



STAG OWNERS CLUB

ISSUE 515 MAY 2026



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DOWN UNDER AGAIN / YOUNG DRIVER INSURANCE

STAG HANDLING / NEC RESTORATION SHOW

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

We have a full report on the NEC restoration show in this issue. I did notice when we were there that there seemed to be more young people involved in the actual mechanics of looking after these cars.

A very encouraging sign.

One of our members has been working on improving the handling and ride on his Stag and has reported the improvements and modifications he's made.

Quite a technical article, so there's plenty to digest there.

This month we are launching our photographic competition.

There are excellent prizes and you can see more details on page 15. This is a great opportunity to showcase your Stag and some great British locations.

Carl Fuss

ISSUE 515 MAY 2026

**Front Cover: Sunday Lunch at
The Gaggles of Geese**

Photo: Garry Martin

Back Cover: Cobweb Run

Photo: John & Lorainne Holliday



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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. L.Levy	Worcestershire	Mr. S.Tomlins	Hertfordshire	Mr. T.Teeley	Co. Durham
Mr. M.Harris	West Sussex	Mr. M.Hobson	Flintshire	Mr. A.Holt	Lancashire
Mr. R.Bennett	Warwickshire	Mr. P.Stokes	Shropshire	Mr. G.Perkins	Somerset
Mr. C.James	West Glamorgan	Mr. D.Marriott	Cambridgeshire	Mr. M.Griffin	Lincolnshire
Mr. M.Dack	Surrey	Mr. C.Lawson	Nottinghamshire	Mr. J.Lloyd	Warwickshire
Mr. G.Firkins	Essex	Mr. J.Galloway	West Yorkshire	Mr. R.Evans	Gloucestershire
Mr. K.Chippindall-Higgin	Hampshire	Mr. R.Widdison	Nottinghamshire		

WANTED ... WANTED ...

SECURITY LIAISON OFFICER

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

SHOW SECRETARY

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

MEMBERSHIP SECRETARY AND TREASURER

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

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

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

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

DIARY DATES 2026

- Stag Owners Club National Weekend**

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



- Stag Owners Club AGM**

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



NOTES FROM THE COMMITTEE

MAY 2026 UPDATE

It is left for me this month to continue the brief histories of our Honorary Members so that you can appreciate the reasons why they have been honoured for their contributions towards the aims of the Club. This is being done in the historical order of their 'recognition' and this month we start with the father of the Stag.

Henry George (Harry) Webster

Harry Webster started work at the Standard Motor Company in 1932 and by 1949 had worked his way up to Chief Chassis Engineer, being involved in the design (and redesign) of the TR2. It was Harry who brought Giovanni Michelotti to Triumph and it was Harry who brought the strings together for the TR3, the TR4, and the TR5, as well as the Herald, the Vitesse, the Spitfire, the GT6, the 2000, the 1300, the 2.5PI and ultimately the Stag.

One of the few Standard-Triumph senior staff who were smiled on when Leyland took over in 1961, he moved up from Chief Engineer to Engineering Director and it was Harry who saw Michelotti's show design in Turin and claimed it for Triumph, pushing the idea through the Board to become Project Stag. I have heard it asked 'Well, what did he do for us?'. Do I really have to answer that?

Harry Webster was given honorary membership in 1989.

Alan Hart

Alan was one of the first members of the Club, having member number 55. But it is for his enthusiasm in ensuring that the fastback prototype was preserved that Alan was awarded Honorary Membership in 1998.

Knowing of its existence, Alan tracked the car down to an ex-director of BL and befriended the gentleman before eventually being successful in becoming its owner. Not in the best of conditions having been garaged for a considerable time, Alan set about the restoration of the car and then made it available to the Club for shows and events.

It is because of Alan that this unique motor car still exists and is available to be appreciated and admired

John Arnott

John joined the Club back in 1994 and offered to assist its organization when he was voted into the Secretary position at the AGM in November 1995. I think it fair to say that John took the job very seriously and provided necessary stability to the Club at a time when there had been some difficulty in maintaining a solid administrative base.

John stepped down from the Secretary's post at the end of 2001 but only in order to become the Committee Chairman, from where he guided the Club for the next five years. He did not remain an 'ordinary' Committee Member for

long as he was back in the Secretary's job at the end of the year when the Club needed another dose of 'correctness'.

John finally stepped down from Committee life at the end of 2009, having provided the Club with 14 years of education in how to do things properly. However, he continued as Joint Show Secretary, providing budgetary advice until 2016. He was made an Honorary Member in November 2009

Derek Athey

Derek joined the Club in December 1997 and volunteered to fill the difficult position of Accessories Secretary in September 1998.

Derek also had a more general interest in the automobile world than most as he was involved in the Sunbeam Rapier Owners Club and in ancient bicycles. It was no surprise when he added the position of Stag Archivist to his portfolio during 2003, Derek setting this up from scratch – even the idea was his.

Derek's tenure of the accessories inventory was the longest by any Club member and he sent out merchandise to many, many club members until the end of 2008 when that side of club activities was outsourced. Derek was awarded Honorary membership when he stepped down from the accessories job but, as a good Club member, continued collecting Stag ephemera as Archivist until 2021 after which illness prevented him pursuing things as he wished.

Martin Cox

Martin is the second of only three people from outside the Club who have become Honorary members.

Martin worked for Standard -Triumph from the early sixties, when he was part of the apprenticeship scheme. In 1965 he ended up in the Service Department for a short spell before moving to Engineering where he was involved in the testing and mechanical evaluation of new projects alongside his brother Peter – both becoming the subject of an article on 'The Million Mile Brothers' which referenced how many miles they had clocked up behind the wheel of a test Triumph.

Martin became involved in the press fleet cars and moved with the fleet from Canley to the Templar Avenue satellite to Gaydon from where he retired in 2001

One of only a few ex-Triumph employees who has retained notes, photographs and internal information from his times with the company, he has been instrumental in passing on an understanding of those times to a number of Triumph clubs, including the SOC and was made an Honorary Member during 2024..

Peter Robinson

FBHVC SOC UPDATE

LATEST FEDERATION NEWS



Achievements and Legislative Changes Affecting Clubs

Some of you may have noticed there was no Federation report in the previous magazine. This was not due to an absence of news, but rather the report did not make it into that edition. Boo. As most of the previous report focused on Drive it Day, there is little value in simply reprinting it. I hope many members were able to take their vehicles out, either joining local area events or those organised nationally.

It has become apparent that producing a monthly Federation update may be overly ambitious. Therefore, moving forward, I will aim to provide a bi-monthly report unless there is important news to share.

From the latest FBHVC magazine, two notable items have come to my attention. The first relates to our friends at EJ Ward, and the second concerns the introduction of Martyn's Law. This new law was briefly discussed at the Federation's AGM last year. Initially, I was unsure whether it would impact our club, but after reading further, it appears it might, indirectly if not directly. Attendance at our National Day events could potentially cause us an issue and members attendance at major shows such as the NEC would be affected. I believe it is prudent to keep everyone informed about this. The Federation is working on our behalf actively monitoring developments that could potentially affect us. Both reports here are taken from the FBHVC magazine, which can be accessed via their website at fbhvc.co.uk. Registration is free, offering access to more information and the magazines both past and present.

2025 Heritage Skills Academy Award Winner

Rosie Fraser of EJ Ward Ltd has been named the winner of the 2025 Heritage Skills Academy Award, supported by The Midget and Sprite Club.

Presented annually, this award recognises perseverance, progress, and personal growth throughout the Heritage Engineering apprenticeship programme. It honours those who display resilience and dedication to mastering traditional restoration and engineering skills, irrespective of their starting point.

Rosie exemplifies these qualities and is a deserving recipient of the award.

Rosie joined The Heritage Skills Academy at Brooklands Museum, enrolling on the Coachwork course in June 2024 after initial training with The Splined Hub. Despite setbacks, including two employers unable to retain her due to workload pressures, Rosie's determination remained steadfast.

In June 2025, Rosie secured a new placement with EJ Ward Limited, enabling her to continue her apprenticeship and further develop her skills.

According to the Heritage Skills Academy, Rosie has consistently achieved high assessment grades, typically in the 90s, and has shown exceptional commitment to her craft. Her early interest in mechanical heritage began at steam rallies and was further fuelled by working on WW2 commercial vehicles and volunteering at a water mill museum. Living for several years on a narrow boat provided hands-on experience in restoration, electrics, and mechanics.

John Pitchforth, Founder of Heritage Skills Academy, remarked: "Rosie's story is one of true perseverance. She has faced a series of challenges but remained focused on her goal to build a career in heritage vehicle restoration. Her academic performance and enthusiasm have been exemplary, and her resilience is an inspiration to other apprentices across the programme."

Martyn's Law

The Terrorism (Protection of Premises) Act 2025 is increasingly coming to the attention of club officials. There is more comprehensive material available on the Federation website (fbhvc.co.uk/martyns-law). At present, there are no further developments. There is a two-year implementation period from the Act's commencement during which the Government is expected to produce statutory guidance.

The FBHVC contributed to mitigating the Act's application to smaller premises (less than 200 people expected). For events expecting 200 to 800 people, obligations relate mainly to post-incident procedures. However, the most significant impact will be on larger venues and events.

Duties and obligations for these larger events are expected to increase costs for organisers. Clubs using established venues for events with over 800 people at any one time can use existing infrastructure, processes, and personnel, but this will come at a price.

Challenges will be greater for clubs using bare sites, such as farmers' fields, for large events. Guidance will likely require the event's registered "dutyholder" to provide infrastructure (fencing, scanning arches, CCTV), security processes (risk assessments, emergency procedures), and personnel (officials, guards, security staff), which will almost certainly need to be hired from security agencies. This is unwelcome news during a cost of living crisis. Updates will be provided on the Federation website as more information becomes available.

Andy Hedley
SOC FBHVC Representative

SOC 2026 HONORARY MEMBERS LIST

Val Gaffney
A.D. (Tony) St. John-Hart (Founder)*
Ken Hudson*
H.G. (Harry) Webster CBE*
Alan Hart*
John Arnott

Derek Athey*
Martin Cox
Emma Airey
Lesley Phillips
Stuart Soutter
Julian Buckler

** indicates that an honorary member is deceased.*

THE CLUB AT UPCOMING SHOWS

- **Silverstone BRDC**
Silverstone this year is on the 24th to 26th July. The code for tickets **021CCD2026**
Go onto silverstone.co.uk/events/brdc-classic at the bottom of page enter code.
- **Donnington**
Donington 1st to 3rd May at Historic Festival. The code for this is **2924**
Go on to displaymyvehicle.com select historic event enter code.



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1ST-3RD MAY 2026
DONINGTON HISTORIC FESTIVAL

CLUB CODE 2924



STAG MODIFICATIONS

EAST SUSSEX AREA MODIFIED STAGS



Several members of the Sussex have been writing about their Stags and the modifications they have made. These are from Rob Firmstone, Geoff Allchorn and Derek Budden – more to come next month !

MY RED STAG – DBY 861M

I bought my first Stag in January 2012, which was black and had a Weber carb upgrade. It went well enough and we had a couple of good club tours with it. On looking through the adverts for Stags for sale (as you do), I came across a red one that had the Rover 3.9efi engine and LT77 gearbox fitted together with an upgraded BMW diff and rear disc brakes and with full biscuit colour leather upholstery at £9,000.

To cut a long story short, we travelled down to Bradford upon Avon to look at it and found that it had been well thrashed and needing a fair bit of work to bring it back to reasonable operating condition. After some bartering we eventually bought it for £6,250 in June 2013.

The work then started over the next couple of years to bring it up to spec. We still had the black Stag and were using it for club events etc in the meantime. I will list most of the jobs that needed doing.

Bodywork

The condition of the paint was very good, having been stripped back to bare metal and given several coats of Porsche paint. The hood was in good condition, but the frame had collapsed due to several bolts shearing; so new bolts were fitted and everything worked satisfactorily.

Engine

Air bubbles were found coming up the header tank and a blown gasket was suspected. This was changed and the head inspected and found to be ok. Failure to start sometimes was found to be due to a faulty fuel pump relay. Straight through exhaust silencers were also fitted with Cosworth tailpipes.

Transmission

The gearbox was very noisy and it kept on jumping out of third gear, so a second hand one was found on Ebay for £100 which is still working well. There was a lot of play on the off side rear wheel which was found to be a damaged bearing assembly. A bolt had come loose and caused a lot of damage – a new drive shaft assembly was needed which was very expensive as it was a special (to interface with the BMW diff). A new wheel bearing was also needed on the front nearside.

Electrical

A 6 volt coil with ballast resistor was fitted to improve starting. The thermostatically controlled fan also needed some attention. LED lights were fitted all around.

From the paperwork that came with the car, the original modifications were performed by Batemams in Horsham and cost over £9,000 without including the cost of the engine and gearbox which were supplied by the owner.

Rob Firmstone



MODIFIED 1973 MIMOSA MK 1.5 – OHC 431M

Having known the car since the 1980s, I bought it in 2019, the car having been in the care of the previous owner for 36 years – 33 of them stored in various damp garages!

I got the car on the road that year and it was clear it needed a lot of general work including re-painting. At that time I owned an automatic transmission business with 6 car lifts so I made the decision to 'lose' a ramp and go for a total bare shell strip down, incorporating one or two modifications along the way...

Suspension

Poly bushed all round (inc. modified drag strut bushes to increase castor (well worth it, gives much better steering feedback!)), Chris Witor fast road springs front and rear (1" lower on the front), KYB gas shock absorbers all round.

Brakes

4 pot callipers and vented discs on front, disc conversion on the rear.

Drivetrain

3.45 diff, CV driveshafts, CV propshaft, gearbox converted from MOD to 4 speed ZF4HP22EH (electronic control), driven by a Compushift transmission computer. Speedo driven by a Speedhut Speedbox GPS speedo with cable drive, enabling the original speedo to be retained.

