The car had never had a stereo during my ownership and I had always fancied one. It looked like someone had fitted a unit in the past though, as there was a cut out in the central console. The original Stag speaker, on top of the dash, was not really going to produce a decent sound and it didn't have any rear speaker panels, so I was starting from scratch really. Upon removing the front carpets, I did discover that someone had fitted footwell speakers in the past by cutting very crude holes. I also discovered a bit of a scare story from the car's past. Whoever fitted (and removed) the previous stereo had left the power wire sitting behind the central console un-shielded and it was permanently live! I'd been driving a potential fire-risk for 30 years! The new loom had a power lead specifically for the stereo, so that was isolated with a 'choccy-block' until fitting the stereo. I then needed to accumulate the required parts for the installation. After suitable internet/Currys research, the following were decided upon:

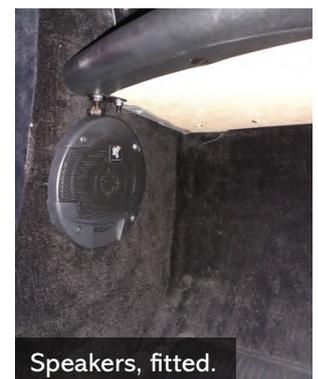


Stereo, fitted.

- Stereo: SONY MEX-N7300BD
- Rear speakers: Pioneer 5" 250W TS-G1330F
- Front speakers: CRUNCH 4" 120W DSX-42 (fit existing holes)
- Electric aerial (eBay code 400260927941 for Triumph Stag)
- DAB aerial splitter (to enable DAB radio to be used with an FM aerial)
- 3m aerial lead extension (from the back to the front of the car)
- Suitable wiring to carry the aerial power to the back of the car
- Rear ¼ cubby panels (to hold the rear speakers) retrimmed in leather



Stereo, fitted.



Speakers, fitted.

The SONY MEX-N7300DB stereo was chosen for the following features:

- Detachable front panel
- CD player
- USB connection
- Bluetooth player (for 2 phones)
- DAB/FM/MW/LW radio
- Handsfree phone capability with microphone (provided)
- Able to change the colour of the buttons & display, separately
- Reasonable price
- Very good reviews



Fuse box, before removal.



Fuse box, before removal.

The installation instructions were very simple to follow and the stereo looked really good once installed. The microphone was situated on the top of the dash, to the right of the driver, with the wiring running through the dash.

The speaker holes on the A-post had to be enlarged slightly, but that wasn't an issue and ensured the speakers fitted snugly, with the speaker wires running into the A-post and then across the front of the footwell to the central console. All the wires would be hidden by the carpets and underlay later. The rear speakers were fitted into the rear ¼ cubby panels before they were fitted to the rear trims.

My local Triumph garage fitted the aerial for me, in the standard position on the nearside rear wing. The aerial extension was then fed through the internals of the rear wing, exiting at the base of the B-post and was then included with the wiring that ran along the groove of the inner nearside sill to the A-post. From there the aerial lead made its way across the nearside footwell and the nearside of the central console and thus to the stereo. At the same time, I fed the power leads for the aerial along the same route. It all looked very discrete and produced a really good noise!

INTERIOR

Fuse box

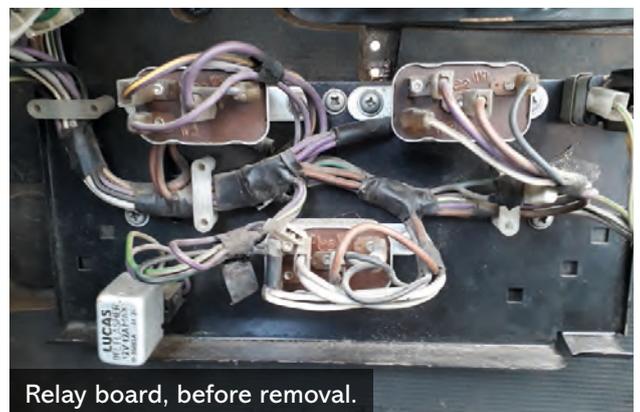
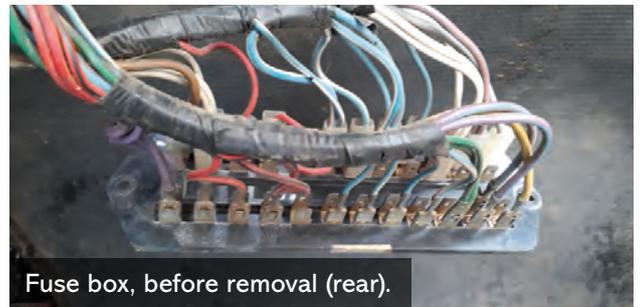
(ROM 86.70.00) The fuse box was located on the nearside of the engine bulkhead. The fuses were accessed from the engine bay, after removing a plastic cover, whilst the fuse box itself was bolted to the inside of the nearside front bulkhead, behind the glovebox. The fuse box attached to the main dash loom and each wire was carefully labelled, and photos taken, before being removed. Once removed, the fuse box was cleaned and the terminals brought back to shiny. Unfortunately, the cover was too far gone, the writing almost illegible, so a new one was purchased. New fuses were also purchased.

Relay board

(ROM 86.55.00) The relay board was attached to the nearside front bulkhead, below the fuse box. It had its own loom, which connected to the main dash loom. The board consisted of a metal plate screwed into three nylon nuts which held the board away from the bulkhead and isolated it. The various relays were then screwed onto the board. Photos were taken, and the wiring labelled, before the relays were removed. The board had a bit of surface rust so was sanded down and protected with black POR15 paint. The relays were checked over and found to be in good working order, so were refitted on the board, together with a new wiring loom. New indicator and hazard relays, included in the LED car kit, were also fitted to deal with the change to LED lights.

Brake light switch

(No ROM section found). As the brake pedal was depressed, a switch (attached to a plate behind the pedal) was depressed, closing the circuit and activating the rear brake lights. The switch was replaced as a matter of course.



Handbrake switch

(ROM 86.65.45) This switch was attached to the nearside of the handbrake, normally hidden by the handbrake cover. As the handbrake was raised, the switch control moved and made the circuit, lighting the handbrake warning light in the instrument cluster on the dash. A single screw held the switch to the handbrake. The switch was removed, cleaned and checked that it worked before being replaced.

Glovebox light & switch

(ROM 86.65.24) The glovebox light switch, activated when the glovebox was opened, was situated at the top right of the glovebox opening. To remove it, the glovebox and lid had to be removed. Then the two small screws holding the switch onto the dash were removed and the switch disconnected from the wiring (after suitable labelling for the new loom). The switch was cleaned and tested before being replaced. The light unit was a simple pushed-in affair, attached to a bracket that hung down behind the dash. The glovebox had a small hole cut in the top it to allow for the light. A plastic cover (easily prised off) protected the bulb and diffused the light inside the glovebox. All parts were cleaned before being rebuilt and replaced. Two wires were attached to the light unit, which required new connectors for the wiring loom as the old connectors had seen better days! A new LED lamp was also installed.



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KNOW YOUR STAG #43

THE ELECTRICAL BITS UNDER THE BONNET (PART TWO)

This month we will be looking at most of the 'bits' which use the electricity which is generated and stored by the 'bits' we looked at last month. Let's start with the starter motor as that is what gets everything going in the first place.

The Starter Motor

Officially a Lucas M418G, this is a pre-engaged starter motor for which the Lucas part no. is 25627 and the Triumph part no. is 215111. This is the only information published in the Repair Operation Manual (the workshop manual to you and I), however the parts catalogue mentions a second version of the starter being used on Stag and this has a Triumph part no. of 215111/2 and a Lucas part no. of 25648. In fact, what seemed to have happened is that the M418G was quickly superceded by the 2M100, Lucas part no. 25648, and despite the Parts Catalogue trying to tell us that the parts quoted are for the later 25111/2 starter (2M100), the diagrams and parts quoted are actually for the earlier M418G starter, so do not let the Parts Catalogue confuse you. Nearly all Stag starters were model 2M100, Lucas part no. 25648 so the exploded views and individual part numbers of the Parts Catalogue are almost useless to you.



A rather dirty starter motor – but what do you expect from a fitment which sits on the side of an engine and is open to dirt and grease from all directions. The part numbers can be seen on the main body. This one is a 2M100, Lucas part no.25648E.

For those who wish to know these things, the difference between the M418G and the 2M100 is basically that the 2M100 is the metric version of the M418G with

a quoted casing diameter as 100mm against the quoted casing diameter of the M418G as being 4 1/8 in. The two different types can be distinguished by looking hard at the casings as the casing for the M418G is basically the same size over the main body and is steel cased with a steel band covering the brush access slots at one end, whereas the casing for the 2M100 steps down near the non drive end where a shaped alloy cover is used to hide the brushes and commutator. Because they are physically different sizes, the individual parts are not interchangeable although the units as a whole can be used on any age Stag.

Of course, telling the difference by 'looking hard' is rather a pointless exercise as the starter motors all have the Lucas model and part numbers stamped into the motor casing so it is actually quite easy to tell which one is fitted.

The starter motor is fixed onto the engine block extension where the pinion housing sits alongside the flywheel/drive plate ring gear. The fixing is different for manual and automatic cars with the manual starter being held by a single bolt through the top of the starter fixing flange into a threaded hole in the block extension, whereas because the block extension is of a different shape when an automatic gearbox is fitted, the starter is fixed by two longer bolts which go through block extension and through the top and bottom of the fixing flange, being secured by nuts on the front face of the flange..



This is an M418G Starter – not from a Stag but from an MGB as I wasn't going to crawl under LD7 to remove the starter for a photo. The 'gubbins' on the left hand end is hidden behind a simple steel band with a securing nut and bolt on the other side of the unit.

A final word of warning. There are many different models of Lucas starter motor and there are very many different part number variants within each model. If you are thinking of fitting a second hand motor, check the model and part numbers as, even though they may look the same, each variant is for a different purpose and the one you buy may well have a different number of pinion teeth (Stag has 9 on the starter pinion), may have a different profile or depth of tooth or may be for fitting on the other side of the engine. Fitting the wrong shape toothed starter will very possibly wreck the ring gear on the flywheel/drive plate so be careful !

The Wiper Motor

This is also a rather simple piece of writing as, for Stag, they were all the same – Lucas 16W. The motors and gear assemblies have different part numbers with the motor being Lucas part no. 75721, Triumph part no. 519909 and the gear assembly being Lucas part no. 54705366, Triumph part no. 519532. The Lucas model no. 16 is stamped on the top of the gear assembly and the Lucas part nos. are stamped respectively on the top of the gear assembly and on the motor casing.



This is what you see when you open the casing of a normal wiper motor. The motor spindle drives the big wheel which moves the central arm backwards and forwards. The (dirty cream and with a vertical location slot in it) slider switch which controls the park function is bottom left under the left hand end of the central arm. The motor assembly part number can be seen (faintly) on the casing cover.

The operation is quite simple in that the motor shaft has a worm which drives a toothed wheel (located in the round part of the gear assembly casing) which itself drives a short arm, the other end of which travels forwards and backwards within a slideway in the more rectangular section of the casing. This is attached to the drive cable and the forwards and backwards motion is transferred to two wheel boxes at the base of the wiper arms which turn the arms from side to side. The tricky bit is that there is a small arm on the slideway end of the cable and this engages in a slider next to the main slideway which operates a switch which allows the wipers to park at the correct point in the cycle. If this arm breaks off (and they are mostly now 50 years old) the wipers will park wherever they feel like and a new cable is the only solution – unless you are particularly clever at fixing small arms onto cable endpieces –super glue will not do it.



The small arm which operates the park switch is slap bang in the centre of the photo and it engages in a slot in the white switch just below it

For the 1973 model year (commission no. LD 20001 onwards) Triumph introduced an intermittent wiper sweep which utilised a thermal delay unit to regulate the operation of the wiper motor. Before that, if you wanted intermittent operation you had to operate a 'manual system' by pulling the wiper control arm on the steering column towards you when you wanted the arms to sweep. The thermal delay unit (A Lucas 2DA, part no. 159943) is located at the top right hand side of the relay board, which is behind the glove box/ parcel shelf within the passenger compartment.

The Fuel Pump Cut-off

Although not very electrical, how many of you know what that funny grey coloured plastic cylinder on the left hand bulkhead does ?

It is actually a safety feature which shows that Triumph was somewhere near the forefront of safety technology in the UK in that it shuts off the fuel to the engine should the car come to an abrupt stop – as would happen in the event of an accident. The device has a plastic bowl containing a steel ball which, when there is a drastic change in direction or speed, rolls up the side of the bowl and disconnects the contacts which connect to the

fuel pump in the boot, thus shutting off the fuel supply. It is reset by pushing the plunger on the top down and remaking the connection.

There was only one version of this fitted to Stag (part no. 153052) and, should it stop working, then it can normally be repaired by taking it to pieces and cleaning the components.



The grey casing of the inertia switch can clearly be seen between the fusebox and the wiper motor. It unclips and can be easily dismantled for cleaning if giving trouble.

The Fuel Pump

While I am discussing the fuel supply I may as well deal with the fuel pump although it's not actually under the bonnet.

The fuel pump is located in the boot, on the RHS behind the internal trim panel and behind the filler pipe. You should hear it ticking when you first switch on the ignition of a morning as the pump needs to repressurise the system following the fuel draining back to the tank overnight (or over-afternoon if you are coming home from work). So if you are having starting problems and you are not hearing the ticking for a few seconds when first switching on, the first check is to see that the pump is actually pumping.

All production Stags were fitted with an SU electric fuel pump at the factory. This is quoted as part no. 150916 in all the parts catalogues but as being a model AUF 303 in the workshop manuals up to 1973 and as AUF 306 in the 1977 workshop manual. I do not know the difference between the two models but it will be very small. There was no change in the part number during production although the parts catalogues show a change to the three rubber supports and to one spring washer (really ??) in the mounting system at build no T1617LD (approx March 1971).