Engine

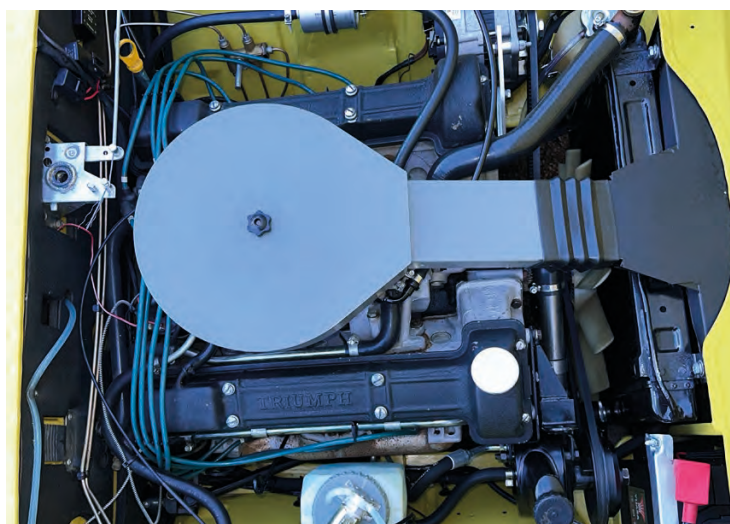
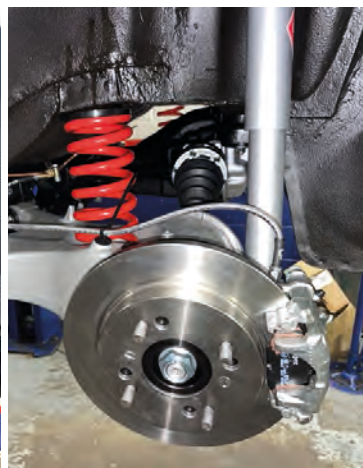
Holley Sniper 2300 fuel injection and belt driven water pump. WOSP hi torque starter and alternator, electric engine fan.

General

Additional electrical outlets in the boot, front ashtray and glove box, folding 'Carplay' screen fitted under speaker grille in dashboard linked to a modern Bluetooth radio, central locking (doors only), daylight running lights incorporated in the outer headlights which are also dip and main beam, 4 brake light conversion with the reversing lights also acting as extra brake light/fog lights, all bulbs except the multi warning light dash display are LED's supplied by Better Car Lighting. Fuses changed to blade fuses with extra fuse box in car, allowing many circuits to be protected individually. Rear lap belts, re-veneered woodwork in San Domingo Rosewood with satin finish, stainless steel bumpers from Harringtons (Vietnamese), combined 0 – 60 psi oil pressure/ capillary temperature guage in place of original temp guage, choke knob adapted to switch rear fogs on via a relay.

Grateful thanks to Rob Firmstone for all his help with the numerous wiring modifications.

Geoff Allchorn



MY MODIFIED STAG... WELL, ACTUALLY SARA'S

I was asked to give a short write up on our modified Magenta Stag for an article our group is working on. I'm not keen on the term 'Frankenstag' so I'm sticking with 'Modified'!

We bought it as an abandoned project fitted with a Ford Capri 3.0 Essex engine. We wanted an Essex as they are renowned to be "Bullet Proof" and strong but with greater torque than a TV8, exactly what we wanted so as to become a tow car for my racing keelboat.

Well not quite as "Bullet Proof" as expected. Once home we found the Engine full from sump to carb with water, the engine was seized solid and without spending a lot of money, not rebuildable. In fact it would have been cheaper to rebuild a TV8 as nowadays the Essex engine has become a popular dragster engine, making it desirable and raising the £'s.

The conversion to Essex was found to be very clever with no damage or modification to anything Triumph in fact a TV8 would be a straight swap and actually cheaper. Our Stag was bought to tow so we kept to an Essex eventually sourcing a replacement from a 1970 MK4 Ford Zodiac. Zodiac engines are the lower 118BHP oval port engine but with high torque.

Next was the bonnet. Essex Stags normally have a power bulge and we wanted Triumph lines, so I made a custom K&N filet with 25mm depth. Essex engines have a swirl plate under the carb called a W plate fitted within the insulator between carb and inlet manifold, this was modified reducing height by 8mm. The inlet manifold carb flange was then re-profiled reducing height a further 15mm then the bonnet hinge shimmed up by 3mm and Hey Presto a standard Stag bonnet fits.

Once our Stag was back on the road we took it on a little test run, towing my 22" Keelboat to Kiel in Germany for a regatta and back. Never missed beat even in the Hamburg tunnel where ambient temp was 38 deg C.

The smiles, looks, and waves were fab.

Derek Budden



Important advice about insurance for young drivers of Triumph Stags

HOWDEN

0330 043 3911

howdeninsurance.co.uk

The Stag Owners Club has had a close relationship with Howden Classics – the new name for RH Specialist Car Insurance (RH) for over five decades.

We have recently been in discussions with Howden Classics about what they can offer our younger members and have put together a useful list of things that will help you stand a better chance of being able to obtain insurance to drive a Stag.

The team at Howden Classics are trained to give advice to young Stag owners/drivers. Each case is considered on its individual merit, and the team will do their utmost to assist.

Howden Classics will consider insuring drivers once they qualify for warranted accompanied driving – this means that once you have held your full driving licence for 12 months you can be considered for a policy where your parent or the owner is inside the car with you when you're driving.

Howden Classics will also consider insuring you to drive a Stag unaccompanied if:

- You have 1 full year of clean insurance (no claims and/or convictions)
- Experience of driving a Stag on an accompanied basis
- Have experience of driving Stags or other classic vehicles at car events such as Driving Tests, Trials and Track Days
- Howden Classics will consider insuring you to drive a Stag in your own right if:
- You are 21 or over.
- Drivers younger than 21 may be considered depending on individual merit. Have a conversation with their Team.
- You have a full clean licence.
- You have a clean insurance history.
- You have your own everyday vehicle as well as the Stag.

Note: If you are thinking of purchasing a Stag now to drive when you're aged 21+, Howden Classics advise speaking to them before you make the purchase.

Howden Classics tell us that the following things are very desirable:

- You have been brought up around and have experience of Triumph Stags.
- Your family has some history of insuring Stags with Howden Classics.
- You own a modern car with your own insurance policy.

What Howden Classics cannot do:

- Insure learner drivers on vehicles which are pre-1970.
- Insure everyone who applies – but following the above advice will give you a better chance of being considered for insurance.

In addition, due to being part of the Howden Insurance group, they can also give you advice regarding young driver insurance for your everyday car whilst you're learning to drive or once you've just passed your test.

Emma Airey

Affinity and Relationship Manager

2 Des Roches Square, Witney, OX28 4LE

howdengroup.com

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0330 043 3911

howdeninsurance.co.uk

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ALMOST A GREAT CAR



Foreword by Nigel Rees, GSD RaceDyn

During the mid-1970s, I fell in love with the sound and styling of the Triumph Stag.

When I eventually drove one, the engine was fabulous, but handling and ride were disappointing. Specifically, response to steering inputs (turn-in to corners and 'lane change') was lazy and vague. The car rolled excessively when driven even moderately briskly. Ride was reasonable in a straight line, but roll when cornering impairs ride comfort, particularly for a passenger. I didn't buy one.

Dr Ken Edwards is a long-standing friend who provides excellent part time consultancy for GSD RaceDyn. When he wanted to improve his beloved Stag's handling and ride, I wanted to help. He used our advanced vehicle dynamics software to analyse the Stag's handling and ride. Complex analysis resulted in simple changes. Carefully configured springs, damper force curves and front anti roll bar totally transformed the car, giving excellent ride quality and precise, stable handling while losing none of the essential Stag character. Now I really want one...

Over to Ken to tell the full story.

Introduction

I bought our Stag Mk 2 from its first owner nearly 50 years ago. It had done 13,000 miles and was completely original. It became a hard worked second car in the household. It holidayed in UK, Ireland and parts of Western Europe. It rallied. It has served as transport for weddings (and for Santa). Tony Hart rebuilt the engine at 90,000 miles. It remains very original with the same lovely lines, wonderful sound and disappointing handling.

Evaluation of the Stag's dynamics

Nigel and I have been friends for 30 years. His consultancy works on road and race cars for professional and amateur drivers in UK, mainland Europe and USA. GSD RaceDyn analyses the suspensions of their cars and recommends changes which make handling more predictable.

The opportunity to evaluate the car came about when I was working part-time for GSD RaceDyn. I asked Nigel and Oliver Bryant, a very well-known and successful competitor in the Classic Race Championship, to drive the Stag. To my surprise, neither drove the car hard and both formed their opinions over a short mileage. Both expressed interest in driving it again if I 'breathed' on the suspension.

They were agreed that the power and torque of the car were fine, but transient response was poor, leading to lazy turn-in and lane change. Excessive roll was particularly evident to passengers. Nigel made the comment that heads this article. They both felt that within the Stag a great car was trying to get out.

I was familiar with the measurement processes used to create a model of the dynamics of a vehicle. Essentially the relationship of every moving part of the suspension to a datum – usually ground – is accurately measured. Sprung and un-sprung weights, track and wheelbase, centre of gravity, tyre, engine and transmission data are also captured and combined in analysis of the vehicle's design. Its dynamic performance – natural frequencies, roll angles, transfer from under to over steer, tyre loading – can then be assessed and possible improvements evaluated.

As a design exercise, with the support of the team at GSD RaceDyn, I measured the car and did the analysis. The dynamic model confirmed experience of the car on

the road. With 150bhp, it understeered even in 2nd – hence the unresponsive handling. The natural frequency of the front was very low – approx. 1.2Hz – resulting in slow response to inputs from the steering wheel. Roll angle of 6deg was excessive; spirited driving would indeed be disconcerting for passengers, as Nigel and Oliver predicted.

In the meantime, the suspension of my daughter's 1968 Alfa Romeo GTV being very tired, I upgraded it with a Fast Road kit from Alfaholics, coincidentally designed by GSD Racedyn. The result was a car that handled like a dream. Anyone who is interested should look on YouTube.

The Project

An opportunity to turn the Stag design exercise into a project came out of the blue, when a client of Quantum Engineering asked its MD, Patrick Murphy, if he could improve the handling of his Stag. Quantum Engineering specializes in making dampers with specified digression curves for race and road cars, including Lotus. Patrick mentioned his client to Nigel, who remembered the design study on my car.

Over a Teams meeting, we agreed to implement a suspension upgrade for the Stag, using my car as the prototype. We agreed to each absorb the cost of design, fabrication and fitting. We discussed commercial viability. We agreed that was a topic for Quantum, should the prototype be successful.

I knew what I wanted: a Stag with the lovely long-legged straight-line ride it already had, combined with the precise handling of a sports car. I wanted to preserve the feel of a classic car with improved ride and handling and had zero interest in taking it on a track. Prerequisites were safe handling with at least 150bhp, no requirement for reduced ground clearance and simple bolt-on replacement by a non-specialist garage or experienced amateur

Nigel and I went back to the model. First, we looked at the natural frequencies. Modern cars with good responsive handling will tend to have natural frequencies around 1.8Hz – over 2Hz is very fatiguing. To preserve the classic feel, we chose figures in the range 1.6 – 1.65 and selected approximate spring rates.

Then we looked at the front anti-roll bar (ARB). We wanted to reduce roll but we wanted a firm rather than a hard ride. We chose a roll angle around 3deg and selected the diameter of the ARB. The digression curve of the dampers, critical to ride quality, is calculated from these parameters.

We explored the impact of altering castor and camber angles and the introduction of a rear ARB. Of these, an increase in camber angle would have been most beneficial, but none made the cut when we looked at the cost of designing, making and testing new suspension components.

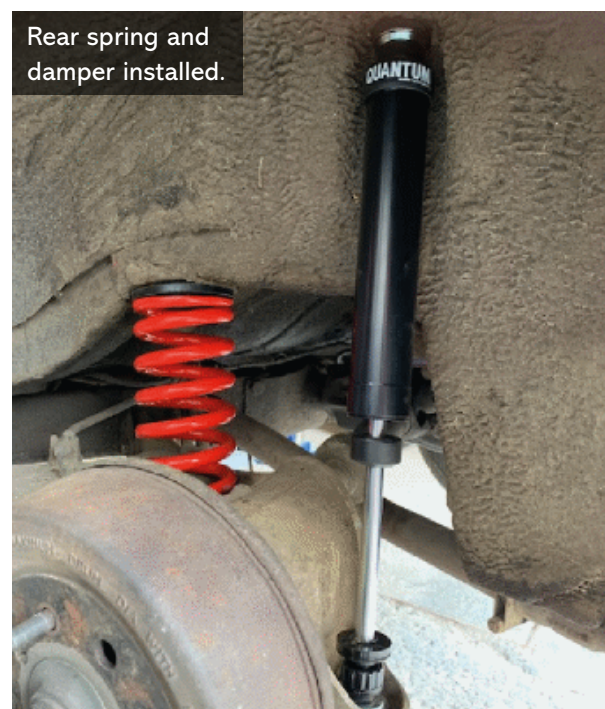
At each stage of the design process we checked unbalance forces on the car in each of the gears to find the point of neutral balance – ie neither over- nor under-steer. As a good combination of precise and safe handling, GSD Racedyn's cars typically achieve neutral balance approximately mid-way between 2nd and 3rd gear. A small amount of progressive over-steer in 2nd gear is readily controlled, but at speeds reached in higher gears, the car must under-steer. The accompanying printout shows (circled) the predicted total roll angle of 3 degrees and the balance achieved with the new suspension components.



Quantum prototype suspension components.



Strut and ARB installed.



Rear spring and damper installed.

Prouement of components

The Macpherson strut on the Stag is no longer available. As mine had been rebuilt fairly recently, I was familiar with its inadequacies – the sleeve bearing and fine thread of the top of the assembly. Patrick's design incorporated a ball-race and is adjustable for both ride height and damper digression. It required a new bottom bracket, which he machined from solid. New stiffer springs, mountings and dampers provided adjustable ride height and damping at the rear. The new ARB used the existing mounts and drop links, requiring only poly-bushes with increased bore to accommodate the increased diameter of the ARB. Minor components, such as bolts and bushes, were procured from James Paddock.