One of the reasons for mentioning the fuel pump is that I have seen many owners, faced with fuel problems, taking the easy way out by buying a new pump. Most Stags end up doing between 60,000 and 90,000 miles before getting into 'occasional use' ownership and the only thing which is likely to go wrong with the fuel pump is that the points (the same things as in your distributor) stick or pit beyond saving. These are very simple to change, although maybe a bit fiddly for old fingers, and

with a replacement rocker set (the bit which includes the points) being available at around £20, I cannot see why it is thought necessary to spend £150 to change the whole unit (and presumably throw a very good original pump in the bin). Who knows, when you get the top off you may well find that all that is needed is a refacing of the points with a small file. So, if you feel the need to spend your £150 – please go the extra mile and, instead of binning the 'useless' old pump, send it to me for my collection of 'things which may be useful in the future'.



This is the sort of thing which is probably fitted to your Stag. This is an AZX 1308 pump, the model which replaced the AUF 306 according to Burlen, but the different models all look very similar

For those intent on buying new, SU pumps are still being made, the 1300 series pumps replacing the 300 series ones. However, different suppliers are quoting different models as the current replacement and I have seen model AZX 1311(Rimmer), AZX 1307 (Moss), AZX 1308 (Burlen – the people who now own SU pumps) being sold. There seem to be further options with suffixes being added to the model numbers to indicate an electronic style of pump (no mechanical points) but if you are intending to buy one of these you should ask yourself 'will the electronics last the 50 years that my mechanical pump has just lasted before needing a decent service?' Maybe you do not care for what will happen in 10 or 20 years time when the electronic bits give up, but is this fair for the car and future owners?

Whatever you do, remember that the original pump delivers at 2.7lbf/in² (approx 0.19 bar) so do not buy anything which delivers at much above that or you risk overpressurising the carburettor internals.

Apologies for the lecture but I personally despise waste and would rather see 'repair' being done to period cars than 'throw and replace'. I do appreciate that there are other views so if you think that I am unfairly biased, then send the editor a letter or two and let's see some spirited discussion.

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MG TRIUMPH SPARES DAY

STONELEIGH - 8TH FEBRUARY 2026



In the run up to the show, I was a bit worried about how the weather may affect the show. It seems like it's been raining forever and the area around Stoneleigh is somewhat prone to a degree of flooding. I think it was 2 years ago the main approach road from the south was completely impassable.

As it turned out, it wasn't too bad. One thing I did discover over the weekend was how well a courtesy car goes through flood water. It wasn't that deep really! Even I am not a complete muppet, well at least not all of the time.

I have recently bought a modernish car to make life easier getting Di in and out, a Renault Scenic. Low mileage and in pristine condition. Having driven it for a few days I suspected something wasn't quite right, so I checked under the bonnet. We drive cars with a reputation for blowing head gaskets, bah humbug! The Renault had a blown head gasket, now there's irony for you. Good job I took out extended warranty I say.

Saturday and our band of helpers had the stand erected in record time. This year all show cars arrived safely unlike last year, and luckily, the rain had eased off a bit late morning, so the cars were fairly dry coming into the hall.

SOCTFL were on stand again in the form of Paul Smith, Roger Kennedy, Julian Buckler and Russell Lewis, quite rightly extolling the virtues of their work in keeping our Stags on the road. We appreciate your hard work chaps.

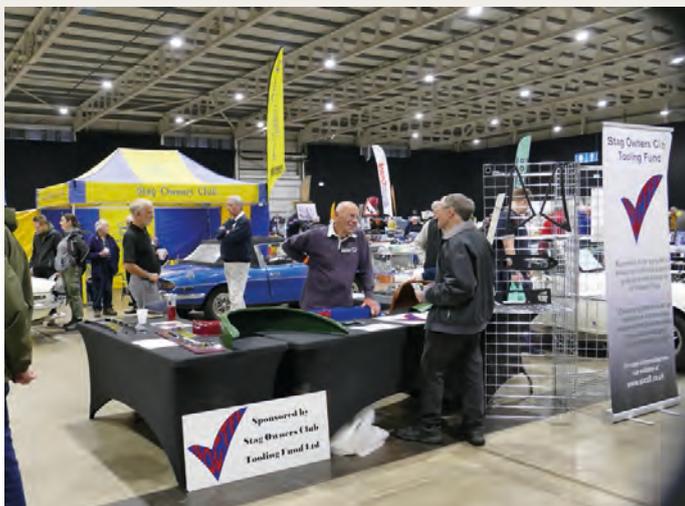
I thought the show wasn't as well attended this year and the club membership applications taken were quite low, maybe backing up my opinion on attendance. We only managed 4 renewals and one lapsed member re-joining. Better than nowt of course. Talking to the organisers after the show, the attendance was only down by around 200, so my observations seem to be a little off, maybe it was quite busy and I just didn't notice. I do walk around with my eyes closed a lot, so I've been told by 'management'.

A big thank you to our volunteers who, as always, provided great support over the show. Margaret and Dave Buxton, Steve Buxton, Andrew Bradbury and Viv Sanderson, Martine (he'll love that typo) and Teresa Mills, Roger and Lesley Phillips and last but not least, Steve Bedford. Of course, a huge thank you to our show-car owners without whom we wouldn't have a show.

That's about it really. From an organisers viewpoint the show was most enjoyable. Obviously a one-dayer is a lot easier on the feet and back. A one day show expands to two days if you count collecting the van, three days if you count setup day, and four days if you count getting the van back to storage: thanks Martin.

To stop me rambling on for days, next, a few thoughts from our car owners.

Tony Lapworth
Works/Leics Co-ordinator



TIM & JULIE SHURROCK

It was nice to be asked to show the NAG (hopefully there's a photo to explain!) for the second time. The car was not actually as good looking as I had hoped as the Saturday morning, I had set aside for cleaning disappeared by me being stuck in Berlin because of ice on the runway (nice to see it's not just the Brits that can't cope with bad weather...!) Fortunately, Julie was willing to drive the car to Stoneleigh and I am very grateful to her brother Terry for helping her get the car out of the garage, which is admittedly quite a tight squeeze but easy enough when you've done it for 22 years.

Despite the rough cleanup at the show, we had many compliments and interest in the small modifications made. In particular, the fitment of hard top side screens when the hood is down which not only cuts down on buffeting but makes the car look more integrated with the hood down. It never fails to amaze me how much there is still to learn from others, including slight embarrassment when Lesley showed us how to fold the hood down properly...

As usual we were made to feel very welcome by the organising team and had a thoroughly enjoyable day, even though I was slightly hoarse by the end of it.



RICHARD TAYLOR

Sat 7th Feb saw me getting my recommissioned Stag to Stoneleigh Park for the MG-Triumph annual spares day. Something for which I had 'Apparently volunteered'. (comment from TL – I'm not one for pointing fingers of who might have 'volunteered' you', but his initials are Steve Bedford)

Gazebos built by the team, tables assembled, lights installed, display cars brought inside and most importantly, the tea urn connected to the power supply.

Sunday arrived all too soon for my first S.O.C team membership initiation, that is talking to the people who would love to own a Stag but can only remember the bad things they remember hearing as long as 30 years ago.

In the main, most people were genuinely interested in the cars and any upgrades which they could use on their own vehicles and the position of components they had removed in the past and forgotten where they were originally fitted.

All this made possible by the work put in by Lesley Phillips, Tony Lapworth and 'The Team'. Many thanks to you all.



MARK ROLLASON & TAMMIE DUNN

The Stoneleigh Show at the weekend was a welcoming place to be.

From first entry the security staff were very helpful. The show was well laid out and it was good to see a few faces from last year there as well. Mark wandered off and every time he came back with something he was looking for and saying how helpful the other stall holders were.

And as for the Stag Club stand. Very busy. It was lovely to see people from other regions and all happy to chat and offer advice when asked for. Looking forward to the next one.



STEVE COX

Earlier this year I asked Tony if he had enough cars for the MG & Triumph Spares Day at Stoneleigh, and sure enough, I got a call through asking if I could come along with our car to complete a four-car line up.

Well done Tony for getting us in the heated hall and in a great central position. The stand layout was particularly impressive.

Driving to Stoneleigh on Saturday the heavens opened and my car showed immaculate timing by splitting the middle third of the wiper blade on the driver's side, however Robsport came to the rescue once their stand was put together later that afternoon.

Sunday started with a wholesome bacon batch (£7!) and the show quickly came to life. Our stand was extremely busy with club members past and present, and the SOCTFL area seemed equally busy. Margaret, Lesley and Teresa did a magnificent job in providing hot drinks for all comers, thank you!

All four cars had visitors throughout the day, we were getting the usual questions about our car's history and restoration, my car, in particular attracted lots of discussion about the hood and frame which we had restored a couple of years ago.

What I always enjoy at any of these shows is the number of people that the cars attract that are not (yet?) Stag owners and want to try the car 'for size', the majority of these seemed to leave stunned by how comfy and welcoming our cars are.

By around 1 o'clock my back and feet decided I needed a 10-minute break, after finding an empty chair (an achievement in itself) I had all of 30 seconds before I was called back to the car to answer some more questions.

We stayed very busy right through until around 3pm when the whole show seemed to go flat, by quarter past, some stands quietly began to pack up. We kept going through to the show closing time and finally lowered the flags just after 4.

What a way to start the 2026 season!



THE CLUB STAG ARCHIVE

The Triumph Story, Part 24 – Who Were Leyland Motors? (Part 2)

We left Leyland Motors last month as an established manufacturer of trucks and buses. They had dabbled in cars and had beaten somewhat of a retreat although their engineers had taken the art of speedy motor cars to the pinnacle of success. Now we have to deal with the commercial success of the company during the forties and fifties.

The Twenties

On cessation of the First World War, Leyland were again free to pursue the manufacture of civilian heavy vehicles and in the period before 1925 they introduced around 40 different models of truck and bus. These were mostly named in alphabetic series e.g. the M1, the O1 and the G-range, and each chassis range could take truck or bus bodywork although it was the bus operation which seemed to be in the forefront of attention. These model ranges are just too complicated to deal with in any detail, for instance there were 8 basic variants in the G-range but after 1922 when legal maximum bus lengths were introduced by the government, Leyland introduced a 'side' version where the driver sat to the side of the front mounted engine instead of behind it, which gave more passenger space for the bus models – and these were given the prefix 'S', hence each G-range chassis could be supplied in SG form.

You will therefore forgive me for not attempting any detailed listing of Leyland Motors vehicles. Instead you will have to be satisfied with a few photographs to illustrate the type of vehicle being produced.



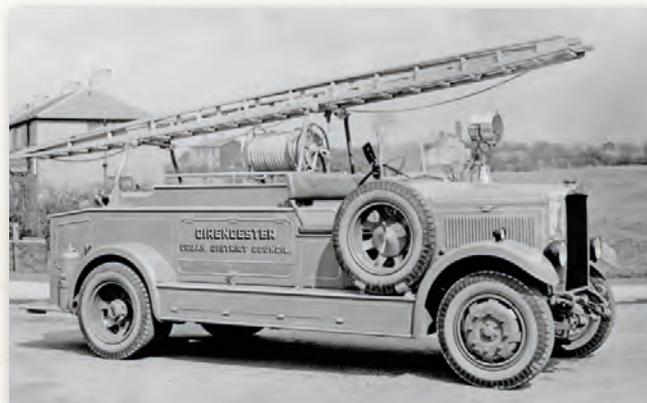
SG7 single decker from 1924. Note the driver now sits to the side of the engine and not behind as in the G7 in the previous photo. You may have seen both these vehicles during National day as they are part of the Shuttleworth Collection.



Leviathan LG1 double decker from 1925. Double decker design did not follow the advances made in the singles until the early thirties.



Leyland G7 single decker from 1921.



FK4 'Cub' fire engine for Cirencester Fire Brigade. The FK4 fire engine chassis was long running, this one is from 1935.

The 'Zoo' Models

When the L-range was introduced in 1925 it became the first to be given a name and indeed, it begat a series of 'L' names. The first was Leviathan and later came the Leveret, Lion, Lioness and Leopard, all being chassis specifically designed for bus bodywork. Interestingly, at the time of introduction, the Leviathan (a 52/56 seat double decker) was given solid tyres as the pneumatic tyres of the day could not support the weight of a fully laden bus on just 4 wheels. The other models, being single decker chassis were fitted with pneumatic tyres and to stay in the forefront of bus design, Leyland brought out the 'Titan' which was a double decker with its own specially designed light bodywork such that it could be fitted with pneumatic tyres. This then spawned the Tiger single decker and the Titanic long wheelbase double decker with twin rear axles.



Leyland Lion single decker from 1927 with front entrance and pneumatic tyres.



The Titan TD1 swept all before it. Compare this from 1929 with the Leviathan LG1 from just four years earlier. The Titan range stayed in production until the war put an end to commercial vehicle production.

These models were all continued into the thirties with all-steel bodywork succeeding the earlier timber framed versions and others were added to the range. Cheetah was a dual purpose, more comfortable vehicle which could be used for standard trips during the week and longer excursions at the weekends while a range of trolleybus

chassis were introduced and Leyland introduced their own diesel engines which eventually replaced all the petrol engines in use during the twenties.

Always innovative, the Gnu and Panda of 1937 were single decker, twin steer chassis with the Panda having an underfloor engine, whereas the K-class (or Cub) was developed for both goods and passenger bodywork.



A Gnu twin steer single decker. They were not successful and only 8 were built.

Whilst all this was going on in the bus world, Leyland were forging ahead with Bison, Buffalo, Bull and Hippo truck chassis and the six-wheel Terrier, the semi-forward control (forward control is where the driver sits forward of the front axle) Lynx and the 14.5 Ton Octopus. They also introduced a yearly 'She's a Lady' calendar which, although not quite as exciting as the later Pirelli calendar, was rather unusual for the thirties and increased their brand awareness by installing 'Leyland clocks' along major roads – rather like jewellers did outside their shops in the fifties and sixties.



A 1935 Leyland Octopus dropside with 4 axles. The Octopus remained in the catalogue until the T45 range took over in the early eighties.

This was a company who were expanding their business and while the War Office were thinking of their shadow factory network, were included as managers of a 3.5 acre site in nearby Farington, close to the company foundry.