Realisation

It all came together when we booked the car for a day at my local garage – North's at Lane End in Buckinghamshire. We wanted to have the work done in a non-specialist garage to confirm the time required and that the job was indeed straightforward parts replacement. Nigel and Patrick joined me while lead mechanic, Ian Jones, undertook the work.

We planned the day so that we could assess the effect of each new part on dynamics and on noise, vibration and harshness (NVH). After fitting the new struts, Ian, Nigel and I each took the car for a short (4 mile) test drive on local roads of varying qualities. We repeated the same process after fitting the rear springs and dampers and again after fitting the new ARB. The poly bushes for the latter had not arrived, so we reamed out existing bushes as an expedient.

The ultimate test was to learn how the car felt to a passenger. With my wife, who has travelled thousands of miles in the car, I took the car for extended drives on familiar roads. She was enthusiastic – we had improved the handling, but not at the expense of ride quality. In fact, she thought the ride was better than before.

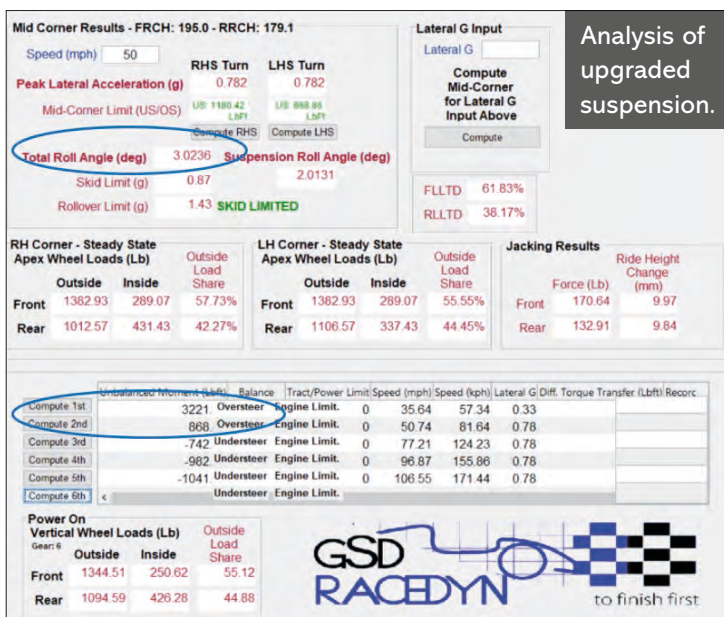
While we were generally very pleased with the result, Ian felt there was insufficient clearance between the bottom of the struts and the inside of the front tyres and we were concerned that the improved steering response was being achieved at the expense of ride quality.

A further session with Ian enabled us to fit struts which Patrick had modified to provide increased clearance. The new poly bushes were inserted in the ARB, resolving our concerns about the ride quality. We also had an NVH issue, which proved to be a front disc dust shield, accidentally displaced during the assembly. Ian got out after a further test drive and commented 'it is like night and day'.

I took the car back after a few hundred miles on the road for a final check. We found that the car had settled a little. The ground clearance was 200mm, lower than before, but close original Stags with optional 175/70 tyres. To our eyes the car looks fine and we like the handling so much, we did not adjust the ride height.



Discussion between Nigel and Patrick while Ian works on front suspension.



Conclusion

We've now driven many miles in the car on A-, B-, C- roads and on motorways.

Over the years I've driven many cars. The Stag is now up there with the best of them. The ride is supple on good roads and motorways, tolerant of single wheel disturbances eg pot-holes. It is firm, but not, in my view, harsh over two-wheel disturbances eg over sleeping policemen. The car responds quickly and accurately to steering inputs and follows a chosen line through bends. It's hard to describe how the car feels – secure and planted under all conditions. In my opinion, now it really is a great car.

Why did the design team, with their vast experience, not make the Stag handle like this from the outset?

Acknowledgements

I'd like to add my appreciation to those who have been involved in the project, principally to Nigel at GSD Racedyn, Patrick at Quantum and to Neil and Ian at North's garage. I'd also like to thank Mark and Gerry at Enginuity, for their encouragement. Oliver's interest in the Stag has been very helpful. When we can find time in his racing schedule, he and Nigel plan to drive the car again and provide me with their professional comment on the outcome of the project.

Ken Edwards (01869)

2026 SOC PHOTO COMPETITION

'CLASSIC TRIUMPH STAGS IN CLASSIC BRITAIN'



Get ready to showcase your pride and joy like never before! This May and June, we're inviting all members to take part in our SOC 2026 Photo Competition – a celebration of this timeless beautiful car set against the very best of British scenery.

Think iconic, atmospheric, and unmistakably British: your Stag parked outside a charming country pub, framed by rolling countryside, or proudly positioned in front of a grand stately home. Whether it's heritage, elegance, or rustic charm, we want to see your car in a setting that tells a story.

The theme – 'Classic Triumph Stags in Classic Britain'

WHAT WE'RE LOOKING FOR

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

WHY ENTER?

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

PRIZES

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

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

LET YOUR CAR SHINE

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

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

TECHNICAL DETAILS

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

Good luck – and happy shooting!



SOC AT THE NEC RESTORATION SHOW



NEC BIRMINGHAM, MARCH 2026

Where do I start!?

We set up on Thursday went well due to all the help from the volunteers. Big thank you to Tony Lapworth for sorting the booking of the new process, especially the car parking. Thank you for bringing his car onto the stand.

We had a small stand only three cars. The two gazebos to accommodate SOCTFL and hospitality for club members, to take a seat and have a brew with biscuits.

Work carried out on cars was kept to smaller jobs as space was tight. Martin changed the rear sub frame bushes, under the expert guidance of the GURU's Dave & Steve Buxton, with the help of Steve Morris and Gary Scuby (Scooby). This was carried out over two days, as whilst work was taking place there were many discussions with visiting club members, on how this was to be done!! Many other conversations about the car and the Club slowed the work down, but we were in no rush.

Mervyn Ward carried out some repairs on his door lock, carbs and vacuum system, over the three days. He tried to have a restful day on Friday due to coming straight to show from Night Shift. Not long until you retire now count the days/nights.

The show was a success although the numbers were down. We had a busy stand very interactive work being carried out. I would like to thank Roger Kennedy, Paul Smith, Noel Sargent, Russel & Pat Lewis, Wayne Woolford were present from SOCTFL, promoting the Club spares and knowledge of our cars.

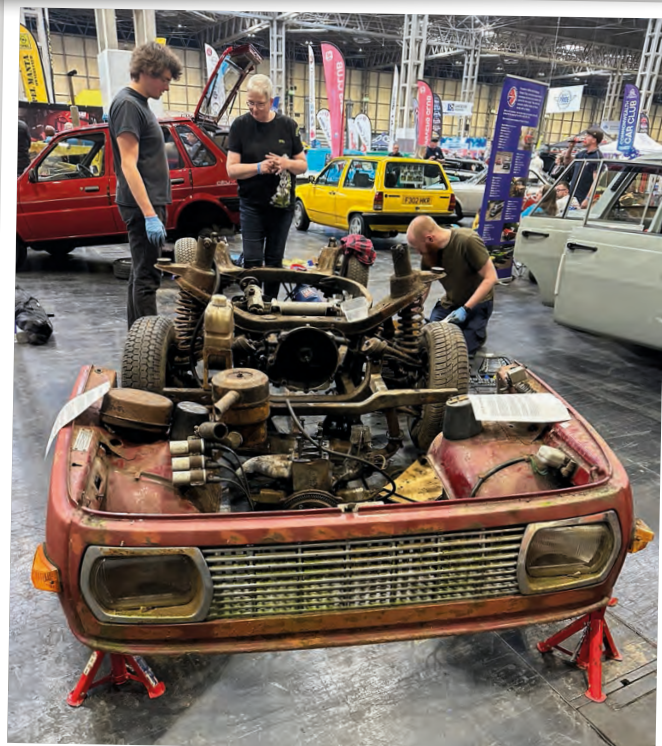
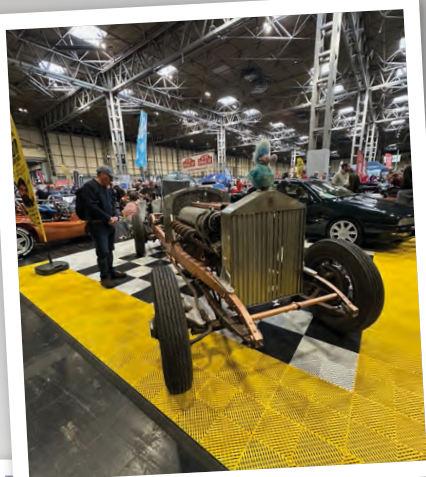
Big thank you for the support of the following people, without whom this show would not be a success. Mark Rollason, Roger & Lesley Phillips, Dave & Margret Buxton, Steve Buxton, Gary Scuby, Steve Morris, Mervyn Ward, Viv Sanderson. Not forgetting my wife Teresa, she puts up with me well!!! x

Martin Mills





MORE PHOTOS FROM THE NEC SHOW



SOCTFL NEWS UPDATE

OUR STAND AT THE RESTORATION SHOW



As you are no doubt aware this years Classic and Restoration Show was held at the NEC over a three day period 20th to 22nd of March and SOCTFL attended with a stand displaying a variety of products supported by SOCTFL tooling.

In addition there were three members cars on show. Martin Mills conducted a demonstration of how to change the rear subframe suspension bushes that required him to spend a lot of time lying on the floor and his car's rear end up in the air. Martin assured me he was not taking a nap whilst on the floor!

Those of us who manned the stand all agreed that this years attendance levels were much reduced from previous years with Friday and Sunday being particularly quiet. We speculated that this may have been ,at least in part, due to the current economic climate causing people to be reluctant to spend on their cars.

You may recall that Richard Hammond had a very successful trip in a recent show where he selected a Triumph Stag to take part in a challenge with his co-presenters who opted for more modern vehicles. His Stag was the only one to complete the run. This, of course, was wonderful publicity for the Stag and because he had commented that his door handle bowls were in poor state. Paul Smith whilst at the show, as indeed was Richard Hammond, tried to present him with a complimentary pair of bowls and an accompanying letter of appreciation for showcasing the Stag. In the event he did not get to speak to Richard but did speak with one of his team who promised to pass them on to Richard.

Paul brought along the first finished samples of the B post locking plates produced in polished cast stainless steel. The finish is truly excellent and they will make a superb improvement to the car's appearance. A trial fit to Martin's did however did not go well. The studs did not quite line up with holes in the bodywork but it was

unclear what caused this misalignment. Further test fits will be conducted to identify what may need to be done.

Paul also had a conversation with a provider of apprenticeships in the Bicester area and will be following this up in due course.

Roger spoke to a representative of Moss Ltd (formerly Rimmers) concerning the tooling for the horse shoes who promised to investigate the current situation and provide an update.

Noel took the opportunity to speak to Club Triumph regarding their Young Members Scheme. The scheme allows anyone between the ages of 14 to 24 to become members of the club at a greatly reduced rate and receive all the benefits of club membership. Given that our membership is getting older and slowly declining this may be a useful idea to take forward or at least warrant further discussion.

There was of course a number of visitors to the stand who were interested in finding out about the work of SOCTFL and the approved products and a few who said they would come back take advantage of the discounted prices for the door handles, air intake grill and flocked window channels. Unfortunately they did not return. However, 5 sets of door handle bowls were sold on behalf of Robsport International Ltd.

Finally, a big thank you goes to Roger and Martin for their hard work in setting up the stand (and dismantling it) and for manning the stand for all three days. Well done guys and I hope you've recovered by now. Very well done both of you!

Noel Sargent



GRAND DOWN UNDER AUSSIE HOSPITALITY



The Stag Owners Club of Australia is based in Adelaide and having family living there has been very fortunate in that we have now visited the club on four previous occasions and where my wife, Rosie and I, have been made most welcome. Three of our visits have been featured in the club magazine (issues 470 April 2022, 480 March 2023 and 493 May 2024).

We have usually visited in February, where I can combine attending a conference and this coincides with the 'All British Day' celebrating British Classic cars and held on Sunday, 22 February 2026 at Echunga, in the Adelaide Hills. It is now customary in Australia to acknowledge the Traditional Custodians of the land and pay respect to their elders past and present with Echunga being the traditional lands of the Permangk people. The recreation grounds are two large ovals, and this year Ford was the featured marque in the centre of oval one. There were not as many cars displayed compared to our last attendance in 2024 and this seemed to be related to a big storm that was forecast but which ultimately did not materialise. However, there were still over 10 Stags present. In total 50 different car clubs were present, some representing a single marque of car, others being car clubs of several different marques of car. All in all, a very interesting and enjoyable day. I was able to deliver a copy of the Worcester Stag Club 2026 Picture Calendar thereby continuing the international circulation of the calendar, put together by Rodger Robertson, Deputy Co-ordinator of the Club.

Looking ahead, 2027 marks 50 years since the final Triumph Stag rolled off the production line and the Stag will therefore be the featured vehicle for the 2027 All British Day.

Steve Martin, the President of the Club, arranged a run out for us on 26 February 2026, starting from Glenelg on the coast. Our first stop was for coffee at the Deep Blue Cafe at Moana overlooking the sea and we then continued along the coast to Normanville to view the ex-HMAS Hobart Memorial where the anchor in the memorial is from the ship and points directly the resting place of the ship which was sunk as a dive site. We then drove inland into the Myponga Conservation Park for a very pleasant lunch at Forktree Brewing, Carrickalinga. After lunch we stopped off at the Myponga Reservoir dam and continued through beautiful scenery of McLaren Vale, famous for its wineries, before returning to Adelaide.

We enjoyed the drive so much that, a few days later, after visiting Hahndorf, a small town settled by 19th century Lutheran migrants and known for its original German style architecture and artisanal food in the Adelaide Hills, we decided to drive a similar scenic route along the Onkaparinga river and back through McLaren Vale. Sadly, this was in a hire car and not a Triumph Stag, but perhaps one day!

Ian Wall (23879)



SOCTFL ANNUAL GENERAL MEETING 2026

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

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

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

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

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

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

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

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

Stag Owners Club Tooling Fund Limited

I/we (name) _____

(membership no.) _____

and (name) _____

(membership no.) _____

of (address) _____

appoint the Chairman of the Meeting or

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

Signed _____

and _____

Date (day/month/year) _____

SOC CO-ORDINATORS MEETING

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

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

Contact: coordinatorliaison@stag.org.uk



Thought for the Month

By Rupert Klaiber

One of the first duties of a physician is to educate the masses *not* to take medicine.

Sir William Ostler MP 1849-1919

KNOW YOUR STAG #44

THE IGNITION SYSTEM

The ignition system is often not considered as part of the electrical system of a car because it is so integral to the engine itself. However, it is powered by the same electricity that powers the starter motor and wipers, so is part of the electrical system – and the last part of the system which we will consider.

The Basic Operation

I know that for many of you this bit will be teaching my mother to suck eggs but let us start by putting all the parts of the system into perspective.

Any petrol engine works by setting fire to a charge of fuel which has been drawn into a cylinder. This is normally achieved by introducing an electrical spark (because to strike matches and throw them into the cylinder at a rate of a few thousand per minute is impossible to do). This spark is encouraged to jump across the two terminals of the spark plug by introducing a high voltage across the two terminals and, as one of those terminals is at zero potential i.e. it is earthed, then the high voltage must be introduced through the positive cable which connects the top of the spark plug to the source of the high voltage, which is the coil.

Well, it would be the coil if you did not want to regulate that high voltage by only introducing it at the correct time during the engine cycle such that the best 'burn' is achieved and therefore the maximum power is produced.

Which is what the distributor does. It only allows the high voltage generated within the coil to reach a spark plug at the best time for the engine to accept it and, in the case of multiple cylinders, to 'distribute' the available high voltage to each spark plug in turn at the correct time.

So, we need a coil which converts low voltage/high current to high voltage/low current, we need a distributor which distributes that voltage to each of 8 cylinders and we need a spark plug in each cylinder to create the spark itself.

The Coil

The coil is just a device with two different sets of copper windings, wound round an iron core and all held within an insulated canister. One set of windings (the primary windings) is under a low voltage – in this case nominally 6v – and the other (the secondary windings) generates a high voltage (let us say around 25,000 volts, which is a typical reading for a petrol car of the age) by way of having about 100 times more 'windings' than those of the primary circuit.

Any current flowing in a conductor creates an electromagnetic field but it is only when this field is changing that a voltage is induced in a secondary circuit. Thus, to create the high voltage side of the system, the

current in the primary windings has to be interrupted such that the field collapses and a voltage is created in the secondary windings. This is done by the points within the distributor which are wired in series with the primary windings within the coil – hence the white/black wire between the two in an early Stag and the white/slate wire which leaves the coil and which becomes a black wire before it enters the distributor in a later Stag.

According to the workshop manual, Stag was originally fitted with a six volt Lucas, type 16C6 coil. This was replaced at approximately engine no. LF 20257 (early 1973 registration) with a type 15P6 and at approximately LF28554 (early 1975 registration) with a type 15C6.

The relevant part numbers are:

- 16C6 - Stanpart no. 154272 – Lucas no. 45232
- 15P6 - Stanpart no. 158830 – Lucas no. 45243
- 15C6 - Stanpart no. UKC3555 – Lucas no. 45266

Within the 1973 and 1974 parts catalogues the part no. 154272 is also referred to as part no. GLC106.



A 'late' 15C6 coil dated 1973. Note that the terminals are fixed with rivets, whereas replacement coils use inset (small) bolts and brass nuts. Also note that the negative terminal (on the right) has a) a single terminal as there is only a need for one earth cable and b) a female terminal so that the wrong connections cannot be made.

The coils are all interchangeable although the later coils will have two wires directly connected to the positive terminal as power is supplied from two different places – more about this later.

The model numbers for Lucas coils are stamped on the base – which is not very helpful when trying to find it – along with the Lucas part number and the date of manufacture. However, when inspecting my coils it became apparent that the part number table above (which has been taken from the 1977 workshop manual) as the numbers on the base of one of my coils are 15C6 and 45243B with a date of 17.73 i.e. period 17, 1973. Obviously further work needs to be done to fully understand the coil parts numbering so if you have any Lucas coils lying around, drop me an e-mail with the numbers on the bottom (registrar@stag.org.uk).



The base of the above coil showing the stamped model and part numbers (15C6 and 45243B).

So, why do I need to use a 6V coil, what happens if I use a 12V coil and how do I tell the difference, I hear you ask?

This caused me some difficulty but I believe that the answers are that if you use a 12V coil with either of the ballast resistor systems in place, you will not obtain the correct strength of spark and you will probably experience poor running. If you remove the ballast resistor from the system and still use a 6v coil, you will actually be passing too much current through the coil and it will probably overheat or maybe catch fire. This is not a good idea. However if you use a 12V coil and remove the ballast resistor you may experience poor starting as the action of the heavy starter current reduces the voltage available at the coil and, therefore, the voltage across the plug gap is reduced and the spark quality impaired.

As to how you tell the difference between a coil designed to be used on a 6V and one designed to be used on a 12V system, then the only answer I have come up with is to measure the resistance of the primary windings. The resistance readings of most, if not all, 6V coils is in the region of 1.5 ohms whereas those of a 12V coil are typically around 3 ohms. It is a little more complicated than that but this is a very good starting point.

Which leaves me to explain why a 6V system is used in the first place. The answer to this is hidden in the reason for not using a 12V system without the ballast resistor in that by using a 6v coil you can then increase the voltage across the primary windings to 12V when starting. This is done by taking a secondary feed from the starter motor

to the coil which only operates when the starter operates. This increases the quality of the spark at the plugs and, as it is only for a very short time, there is no chance of the coil overheating and there is very little extra erosion of the points. But you should not grind away at the starter for minutes at a time as this may well overtax the coil.

As clear as used GTX I hear you say. However, it can get slightly more complicated for most of us.

Using an Electronic Ignition System

From the information given to me in my Registrar role, it is obvious that many, many of you out there have electronic ignition fitted to their cars. These systems can typically take higher currents and voltages than the standard points system so may well be able to handle different coil outputs, even during starting. I am not going to go into different systems here but the overriding requirement is to follow the recommendations of the system manufacturers when it comes to the coil to be used. In this you should also bear in mind that all Stags were originally fitted with a ballast resistor of some sort and therefore will reduce the voltage across the primary windings to 6V. Therefore, if the electronic system you are using is designed to operate on a direct 12V system, then you will have to remove the ballast resistor or resistance wire to be able to provide that 12V to a 12V coil.

The Distributor

As previously stated, the purpose of the distributor is to provide a source of ignition to all eight cylinders and, most importantly, for this to be provided at the correct time. There are other considerations, like to provide a nice 'fat' spark, which is a function of the rate of collapse of the magnetic field in the coil, which in turn is determined by the operation of the points, how quickly they open and what the point gap is set to, and there is a need to be able to advance and retard the ignition timing as engine speeds and throttle settings alter –which, in most petrol cars of the age, is done by having both a centrifugal advance system to cope with the engine speed element and a separate vacuum advance feed from the inlet manifold to deal with the part throttle setting situation..



*The insides of three different distributors.
On the left a single point distributor, in the middle a twin point version and on the right a distributor fitted with Piranha optical (electronic) ignition.*

To achieve all this Triumph used a Lucas model 35D8 distributor (initially Lucas part no. 41276, Triumph part no. 213954 with single points and then, from engine no. LF 1081, Lucas part no. 41336, Triumph part no. 217435 with twin points and finally from engine no. LF 20001, Lucas part no. 41525, Triumph part no. 219089, again with twin points). In this, do not trust the parts catalogue as it is wrong – again – as the early catalogues show the single point distributor with the numbers of all the individual parts for this single point distributor, but show the distributor part number as 217435, which is the part number of the first 2-point distributor.

In the USA and for late Stags exported to Australia, changes were made to the vacuum advance and some other components, thus altering the part nos. of the distributor assembly. For details of this see the 1977 Repair Operations Manual (AMK 3966) and the relevant parts catalogues.

Identifying the UK Distributors

The outside differences between the three UK distributors are generally small, although the inside of the early distributor is very easy to distinguish as it only has a single set of points. The other differences are in the cap and rotor arm, which changed at LF 20001 (the start of the 1973 model year cars) from 519585/GDC 117 (cap) to GDC 138 and from 519587/GRA 109 (rotor arm) to GRA 112, and in the vacuum unit, which changed from 519594 to UKC 1674 at the same time.



Very early distributors were equipped with a small knob (viewable on the right hand side in the photo above). The part number can be seen to the left of this spindle and, strangely, this is identified as a late distributor so a previous owner seems to have retrofitted a single point mechanism into a late distributor shell. Very odd.

Luckily, there is an easy way of doing this as Lucas stamped their part number on the side of each distributor, along with what looks to be the date of manufacture. An

easy way of telling the very early distributor without taking the cap off to see whether it has two sets of points or one, is that the single point distributors had an adjustment spindle sticking out of the side on the nearside (as viewed from the driver's seat) by which the timing can be adjusted without needing to delve into the distributor and alter the baseplate positioning.

The distributors are physically interchangeable but be careful when buying as Triumph made changes for a reason and you may find the engine performance impaired if you start mixing and matching.

Identifying the USA and Australian Distributors.

As I do not have any USA/Australian units here I cannot tell you the differences but, as with the UK, they are basically in the distributor cap, rotor arm and vacuum advance unit, however, as the units are identified with their Lucas part number, unless you are buying a part unit and intending to make 'one out of two', then your way forward is to just read the part number on the body of the distributor and refer to the above text..

Electronic Ignition Considerations.

There are now a number of electronic ignition systems available but most units on Stag will be Lumenition ones from the eighties and nineties and these work by substituting an optical eye and a rotor blade for the points within the distributor body. It is a simple exercise with the rotor breaking the beam from the optical eye to bring about current collapse and a high voltage in the coil secondary windings. It requires less maintenance (none) than a points system and is far more accurate and reliable.

The Other Bits

This really only refers to the main HT lead between the coil and the distributor and the eight plug leads between the distributor and the plugs. These were all originally green sheathed, solid copper with black plug in/on ends. Each plug lead had a different part number and they changed style at some time in 1973/74 with an accompanying change in the part numbers. The HT lead did not change during production (part no. 152882)

On each side of the engine, the plug leads are held in place by two plastic holders which slot over brackets on the outside of the cam covers. These were white plastic for very early cars but soon changed to black. They were given part nos. 148672 (2-slot, for the forward position) and 148673 (4-slot for the rear of the cam covers).

The original plugs for Stag were Champion N11Y although N12Y were specified as alternatives in later cars.

That's it for the ignition system. As I am not either an electrical or electronic engineer, I may not have described the technicalities very well so if I have erred, as always, please let me know. My contact details are in the front of the magazine.

Peter Robinson © Peter Robinson 2026



Stag Owners Club National Weekend

4-5th July 2026
Old Warden Shuttleworth
Biggleswade

UK's largest gathering of Triumph Stags

- Two days of Stag enthusiasts together
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- Camping/Caravanning on site (optional)
- Accommodation available in the House (optional)
- Bring and sell Autojumble
- Rally Plaque

Saturday

- North Bedfordshire countryside drive
- Hog roast with salad & Beer Van (extra cost)
- Entertainment

Sunday

- Stag designated parking
- Trade Stands & Autojumble
- Meet the Committee – Accessories – Prizes

BOOKING NOW OPEN FROM 1ST MARCH – GO TO THE MEMBERS AREA ON THE WEBSITE STAG.ORG.UK
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THE CLUB STAG ARCHIVE

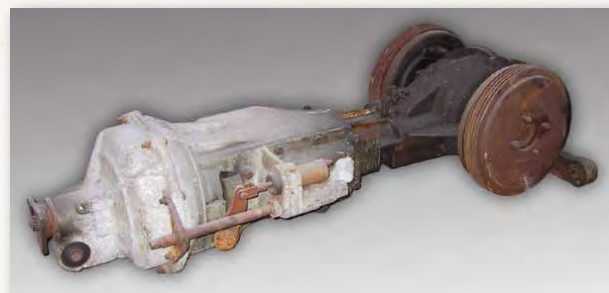
The Triumph Story, Part 26 – Zebu comes before a Barb

The First Triumph 2000 Idea - Project Zebu.

Way back in 1957 Triumph knew that they had to be planning for a Vanguard replacement and the initial ideas had been for a large, separate chassis car with two engine versions (1500 & 2000cc), independent suspension and with a combined gearbox/differential mounted at the rear.

Although intended to be an in-house design, by the time work started Michelotti had joined the team and he was asked to produce a suitable 4-door design. The intention was for production to start in Spring 1960.

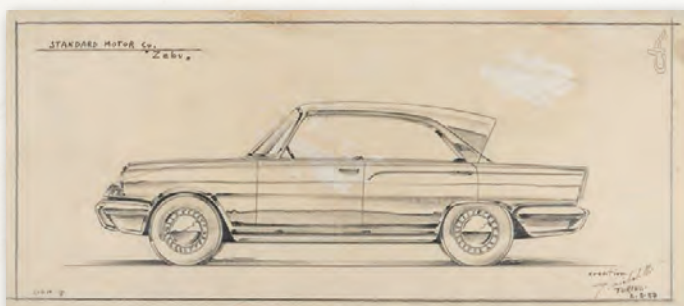
The design work proceeded well and Michelotti was sent a chassis frame to be built up into a prototype (X615) which, when received back at Canley, Webster pronounced to be one of the best prototypes he had driven.



The Transaxle idea which combines the gearbox and differential at the back. Are those inboard brakes on the sides of the diff, or am I imagining things? (Photos courtesy ArchivioStoricoMichelotti, Martin Cox, Canley Classics)

All went according to plan until the then editor of Motor magazine was shown the prototype and he rather put the block on what was a striking design by telling Alick Dick that Triumph would very likely be accused of copying as the idea of a reverse sloping window was being brought to market by another manufacturer. Dick did not know that the other manufacturer was Ford or that the competing model was the Anglia (closely followed by the larger Classic) but it would not have mattered as the idea obviously had to be rethought.