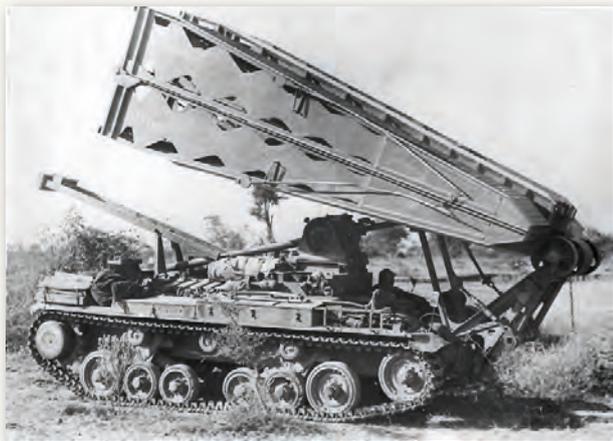


This clock was originally located outside the Jungle transport cafe on the A6 near Shap, whereas the calendar photo was from 1954.

(calendar credit: British Commercial Vehicle Museum)

The Forties & Fifties

As during the 1914-19 conflict, Leyland Motors turned all its production over to war work between 1939 and 1945.



The Covenanter tank was not a valued tank design and featured a number of issues. It was, however, adapted to lay bridges over smallish (30ft) gaps to help with quicker movement of support vehicles.



A Leyland Retriever was mounted with Monty's office caravan during WW2, His bedroom caravan was mounted on an American Mack (right). Both are in the Imperial War Museum.

From its various works in Leyland, Farington and Kingston, 11,000 workers produced 10,000 engines for tanks and also 3,000 Matilda, Covenant and Churchill tanks, as well as 9,000 medium and large trucks. Immediately after the war it continued to manufacture Centurion tanks until the mid fifties.

Production of buses was restarted at the end of 1945 with the pre-war models and some improved versions. During 1948 and 1949, 200 Titans were ordered for Birmingham and 2,135 were ordered for London.

In 1946 they combined with AEC to form British United Traction to build trolleybuses with initial production starting at the Kingston-upon-Thames factory, whilst in 1950 Leyland partnered with Metro-Cammell Weymann in the production of the Olympic single decker bus, an underfloor engine design sold into eighteen countries until production ceased in 1971.



Leyland Olympic single decker in the station yard at Leeds Central in 1952. The Olympic lasted longer than the station, which closed in 1967. (Jack Wyse, Mike Morant Collection)



PDR1/1 'Atlantean' double decker built for Devon General in 1960. It remained in service until 1980 but still did not look out of place during a Torbay vintage bus running day in 2009.

In 1951 they acquired Albion Motors Limited, a major manufacturer of buses and trucks based in Glasgow and in 1955 they acquired Scammell Lorries Limited of Watford. In the same year manufacturing of commercial vehicles under Licence from Leyland Motors commenced at the

Ashok-Leyland factory in Madras In 1952, the PDR1 bus was introduced with the pioneering idea of an engine in the rear, which allowed for the entrance to be moved from the rear of the bus to the front, which, in turn, allowed the driver to supervise passenger entrance and exit while the conductor took the fares but ultimately led to the revolutionary idea of single man operation.

During this time the allowed dimensions of buses was progressively increased such that by 1958 Leyland could introduce the Atlantean, a rear engined double decker with a 30ft long chassis and a 75-passenger capacity.

Although it is the buses that have taken centre stage in the interest of the public, Leyland Motors were also at the forefront of truck technology during the fifties with the production of all classes of commercial vehicles continuing alongside bus production, the introduction of the 'vista-view' cab in the fifties setting a standard for all to follow and resulting in the ergonomic cab designs of the sixties and beyond.



Leyland Super Comet 4x2 artic tractor towing a low load trailer. The vista-view cab incorporated a wrap around window which gave unrivalled vision for the driver.

Standard-Triumph and Beyond

In 1960, Leyland Motors was the premier commercial chassis manufacturer in the UK and its products were exported all over the World. They were cash rich but the poor performance of Standard-Triumph during 1961 put a large dent in their yearly profits. They recovered well (as did S-T) and in 1962 they bought rival AVC, a group which comprised AEC, Thornycroft, Park Royal Vehicles and Charles H Roe and a new holding company, Leyland Motor Corporation (LMC), was formed. In 1967 LMC acquired both Rover, which incorporated Alvis, the armoured vehicle manufacturer, and Aveling Barford, a manufacturer of road rollers and dumper trucks.

However, in 1968 the Labour government pushed the Leyland Motor Corporation conglomerate into a merger with British Motor Holdings (BMH) to form British Leyland Motor Corporation (BLMC). This will be the subject of a future article in the series but for now we just need to sort out where the parent Leyland commercial operation ended up.



1968 Freightliner 'Beaver' artic tractor with the Leyland ergonomic cab originally fashioned by Michelotti in 1964. The cab was not just about a wide glass area but it incorporated many other features to increase driver comfort – as well as being front tipping to aid maintenance.



Inside a Leyland ergonomic cab. Triumph gave back to Leyland by introducing them to Giovanni Michelotti who provided the futuristic idea which is still with us today.

On nationalisation of BLMC in 1975, the commercial business was separated out into Leyland Truck and Bus Division and in 1981, the two elements were further separated into Leyland Trucks and Leyland Bus. In 1986 the bus business was the subject of a management buyout, and in 1988 it was sold to Volvo, who junked the entire range with the exception of the Olympian.



Volvo Olympian in Stagecoach livery from 1995.

The truck business was merged with DAF Trucks in 1987 and the merged company, DAF NV (trading as Leyland DAF in the UK) was declared bankrupt in 1993 and the company was the subject of another management buyout. The van business in Birmingham continued to trade as LDV until 2009 when it was closed. DAF Trucks in Eindhoven and Leyland Trucks in Leyland were acquired by the American company Paccar and around 14,000 trucks a year are currently being made at Leyland, although they are badged as DAF and not Leyland.

Peter Robinson © Peter Robinson 2026

OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

NORFOLK

Alan Tansley – longer-standing members will remember Alan & Linda Tansley being our Deputy Co-ordinators from the end of 1997 until Alan & Doreen succeeded them in May 2002. Alan & Linda were very active, especially for our successful SOC National Day which we ran in 1999 at the Norfolk Showground. Sadly Alan passed away just before Christmas, only a few days short of his 86th birthday.



Although they moved on to be MG Club members with their treasured MGTF, Alan always quietly told me when our paths crossed that he regretted selling his Stag. At his funeral we were represented by Alan, Doreen, Mike, Ellie, Mick, Mandy, Chris & Sue. Linda was very appreciative of our support & also asked to be remembered to everyone who knew them in Norfolk SOC.

February N&N & Norfolk AGM – despite a cold, damp Winter's evening, 40 of us welcomed new member Dave Cole-Wilkin from Hellesdon, Norwich. Delighted to see you slotted-in seamlessly to our crowd Dave & that you met some useful contacts & gained added motivation for your restoration project. We look forward to seeing you again, hopefully with Sandra & eventually in your red Mk2 Stag.

Tonight was our AGM which injected dread into some members expecting a boring Meeting. Now come on, this is Norfolk Area! After our Adjudicator, Doreen counted the voting slips, the AGM itself comprised me announcing that your existing Team was re-appointed unanimously & without challenge nor suggested alternatives. Is a 30

second AGM some sort of record? As your Team, we appreciate your trust in us, which we will aim to continue repaying.

Everyone who attended our Norfolk Party (see separate report in this mag) was still buzzing from the fantastic long weekend. Tonight, Chris kindly requested public acknowledgement of the work put in by Peter, Jean, Jan & I. The resultant volume was quite humbling. There were also gasps when I confirmed that the Party's raffle etc raised £1,000 making a total of £2,000 to Cancer Research UK when combined with our 'No Shave November' feat. The charity were immensely impressed & appreciative when I advised them, which was most satisfying. That result was solely due to the incredible support we got from members via donating prizes & buying tickets. We are extremely fortunate to have such a supportive crowd in Norfolk Area, which includes them supporting the events we promote.

So, after I completed our usual review of events past & future (which are all on our Google Calendar – contact me for access), I handed over to Chris to award his annual trophy reflecting people who have contributed highly to our Area over the preceding year. He said this year's choice was well overdue since this couple had been good members since joining in 2000. Especially in the excellent deals on meat which they have given us plus throwing open their garden for BBQs. In 2024 we had 17 Stags lined up in their garden & enjoyed a mouth-watering feast. Yes; the trophy went to the maestros of Terry's Butchers in Dereham, Terry & Colleen Langham. Well deserved as our thanks to them both.

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

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

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

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

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

ESSEX

Being the beginning of the year, things start off slowly. Last month was traditional Frostbite Run, report to follow. This month is a quiet club night as usual. April will be a busy month with our Quiz Night on club night and National Drive it Day, kindly being organised by Bob, Thank you Bob.

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

Please have a look at the current events as below.

If you wish to be added to the email circulation list then please drop me an email and if you wish to be removed from the email circulation, then let me know and I will remove you.

If you have not been a long to a club night before, we meet on the first Thursday of each month from 7.30pm at the Old Windmill in South Hanningfield, post code CM3 8HT. We have the back room booked, so just look out for our club board.

DIARY DATES

- ✔ March 5th – Club night, Old Windmill
- ✔ April 2nd – Quiz Night, Old Windmill
- ✔ April 26th Drive it Day
- ✔ May 7th – Club night, Old Windmill
- ✔ May TBA - Little Baddow Open Gardens
- ✔ June 4th – Club night, Old Windmill
- ✔ June 28th - Picnic Run
- ✔ July 2nd – Club night, Old Windmill
- ✔ July TBA - National Day
- ✔ July TBA - Area BBQ
- ✔ July TBA - London to Southend Classic Car Run (subject to invite)
- ✔ August 2nd - William De Ferrers School (Previously Hyde Hall)
- ✔ August 6th – Club night, Old Windmill
- ✔ September 3rd – Club night, Old Windmill
- ✔ September 4th - Long Weekend

Andrew Smith

Tel: 01702 511234 Email: yellowstagv8@gmail.com

SUFFOLK & N.ESSEX

January's N&N was a week later, and after the deadline for the February issue, with a good number of us taking advantage of the discount voucher from our cracker at the Christmas meal. We were then joined by a few more for the rest of the evening.

As always the first meeting of the year was kicked off with the official bit; elections of the coordinator and deputy. Peter and myself were willing to continue and the members present returned us for another year. We also agreed to support Roger as our Regional coordinator.

We then discussed a rough outline for the years events which will start off with Drive it Day. Robin is leading us on this.

February's N&N followed quite quickly and as always there was a good number of us enjoying a meal. We discussed the events list and it's just about complete now with some of the shows requiring early booking to secure a place. Peter announced an extra drive out with a visit to Kelvedon Hall which was offered to us on our visit to the secret nuclear bunker last year - this will be on the 10th May. We then finalised the plan for the rest of the year which by the time you read this should be on our events page in the members area (link below) but if you have an idea for a drive or event to attend please let us know so we can add it in the plan.

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

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

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

DIARY DATES

- ✔ 4th March N&N The George. Hintlesham IP8 3NH
- ✔ 1st April N&N The George. Hintlesham IP8 3NH
- ✔ 26th April Drive it Day
- ✔ 3rd May Ipswich to Felixstowe Run (pre booked only)

SUFFOLK AREA WEBPAGE

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

Tim Hart

Mobile: 07749 895710 suffolk@stag.org.uk

CAMBRIDGESHIRE

Well, what a turnout for our Area AGM with a very respectable "31" present. This must be a Cambridgeshire record, in living memory. There were no surprises for candidates up for election with

myself and Sue Cheffins re-elected as Co-ordinator and Deputy Co-ordinator and Ivan Higgins also offering to help and is also duly co-opted. We had an interesting twenty-minute discussion regarding events and received several ideas to freshen up the programme for our coming Spring and Summer months.

Our next event is our popular Quiz Nite to be held on Wednesday 18th March at the Admiral Wells Pub, Holme. Our Quizmaster will once again be Jeff Boston who is already working out ways to challenge the brains of our members and their partners. This is a good "Fun Night" and I look forward to seeing what team will win the prizes.

You all gave our Area tremendous support in 2025 and so please keep coming to events to enable us all to exceed expectations in 2026.

Chris

DIARY DATES

- ✔ Wednesday 18th March Quiz-Nite and N&N at the Admiral Wells Pub, Holme
- ✔ Sunday 26th April National Drive It Day TBA
- ✔ Saturday 30th May Cambridgeshire County Show, Abbots Ripton
- ✔ June TBA
- ✔ Saturday 4th & Sunday 5th July SOC National Day, Shuttleworth
- ✔ Sunday 26th July Southwold Boating Lakes Classic Car Show, Southwold, Suffolk
- ✔ Sunday 23rd August Bottisham Airfield & Museum Classic Car Show

Cambridgeshire Team

Chris Grove (Co-ordinator) Mob: 07950 022200

Email: chris.grove.stag@gmail.com

Rod Kennedy (Deputy)

Sue Cheffins (Deputy)

to welcome new member Dave Roberts from Amersham. Dave has a Pimento red Stag which looked very nice from the pictures he showed and we hope to see it in the flesh soon. As usual there was much discussion on everything from my Stag engine's progress on its rebuild to upcoming events and even Brexit! (Like that one's ever going to go away!) The other main event for the night, as notice had been given for, was our AGM (maybe that accounted for the low attendance?) Myself, Paul and Mary were standing again for re-election in our roles as coordinator, deputy coordinator and events coordinator. As nobody else had offered to stand, those present re-elected us in short order! Thanks once again to the team for their great work over the last year.

Last bit of news I can include is the International MG & Triumph Spares Day at the NAEC, Stoneleigh Park. This was a great show and the spate of roadworks and diversions taking place on event day in recent years was absent this year, so it made getting there and out again afterwards so much easier. I was able to pick up a couple of items I'd been looking for. I also managed to find and catch up with a few people I hadn't seen recently as well as getting a few ideas for new stuff to try. Overall a great show and well worth the visit.