Various ideas were tried, Michelotti produced a similar idea with twin headlights and a normally sloping rear window and Triumph tried by cutting a Herald into quarters and welding them back together with appropriate filler panels to upscale the whole thing.



The originally devised Zebu (X615). Firstly Michelotti's original drawing dated May 1958 and below it the real thing in the Canley Engineering Department workshop before it was pronounced 'an idea copy'.



The Zebu idea reworked with a conventional rear window (X743) but still with a pillarless body and with twin headlights, again seen in the Engineering Department workshops.



A giant Herald was tried... and rejected.

Finally, Michelotti came up with a less controversial but mostly bland 3-box idea and the project faltered while the Engineering Department spent six months moving everything from their workshops in Banner Lane to their new building on the Canley site – into the wartime shadow building known as Fletchamptstead North which was being vacated by Ferguson following the sale of the tractor business.



Michelotti's Zebu Mk3 (X658). Not a pretty car but Peugeot made something very similar in later years.

When all got back to normal, the financial situation was going against new projects and things were put on hold – although there was no obvious way forward and all the engineering impetus had been lost once the innovation of the rear window, the short rear end that this allowed and the combined transmission which supported the idea had to be cast aside.

We'll Have Another Go – Project Barb

Having been put on hold while the Leyland boys assessed the situation, once the brakes came off, the speed at which the new project proceeded was phenomenal. At a board meeting in July 1961, the directors were told that if a body style could be agreed on relatively quickly, the car could be released at the Motor Show in October 1963. Both Michelotti and the Standard Triumph in-house styling team, headed by Les Moore, produced drawings for the new project – which was renamed 'Barb' as Zebu was by then stillborn.

The new car was to be of monocoque construction but would retain the ideas of 'big bonnet, short tail', independent suspension through MacPherson struts and semi-trailing arms and two sizes of 6-cylinder engine.



An early wooden model of the new Barb idea. Interestingly, the twin lights within a frontal scoop idea was recycled by Michelotti and the photo shows some claywork on the rear C-post where Triumph styling staff have made some small alteration to the body lines.

The timescale was incredibly tight and, remember, the body had to be finalised and tooling made and tested before any production could take place and as a monocoque, there was no frame to hang prototype test panels on. It was therefore necessary for early testing to take place using a rolling chassis with all the running gear in place but incorporating a welded angle-iron spaceframe to provide some form of legality and driver protection.



The 'Birdcage', as it was known, with which the Engineering Department carried out the initial endurance testing for the new large saloon. Believe it or not, this was a road test vehicle and spent not a few hours being driven over the company's normal test routes

Initially the rear suspension utilised cast aluminium semi trailing wishbones with the intention of replacement with cheaper pressed steel components for production. Anyone looking under either a 2000 or a Stag will see that the cast aluminium components were retained. These were, however, originally mounted top brackets welded to the floor pan itself – which set up an unrefined vibration. This necessitated a short hold up in the first build while the solution was considered. This came in the form of the cross beam / subframe from which the trailing arms are pivoted - and with which we are all now familiar.

As ever at that time, Triumph were trying to over perform as they did not have any spare production facilities with which to build the bodies for the new car. They therefore contracted Pressed Steel to make both the tooling and build the bodies at their Swindon plant. The bodies were then to be transported to the Tile Hill factory where they were to be painted and trimmed before being put back on a transporter for the trip to the new final assembly building at Canley, just a mile or so up the road.

Initial Impressions

The first running 2000 (X711) was fitted with a 1,598cc version of the six cylinder engine. This was intended to be the 'economy' model with the 1998 cc engine being also available. However, it was very soon decided that this first car was underpowered and the idea was allowed to wither and the car itself (5264 VC) became a rally support car for a while before being disposed of. All other prototypes and the first run of production cars themselves, were fitted with the 1,998 cc engine.



The only 1,598cc 2000 built, here shown in its role as a rally support car.

The new model was duly released to the press in October 1963 at the Earls Court Motor Show, the press getting their first look a fortnight earlier at an event based at the prestigious Mayfair Hotel.



Two versions of the new car were presented to the public at Earls Court. The above cactus over conifer car (MB 12) allowed punters to have a look around while the Wedgwood over white turntable car (MB 11) attracted all the attention.



The press were very complimentary about the car, which had been released almost simultaneously with the new Rover 2000 which was aimed at the same market. Each had its supporters but it is probably fair to say that the Rover was more in the traditional role whereas the Triumph was the more exciting to look at and to drive. The two companies agreed to disagree.

Deliveries began in early January 1964 and the car sold well. It sold even better when an automatic gearbox option was added later in the year and even better when the estate became available in 1965.



The estate became available in 1965. Someone at Triumph liked to arrange for red trim to be used with various blue paintwork. I'm not sure that it works but it continued through to the mid seventies and was available for the early Stags.

Fastback v Estate

Following the GT6 idea of 1963, the Triumph Engineering Department seemed slightly fixated on fastbacks with a fastback Herald being built alongside a fastback 2000. Indeed, through 1964 there developed a bit of tension as to whether to put the fastback 2000 or the estate forward for production.

The fact that there were no current facilities to manufacture either car did not stop Triumph thinking about it and eventually it was the estate which won out, partly due to the fact that the production engineering people had found a company to carry out the conversions at a reasonable cost – whereas Pressed Steel had quoted a ridiculous price for the job. The white knight which came forward was Carbodies Limited, about a mile away from

Canley on the Holyhead Road in Coventry. They agreed to take in part built bodies from Pressed Steel and to make the necessary modifications to estate form before shipping over to Tile Hill for painting and trimming, and all at an acceptable rate, which sealed the deal and gave the estate an advantage over the fastback.



Not given an experimental chassis number, this fastback must have been an early production car sent to Michelotti for conversion. Ugly or what ?

Sixties Development

The original engine for production 2000s was the 1,998 cc straight six but very early on there were plans afoot to increase the capacity to 2,498 cc. There was no further room for the engine to be bored so this had to be done by increasing the stroke from 76mm to 95mm,

However, before very much testing had been done, the idea of using Lucas mechanical fuel injection had been taken on board – mainly as a method which promised to be able to overcome the forthcoming emission control regulations in the States. Although developed for the TR range cars, the TR5 being claimed to be the first mass produced British car to be so fitted, the engine was an obvious 'shoe-in' for the 2000 saloons and the exclusivity of the model was raised when the 2.5PI saloon was introduced at the Earls Court Show in October 1968.



Taken at the Motor Show, this picture shows the straight six PI engine in-situ. The injectors feed into the inlet manifold just before the inlet ports, the fuel lines disappearing down the far side of the cylinder head to a high pressure pump located on the side of the crankcase.

An estate version was added in March 1969 and just 371 units were officially produced before the whole range was revamped into the Mk 2 body style in 1970. To some, these Mk 1 PI estates are the Holy Grail of Triumph production cars and only a handful are known to still exist. If you see one sitting forlornly in a garage somewhere, do not tell the owner how rare it is, report directly to me and I will 'do the necessary' as I would love one of these in my garage.



This is how Triumph saw its new saloon in 1969. A posh car for people in suits. A bargain at just £1,481 against the Rover 3500 at £1,830 for the automatic (no manual box available for the Rover until October 1971).

As will be told in a later article, the 2000 made a fine bulldozer for rough track rallying and with the PI engine it had enough 'grunt' to challenge for top placings – but this will all be revealed in a couple of months time. And as I have run out of space for this month, the development of the Mk 2 will be dealt with when we come to the seventies.



I'll leave you this month with a photo of one of the 2.5PI rally cars. Although this car was used in the Austrian and Scottish Rallies in 1969, this photo was probably taken during its later life as a test and practice car for the 1970 RAC Rally. The matt black bonnet was not for team identity but was to prevent obtrusive reflections during night rallies.

Peter Robinson © Peter Robinson 2026



"A BIT FLASH"

Last month's 'Mellow Yellow' stopped me in my tracks. Now, that looked exactly like the Stag I had been 'shopping' for, back in 1981! Its lucky owner, Tony Davies, must have just beaten me to it, my Little Green Man was whispering: See how he joined the club just ahead of me (he as '0889', me as '0891'). Very silly, but it got me reading, and comparing our ownership experiences. They seem to have been very different, right from the outset.

I had been looking for an affordable yet 'honest' manual Stag, preferably in yellow for its relatively safe visibility. Alas, the few examples I found were in showrooms for the worst of reasons: outside, they would have filled with rainwater. The best Stag I had time to find was actually a Pimento red automatic. I paid for an RAC engineer's inspection and approval, and only once more did I ever ask for anyone else's opinion of my new pride and joy: "a bit flash", apparently! Ah well, Pimento is quite bright, isn't it?

Years later, at its first restoration and when I was more middle-aged, I chose shade number 82, Carmine, and fitted fog lights. Like Tony's Stag, at first mine was intended to be my only car. Somehow I managed to get a second car to share the mileage over the years but in 2013 the Stag became my only car again. As a direct result, I had to part company with the club's favoured insurer, who disliked clients proposing to rely solely on their Stags. This was doubly memorable. My new insurer asked how much I had spent on the Stag to date! Needless to say, I had never actually sat down and added it all up before...

However, Tony tells us his lovely Stag has done 81,000 miles, while mine has done 100,000 miles more. I've long been very grateful to have benefitted from state subsidised education. It has allowed me to earn well enough to be able to afford the services of some of our heroes, Tony Hart, Roger Morrish, and John and Mick Ward. So, although my Stag can sometimes look a bit shabby, it gets out and about a lot, rain or shine, and keeps making people smile.

I'm only half-joking when I answer inquiring passers-by that my Stag has had me for 45 years. Yes, the original hardtop sure doesn't get any lighter, but I have neighbours happy to give me a hand. I go to weightlifting training once a week (yes, really).

Roger Martin (0891)



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**.



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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Mobile: 07816 271237

NORFOLK

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

Mid-week Meal – We were asked by members last year to organise the occasional mid-week meal. Our trip to the Banningham Crown went well, so accordingly in March, fourteen of us enjoyed a lovely meal & sociable evening at the Dove Inn, near Poringland. Many thanks to Gary & Pam for arranging this great night out.

Walking Treasure Hunt – Over 30 people assembled at Cinema City in central Norwich on a chilly but dry March Sunday. The dry weather was fortunate since we enjoyed about 2 hours strolling around Norwich 'over the water' district & the Cathedral area. We had carefully selected clues to suit the wide range of ages (single figures to octogenarians) represented & allowed time for a coffee break in any of the various cafes on the route.

Everyone seemed to learn new things about Norwich's history & perhaps gained an even greater appreciation of the beauty of our home City. Adjourning to the Red Lion at Drayton for our mid-afternoon meal, we handed-in the 4 items each team had to collect on our ramble, including 'The head of a King' & 'Something beginning with SP'. Creativity crept in e.g. with new notes of the Realm but when Simon & Marie rolled their Stag wheel/tyre into the

pub we were baffled - until they explained it was their 'SPare'!

Winners overall were the Robinsons – Peter, Marilyn, Chris & Lisa with support from Poppy & Sonny. After a tense tie-breaker in the pub, runners-up were declared as Ian, Nancy, Sue & Chris – who got chocolate as a reward. Many thanks were given to Peter, Jean, Jan & myself for our work in putting together this active & enjoyable day out. Also thanks to Chris for co-ordinating our meal at the Red Lion.

April N&N – 37 of us gathered tonight & thanked Graeme Budge & Steve Bradbury for bringing their Stags. We found Charles took his Capri to the Hemsby to Gt. Yarmouth Cruise & can recommend it for us next year. He also went to the East Coast Pirates meet, also in Yarmouth but this time was accompanied by Steve Bradbury in his Stag. Well done for flag flying guys. Andy & Jacqui McCardle have been enjoying the Classic Car Meet at Thompson Community Hall (IP24 1PY near Watton) & joined 50-60 other classics from 10-1 on the first Sunday each month. Terry & Colleen joined them this month. We're off to East Anglian Transport Museum near Lowestoft on 7th June & Ian plus Nancy's legendary annual BBQ near Kings Lynn on 28th June. Please check our Google Calendar (contact me for access if you haven't got it) for all the other planned events which Charles reminded us tonight also includes a drive from Norwich to visit Gressenhall Farm & Workhouse Museum near Dereham, followed by a meal in a local hostelry. Put Sunday 19th July in your diary for that, it's going to be a very special day out.



Little 'n' Large

May 5th Noggin 'n' Natter – I mention this especially since we will have a presentation from Blood Bikes tonight to learn more about our chosen charity for 2026. Please bring your Stag along if you can to allow a good photo-opportunity with the liveried bike (or car) they bring along.

Little 'n' Large Chris set up a photo with his friend's 1960 Buick Electra 225 convertible. 225 refers to it's length in inches i.e. 18.75 feet or 5.7 metres. The result can only be captioned 'Little & Large'! It is interesting to view the difference in styling preferences on different sides of The Pond, despite being only a decade apart. Incidentally, the cars are parked parallel at the rear to truly show the length difference.

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

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

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

NORFOLK AREA WEBPAGE

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

CAMBRIDGESHIRE

Co-ordinator Chris Grove Mob: 07950 022200
Email: chris.grove.stag@gmail.com
Deputy Co-ordinator Sue Cheffins
Deputy Co-ordinator Ivan Higgins
Email: ivan_1961@hotmail.co.uk

The early months in the year when it's cold, damp, lightness disappears before 6.00pm and just a few members have been brave enough to allow their Stag to stretch its legs, then you should think of your Co-ordinator and Team who have the task to keep our members entertained and raring to go again for another great year ahead.

How fortunate we are to have a member who is gifted, to create the most interesting and challenging quizzes.