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

Peter Goodman

DIARY DATES

- ✔ Thursday 5th March – H&NL monthly meet around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)
- ✔ Sunday 22nd March – Provisional date for our first breakfast meet of the year at the Red Lion, Water End, Hemel Hempstead, HP1 3BD. From 10:00 AM.
- ✔ Thursday 2nd April – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Sunday 26th April – National 'Drive It Day'. A 'run out' ending up with lunch at a local pub will be planned and published nearer the time. Watch the WhatsApp group for details.
- ✔ Thursday 7th May – H&NL monthly meet around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)
- ✔ Thursday 4th June – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

Peter Goodman

Mobile: 07957266173

Email: goodman101.pg@gmail.com

HERTFORDSHIRE & N. LONDON

Hi All! I'm pleased to report our end of January late, late Christmas meal at The Marchmont Arms in Hemel Hempstead was an unqualified success. We managed 17 people for our annual event and the pub did not disappoint with a great menu, great service and great prices too! In fact we were having such a good time that everyone forgot about taking a picture for the magazine, so I apologise that there are none, but you'll just have to take my word for it! Special thanks should go to Mary, our events coordinator for all the hard work she has put into organising this, not least by coordinating everyone's choices for the restaurant. Her spreadsheet skills came in very handy! I would not be at all surprised if we were back there next year.

The weather for the February meeting was not much better than for the January meet, but our numbers increased slightly to six. Amongst them we were pleased

BEDFORDSHIRE & NORTHANTS

Natter and Noggin

I could not make the Natter and Noggin in January as on holiday and it turned out that due to the wet weather and a lot of members being on holiday there was only a few that turned up. Hopefully there will be a few more that turn up at our February Natter and Noggin

Events and car shows

Chiltern Hills Rally Weedon

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

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

I attended the MG and Triumph Spares day at Stoneleigh Park on the 8th Feb on the SOCTFL stand and it was good to see a lot of the Area members turn up and apart from an initial queue when the doors opened it was mentioned that getting onto site was a lot easier than previous years.



Looking forward I am hoping to arrange another Sunday meet depending on the success of the one in Feb, what out for notice on What's App and Email.

Also in March there is the Restoration Show at NEC again I will be on the SOCTFL stand so do come and say hello.

What's App Group

Again There is always a lot of activity over the last month Richard Hare is chuffed with his new engine showing pictures of the change from the Rover SDI to a 3.5ltr Rover P6 engine carried out by Classic Automotive Services (Check it out on YouTube) rumoured to give 200 BHP now!

I showed pictures of my winter project to change my dash and centre console on the kitchen table and used the dish washer to clean some parts before re assembling. I also took the opportunity to sort out the heater which has



never worked properly in the 20 years ownership. Thanks to Julian Buckley for the loan of the valve extractor tool.

And I also showed pictures of my car when I dropped it off at Classic Automotive Services for a total respray



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

Bedfordshire Web Page

<https://www.stag.org.uk/bedfordshire-landing-page/>
Note to new members please let Russell have pictures of your cars and some information about the cars. Or any reports on trips to shows and events.

DIARY DATES

- ✔ March 19th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
- ✔ March 20/22nd National Restoration Show NEC Birmingham
- ✔ April 7th (prov) Tuesday Oakley sports and social club

- car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ April 15th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ April 16th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
- ✔ April 26th Drive it Day Sunday - meet at the public car park in Woburn op church at 10:00
- ✔ May 12th (prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ May 20th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ May 14th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
- ✔ May 17th Sunday Chiltern Hills Rally Weeden Park Aylesbury HP22 4NN
- ✔ May 30th Sunday Wings and Wheel Shuttleworth Early bird discount £24PP children free before 31st Jan
- ✔ June 9th(prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ June 17th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ June 18th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
- ✔ July 4/5th STAG NATIONAL WEEKEND at Shuttleworth Old Warden Aerodrome Biggleswade SG18 9DX
- ✔ July 7th (prov) Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards

- ✔ July 15th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ July 16th Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards
- ✔ July 18/19th Bedford River Festival
- ✔ July 19th Sunday Kimbolton Country Fayre and Classic Car Show Kimbolton Castle PE280EA
- ✔ July 24/26th BDRC Silverstone Classics Silverstone Circuit Towcester Northampton NN12 8TN
- ✔ August 2nd Sunday Rushden Classic Car Show Hall Park Rushden
- ✔ August 4th(prov)Tuesday Oakley sports and social club car meet Bedford MK43 7RJ 6:0pm onwards
- ✔ August 16th Sunday Flitwick Lockdown Car show Millennium Park MK45 1HP
- ✔ August 19th Wednesday at the Compasses 44 high street Greenfield MK45 5DD 6pm onwards
- ✔ August 20st Natter and Noggin RED LION Elstow Bedford MK42 9XP 7:30 onwards

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

Mobile: 07816 271237 rogekennedy44@aol.com

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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.

A photograph of the interior of a classic car, showing two black leather seats with vertical ribbing, a black steering wheel, and a dashboard. The Aldridge logo is visible in the top right corner.

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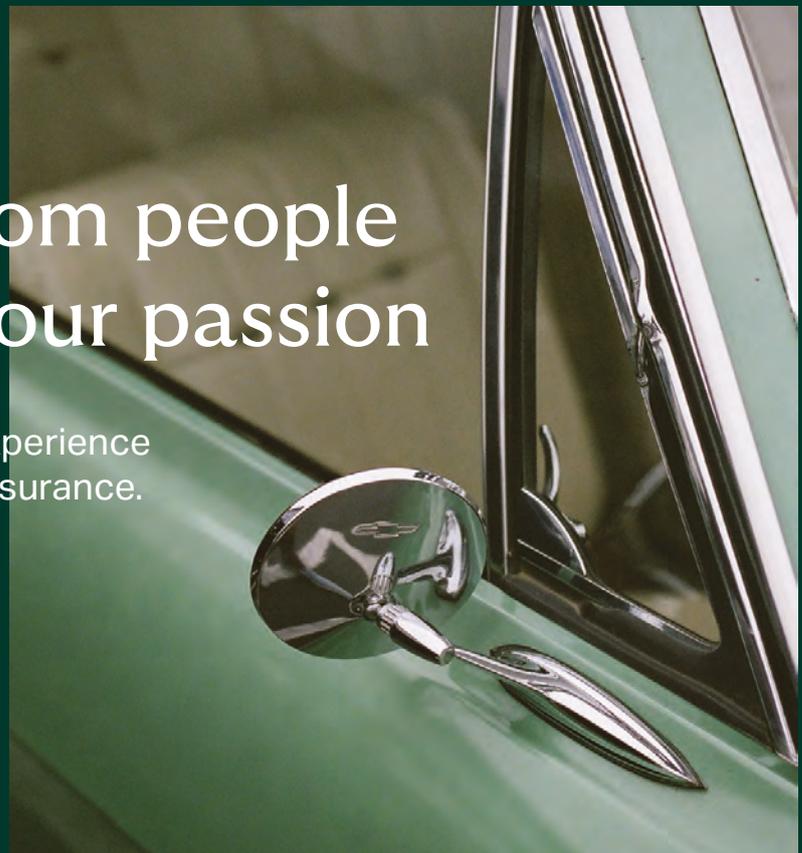
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OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

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NOTTS/DERBY

February Meeting and AGM

As always at this time of year, turnout was a bit lower with 24 of us at the meeting. The AGM part lasted all of a couple of minutes and all positions remain as before.

Next on the agenda was what to do with our charity funds and it was decided to split it between Ashgate Hospice in Chesterfield and Hannah's Hope at Mercia Marina, we have supported both of these charities over the last couple of years.

Shows and events came up next, a breakfast Run planned for May, a canal trip in June and Drive it Day ideas were mentioned, but nothing was firmed up. Any suggestions are very welcome.

Our Area Day was discussed and the Tramway Museum was put forward as a suggestion, which by the time you read this may have been confirmed one way or the other. Nottingham Motor Show was also suggested.

Sadly it appears we have a few members who aren't well and in some cases are very poorly, our thoughts are with Liz Bentley, Angela Stanley and Bernard Phillips in particular.

I noticed in the February magazine that we have a

couple of new members in our area, please do come and join us at one of our meetings, it will be good to meet and hopefully get to know you.

MG and Triumph Spares Day

Quite a busy day for the Club stand, Viv enjoyed (I think!) her first full show day of helping with teas and coffees and so far hasn't said she won't be doing it again.

For once I went with a shopping list and got everything I needed, plus I sold some surplus parts so came home with £150 more than I went with. Last year I didn't manage to buy a single item I wanted.

I won't go in to detail as there is a full report elsewhere in the magazine, but for me it was a good day out although it did quieten off very quickly by mid afternoon, so we were done, packed up and on our way home by 5.00.

Andrew

New members

For anyone who has recently joined the Club or hasn't got round to attending a meeting or event, please be assured we would love to see you and you will be made very welcome, you never know, you might even want to come again.

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



WhatsApp Group

If anyone who hasn't already joined and wants to join our area WhatsApp group, please get in touch with Andy Williams on 07917 876292. There are currently 31 of us in the group.

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

Our next meeting is on Wednesday 1st April

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 confirmed.

- ✔ 20th – 22nd March Restoration Show NEC
- ✔ 26th April Drive It Day
- ✔ 3rd May Papplewick Pumping Station
- ✔ 17th May Tally Ho Classic Car Run,
- ✔ 18th May Breakfast Run TBC
- ✔ Start and finish at Welbeck Abbey, nr Worksop www.crookedspireclassic.co.uk
- ✔ 7th June Nottingham Motor Show
- ✔ 21st June Crooked Spire Classic Run
- ✔ Start and finish Barlow Village Hall near Chesterfield www.crookedspireclassic.co.uk
- ✔ 25th June Canal Trip. Loughborough
- ✔ 5th July Stag Owners Club National Day, Shuttleworth Collection, Old Warden.
- ✔ 1st – 2nd August Hebden Bridge Vintage Weekend (Early booking essential for the event and accommodation) www.hebdenbridge-vintageweekend.org.uk

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

WARWICKSHIRE / LEICESTERSHIRE

Doen't time fly. Not if you don't spell it properly! Just finished the Stoneleigh MG and Triumph spares day and I think we all thought that it wasn't as busy as normal. Shame really, as there's always bargains to be had and lovely folk to meet and chat with.

Most are lovely at least.

Yesryterday, ruddy keyboard! Yesterday, we went on the 'Drive Your Triumph Day' (Sir John Blacks' Birthday tribute run) organised by Martin and Teresa. If you put the weather situation to one side, we had a great day. A huge thank you to M and T for putting together a good route around Warwickshire into Leicestershire and ending up in a, wait for it: a PUB for lunch. It was good to have Bill and Kate with us of course chauffeured by Roger and Lesley. Nice day and with 4 stags and me in my 3000 saloon we created a spectacle to behold.

Anyway, enough rattle from me.

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

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

Tony and Di

DIARY DATES

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

The BULLS HEAD, 9 Coventry Road, Brinklow, CV23 ONE

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

SOUTH WARWICKSHIRE –Every FOURTH TUESDAY of the month at the BUTCHERS ARMS, 11 Fisher Rd, Bishop's Itchington, Southam CV47 2RE. From 6:30pm onwards. Any one-off changes look out for emails.

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

Recurring events.

1st Sunday of the Month – Middleton Hall nr Tamworth. - £5 per car. Just turn up? (Starts again April 26)

2nd Tuesday of the Month – The Gaydon Gatering. Just turn up.

2nd Thursday of the Month – Southam Meet. Just turn up.

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

March 2026.

✔ Nothing planned as such, so watch out for emails.

April 2026.

✔ Sunday 26th April.- FBHVC Drive it Day – to be confirmed, but keep date clear as we will be doing something. CRADDOCK TOUR revisited.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

SHROPSHIRE & SOUTH STAFFORDSHIRE

I hope you've all had a great festive season and Happy New Year to you all.

We postponed the AGM on the 10th February due to limited numbers of attendees. It is now rescheduled for the 10th March at our usual N&N venue. We would also like to discuss the outcomes from the event planning meeting held on the 13th January. Hopefully we can start to populate the Diary Dates section and add to the events diary on our area website.

DIARY DATES

- ✔ N&N and AGM - Tuesday 10th March
- ✔ N&N - Tuesday 14th April
- ✔ N&N - Tuesday 12th May
- ✔ N&N - Tuesday 9th June

Venue - The Edmond Lion, 1 Newport Rd, Newport TF10 8HH. 7pm onwards.

Steve Ellison

Mobile: 07710 642963 steven.ellison@icloud.com

SOUTH BIRMINGHAM

Noel's Notebook

Our meeting on 3rd February was very well attended despite the chilly sleet showers. It was also a busy evening with club business.

As you may recall we hosted a quiz evening in January in aid of the Alzheimer's Society. A highly successful event with over 90 people from a number of local classic car clubs taking part. The event raised a staggering amount of

£1160 from the raffle of donated prizes and the auction of a fine bottle of whiskey.

To mark this achievement Luke Selibas from the Alzheimer's Society came along to our N&N to thank us for support and to present us with a 'big cheque' photo opportunity.

As the 6th January meeting was postponed to 13th due to snow and other reasons preventing members attending it was not possible to report the results of the election of co-ordinator and deputy co-ordinator in the February issue of the magazine. The election results were as follows:

Co-ordinator: James Scott

Proposed: Alan Cambridge

Seconded: Ray Lloyd

For: Unanimous

Against: None

Deputy Co-ordinator. Noel Sargent

Proposed: Christopher Gillbert

Seconded: Patricia Lewis

For: Unanimous

Against: None

Scotty reported that he was working on the 2026 events calendar but as some of the events have yet to finalise dates he was unable to complete the list at present. However the calendar should be available shortly.

He also informed the meeting that he had developed a route for the Drive it Day event but that he would not be available on the day. There seemed to be little enthusiasm for this event so it was decided not to take the project further. It was noted that the RH Insurance event which members have taken part in recent years would be a good alternative.

He also reported that he had organised Stag Owners spaces for Both the Pride of Longbridge and the Classic Nostalgia events and asked that members inform him of their intention to attend each of the events. For the Classic Nostalgia event he needs at least 10 cars to secure a



space for Stag only cars so if you are planning to attend please book a place using the instructions he has provided on WhatsApp and let him know you have done so.

Well that's all for now so roll on the better weather so we can all enjoy our cars and get Out and About.

Noel Sargent.

DIARY DATES

- ✔ March 3rd N&N Fox Inn Chaddesley Corbett
- ✔ April 7th N&N Fox Inn Chaddesley Corbett

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottysxr@gmail.com

WORCESTERSHIRE

Our January N&N/AGM was delayed due to storm Goretta, but we had an excellent turnout of 28 for the re-arranged date a week later.

As it was our AGM, all our officers resigned and were then promptly re-elected for another year. Thank you to my deputies for helping out and to everyone else for your support over the last 12 months.

Our normal method of communication with our group is email, but we do use WhatsApp on our holidays. Ian suggested we should have a WhatsApp group for more general communication and Nigel agreed to set this up. Please contact Nigel if you wish to be included.

We had another great turnout of 28 for our February N&N when we welcomed new member Bill Crisp to our group. Bill hasn't had his Stag long and it was a non-runner, lets hope we see it soon, and let us know if you need any help.

The February N&N is also our annual award ceremony. We have 2 cups to award, very loosely one for a car and one for a member.



The first award went to Mike and Ellen for their decision to represent the Worcester area at the 2025 ESM. The group had considered going to the ESM as our annual holiday but we decided it was too far for our ageing cars and our own ageing frames! Mike and Ellen decided to go anyway, and their car behaved faultlessly for more than 2000 miles making the rest of us feel very guilty. Well done Mike and Ellen.

The second award went to Nigel and Debbie (and I'm sure Nigel would agree it was predominantly Debbie!!)



for her work in organising our annual Murder Mystery Weekend. Anyone who has organised an event knows how stressful it can be, so thank you Debbie (and Nigel) for organising what has become our premier event of our year.

DIARY DATES

- ✔ 7 March - 10am Breakfast N&N, The Oak, Upton Snodsbury
- ✔ 14th March - Skittles against Cotswold Area at Snowhill Arms
- ✔ 1 April - Daff Drive
- ✔ 2 April - 8pm Evening N&N, The Oak, Upton Snodsbury
- ✔ 12-17 April - Spring Break, Isle of Wight
- ✔ 26 April - Drive-it-Day
- ✔ 3 May - Bluebell run and picnic
- ✔ 7 May - 8pm Evening N&N, The Oak, Upton Snodsbury

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

Tel: 01386 48333 worcesterstags@gmail.com

OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

LINCOLNSHIRE / HUMBERSIDE

I AN BUTLER - STAG MAGAZINE INTRODUCTORY PIECE

When I was a teenager in my formative years during the 1970's – Triumph Stags appeared on the roads and I was intoxicated by their styling and unmistakable exhaust note from the V8.....I had to own one.

My Dad was, for many years, Transport Manager for the Lincoln Co-operative Society and after I passed my driving test, he tried to persuade me NOT to buy one, noting that Stags overtook everything except petrol stations and car repair garages. In 1979 I acquired my first car, a 1974 French Blue Stag automatic. The insurance premium was £474.00...over £3,000.00 equivalent today!.....a bit of a stretch for a Trainee Architectural Technologist.

In 1982, my beloved Stag had to go as I entered the University phase of my life. I needed a car and the replacement options were not very attractive after driving the Stag.....so being very practical I ended up buying the first of three Triumph TR7s that I was to own. As with all British Leyland cars in the 1970s, build quality was an issue, nevertheless the TR7 is a great car to drive and a rare classic for the future.

A career as an Architect, marriage to Angie and the arrival of two children, certainly meant that a more practical family car was required.....until I weakened under the Stag spell once again. On a hot Sunday on a family day out at the Waddington Air Show in 2009, as part of a classic car display, I discovered that there was a Stag advertised for sale.....a 1974 manual version in Sapphire Blue.....I was hooked and the rest is history.

Once a Stag owner, the infatuation with this very British sports car never leaves you !

Ian Butler

PAUL SKEPPER - STAG MAGAZINE INTRODUCTORY PIECE

My love affair with the Triumph Stag began during my teenage years and a chance encounter whilst walking along the seafront at Bridlington. I was immediately drawn to the styling of the car and the amazingly long shiny exhaust pipes that at the time I didn't realise would play a lovely V8 tune.

A good friend and work colleague in Lincoln that I have known for over twenty years has a track record of classic car ownership and along with his wife he finally convinced me that there was no better time to get one. So after looking at a number of cars I settled on a MK1 dating from 1972 in saffron yellow. The choice of colour was paramount for me being a huge fan of James Bond and realising that the Stag was a Bond car for a brief period in Diamonds are Forever which was also the last office outing for Sean Connery as Bond. It certainly looked good being driven through Amsterdam in the early scenes of the film and what better car to start off the 1970s as a Bond car.



As somebody very new to classic car ownership it is the first time I have owned and driven a car older than myself having passed my test in my late teens most cars I have driven have been equipped with mod cons including power steering so the fact the Stag has this feature has made my entry into classic car ownership relatively easy. The Stag also provides a comfortable ride for somebody of my size at 6ft 4 inches even with the roof on I don't feel at all cramped when driving it. The excitement and thrill I get when I take it out reminds me of why I lusted after one for so many years. Of course it could have been very different having such a long standing fascination with a



car yet never having been in one let alone driven one until recently. I am pleased to say this was not the case and my teenage dream of owning one has at last been realised.

I liken classic car ownership to playing records and I like to think I take the same care of my Stag whenever I go on a trip as I do whenever I put my favourite Beatles record on. Memories of my late Dad undertaking basic car maintenance make me smile when I go into the garage and pop the bonnet doing checks on oil levels, expansion bottle water level and power steering fluid. Jumping in the car and pulling out the choke and starting the car when the burble of the engine takes over raises a lovely smile on my face and then I am away. My Stag is not a concourse car but one I don't feel afraid to drive and one that I will add to and improve hopefully over many years of ownership. As I drive around people look and smile and most are very courteous on the road. I find people are intrigued by it especially when I drop down into third gear and the lovely engine tone is amplified. On my travels so far it has gained interest from young and old alike and have received some lovely comments about it already.

When the weather prevails and I have any spare moment I tend to take my Stag out as it fills me with excitement and with the V8 engine providing a soundtrack to your journey there is no need for modern in car entertainment. In these first six months of ownership I am in the honeymoon period and as we lockdown for winter I am counting the days to the spring when I can once again take the roof down and take the Stag out for a drive and blow away the winter cobwebs.

If I could summarise the Triumph Stag I would say it is a car that represents a great moment in time with a powerful engine and stunning looks it really is an eye catching vehicle and I must confess there is no other classic car that I have ever felt the same about and long may it continue...

Paul Skepper

CO-ORDINATOR

Ian Butler

M : 07849 141700

E : ianbutler@kingsmeaddesign.com

I am going to have valued assistance from Paul Skepper in the Deputy Co-ordinators role

DEPUTY CO-ORDINATOR

Paul Skepper

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E : paulskepper@talktalk.net

DIARY DATES

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

Ian Butler

07849 141708

ianbutler@kingsmeaddesign.com

At our AGM on 31 January there were 19 in attendance and the current Coordinators were voted in and Graham our Regional Coordinator was enthusiastically endorsed. Thanks to Andrea who presented copies of her second annual picture book while warm scones with coffee were consumed and several free drone photos were distributed.

Our diary of Area events for 2026 is shown below. There is one new drive on the schedule – we have permission to traverse the very picturesque MoD Otterburn Ranges (there's no live firing during lambing season) culminating in a N&N at Otterburn Castle whose brand new owner just confirmed our visit.



As with all our drives we will talk, drink coffee, eat homemade scones, kick tyres and take awesome photos of members' Triumphs against historic backdrops – sometimes from our drone if the weather is good. We are hoping for another fabulous set of photos for next year's coffee table book Andrea! All members are welcome – especially those who we rarely see. We want to see your classic out on the road with us! If it won't start give Brian a call!

There is still space on ferries for our Northern Ireland trip in May with West Yorkshire Area.

On the technical front some members have been working on their cars. Gary H is retiring in April and will have plenty of time to continue working on his Stag until 2027 (!). His new walnut dashboard and satin black painted bezels look stunning but there is a lot of work still to be done; new fuel system, engine rebuild, gearbox pro refurb, engine bay respray, windscreen removal for new seals, new brakes, bearings, lights, underseal removal, chassis paint and pro external paint job – oh yes and new carpets. Good luck Gary – maybe we could pop round as a small group later in the year to see how you are getting on? Meanwhile Mansel has just completed a full programme of work at Willow Triumph on his early damson Mk1; new cooling system, high capacity radiator, reconditioned steering rack, new oil pump, new light relay, hood frame repair, timing, tuning and much more – Mansel will be proudly lifting his bonnet on our 2026 drives to show it all off and answer questions!



But the top prize, if there were one, would go once again to our fellow member Roger whose Spitfire was suffering from persistent backfiring. Following diagnosis it was decided that the cylinder head should come off and new valves go in. But the head had never been off in half a century and it didn't want to come off. The team at Classic & Retro had to resort to lifting the car on an engine hoist attached to the head and using the car's own weight to pull downwards. After hanging for a while, the engine eventually came apart with a huge crash, luckily with no damage. Roger quipped 'the engine had been sealed for so long, looking inside was like opening a Pharaoh's tomb. There was plenty of carbon deposit but everyone was amazed to find hardly any wear in the cylinders or piston rings...which shows what can be preserved by regular 20/50 oil-changes and no labouring of the engine in the wrong gear'. Roger you are an inspiration!

After our superb event at Windlestone Hall last August we are planning to open up our September flagship private estate event to make it into a full NE Regional event west of Alnwick joining with members from Durham & Cleveland and Yorkshire Areas – a special date for your diaries. We hope you can all make it as it will only work if you come!

DIARY DATES

- ✔ 22 March - drive to Durham / National Railway Museum, Shildon with TSSC
- ✔ 6 April - Easter Monday drive to National Museum of Flight. Joint outing with East of Scotland Area and TR Register to see Concorde and historic planes in original WW2 buildings and hangars.
- ✔ 18 April – drive across Otterburn Ranges for N&N coffee & scones at Otterburn Castle
- ✔ 26 April - Drive it Day drive to Grade 1 listed Mansion with café – 14th century castle once visited by King Edward I. Award of Area Cup to Member with the Triumph 'most pleasing to the eye'.
- ✔ 9 May - drive to 17th century private Manor near Morpeth for N&N tea, biscuits and tour of gardens. Garden tour by Head Gardener
- ✔ 17 May - drive to 17th century Grade 1 listed private stately home in Northumberland – visited by Oliver Cromwell and with lineage going back to the 14th century. Short history talk by owner.
- ✔ 18 May - 3-5 day trip to Northern Ireland with West

Yorkshire members

- ✔ 7 June – RV at Path Head Watermill in Blaydon then drive to private country house near Haydon Bridge – short tour of national standard walled garden – parking in sheep grazed meadow with views over South Tyne Valley
- ✔ 28 June - drive to Grade II listed private country house dating from early 18th century in its own 6 acres of historic gardens
Roland & Brian

Roland Tate

rolandtatecf@gmail.com

CLEVELAND & CO DURHAM

We gathered on Friday January 30th at The Three Horseshoes, Running Waters, Durham for our AGM. Quite surprisingly there weren't any unexpected volunteers, so we will carry on as before with the two of us occupying the coordinators' chairs.

DIARY DATES

The following early season events were discussed, anyone welcome to suggest additions.

- ✔ Sunday March 22nd meet DH1 5ER our usual Durham City rendezvous for 10am then drive to Shildon Locomotion to arrive about 11am. This is a joint event with Northumbria Area and TSSC. Some will not want to go north to go south, so no problem should you wish to go straight to Locomotion for 11.
- ✔ Sunday April 12th North Yorkshire Classic Tour. A couple of us did this last year and had a very good day. Starting in Easingwold again, at time of writing we are waiting for more detail.
- ✔ Sunday April 26th Drive it Day, so far we have 4 cars going to Shelsley Walsh for the MAC Classic, this means we won't have anything organised locally unless a volunteer comes forward with an idea.
- ✔ Saturday May 9th Classic to Modern Motorshow at Croft Circuit. croftcircuit.co.uk
- ✔ Saturday May 23rd Ushaw Classic Car and Bike Show. ushaw.org
- ✔ Sunday May 24th Thornton le Dale Classic Car Show tdsacarshow.com
- ✔ Sunday June 7th NECPWA at West Hartlepool Rugby Club.

Additionally, Brian will be looking into a possible visit to Coniston to see Bluebird K7 on the lake between 11th and 17th May. Also, it is looking like the proposed trip to Holland & Belgium in June will not take place. However, he is now proposing a trip to Scotland of about 5 days instead, so let us know if you are interested. More info when available.

Mike & Brian

Mike Reeve

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WEST YORKSHIRE

Winter Warmer Report 2026.

On Wednesday, 28th January, 18 members of the West Yorkshire branch set off on their annual winter warmer trip. All fingers were crossed, hoping that the recent snow, wind and rain would not prevent us from enjoying our planned activities in the Ironbridge Gorge, Shropshire. How lucky we were! The weather was certainly kind and we were able to enjoy our itinerary without any need for alteration.

2026 marks the 40th anniversary of the Ironbridge Gorge being a designated UNESCO World Heritage site. It was once the most technologically advanced area in the world. The surviving built and natural environment is a fascinating reminder of the area's unique contribution to history and society.

The group met at midday at Fletcher's garden centre cafe for lunch and a catch-up with stag friends, before continuing the drive to our accommodation for the next three nights. The Telford Hotel, Spa and Golf Resort, was a perfect base on account of its easy access to all of Ironbridge's attractions and to other local historical towns. The swimming pool, sauna and steam room were also a bonus for a few!

After breakfast on Thursday morning, we began our exploration of the area at Blists Hill Victorian Town, where we were immediately immersed in the sights, sounds and smells of life in 1900. The recreated town gave us the chance to enter shops and houses as well as meet craftspeople demonstrating their trades. The "local policeman" encouraged us to enjoy a bag of chips cooked in the traditional way (beef dripping) before entertaining us on the piano with a sing-along in the New Inn pub.



Later that afternoon, we continued our visit to the Coalport China Museum. In its heyday, Coalport China was the most successful of its kind anywhere in the world. We were able to stand inside a kiln, discover how China was made and see close up the exquisite collections of fine work on display, including pieces made for coronations and visiting Heads of State.

On Friday, the group began the day at the Jackfield Tile Museum. Although small, the museum had an array of tiles that had decorated homes and palaces around the world. We learnt about how different tiles were made within an authentic setting of period offices and recreations of famous places. Then, it was on to see the namesake of the Gorge, the world's first iron bridge, built over the River Severn in 1779, now giving its name to the surrounding town. After a short meander across the bridge and many unavoidable photo opportunities, some of the group indulged in a snack from the self-styled finest pie shop in Shropshire before a quick look at the Toll House.