Our in-house Quizmaster, Jeff Boston came up trumps yet again for our March 2026 QuizNite. Having produced another pack of brain teasers unfortunately, on the night, Jeff was unwell and not able to attend. His role was therefore taken on by myself. Although not up to the usual high standard of delivery we witnessed yet again another draw. The eventual winners were Andy, Ivan, Ken & Jeanne who selected their prizes (pictured with prizes). Everyone enjoyed their meals and having a good Natter. We hope that Jeff has a speedy recovery and is now preparing a new quiz, ready for the winter nights in October and November 2026.



Our next event on National Drive It Day has been organised by our Deputy Co-ordinator, Ivan Higgins who will be reporting on the event in the June edition.
Chris

DIARY DATES

- ✔ Saturday 30th May Cambridgeshire County Show, Ab-bots Ripton
- ✔ Sun 14th June British Car Museum, Gaydon
- ✔ Saturday 4th & Sunday 5th July SOC National Day, Shuttleworth Collection, Biggleswade
- ✔ Sunday 26th July Southwold Boating Lakes Classic Car Rally, Suffolk IP18 6BN
- ✔ Sunday 23rd August Bottisham Airfield & Museum, Bottisham, Cambridge

BEDFORDSHIRE & NORTHANTS

Co-ordinator Position Vacant
Contact The Co-ordinator Liaison Officer for further information
Deputy Co-ordinator Kenneth Symmonds 07305361682
Email: bedsnorthants@stag.org.uk
Deputy Co-ordinator Guy Foster 07774 688994
Email: bedsnorthants@stag.org.uk

Well, the March Natter and Noggin was the first for a long time that I have not been able to go in my Stag. Rain or snow I would still attend

in my Stag, but sadly, the car is having a major rebuild thanks to the friends within the Club who have come to the rescue. Hopefully it will be rebuilt by the end of May. That said, I was surprised at how many Stags turned up in the car park, 7 Stags in total. The picture only shows a few as it was poor lighting and I believe the picture was the best of those taken. The restaurant was very busy but the management managed to find us a table, but as the evening went on as more members arrived the manager asked us to move into the conservatory as we were now blocking the fire escape. It was a good turn out with a total of 13 members attending and hopefully this is the way forward for those summer nights as the clocks have now moved forward.

Events and car shows

I attended the Restoration Show at the NEC on the SOCTFL stand to support the team and was pleased to see area members coming to say hello, hope you found what you wanted from the show. Sadly Kevin Jones did not get the barn find award at the show as he had his Dolomite Sprint on Show. I was interested in the three Stags that were in the auction. The white one went for its estimate but need recommissioning and the yellow and blue Stags went above there estimate and with the buyers fee and VAT it put them above my budget.

April is the start of the Show season and it is good with the sunnier days that some of you have been out and about.

The first show before I send this article in for print was the Caddington Show where Simon Parrot who lives locally made an appearance.

Drive it Day. Thanks to Richard and Sally for coming forward to organise the breakfast stop and providing the route. Report in next month's Magazine.

Chiltern Hills Rally Weedon

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

As I will not have a Stag for this event I will rely on my new Deputies to welcome you and park you up on the club stand. At this point I would like to thank members for your offer of use of your Stags so I can attend shows, Although I checked that under the clubs insurance policy I would be covered fully comp I am still nervous of the responsibility of looking after someone else's 'Pride and Joy'

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

Wings and Wheels Shuttleworth

The organisers have contacted me to say they have extended the deadline for booking this event on the 30th May. If you want more information or would like to book contact me.

Stag National Weekend Shuttleworth

Bookings for attendance are going well and plans for the weekend are finalising with some new attractions for the Saturday Night and the program for Sunday

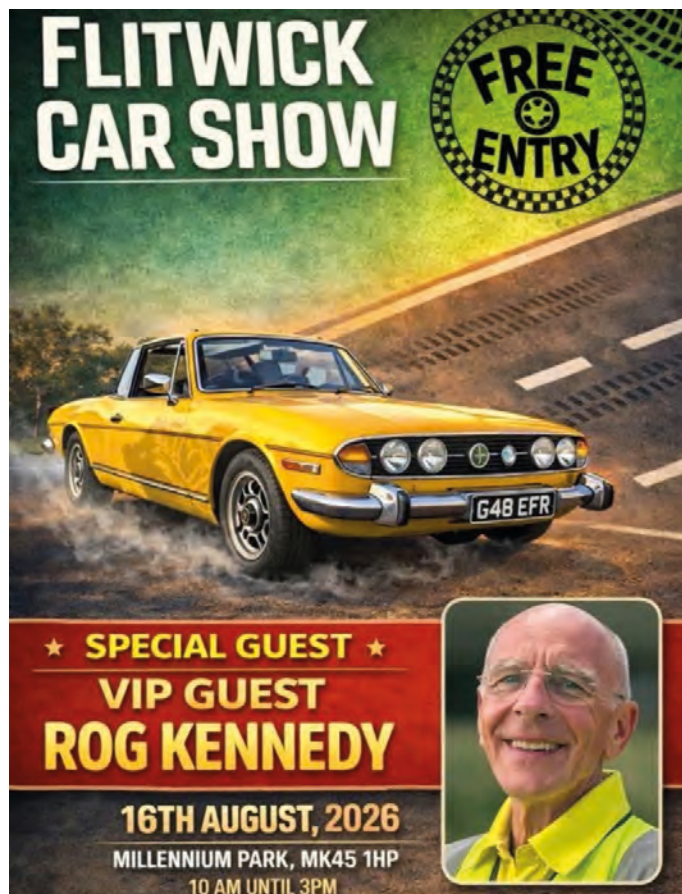
Kimbolton Country Fayre and Classic Car Show

Kimbolton Castle

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

Flitwick Car show

As many of you know I help marshal on this event and you can imagine my surprise when the organiser had made a poster to advertise the show with me on the poster (see picture) which he uses on social media.



What's App Group

Again this is very active showing off your cars on those sunny days out and help required. Howard experiencing trouble folding down his soft top now the suns out, with a lot of help coming forward with suggestions.

May I remind you to keep postings to only Stag related postings, although it might be nice to post its your birthday or your holiday snaps Please, please keep it Stag Related.

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

- ✔ May 12th 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 Weedon Park Aylesbury HP22 4NN
- ✔ May 30th Sunday Wings and Wheel Shuttleworth Early bird discount £24PP children free before 31st Jan
- ✔ June 9th 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

EDFORDSHIRE AREA WEBPAGE

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

ESSEX

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

Last month was a busy month. Thank you Marilyn and Laurie for driving over to give us an excellent Quiz Night. closest scoring between teams to date and slightly competitive. excellent evening and with Easter eggs. Thank you

Also last month we had Drive it Day, thank you Bob for organising this. Report to follow next month.

This month we have the Little Baddow Open gardens and at the time of writing this the SOC has a good turnout. Report to follow.

Next month we have our Summer Picnic run which is kindly organised by Denis, Thank you Denis. By now, you will have received an email for names and numbers..

Ricky and Maggie have kindly come forward to host the Summer BBQ, details to follow, thanking you both. Details to follow and look out for an email.

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

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

Please have a look at the current events as below.

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

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

DIARY DATES

- ✔ May 7th – Club night, Old Windmill
- ✔ May 16th - Little Baddow Open Gardens
- ✔ June 4th – Club night, Old Windmill
- ✔ June 28th - Picnic Run
- ✔ July 2nd – Club night, Old Windmill
- ✔ July 4th to 5th - National Day
- ✔ July TBA - Area BBQ
- ✔ July TBA - London to Southend Classic Car Run (subject to invite)

SUFFOLK & N.ESSEX

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

The Show season is now in full swing with Drive it Day and the Ipswich to Felixstowe being the first of our planned events; something about these next time

The April N&N passed without any (that I noticed) April fool shenanigans except for the hoots of laughter about a Peter Stringfellow' Esque piece of golden (male!) swimwear.

We finalised several of the larger events for the summer which, as I mentioned last month, needed numbers and payments confirmed which seemed very early. Namely Helmingham which is now closed for club entries. Peter handed over the new Gazebo which seemed heavier than the old one - hopefully it fits in the Stag boot? On the 10th we are heading well in to Essex for our Kelvedon Hall visit, one to look forward to June's N&N is when (weather permitting) we hold our Shine and Show evening. This is always well attended and a great chance to get out in the car park and peer longingly at stag engines; as if we need an excuse and other shiny bits. All present get to vote for their favourite and the winner might even get a prize.

With events coming up at pace we will make good use of the WhatsApp group chat to coordinate details so if your not on this and want to be please get in touch.

Here's to a busy and hopefully fine summer of Stagging.

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

- ✔ 3rd May Ipswich to Felixstowe Run (pre booked only)
- ✔ 6th May N&N The George. Hintlesham IP8 3NH
- ✔ 10th May Visit to Kelvedon Hall and gardens (pre booked only)
- ✔ 24th May Harwich Classic Car Show
- ✔ 25th May East Anglian Railway Museum
- ✔ 3rd June N&N The George. Hintlesham IP8 3NH (Shine and Show)
- ✔ 7th June Ray's Drive out

SUFFOLK AREA WEBPAGE

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

HERTFORDSHIRE & N. LONDON

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

Hi All! Our first breakfast meet of the year on 22nd March was an unqualified success, due in no small measure to the brilliant weather on the day! Sixteen area members with six Stags (four blue and two red) gracing the car park enjoyed a very tasty cooked breakfast at The Red Lion in Waterend. I've attached a couple of pictures here to highlight. We generally organise these brunches every other month through the spring and summer months and so this got our year off to a great start! Look out for the next one in WhatsApp group news.

The April meet saw a good turnout with twelve people and four Stags at The Golden Eagle. We had two new faces, so a big hello to Cliff Young (who only lives round the corner from me!) and Dennis Maitland who brought his friend Jeff along too. Dennis arrived in his beautiful white Stag (with beige interior which is quite unusual) for us to

marvel at as it really is in excellent condition. Our usual lively discussion accompanied our landlord Chris' special of the day for us, which went down very well. Events coming up were discussed with plenty of shows on the near horizon, so many chances exist to proudly show your car off.

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 7th May – H&NL monthly meet from 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)
- ✔ Sunday 10th May – Stag Empire Open Show, Skyex Community Stadium, Hayes. UB4 OSL. Privately run show open to ALL Stags, modified and standard. Free entry.
- ✔ Sunday 17th May – Chiltern Hills Rally, Weedon Park, Aylesbury. HP22 4NN.
- ✔ Sunday 31st May – Classics At The Villa, Villa Scalabrini, Shenley. WD7 9BB.
- ✔ Thursday 4th June – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 2nd July – H&NL monthly meet from 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)
- ✔ Saturday/Sunday 4th/5th July – SOC National Weekend, Shuttleworth Collection, Old Warden Aerodrome, Biggleswade. SG18 9DT. Same location as last year's brilliant event. Not to be missed!
- ✔ Wednesday 22nd July – Classics on The Common, Harpenden. AL5 2JF. Biggest midweek classic car meet in the country! See website for entry.



Triumphstagshop

01564 824 414 or 07595 021 777

Email: sales@triumphstagshop.co.uk



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OUT & ABOUT

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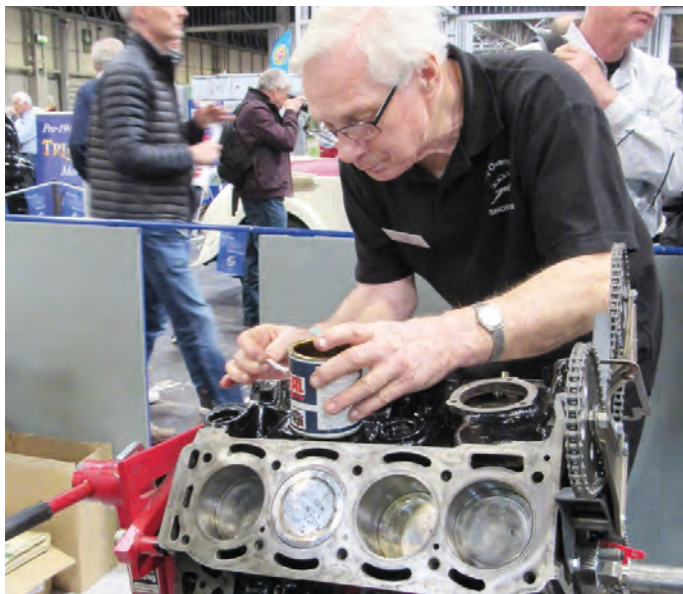
Deputy Co-ordinator Stephen Cox: **02476 465720**

Email: stephen.cox27@btopenworld.com

It is with great regret that I have to inform you about losing one of our longest standing and best loved members, Bill Fannon, who passed away on the 16th March 2026 after his long battle with cancer. Rest in Peace dear friend.

A Coventry boy, Bill had an exciting career working on the development of the Jaguar V8 engines involving trips abroad for hot and cold testing, sometimes very hot and sometimes very cold. He also worked on some of the development Triumph engines. Bill was a works mechanic for Percy Tait on Slippery Sam, the 750 cc Triumph Trident, that won five consecutive production class championships at the TT races between 1971 and 1975. Such was his expertise, that Bill and some colleagues were called in on emergency rebuild when the Motorcycle Museum in Solihull had a serious fire.

Working for Hurley Engineering in Coventry, Bill spent some time fitting Ford Capri engines into Triumph Stags, but we did forgive him! (eventually)



He always said joining the Stag Owners Club was the best thing he had done (after marrying Kate and having Paul and Chris of course). He was a popular and active



Warwickshire Co-ordinator and later Deputy Co-ordinator, a regular on the Show Team at the NEC and Stoneleigh sharing his extraordinary expertise and knowledge with members while Kate provided a refreshing cuppa. They were involved in numerous Stag trips at home and abroad, the last being a touring drive to Italy in 2019.

We will miss a knowledgeable, generous and gentle friend, always ready to help. Our thoughts are with Kate, and all the family.