That afternoon, some of the group spent more time in Ironbridge town, some took the opportunity to visit nearby Shrewsbury to indulge in retail therapy, and others toured the Royal Air Force Museum at Cosford before convening for our final dinner back at the hotel.

Each evening, we enjoyed quizzes, dinner dialogue conversations and, back by popular demand (ha-ha!), the Gift Game, where once again some loyalties amongst friends were sneakily tested. All in good fun!

Journeys home were longer for some than others, but the WhatsApp group did a great job of keeping us all informed. Big expression of thanks to all attendees for the great company and a lot of fun. Planning for 2027 can now begin!

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

What3Words: ///sued.seagulls.debt

Wayne Day

Email: westyorkshire@stag.org.uk

NORTH YORKSHIRE

Well that's January over and we are already planning events for hopefully better weather coming soon. Planning is underway to get the North Yorkshire branch out and about and enjoying some events and runs out. Our first run this year is the cobwebs run which has been organised for Saturday 11th April. (not Sunday 12th as previously stated). This run will take you through some of the most beautiful countryside in the Yorkshire Dales. We will meet in the café at Tennants Auctioneers in Leyburn at 10am for refreshments, everything from a cup of coffee to a full breakfast. The run should last about 3 hours (approximately 65 miles) plus a stop for lunch at the CB Inn, near Langthwaite, then returning to Tennants in the afternoon. The café will still be open for refreshments and comfort breaks. Everyone is welcome but please do let us know if you intend to participate as we will need numbers to make arrangements at the venues. You can email me at lorainneh59@gmail.com, or Andy Maughan at asmaughan@ntlworld.com. You can also send a text to me at 07818410797. I will be sending details out via email and the WhatsApp group in due course. If you would like to be added to the WhatsApp group just drop me a text and I'll add you on. We already have some great ideas in

the planning, however, we are always keen to hear any suggestions you may have for future activities, outings, etc. Our next meeting will be Sunday March 1st at The Watermill bar & grill, Calton Miniott and we would love to meet more members there (and hopefully the weather will be a bit more clement).

DIARY DATES

- ✔ Club Sunday lunch meetings – 1st March, 3rd May, 7th June, 5th
- ✔ Saturday 11th April – Cobwebs Run - Meet at Tennants Auctioneers café, Harmby Road, Leyburn, DL8 5SG
- ✔ Friday 15th – Sunday 17th May - North Yorkshire Triumph weekend – Grouse Hill Caravan Park, Blacksmith Hill, Fylingdales, Whitby, YO22 4QH
- ✔ Sunday 21st June – Fathers Day Classic, Castle Howard
- ✔ Sunday 19th July – Historic Vehicle rally – Newby Hall
- ✔ Sunday 26th July – Ripon old cars classic gathering – Ripon Race Course

Andy Maughan

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OUT & ABOUT

N O R T H W E S T

Regional Co-ordinator:

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MANCHESTER / NORTH CHESHIRE

Our annual post-Christmas night out was at Tyn Y Cornel Hotel, which is in a lovely lakeside setting in the southern end of Snowdonia. Despite my concerns that this involved a long drive for a one-night stop, it was a very successful trip much enjoyed by the 22 people in attendance. A great venue, lovely food and of course excellent company. As usual, Lyn took it upon herself to come up with a quiz (assisted by Tina) and a few after-dinner games to keep everyone occupied! This hotel is highly recommended if anyone wants to visit the area, either as a group or individually.



To start off 2026 properly, our monthly meeting was held on Sunday 8th February including our area AGM. Surprisingly, there were no new offers to stand as officers, so myself, Paul and Polly were unanimously voted to stay on in our respective roles.

I ran through the highlights of our 2025 season and the notable membership changes through the year and thanked everyone for their participation and support. Having welcomed a few new members recently, it was nice to meet Alan Paterson, joining us for the first time. Hopefully he will have his car back on the road very soon and enjoy getting out to join us on the road.

I also presented the first draft of our events programme for 2026 and asked people to keep me advised of their bookings when they get round to it. Many regular events have already published their dates, but I am also open to any suggestions for something different to try.



We have started discussion on a possible alternative meeting venue, and I have confirmed that we will try out The General Elliot pub in Croft, Nr Warrington on Sunday 8th March, usual time of 4.00pm. I will hold off booking our April meeting until members have had chance to consider the options.

As always, I will keep everyone updated on any developments by email as and when appropriate. Please contact me if you wish to be added to the email circulation list or have any news to pass on.

Regards, Nick

DIARY DATES

✔ March Sunday 8th Meeting at The General Elliot, Croft WA3 7DE

April

- ✔ Sunday 12th Meeting. Venue TBC
- ✔ Sunday 19th Charity treasure hunt run
- ✔ Sunday 26th Drive it Day run

May

- ✔ Monday 4th Gawsworth Hall main show
- ✔ Sunday 10th Cheshire MG Candles Run
- ✔ Sunday 10th Claremont Farm Show
- ✔ Saturday 16th Weaver Wander
- ✔ Monday 25th Gawsworth Youngtimers

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

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NORTH WALES

The January "last Thursday of the month" run out was attended by 23, which included 5 Stag owners, none of whom were in Stags on the day! We met at Walk Mill, just outside Chester, with lunch at the Cholmondeley Arms, near the gates of Cholmondeley Castle, a regular venue for car shows in the summer.

The February meeting attracted 25, which included 6 Stag owners. Neil Wallace showed a presentation of both stills and video, with sound, of the group's NC500 run in 2024. We also discussed forthcoming events, but the main summer programme is not yet fully to hand. Some dates are listed below. It was noted that there will be no events at Claremont Farm this year. Subsequent to the meeting, I had a phone call from the organiser of the August events there, asking if he could give my contact details to the event organiser at the venue, as apparently they were considering running shows themselves!

Arrangements were made for a "Tinker Day" on Wednesday 11th March. Plans were also firmed up for Drive-it-day on Sunday 26th April, and members were asked to declare their intentions so that approximate numbers could be given for catering purposes. The meet-up would be at the Rhug Farm Shop on the A5 near Corwen, with lunch at the Anglesey Motor Museum, with an optional evening meal at the Tal-y-Cafn on the A470 in the Conwy Valley.

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 (Provisional)

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

Nigel Cross

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NORTH LANCASHIRE

Hi All.
Had our first meeting of the year last night with 11 people attending. Had a list of events we could attend this year to try and start an events list for the year. More input is needed from members that could not attend so our events for the year is still pending.

Winter projects update Paul has just got his Stag back after a full engine rebuild and some body repairs so is now looking forward to some good weather to give it some use, Aaron's second Stag is having a full engine rebuild and hopes to get it back before the start of the season, Keith now has his Stag back on the road, I have seen the pictures and it looks excellent, other members have been having minor bodywork done and my windscreen is being removed to sort out a leak, new windscreen rubber and sealing should sort it. Everyone else should be looking to their servicing ready for the season starting.

Nothing more to add except that our meetings have started again and will be held on the second Tuesday of each month after that except July, more about that when events list is sorted out.

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

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

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

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

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

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

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

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

OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

GRAMPIAN

The snow has all gone but now we have never ending rain. We haven't seen the sun for 19 days. I hope this means that we're going to have a good summer. We have had our local planning meetings and the list of possible events that we may attend is on our website. We are looking forward to getting back on the roads again.

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

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

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

WEST OF SCOTLAND

Our monthly meetings have now resumed after our short break over the festive period. Everyone is welcome to pop along and say hello, your input is always welcomed.

As its a new year our immediate task is booking this seasons shows as early as possible to avoid any disappointment of not gaining entry.

Glamis is already booked, so if anyone still wants a place for this one we will try our best to accommodate, unfortunately, we may have to put your name on a list for any last minute places. Our main show day is Sunday, however, as this show is over 2 days the organisers would appreciate anyone who can to attend for both days.

We will have our usual stand at Bridge of Allan in May. Some of our members prefer a run instead of the show, therefore, we will be doing both options, the choice will be yours.

A few have expressed an interest in attending Thirlstane this year along with our friends in the East of Scotland. As of yet nothing has been confirmed that this show is going ahead. John will keep us updated with this.

DIARY DATES

- ✔ 26 April Drive it Day
- ✔ 10 May Bridge of Allan
- ✔ 14 June Errol
- ✔ 27/28 June Moffat
- ✔ 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.

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

EAST OF SCOTLAND

The proposed outing to the National Museum of Flight which was mentioned in the December magazine can now be confirmed. It will take place on Easter Monday (6th April) at East Fortune near North Berwick. We're expecting 15 – 20 cars, including a large contingent from the Northumbria area. A small discount for entry will be given, and the museum will provide a dedicated parking area for the Stags. Having said that, arrival in a Stag isn't compulsory – come in any car. Please let me know if you'd like to attend this event.

The Classic Festival of Motoring at Thirlestane Castle near Lauder usually takes place in early June, although this year's event is in some doubt due to changes within the organizing club (BVAC, who have done a fantastic job arranging the show for about 50 years). It will probably go ahead on 6th June, maybe at reduced scale, although this isn't confirmed and the date is a guess. Anyway, let's hope it does happen so please let me know if you'd like to attend.

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.

John Lewthwaite

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NORTHERN IRELAND

OUT & ABOUT

SOUTH CENTRAL

COTSWOLDS

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

A very strong attendance of 32, including 3 guests, at our AGM in February was heartening and possibly influenced by the opportunity of a sociable lunch. The usual morning run was dropped, partly due to weather, but also to allow the meeting to be held before eating and before anyone escaped.

Mark and Rupert stood down, Tania kindly took the chair and there being no other nominations, Mark and Rupert were duly re-elected as coordinators. Thank you all for your ongoing support and company.

Our Stag Portrait, awarded annually for enthusiasm, participation or triumph over adversity was presented to Barbara - a worthy recipient we thought. Thanks once again to Tania's efforts we tested our brain power with a general knowledge quiz which proved Tony, John A. and Mike H. to be the most generally knowledgeable. Well done to all the winners!



I am pleased to report that Bristol Area are up and running again, thanks to enthusiastic coordinators Sarah and Andy. Perhaps we will meet up in due course.

DRIVE YOUR TRIUMPH DAY

A great excuse for a drive but where was everyone? Charlie went out for a local spin and returned, damp, to his nest of Triumphs while a group of six Cotswolds Stags ventured further for a bit of pot-hole dodging but saw no



other marque representatives at all. No matter, we enjoyed ourselves despite having to bath the cars afterwards.

Our CONCOURS d'ELEGANCE will be run on the same basis as last year with photograph based voting to allow wider participation. Entry details will be circulated in due course but meanwhile you may wish to have a closer look at the cars when at meetings and this early advice will allow plenty of opportunities to take photographs as follows;

- o/s front, showing side and front
- n/s rear, showing side and rear
- Engine bay
- Seats and dashboard through open driver's door.

SKITTLES WITH WORCESTER AREA Saturday 14th March

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

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

In addition to regular meetings and annual shows we have visits to museums and businesses in the pipeline and some new show possibilities to consider. Entries below

are primarily for information and do not guarantee group attendance.

DIARY DATES

- ✔ March 14th: Skittles, Snowhill.
- ✔ April 26th: Drive It Day
- ✔ May 9th /10th: Classics at Prescott
- ✔ June 13 /14th: Churchill Show, nr. Chipping Norton
- ✔ Pied Piper, Highnam (NOT our usual one)
- ✔ July 4th: Families Day, Highnam (our usual one)
- ✔ July 4th / 5th: SOC National Weekend, Old Warden Aerodrome, (Shuttleworth) Bedfordshire
- ✔ July 11th: Stow on the Wold Show
Rupert Klaiber rupertk@hotmail.co.uk
Mark Jackson cotswolds@stag.org.uk

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

Mobile: 07745 495264 rupertk@hotmail.co.uk

WILTSHIRE

Surprise! Surprise! Our Wiltshire SOC AGM was held on a very wet night and not a Stag in sight.

Ten of us gathered in the Milkchurn pub in Melksham to discuss the business of the AGM, the group, showed their support in myself, by reappointing me as their Coordinator and both John Garnett and Dave Nicholls were reappointed as Deputy coordinators.

We reviewed our diary for 2026, dates to note are, Sunday March 29rd Sunday run & Lunch, we need someone to step forward to organise it, hopefully with the additional hour of daylight we will have weather to enjoy with our Stags. Another run and Sunday lunch on April 26th Drive It day. July & August are busy months, with new classic shows in Longleat and Middle Wallop. For full details of our programme for 2026 go to the Wiltshire web site on the main SOC website and click on "Diary2026".

John Garnet and myself have spent several hours planning a Stag drive around the Spanish and French Pyrenees, around 1300 miles, we've sorted dates 12th June – 24th, the route and booked our hotels, if any



members wish to join us then contact me for a copy of our itinerary.

There's not a great deal of news on our Wiltshire Stags, I've just completed a honing of the cylinders on mine, Nick Nicholls is still waiting the return of his following an engine rebuild.

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

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

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

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

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

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

WILTSHIRE AREA WEBPAGE

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

Glyn James

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OXFORD

The Oxfordshire area kicked off the new year with a strong start at our new venue, The Lamb in Chalgrove. The change has already proved worthwhile, resolving the parking challenges we faced previously and giving our meetings a fresh, positive feel.

Ten members braved the winter weather to enjoy good food, lively conversation and a long-overdue catch-up. With heavy rain soaking most of the country, no one dared to test the waterproofing of their classics—but spirits certainly weren't dampened. We were also delighted to welcome Peter Goodman from the Herts area, who shared a succinct and insightful update from the AGM.

Ahead of the meeting, I reviewed our membership list, which remains steady at 52—only slightly down from last year. What is far more exciting is the growth of our WhatsApp group. Participation has doubled from 20 to more than 40 members, meaning over half of our area now uses the platform to stay connected. Engagement from outside the area has also doubled, with 15 of our 52 members now joining us from other regions—clear proof

that our conversations and activities continue to resonate.

As always, I encourage anyone not yet in the WhatsApp group to join us. It remains the quickest, most active and most engaging way to keep up with what's happening across the area.

Looking ahead, we're aiming to enhance the area website this year. Kim Lassiter is getting to grips with the backend and exploring ways to build on the foundations put in place a few years ago. One exciting ambition is the introduction of an interactive events calendar to support planning for upcoming meets—a feature we're keen to deliver, even if work and family commitments may delay its arrival.

After reading the recent area articles, it dawned on me that we're fast approaching the annual re-election of the coordinator and deputy. This will be discussed at an upcoming meeting—and I'm sure there will be plenty of lively conversation around it.

A standout moment this month was Steve and Richard's trip to the Stoneleigh spares show. Richard showcased his newly completed car—an impressive testament to the time, commitment and attention to detail he has poured into it over the past year. The car drew a constant stream of interest from attendees keen to learn more about restoration, giving both Richard and Steve the perfect platform to share their exceptional knowledge and experience.



There's a clear sense of momentum building within the Oxfordshire area this year. If this enthusiasm continues, we're on track for a vibrant calendar full of events, gatherings and opportunities to get involved. With any luck—and perhaps a touch of misfortune—I may even find myself writing next month's article as a re-elected coordinator.

If you have a story to share, an idea for the group or simply want to discover what's driving the growth of our WhatsApp community, please get in touch. We always look forward to hearing from you.

Next Year's Meeting Venues:

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

OXFORD AREA WEBSITE

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

Richard Green

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THAMES VALLEY

Firstly I would like to thank the regular faces that took the time to attend the AGM on 10th Feb.

Neither Ian or I put our names forward for re-election for the roles of coordinator or deputy so we looked forward eagerly for new names to continue the running of the group.

Sadly but as expected, nobody stepped forward to take the helm.

We hope to be able to continue the group as a "social group" with meetings continuing on the second Tuesday of the month as now. These meetings will not have a regular venue and will possibly alternate between evening and lunchtime events to enable those who prefer not to drive during fading light to participate.

Contact for those who wish to take part in these or any other impromptu gatherings will be made via the WhatsApp chat. If you would like to be included please send me your details via my email and I will endeavour to include you in the group, alternatively if you are already in the group and no longer have an interest please communicate that and we will remove you accordingly. Any member that does not use WhatsApp again let me know by email or phone and I will communicate with you directly.

Thank you again those who have supported Ian and me over the past 12 months.

David Yapp

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SOLENT & NEW FOREST

Well, it seems that someone up there doesn't want us out driving our Stags. For the last few months, either sub-zero temperatures have resulted in the council dumping tons of salt on the roads, or continuous torrential rain has been washing it away again! Either way, the garage doors have stayed firmly shut for the moment.

On a happier note, Christmas and New Year have come and gone, and this, of course, meant we were heading for the highlight of the 'closed' season, our Annual Dinner!

Once again, Sally and her glamorous assistant David took on the task of organising it, and they, of course did us proud. As before, the venue was the Lysses House hotel, Fareham, where head chef Clive and his team provided an excellent three course meal to twenty seven of us, while Sally and David kept us on our toes with a



two part quiz of advertising logos, past and present, and naming ice creams from the past fifty odd years. I mean, do you remember Fab and Rocket lollies?

The Rallynn trophy also made an appearance. This was donated to the branch by Ralph Brindley, a past member, to be presented to the 'Member of the Year'. Well, what with organising several monthly runs, weekends away both here and abroad, along with several fiendish quizzes, and curating the area webpage, there could only be one contender, yes, congratulations to 'Team Small', David and Sally!

We sat down to eat at seven thirty and only left, reluctantly, at nearly eleven o'clock, such was the pleasant atmosphere. A great start to the New Year. Now all we need is some decent weather to get motoring!

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/>

Ian Knight

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S O C C

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OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:
Steve Kiefer, Locksbottom, Kent
schkief@aol.com
Tel: 01689 854700 Mob 07979 962614

WEST SUSSEX

We had a full house for the February Breakfast and AGM at Tottington Manor with the room full to capacity and it was good to see everybody for the first time since Christmas. The AGM was as expected with nobody coming forward to run or help run the area, so I will carry on with Philip as deputy to keep the area alive. We have had some suggestions for events etc. for the coming year and will issue a list of proposed events shortly, they will be available on our West Sussex Area web page on the main SOC web site once decided. I have entered and reserved places for those that wanted to attend for the Magnificent Motors at Eastbourne at the beginning of May and we will have a drive to Standen House, which is a National Trust property for our participation in Drive it Day in April. In between time we have a run to East Grinstead and a Sunday Lunch in Rottingdean due to be finalised. Our monthly meetings will vary from month to month in an attempt to encourage more members to come along, if unsure what is happening, give either myself or Philip a call or apply to join the area Whats app group to keep fully informed.

Bob

DIARY DATES

March Sunday Lunch in Rottingdean, TBA
April 26, Drive it Day to Standen House
May 3, Magnificent Motors, Eastbourne

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

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KENT

Hello everyone, our February meeting was attended by 20 people on yet another dark and wet evening.

The meeting started with our Honorary Club President Steve Kiefer welcoming Stuart Soutter to his first meeting of the year and giving a short talk on Stuarts many years of contribution to the club, including him becoming the first "spares secretary" and forming SOC Spares. He later

went on to take on the ownership of SOC Spares and has run the business for many years providing quality parts and advice to all. This resulted in him being made an Honorary Member of the club at the AGM last year and he was warmly congratulated by all present.

A discussion took place on the current difficulties of accessing the club forum and we then moved on to upcoming events, normally these are listed on the Kent Area page of the club website but Howard is having some difficulty updating the site at present.

DIARY DATES

- ✔ 26th April Drive it day, the original plan was to visit the search and rescue base at Lydd but they have now moved out so we are currently planning a route to Rye Harbour where we will have a meal.
- ✔ 16th-21st May Our holiday to Ireland, we have 8 cars going and there is still space if you wish to join us, please contact me for details.
- ✔ 17th May Faversham Transport Festival
- ✔ 31st May Brands Hatch Historic F1 Meeting
- ✔ 7th June the annual Bucket and Spade run finishing in Ramsgate
- ✔ 4th/5th July National weekend
- ✔ 19th July Bromley Pageant (this is a south east region meeting and we expect at least 50 Stags on our stand)
- ✔ 8th-9th August Motors by the moat at Leeds Castle
- ✔ 16th August Penshurst classic car show, please contact me for details, we need to book a club stand by the end of April
- ✔ Finally a reminder that our next meeting is 9th March at the Dog and Duck as normal.

KENT AREA WEBPAGE

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

Derek Hewett

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SOUTH EAST LONDON

January has been a really busy month in SE London.... OK so I lied! It's been pretty quiet as you'd expect this time of year. Having said that, a few things have been happening and our leadership have been busy planning 2026 for us.

Frustratingly, I forgot February's meet at the Bo-Peep,

so I've yet to wish anyone "Happy New Year" in the flesh. Probably a bit late for that now! I had my kitchen refurb blinkers on and it slipped my mind completely, until a message popped up on WhatsApp.

Excitingly Chris and team have compiled and released the events list for the year. Plenty on there to keep us busy for sure. It's available on the WhatsApp group. I'm sure Chris will bring a few copies to the meets, but he has also emailed them out, along with info about our Peak District trip and drive it day. (look for an email dated 9th Feb). If you haven't got it then he probably hasn't got your email address.

I'm not too sure if my Stag will be out and about at all this year, jury's out on that one. Those that know me, know that I need to get my kitchen rebuild sorted so I can get it back home into my garage, at which point I will have to begin stripping it down for its impending restoration. On top of that, the coolant pressurisation seems to be getting worse, so I'm not too keen to drive it very far at the moment.

The local reports area of the club magazine can be a bit love 'em or hate 'em, with the members so it's good to see that my reports get a wide and varied readership! This is Arthur, Chris & Zoe's young cat. He looks very serious so I hope he hasn't spotted any serious grammatical errors in last month's article!

Best Wishes to one and all for a great Season ahead.



Dave H

DIARY DATES

- ✔ March 5th – Monthly meet at the Bo-Peep (BR6 7QL) 7:30 pm
- ✔ March 19th – Meal – Thai Elephant (BR4 9HZ) 7:30 pm
- ✔ April 2nd – Monthly meet at the Bo-Peep
- ✔ April 26th – Drive it day – Dover Transport Museum

Chris Skinner

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EAST SUSSEX

The sun has got his hat on and the Stags have dropped their hoods! Let's hope so anyway, and that as the weather brightens up, we get a few sunny days in which to stretch our wheels!

There have been lots of pre-season discussions and chats about this year's calendar of events. If you haven't got a copy of the new programme, please let one of the team know or pick one up at the next Breakfast meeting.

Our AGM was held at the last meeting in February and so a full account of the main points will be available in next month's issue.

The first major events of the season are looming – 'Drive it Day' is in April, closely followed by Eastbourne's Magnificent Motors – a popular May bank holiday outing. These dates, like many of the events we support, are well established outings, but we are always on the look out for trying out new places and experiences, so spread the word if you think there's something we are missing.

This year, we have organised two trips, 'abroad,' well, Ireland and Wales! The Irish excursion is a new adventure for many in the club as it is booked with Scenic Car Tours whilst the Welsh expedition is a third time visit to Llanerchindda Farm, in Carmarthenshire. This is an increasingly popular destination for Stag tours as many other clubs will testify. Anyway, passports, language translations and money exchange will be at the ready for our forays across the water and to the land of our fathers! If you are interested in more information in any of the above, please contact any members of the team – as long as you can sing 'Men of Harlech' in Welsh, and 'Danny Boy' without crying, you will be very welcome to join us!

Sandy Gent on behalf of Gary Mountford

DIARY DATES

- ✔ Breakfast meeting: 14th March, Green Man, Ringmer
- ✔ Breakfast meeting: 11th April, Green Man, Ringmer
- ✔ Breakfast meeting: 9th May, Green Man, Ringmer
- ✔ Drive it Day!: 26th April
- ✔ Magnificent Motors: 2nd/3rd May
- ✔ Ireland tour: 17th – 23rd May

EAST SUSSEX AREA WEBPAGE

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

Gary Mountford

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mandymountford4201@hotmail.com

Hi Everyone,

Hope you are doing well. We have had a few events already this year.

19 January: Surrey Area AGM – The Fairmile, Cobham

Thank you to everyone that attended the AGM. Matt Gravett and Gary Sorfleet were voted in as co-ordinators for a further year (there were no other nominations) and Robin Glassup has kindly agreed to continue managing the Surrey page of the Stag Owner's Club website.

We discussed the year ahead and now have a full diary of events.

28 January: Hardy Engineering, Leatherhead – Technical Evening

A few of the Surrey members have already used Hardy Engineering for repairs and the owner Bill kindly offered to give a "talk and show" evening on gear boxes and differentials. We had 15 members attend and Bill and his team provided a very interesting talk and demonstration on how to take them apart, how they worked and how they repaired the gearboxes and diffs with new parts. Bill told us that they can't get new parts for a Stag differential, but they use TR6 ones as they have the same ratios as the Stag and the original back plate from the Stag can still be used. It was a very enjoyable and informative evening huddled round the benches. A big thank you to Bill and his team.

8 February: John Black's Triumph Day, Epsom Racecourse and Drive to Denbies Vineyard, Dorking for Brunch.

At last, a dry morning after all the rain in recent weeks, for the seven Triumph Stags that turned out for photos at Epsom Racecourse. For some the first outing of the year so all due attention to batteries and polishing the night before. An impressive line in front of the bronze statue of the horse that won the 1971 Derby. We then drove to Denbies Vineyard for brunch and chat in the Conservatory café. It was lovely to meet up with our Surrey SOC friends.



DIARY DATES

- ✔ 23 Mar: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 29 Mar: Drive Out & Lunch at Red Lion & Cellar Room, Betchworth.
- ✔ (Booking required: Please let me know if you would like to join us for lunch.)
- ✔ 20 Apr: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✔ 10 May: Triumph Car Show, Leatherhead
- ✔ 18 May: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.

Monthly Social Meetings - The Fairmile, Cobham - 7pm Monday

These are social evenings where we get to chat with other members and their partners. In the dry weather we get to park on the green and usually have an impressive row of cars on show. All welcome and a good opportunity to meet the Surrey members.

I will continue to send regular emails with further details of each event and any changes that may occur during the year. If you have not previously received update emails and would like to please let me have your email address.

We look forward to having fun during the year and if you have any questions, please feel free to get in touch by email or phone.

SURREY AREA WEBPAGE

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

Gary Sorfleet & Matt Gravett
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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

BRISTOL

The New Year has started really well for us as a group!

Our first two monthly N & N's were attended by very healthy numbers which gives Andy and myself confidence as we seek to grow the attending members over the course of the year. With this in mind, we have been considering our monthly N & N venue as the current one is just a little too cramped, even for the existing level of attendees.

A unanimous vote at our February N & N decided that we will be moving to the White Hart Inn, High Street, Iron Acton, Bristol BS37 9UG with effect from our March N & N. This will be just in time for us to enjoy a visit from Peter Jones our Co-Ordinator Liaison officer and Paul Smith, SOCTFL Chairman. Our members are very much looking forward to this. Here's hoping for a bumper crowd that night!

Discussions and activity so far this year have seen many and varied topics considered. We are progressing the relaunch of the Bristol area website and Andy is very grateful for the assistance provided by Tony Lapworth in creating the various webpages. Fingers crossed, we hope to go live with the first tranche of pages during February.

We have also focused on planning the shows and drive-out days during 2026 and this will develop as we begin the approach to the warmer weather. Our hope is to engage with fellow members from our neighbouring areas. This is very much a work in progress for myself and Andy plus the invaluable assistance from our members who regularly attend the N & N's for other areas. By reciprocation, we would like to extend an open invitation to members of our nearest areas to come and join us. If there are members from further away who just happen to be passing on our Wednesday nights, please do feel free to pop along as well!

To finish, I just wanted to include pictures of myself and Andy to help with recognition when we attend other area or national events. Even in today's progressive environment, it should be easy to determine who is who! Just in case, I am in 'action' mode taking my Stag for its MOT test, whilst Andy's picture is a little more sedate.