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

A reminder that we now have a WhatsApp group. Let Di know if you want to be included on that [dragonsnap192@outlook.com](https://www.whatsapp.com/joinlink/192)

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 Gathering. 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 be added just let Di know dragonsnap192@outlook.com

DIARY DATES

- ✚ Saturday 9th May – Daventry Motofest. Book direct with them
- ✚ Sunday 17th May – Oakham Classic Wheels. Let Tony know if going.
- ✚ Saturday/Sunday 23rd/24th May – Stratford Festival – Book direct.
- ✚ Sunday 31st May – Standard/Triumph Picnic – Woodland Grange Leamington Spa. Just turn up
- ✚ Saturday 6th June – Kenilworth – Book Direct
- ✚ Sunday 7th June – Coventry Motofest – book via Steve Cox
- ✚ Sunday 14th June – Charity run to Burghley House – book direct
- ✚ Sunday 21st June – Cars at the Spa – Book direct
- ✚ Sunday 28th June – Princethorpe College Fete – book via Tony

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

NOTTS/DERBY

Co-ordinator Phil Gunn **Mobile:** 07542 338100
Email: gunnsat@gmail.com
Deputy Co-ordinator Andrew Bradbury: 07887 735833
Email: andrewjbradbury@aol.com

April Meeting
A good turnout of 26 members and 3 new couples joined us, Richard and Elizebeth Gill have just bought Joan and Peter Buck's car, Phil and Dawn Jennings have a Tahiti blue car (yes, another Phil and Dawn), while Gary and Heather Whitehead are looking to buy a car when the right one turns up.

They seemed to enjoy the evening, although possibly went home wondering what they have let themselves in for.

Just for the record, Frank won the first raffle prize drawn. As usual!!! Keep it up Frank, it gives us all something to laugh about.

Andrew

As petrol prices increase daily, I thought I had better fill mine up before the petrol stations run dry or heavens forbid; we are rationed!

I think I did a 15 mile round trip just trying to find E5

super-unleaded at a competitive price! My regular local garage about 3 miles away had completely run out of diesel and all unleaded petrol. The next two I passed by at exorbitant prices and then I found an Esso garage (with nectar points) so I filled up at £165.7 per litre and went home satisfied but £70 less in my bank account!

I will still be travelling out on nice sunny days and hope that by the time summer is here, the fuel/war crisis will be over.

Nicky Fletcher.

Similar to Nicky, a warm spring day took us out in the Stag, however I had nearly a full tank of petrol, having filled the car up to do an event a few weeks ago, but then didn't use it, the next fill up is going to be a shock! We headed out in to the Peak District having been told there was a very impressive bluebell display in Shillito Woods, only there weren't any at all, so where they meant, who knows.

We ended up in Beeley, just through Chatsworth Park and having had a nice lunch, headed back through Chatsworth and in to Edensor village where we walked up the hill which if we had kept following it would have taken us to Bakewell. But then we would have had to walk back!



The car was fine and we attracted the attention of a local just taking delivery of a 1 owner V12 5.0lt Mercedes convertible, around 10 -12 mpg, and I thought my car was thirsty.

Andrew

New members

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

WhatsApp Group

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

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

Our next meeting is on Wednesday 3rd June
Events and Shows for 2026

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

DIARY DATES

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

Booking is direct with the organisers where contact
details are supplied

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

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

- ✔ 18th May Breakfast Run Start at Croots Farm Shop,
Duffield, Finish at Peak Railway, Rowsley
- ✔ 25th May Rolleston Transport Festival
- ✔ 31st May Triumph Picnic, Woodland Grange, Leamington
Spa No booking required
- ✔ 7th June Nottingham Motor Show
- ✔ 21st June Crooked Spire Classic Run Start and finish
Barlow Village Hall near Chesterfield www.crookedspire-classic.co.uk
- ✔ 23rd June (Tuesday 3.00pm – 8.00pm) Eckington
Motor show, Renishaw Hall, Nr M1 Junc 30 No booking
required
- ✔ 25th June Canal Trip. Loughborough, Contact Phil for
information
- ✔ 5th July Stag Owners Club National Day, Shuttleworth
Collection, Old Warden.
- ✔ 12th July BMC/BL Day British Motor Museum, Gaydon
- ✔ 26th July Derby Motorfest
- ✔ 1st – 2nd August Hebden Bridge Vintage Weekend
(Early booking essential for the event and accommoda-
tion) www.hebdenbridge-vintageweekend.org.uk
- ✔ 9th August Ilkeston Classic Car show
- ✔ 15th August Barlow Carnival info@barlowcarnival.co.uk

NOTTS / DERBY AREA WEBSITE

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

SOUTH BIRMINGHAM

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

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

Noel's Notebook
Finally after what felt like a period of non-
stop rain since Christmas we were blessed with a
dry, sunny spell just in time for our N&N meeting on the
7th April. A meeting that was well attended by about 15

members and 7 partners and 6 Stags on the car park.

Andy had some bad news about his car. He discovered
that despite being garaged the paintwork and a severe
case of micro blistering. So severe that some of the
blisters were the size of his thumb nail! So now he
is looking for a painter who can strip it back to bare
metal and repaint the whole car. What a bummer and
an expensive one to say the least. Best of luck with the
project Andy.

On a person note I invested in some LED headlamp
bulbs a while ago. Wow what an improvement. Much better
than the halogen lamps. Well it was until that pesky near
side dip light just merely flickered very faintly. So out with
the lamp yet again and contacted Classic Car LED who
informed that it was very unlikely that the bulb was faulty
and suggested that I connected it directly to a 12 volt
battery as test. Of course they were right. The fault turned
out to be a weak plug connection to the bulb. Easy fix
thank heavens. By the way, am I the only one who hates
the fiddle it is to refit the radiator grill bits?

As I reported in last magazine our group had decided
not to participate in the Drive it Day event that Scotty had
designed but was unable to supervise. Tony announced
that any of our group who wished to could join the
Worcester group event. However, speaking to Tony at the
N&N no-one had expressed an interest in doing so.

Noel Sargent.

Website home page:

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

DIARY DATES

May

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

June

- ✔ 1 Bowling Green Classic Cars Droitwich Rugby Club
- ✔ 6/7 Best of British Shelsley Walsh, WR6 6RP
- ✔ 7 Classic Car & Bike Show for Parkinson Bodenham
Arboretum, Wolverley, DY11 5TB
- ✔ 10 Wheels on Wednesday Churchfields Farm, Droitwich,
WR9 0AH
- ✔ 13 Classic Car Show Holy Ascension Church, Redditch,
B80 7DJ
- ✔ 13 Hampton Ferry Car Show Boat Lane, Evesham, WR11
4BP
- ✔ 14 Father's Day Motor Show & Ragley Hall, Alcester,

B49 5NJ Autojumble

- ✚ 18 Cars in the Valley Shelsley Walsh, WR6 6RP
- ✚ 20 Feckenham Wake The Square, Feckenham, B96 6HY
- ✚ 24 Wheels on Wednesday Avoncroft Museum, Bromsgrove, B60 4JR
- ✚ 24 Bowling Green Classic Cars Droitwich Rugby Club

OUTH BIRMINGHAM AREA WEBPAGE

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

SHROPSHIRE & SOUTH STAFFORDSHIRE

Co-ordinator Carol Tyler-Morris

Email: sansss@stag.org.uk

Deputy Co-ordinator Patrick Fitzgerald:

07713 653857 **Email:** fitzmerc@gmail.com

Our last meeting in March was our AGM. Our co-ordinator Steven, having given us great service for longer than he had agreed stepped down and with no offers I, Carol Tyler-Morris agreed to take on the co-ordinator position. I hope to do my best to fit in his shoes.

I have an original Stag with hard top from new, having been my mother's car.

We enjoy taking it out on classic car runs which makes us see other parts of the country and different landscapes. A few weeks ago we started The Dave Lucas Memorial Run near Stratford-upon-Avon, travelled through pretty Cotswold villages and finished at Shelsley Walsh Hill climb.

The club continue to meet monthly on the second Tuesday 7pm at The Edgmond Lion.

WORCESTERSHIRE

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

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

March saw our annual skittles challenge against the Cotswold group at the Snowhill Arms near Broadway. In the past we have not been very good and so our win in 2025 was a complete shock to everyone. Unfortunately it probably led us into thinking the tide had turned and we entered this year's match feeling very confident. Over confident as it turned out! Clearly last year was a fluke and we were soundly beaten by the Cotswold team, no matter how we counted up the scores!! It is possible they had been practising as there was some heavy scoring from one or two on the Cotswold players, but never mind, there's always next year. It was an excellent day, there were Stags in the car park, lots of banter, we had a good lunch and the sun was shining.

The other event we had was Howard and Val's Daffodil Drive, please see the report.

Worcestershire Area Daffodil Run



As last year's Daffodil and Bluebell Run was a bit of a failure (neither the daffodil nor the bluebells put up an appearance!), I was determined to arrange a more successful run to see the Wild Daffodils in Dymock Herefordshire this year.

14 members of the Worcestershire Group in 5 Stags, 1 Range Rover and 1 Golf met at St. Peter's Garden Centre before setting off to The Malbury Café on the outskirts of Ledbury. New(ish) members Bob and Alex came in their newly purchased immaculate Bright Red Mk 2 Stag, its first time out in the wild.

The route took us through Callow End and Hanley Swan but as the A449 is currently closed at British Camp we had to take a longer route over Castlemorton Common turning right at Rye Cross, past Eastnor Castle and back onto the A449.

The Malbury Café is a very popular rural café but tables were reserved for us. Nigel and Debbie joined us there.

Suitably refreshed we set off towards Eastnor Castle for a guided tour of the Folly Building built by the 2nd Baron Lord Somers between 1810 and 1824 as a symbolic and defiant assertion of power by an aristocrat.

Eastnor Castle is also the centre of the Land Rover Experience and has been used in many TV programs and films.





We then set off in convoy to see a magnificent display of wild daffodils in Vell Mill Meadows in Dymock and then through Timber Hill Woods to Gwen and Vera's daffodil fields.

Our final destination was Weston Cider Works at Much Marcle for lunch at The Scrumpy House.

Overall we only did 60 miles but most of the roads were country lanes lined mile after mile with thousands of daffodils in full bloom.

A few of the Group afterwards came to our house in Malvern Wells for a Cream Tea with scones baked by Christine.

Everyone was amazed at the display of Daffodils along the route and thoroughly enjoyed the day.

At the April N&N we sorted out some of the shows we are attending this year, but we also gave Karen her birthday card for her "special" birthday. Happy Birthday Karen from all your friends in the Worcestershire Stag Club.

DIARY DATES

- ✔ 10 May - Bluebell run and picnic

- ✔ 7 May - 8pm Evening N&N, The Oak, Upton Snodsbury
- ✔ ? May - "The Potters Wheel", make your own clay pot, Run out and lunch
- ✔ 4 June - 8pm Evening N&N, The Oak, Upton Snodsbury
- ✔ 14 June - Run out
- ✔ 2 July - 8pm Evening N&N, The Oak, Upton Snodsbury
- ✔ 4 July - Highnam Court
- ✔ 4 - 5 July - National Weekend, Old Warden

WORCESTERSHIRE AREA WEBPAGE

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



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OUT & ABOUT

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Deputy Co-ordinator Andy Mathers: 07783 625544

Email: andrew.mathers@tiscali.co.uk

Saturday 11th April we had our inaugural Cobweb Run. As expected, as we are in the North Yorkshire Dales, it rained! Despite the weather, 13 cars turned up (23 members in all). It was nice to see those who didn't want to risk taking their pride and joy out in the wet weather, still make the effort to join in. We all enjoyed a lovely breakfast at Tennant's Auctioneers café and prepared to brave the inclement weather. However, as luck would have it, by the time we set off, the rain had topped and sunshine wasn't far away.

We all thoroughly enjoyed a cracking run through some of the most spectacular countryside, with a short pit stop at Surrender Bridge to change John's flat tyre.

A joint effort ensured a swift operation which only held us up for a few minutes before we reached the C.B. Inn, Arkengarthdale, where we stopped for lunch. The food was truly scrumptious and the staff well organised and prepared for our invasion.

After lunch and a bit of banter, we set off again on the

second half of our journey, going from lovely sunshine to a nasty lambing shower when almost back at Tennants.

All in all, we had the most fantastic day out and thank you to everyone who supported us, including our friends from West Yorkshire SOC (some of whom had, including the run, over a 200 mile trip). It was a pleasure to meet so many members and hope you all enjoyed it as much as we did.

Cheers, John & Lorainne Holliday

After the great success of the Cobweb Run, our first after re-forming, we have been busy preparing more opportunities to get out and about and drive your cars. There are two further runs organised. The first is the Garden Centre run, Saturday 13th June, starting in Ripon and ending in Otley, calling at The Wellington Arms for lunch (about 73 miles). The second is the 6 Dales run, Saturday 8th August, a 64 mile run, starting and finishing at Tennant's Auctioneers café in Leyburn, with a stop at the Buck Inn, Buckton for lunch. It would be nice to see as many cars as possible joining us on the runs. Further details to follow soon.

If you would like to be added to the WhatsApp group just let Lorainne know and we are always happy to hear from you and see new faces.

DIARY DATES

✔ Sunday lunch meetings: The Watermill Bar & Grill, Carlton Miniott, YO7 4NJ , 12 noon.