DIARY DATES

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

- ✔ March 4th
- ✔ April 1st
- ✔ May 6th
- ✔ June 3rd
- ✔ July 1st
- ✔ August 5th
- ✔ September 2nd
- ✔ October 7th
- ✔ November 4th
- ✔ December 2nd
- ✔ April, 26th National Drive-It Day. A run-out is intended, followed by a pub lunch. To be planned and notified via the WhatsApp group nearer the time.
- ✔ Vale of Glamorgan (Sully) show – Monday 25th May. Entry forms available.
- ✔ Gordon Bennett Classic Car Run – Friday 29th May 2026 to Monday 1st June in Southern Ireland. A ferry and hotel deal is available. Interest in attendance being gathered.
- ✔ Highnam Court, Gloucester – Saturday 4th July. Entry forms available. Unfortunately, this clashes with the SOC National Day on the same weekend.
- ✔ SOC National Day. – now we know it will be held on Saturday 4th and Sunday 5th July at Shuttleworth House, Bedfordshire again.
- ✔ KLB Carnival and Classic Car Show, Wotton-U-Edge/ Kingswood – Saturday 11th July.
- ✔ SOC Social Weekend and AGM – November 2026. To be held at Sedgewick Hall in Northamptonshire. The Co-or-

dinators AGM expected on the Saturday afternoon, with the full AGM on the Sunday morning. Further details to follow in due course.

Bristol Co-Ordination team
Co-Ordinator Sarah Clark
Mobile: 07557 539272
Email clarksarah950@gmail.com
Deputy Andy Dyer
Mobile: 08892 022487 Email wotred64@sky.com



Janet is usually looking for something different now and again and noticed that Luke Jerram's art sculpture Helios will be at Dorchester around Easter time, so we are planning to pop down to Dorchester to have a look and combine it with a drive out. Let me know if interested.

Drive it Day is on Sunday 26th April will be a good time to combine our monthly meet with a drive out, any suggestions, let me know.

Pete has already offered to arrange a visit to Middle Wallop Army Flying Museum and has proposed a date of Sunday 14th June. I did add a "Poll" to our WhatsApp group to get some feedback on the event, but as yet there is little response. There is some movement on the date so please check this event out and get back to me or Pete.

Some of us will be going to National Day at Shuttleworth. If you are also thinking of going and would like to join us please contact me.

Do not forget we have a Somerset & Dorset area WhatsApp group, if you would like to join, please let me know. It is very useful for last minute drives, car meets, Stag information, etc.

If you wondered what had happened to the James Bond Stag from Diamonds Are Forever that used to be in Keswick, Ken's son was in Orlando and visited the Orlando Auto Museum which apparently now has the original Stag used in the film.



DIARY DATES

- ✔ Sunday 22nd March – Lunch at The Gaggles of Geese, Buckland Newton. Booking required.
- ✔ Sunday 26th April – Drive it Day and Sunday Lunch.
- ✔ Sunday 14th June – Visit to Middle Wallop Army Flying Museum.

Garry Martin

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SOMERSET / DORSET

Another very good turnout for our local area AGM at Lanes Hotel on Sunday 26th January with 28 attendees. As is customary, both Ken and I relinquished our club positions and everyone enjoyed a very relaxed meal. After the meal and before the election of new officers for 2026 started, the area members had secretly worked very hard to put together a presentation of gifts for Janet and me, as I had been S&D Co-ordinator for 25 years, ably assisted by Janet. We were very surprised by the occasion and are very grateful for everyone's kind words and gifts. When we got to the time for volunteers to come forward, there were no other members offering their services for Co-ordinator and Deputy, so Ken and I volunteered to continue with our previous roles.



I had previously collected a list of possible events for 2026 and sent it to the area contacts I have for consideration and comment. Hopefully our area members will respond with the events they would like to attend so I know which ones to investigate further.

It was decided to continue with our monthly Saturday/Sunday lunches/coffee mornings N&Ns at various locations around our area. If you have a good pub/coffee shop/farm shop/etc, near you that you think we would enjoy, please let me know.

Our March meeting will be a lunch on Sunday 22nd March at The Gaggles of Geese, Buckland Newton. We had a very good meal there last year, hopefully it will not be raining quite so hard this time. I need to know numbers and food selection, so please contact me for details as soon as possible.

SOUTH WALES

January and February are always quiet for the South Wales SOC. However, Andrew Puddifer kindly organised a quiz and his report follows below:

Tuesday 3rd February Video Quiz

February's meeting at the Crow's Nest Cwmbran was another video quiz based around a film from my collection of British Transport Films.

These were a series of films commissioned by the British Transport Commission (whose logo is the Lion and the Wheel) set up after nationalisation in 1948. The first film was launched on the 1st May 1949 and for 25 years these films are about all forms of transport including trains, cars, lorries and even canal boats. They were directed by Edgar Anstay for 25 years. Many of the films are short fictitious stories which are quite nostalgic as they show a way of life now long gone

The film I originally chose was filmed in part in South Wales, however as some of our members who would have been interested in the localities shown being unable to attend, I chose a different film called Dodging the Column a true story of how a 130ft long fractionating column was hauled by road from London to Grangemouth made in 1952. The film lasts about 20 mins. I had 20 questions to ask although I don't ask why number 7 disappeared!). These included the maker of the towing tractors and where did they have a garden party which referred to them getting stuck while trying to turn a corner near the Potteries.

Despite the atrocious weather there was a good turnout of members including a first time member Chris Hatton who actually had the highest score. Shame there were no prizes.

A request was made to watch another film which I chose at random, unfortunately Ocean Terminal, a 1952 story about Southampton docks was a little long winded and a bit boring although it did show how labour-intensive life was in those days.

Apart from that I think everyone enjoyed the evening and hopefully they will ask me to do the original quiz later in the year.

Andrew Puddifer (5912)

Our thanks to Andrew for organising the quiz and a big welcome to new member Chris Hatton. We look forward to seeing his Tahiti blue Stag soon. Also, a big thank you to everyone who attended as the weather was appalling as Andrew reported above.

The March evening meeting will feature the showing of a couple of DVDs relating to the Stag and other Triumph cars.

Things really start moving events wise from May onwards. Everyone should have an electronic copy of events generated by Ian Rogers and we will keep you posted as and when they are confirmed.

We welcome all Club members in the South Wales Area or further afield. We keep in

touch by emails and WhatsApp. We meet on the first Tuesday of which every month at 7.30 at the Crow's Nest Cwmbran.

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

DIARY DATES

- ✔ Tuesday March 3rd N&N Crow's Nest DVD night
- ✔ Monday April 6th Coleford Classic Car Street show (date TBC)
- ✔ Tuesday April 7th First Evening Drive of the Year
- ✔ Sunday April 26th Drive it Day
- ✔ Tuesday May 6th N&N and Evening Drive

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

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DEVON

As I write this, I am seeing reports of rivers bursting their banks and closed roads all around me, Storms Gorette, Irene and Chandra have certainly made their presence felt. It is not the weather to be out on the road and definitely not Stag weather. I am hoping that by the time you read this, all of those little Winter jobs are done and the weather is set fair to start enjoying our cars. Why not bring yours along to the N&N at The Hunting Lodge on Wednesday March 11th and find out what others have been doing to their cars over the Winter.

In January we had great turnout on a wet day for our 2026 AGM at The Lavender House Hotel. Thank you to all who came along to support the club, to offer up ideas and support for the 2026 Programme of events, and to enjoy our 'post-Christmas lunch'. This was the first time we have used Lavender House, and we felt that they did a good job for us, a nice room for our AGM followed by a good Sunday Roast. We liked it so much that you will see future events based there in our 2026 Programme – watch this space.





At the AGM, Peter Turgoose received the Member Of The Year Award, Jean Kennedy was voted back in as Area Co-ordinator with Peter Turgoose voted back in as her Deputy. Dave Taylor and Andy Moss agreed to continue as the Areas technical support gurus.

Since the meeting, Jean and Peter have taken all of your ideas and consolidated these into a draft programme of events for 2026 which was sent to members in January. If you didn't get your copy, you will find it on the Devon Area web pages (<https://www.stag.org.uk/devon-home-page/>), or contact me.

As dates get closer or registration forms become available, we will come back to you by email with more details. For Devon SOC's 'flagship' shows, where we will have a dedicated SOC area, please do not book direct. We will send you details of how to book through the club to secure your place in the SOC Area. We expect these shows to be; Powderham (11th/12th July) and RHS Rosemoor (25th/26th July), plus possibly Darts Farm (21st June) pending a decision from them about club stands this year.

Our first 'must be booked' event of the year will be the popular Swing Studio and lunch at Crediton Golf Club on Sunday 22nd March. You should already have had booking details, but if not then contact me. But before that, don't miss the N&N at the Hunting Lodge on Wednesday 11th March.

DEVON AREA WEBPAGE

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

Peter Turgoose

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CORNWALL

From March 1st Chris Sharp will be taking over the reins of Cornwall Co-ordinator.

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

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

DIARY DATES

- ✔ March 1st - Lunch at Falmouth Golf Club
- ✔ April 5th - Caerhays Castle
- ✔ May 3rd - Viv's Pasty Run to Carleen village hall
- ✔ June 7th - Healeys Cider farm
- ✔ July 5th - Weekend away, provisional
- ✔ July 19th - Wadebridge Wheels
- ✔ August 2nd - Bodmin Airfield, provisional
- ✔ September - 6th - Launceston Steam Railway
- ✔ October - 4th - Bude Trip
- ✔ November 1st - Cornwall Air Ambulance visit
- ✔ December 19th - Christmas Dinner - Location TBA
- ✔ January 3rd - AGM 10.15 for a prompt 10.45 start
- ✔ February 7th - Country Skittles, Hayle
Mark Colton-Taylor

Chris Sharp

07870 279771 cornwall@stag.org.uk

SOUTH WEST WALES

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

From our Christmas meal on Wednesday 10th December we have not taken part in any runs or shows. The weather has been wet even for Wales so I believe that the Stags were keeping as dry as possible. Sunday January 18th saw us having our AGM held in The Harvester Gowerton. The AGM started with a nice breakfast and was very enjoyable. Turnout was good with 9 members attending including Nick Cale (coordinator West Wales) and with 6 apologies. During the meeting myself Clive Perman and Anthony Foster stood down. Clive and Anthony were nominated for coordinator and deputy coordinator and were dully elected respectively. We discussed the diary for the year and a number of shows and runs were agreed on. The first of these will be Drive Your Triumph Day on 10th February and a short run has been planned. Then a St. Davids Day run 1st March to The Vale of Glamorgan and along the coast. Next will be Crank Up organised by Towy Valley Vintage Club and held in The National Botanic Gardens on 8th March. and finally Drive it Day 26th April and a trip to Aberystwyth is planned. Also discussed was a possible trip with a two night stay. This would include visits to Stonehenge on the way to Beaulieu Museum then to Haynes Museum and possibly to the Royal Navy Fleet Air Arm Museum to round it off. As these are early in the year they will be weather dependant.

DIARY DATES

- ✔ St Davids Day run 1st March
- ✔ Crank Up 8th March
- ✔ N&N 18th March

Clive Perman
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southwestwales@stag.org.uk

WEST WALES

I am writing this report having just come back from an informal drive earlier today for Drive Your Triumph Day. We decided to hold this drive in place of our usual N&N for February, and we were also joined by some members of the local TR Register, who also wanted to mark DYTD. Unfortunately, due to the recent poor weather, and the forecast of even more rain for today, we were a small number of cars on this occasion, and one or two SOC members decided to just join us in their daily drivers rather than their Stags.

The drive began in Morrisons carpark in Haverfordwest, where my solitary Stag was joined by three TRs as well as Frank and Cindy in their Seat. From there, we took a leisurely drive to St Davids, where we stopped for coffee at Oriol y Parc gallery and visitors centre, before continuing to Goodwick, Fishguard, in time for lunch at the OceanLab cafe on the Parrog, overlooking Fishguard Bay and the Irish ferry terminal. We were joined here by another two TRs, as well as Bob and Ruth in their Jaguar daily driver. Even the sun made an appearance here, as it had been very grey and drizzly for the rest of the drive. But at least it was good enough to get our Triumphs out for DYTD, and everyone who came along seemed to enjoy the day's drive, and would like to arrange a few more events when different Triumphs get together.

Prior to this event, our meeting for January had been

our AGM for the West Wales area on Saturday 24th January. We met at the Roadhouse Restaurant, Whitland, for a delicious breakfast while we dealt with the business of the AGM. I'm pleased to report that both myself and Gerald Blain were duly re-elected as Area Coordinator and Deputy Coordinator respectively. We also started to plan our programme of events and draw up our calendar for 2026, which is now in provisional format and has been sent to all area members by email, together with the draft minutes of the AGM. Please let me know if you have not received these.

We decided that we wish to continue with our regular pattern of meeting for our monthly N&Ns on the second Tuesday of the month, combined with an evening drive in the summer months (April - October), but that we would also like to arrange an occasional daytime drive on Saturday or Sunday for a breakfast or lunch at a suitable destination. Any ideas or suggestions would be very welcome, and we will try to arrange the first of these soon.

The first show event for this season will be the Towy Valley Vintage Club's Crank Up, to be held at the National Botanic Gardens of Wales on Sunday 8th March. A few West Wales members, along with some South West Wales members, are planning to attend this show, but I will not be able to attend myself. If you would like to go, please contact Clive Perman (SWW coordinator) for further details, or just turn up at the Botanic Gardens.

Prior to that event, on Sunday 1st March, Clive is organising a St Davids Day drive/day trip to the Vale of Glamorgan. I hope to be able to join this day trip, along with some other WW members, and hope to report on this trip in the next magazine.

An additional event last week saw me getting my Stag out of the garage for the first time since before Christmas, when I joined a large number of members from the Pembrokeshire Classic Car Club with their cars at the WW2 RAF Control Tower museum at Carew Cheriton. The occasion was to meet up with the editorial team from Practical Classics magazine who were carrying out their winter tour through Wales. Mine was the only Stag present





on this occasion, but it is hoped that the magazine will be able to include a mention of most of the cars as they feature their Welsh tour in forthcoming editions over the coming months.

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

- ✔ Sun. 1 Mar. Day Trip with SWW area Vale of Glamorgan
- ✔ Sun. 8 Mar. Towy Valley Crank up National Botanic Gardens
- ✔ Tues. 10 Mar. N&N tba
- ✔ Tues. 14 April Evening Drive and N&N tba
- ✔ Sun. 26 April Drive It Day Joint Day Run with South West Wales area

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