- ✚ 7th June, 5th July, 2nd August, 6th September.
- ✚ Saturday 9th May – Classic to Modern, Croft Circuit
- ✚ Sunday 10th May – Duncombe Park Charity Clay Day, Duncombe Park. YO62 5EA
- ✚ Friday 15th to Sunday 17th – North Yorkshire Triumph Weekend, Grouse Hill Caravan Park, Blacksmith Hill, Fylingdales, Whitby, YO22 4QH
- ✚ Sunday 24th May – Thornton Dale Show, The Show field, Maltongate, Thornton le Dale
- ✚ 13TH June – NYSOC Garden Centre Run, Tates Garden Centre, Ripon, HG4 2QR
- ✚ Sunday 21st June – Father's Day Classic Car Show, Castle Howard Estate, York, YO60 7DA
- ✚ Sunday 18th July – Historic Vehicle Rally, Newby Hall, Ripon, HG4 5AE
- ✚ Sunday 26th July – Ripon Old Cars (WYSOC stand), Ripon Racecourse, HG4 1UG
- ✚ Saturday 1st August – Hebdon Bridge Vintage Weekend, Calder Holmes Park, Hebdon Bridge, HX7 6JE
- ✚ Saturday 8th August – NYSOC 6 Dale Run, Tennant's Auctioneer' Café, Leyburn, DL8 5SG
- ✚ Sunday 13th September – Hunton Steam Gathering, Bedale Road, Hunton, DL8 1QF

NORTHUMBRIA

Co-ordinator Roland Tate
Email: rolandtatetcf@gmail.com
Deputy Co-ordinator Brian George
Email: brian.george123@btinternet.com

Our first club drive of the year on 22 March enjoyed good weather, dry roads, a high turnout and high spirits – a combination we don't normally expect so early in the year. Your Coordinator then spoiled the magic by nobly accepting full responsibility for the two rolling RVs failing to achieve the high standard members have come to expect. We regrouped, as planned, at Brian A's workplace in Framwellgate Moor for a comfort break and "I haven't seen you since Autumn" catch-ups. We continued in smaller groups to Locomotion at Shildon - the former railway works that closed in 1984 and is now one half of the National Railway Museum. The other half is in York. The star attraction, Locomotion No.1, still basks in the glory of hauling the world's first passenger service in 1825, predating most of our cars by 150 years.

We've enjoyed many joint events with the TR Register though it's been more than four since TSSC last joined us at our famously rain-soaked Ford Castle gathering, where even the ducks complained. This time, however, the combined might of all three clubs produced a magnificent display of 46 classics lined up in front of the museum. Visitors were treated to a two-hour free exhibition of British motoring excellence from the 60s and 70s, and all they had to do was decide which Triumph they'd take home if no one was looking. The TR Register arrived with



7 TRs (4s, 5s, 6s and a 7), including one TR4 restored to such a high standard that several members briefly considered polishing their own cars. TSSC brought 12 classics—GT6s, Spitfires, Heralds and even a Lotus—while 27 SOC members from Northumbria and D&C Areas arrived in Stags, a TR6, a Spitfire and Les J's Panther (his Stag sulking in the garage awaiting a new starter motor). Dave Y's magenta Stag made its debut after extensive fettling—carbs tuned, timing reset, gearbox and diff oil seals replaced. We hope you enjoyed the outing, Dave, but please don't expect us to produce 45 supporting vehicles every time! We were also delighted that Trevor T, proudly displaying his 1973 Vanden Plas Princess (see photo in front of Locomotion) complete with Bentley-style grille, leather seats and rear picnic tables, joined the Club at the event. He also owns a TR6, proving he has excellent taste and a very understanding partner.

On 5 April a smaller but determined group of Northumbria members embarked on a heroic Easter Monday drive deep into the Scottish Borders. Passing Bamburgh we performed a ceremonial "fly past" for Charles C, a long-standing member since 1985 of whom, weirdly, we had no knowledge at Area level until recently. His sienna brown Stag, the only one in our Area, is currently awaiting a new engine, but we hope to welcome both Charles and his car soon. In Berwick, we were greeted in Morrisons car park by Ken in his alternative Triumph—a 1967 Herald—which was a cheerful sight and probably confused a few shoppers. Joined by members from the East of Scotland Area and friends in the TR Register, we entrusted our 16 Triumphs to a 210-mile round trip from Newcastle to the Scottish National Museum of Flight. The museum is located at the well-preserved WW2 RAF East Fortune airfield and offered us dedicated parking on the original runway and a very welcome £4pp discount negotiated by John Lewthwaite, who unfortunately couldn't join us on the day – thank you John. Visitors to the museum were very interested in our historic display. Highlights included exploring the only Concorde in Scotland—complete with an astonishingly complex cockpit—and admiring one of only two surviving Vulcan bombers used in the Falklands campaign. The original WW2 hangars (one in background of photo), packed with historic military and civil aircraft, were equally



Northumbria & East of Scotland members at Scottish National Museum of Flight

impressive. Our entry fees (£310) and what we spent in the Aviator Café made a meaningful contribution to the museum's continued success.

Thumbs up to Maurice & Stella for attending both of these events even though their French Blue Triumph was awaiting new sills and paint. Thanks also to Chris J for getting his classic back on the road so quickly with new timing chains and refurbished seats. Malcolm G you will be welcome to future meetings in your fabulous second classic - a 1991 Bond car (clue: it does not transform into a submarine). And Keith – thanks for the tips on fitting your new alternator, and get well soon.

DIARY DATES

- ✚ 9 May - drive to 17th century private Manor near Morpeth for N&N tea, biscuits and tour of gardens. Garden tour by Head Gardener
- ✚ 17 May - drive to 17th century Grade 1 listed private stately home in Northumberland – visited by Oliver Cromwell and with lineage going back to the 14th century. Short history talk by owner.
- ✚ 18 May - 3-5 day trip to Northern Ireland with West Yorkshire members
- ✚ 7 June – RV at Path Head Watermill in Blaydon then drive to private country house near Haydon Bridge – short tour of national standard walled garden – views over Tyne Valley
- ✚ 28 June - drive to Grade II listed private country house dating from early 18th century in its own 6 acres of historic gardens
- ✚ 5 July – Triumph Cars display on Tynemouth Headland – charity fundraiser
- ✚ 18 July - special N&N parking on the lawn of a Grand Home in Gateshead courtesy of one of our very hospitable members!
- ✚ Aug TBC - drive to Rothbury garage then to Beadnell for N&N coffee & cake
- ✚ 23 August - Flagship event - drive to Tudor Grade I listed private country mansion in same family ownership since 1402 making this one of the longest held estates in England. Tour by owner
- ✚ 13 Sept - Flagship event – drive to private Grade II listed Georgian mansion in manicured grounds – home to the Mayor of Newcastle in the 18th century. Meet owner - short talk
Roland & Brian

CLEVELAND & CO DURHAM

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

Our first event this year was our meeting at Locomotion in Shildon with Northumbria area and TSSC on Sunday March 22nd. Given the time of the year the weather was very kind, a bright and sunny day meaning our roof was down all day. I am told there were 47 cars in attendance, mostly Triumphs. Thanks to Brian for organising the rendezvous with Northumbria in Durham City, though quite a few of us based a bit further south missed that out, going straight to Shildon instead. Special thanks are due to Ian who made all the arrangements with Locomotion in advance of the day and was also there early to sort out the parking making sure everything went smoothly.



Our March meeting on Friday 27th was held at the Castle Eden Inn, again there was a high turnout, 20 people attending. This time we were indebted to Karen who did the organising. As previously mentioned, if you have a suitable location close to you let us know.

DIARY DATES

- ✚ 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 West Hartlepool Rugby Club, we will have our own pitch courtesy of Gerry, no charge to enter.
Mike & Brian

WEST YORKSHIRE

Co-ordinator Wayne Day **Mobile:** 0784 6628076
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Deputy Co-ordinator Dave Martin: 07880 367737
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After what feels like a lifetime, we've finally had some decent weather — and about time too! That could only mean one thing: the Stags were coming out of hibernation and back onto the roads where they belong.

To kick off the season, a few of us teamed up with the North Yorkshire Area for their Cobweb Run. This meant a run of around 55 miles just to get to the start point at Tennant's Auction House in Leyburn — a cracking choice with loads of parking and a very welcome café on site.

We were due to meet at 10:00 for an 11:00 start. I got there a bit early at 9:15, but it wasn't long before others rolled in and the café started to fill up nicely. A brew and a bite later, everyone was accounted for and it was time to head back to the cars.

And what a run it was. Apart from the odd light shower, we were treated to some absolutely stunning roads and scenery. The route took in Swaledale, Coverdale, Wensleydale and Bishopdale, with even a brief visit to

Teesdale thrown in for good measure. We passed through plenty of towns and villages too — Aysgarth, Hawes, Richmond and Castle Bolton, to name just a few.

One of the best parts was seeing so many smiles and waves from people in the villages as we drove through — always good to see the cars bringing a bit of cheer wherever they go.

Full credit goes to John and Lorraine Holiday, who did a brilliant job with the route and the organisation. They also picked a great lunch stop at The CB Inn, which served tremendous food and had plenty of parking — always a winner!

All in all, a cracking way to start the season and a reminder of just how enjoyable these runs are when shared with good company.

LINCOLNSHIRE / HUMBERSIDE

Co-ordinator Ian Butler **Mobile:** 07849 141700
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Deputy Co-ordinator Paul Skepper: 07443 515122
Email: paulskepper@talktalk.net

Following on from what was a really good re-start SOC meeting for the Lincolnshire Area this last Tuesday. It was great to see many turn up at the Ferry Boat (20 of us in total) the nine Stags in the car park were a wonderful site. Both Paul and I want to thank you all for your attendance to make the evening very worthwhile and provide lots of positives and encouragement moving forward. Also many thanks to Roger and Peter who attended from the SOC whose contribution very much helped to make the evening a success.

The next meeting has been set as Tuesday 26 May 2026, provisionally at the same venue, so at the Ferry Boat in Washingborough LN4 1AZ.



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OUT & ABOUT

NORTH WEST

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MANCHESTER / NORTH CHESHIRE

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Email: manchester@stag.org.uk

Deputy Co-ordinator Paul and Polly Booker: 07703 858150

Just a quick update from me as the last few weeks have been extremely hectic on the domestic front, having moved house at the end of March. All very stressful and lots of long days grafting with packing and unpacking, so SOC business has been neglected somewhat! Hopefully by the time you read this we will be more settled, and the new garage will be clear enough to bring our Stag back home after a few weeks in storage at a friend's house.

We have lots planned and our season is now underway, so please keep an eye out for updates on specific events and hopefully everyone will let me know when they have confirmed their bookings. Also keep an eye on our neighbouring areas and contact them if you wish to join in any of their activities.

We have not booked a venue for meetings over the next few months as our regular 2nd Sunday of the month clashes with show bookings and most of us prefer to be out and about rather than sitting around a table talking!

I will report next month on our Drive it Day run and anything else relevant. Please contact me if you need more information or wish to be added to the email circulation list.

Regards, Nick

DIARY DATES

- ✔ May Monday 4th Gawsworth Hall main show
- ✔ May Sunday 10th Cheshire MG Candles Run
- ✔ May Saturday 16th Weaver Wander
- ✔ May Monday 25th Gawsworth Youngtimers
- ✔ June Sunday 6/7th Tatton Park Classic & Performance show
- ✔ June Sunday 14th Peaks & Dales Run
- ✔ June Sunday 28th Lymm Historic Transport Day
- ✔ July Sat/Sun 4/5th SOC National weekend
- ✔ July Thursday 9th Bowls evening v Jaguar club
- ✔ July Sunday 12th Caerwys Practical classics show
- ✔ August Sat/Sun 1/2nd Hebden Bridge Vintage Weekend
- ✔ August Sunday 9th Meeting- Vera's garden party
- ✔ August Sunday 15/16th Tatton Park Classic Revival

Show

- ✔ September Sunday 13th Meeting venue TBC
- ✔ September Sunday tbc Walled Towns Run
- ✔ October Sunday 11th Meeting venue TBC

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

NORTH WALES

Co-ordinator Nigel Cross *Mobile: 07766 696393*

Email: crossnigel95@gmail.com

The March "last Thursday of the month" run out was attended by 22, which included 5 Stag owners, four of whom were in Stags. We met at the Gordale Garden Centre and had a tour of the Wirral, finishing at the Wheatsheaf at Raby. The route had been amended the night before because of road closures but further closures on the day had to be addressed "en route", and we did well to all arrive at the lunch venue without too much delay.

The April meeting attracted 26, which included 6 Stag owners.

We discussed the arrangements for Drive-it-day and our planned long weekend away at Much Wenlock over the May Day Bank Holiday weekend.

In respect of shows, I confirmed that there would be a show at Claremont Farm on Sunday 10th May. If you want to go, you have to book in via the Claremont Farm website. Unfortunately, I am away that weekend.

I have booked a stand for both Saturday and Sunday at Tatton Park. Please contact me asap if you want to go on either or both days.

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

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

DIARY DATES

☛ 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
☛ Sat/Sun 5th/6th July Llangollen Transport Festival
☛ 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

June

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

July

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

NORTH LANCASHIRE

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

Had our n&n last night with 13 people attending. April is the month that our season starts with our Drive it Day run out last night we finalised our destination for the run which will be starting at Clitheroe travelling via Gisburn forest, Bentham, Ingleton with a coffee stop on to Hawes, Buckden Kettlewell and Skipton before an afternoon meal after which we will travel back towards Clitheroe with people dropping off for their route home. We are keeping our fingers crossed for a top down day.

Everyone is either finalising their preparations for the season or have already done so Aaron's engine rebuild is complete and is waiting for reinstallation in his Stag, we in the middle of trying to identify a noise on Brian's Stag, I will not try and describe the noise here but I will update when we find out what it is. Next month there will hopefully be more of interest to report.

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

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

Everyone welcome

DIARY DATES

May

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

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S C O T L A N D A N D

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

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EAST OF SCOTLAND

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Deputy Co-ordinator Alistair McKinnon: **07778 642456**

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On Easter Monday there was a club outing to the National Museum of Flight near North Berwick. The museum provided a dedicated parking area and about 17 cars turned out, mostly from the Northumbria area (9 Stags, 7 TRs and a Herald). Fortunately Storm Dave had just passed, and a good day was had by all. There's really too much to see at the museum in one visit, so maybe we'll do something similar next year.

At time of writing it seems almost certain that the large annual show at Thirlestane Castle in the Borders will not take place this year. The organizing club have done a great job putting on this show for the past 50 years or so, but they're undergoing some re-organisation at the moment. Hopefully it will be resurrected next year.

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

WEST OF SCOTLAND

Co-ordinator Willie Clark **Mobile: 07939 928839**
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Deputy Co-ordinator Brian Johnston: **07805 044523**
Email: brianjohnston644@btinternet.com

We hope everyone had a Happy Easter and didn't eat too many eggs. Although with the snow and high winds it felt more like winter than Easter.

We don't have a lot to report this month as things are still in the planning stages. We are keeping everything crossed that Drive it Day goes ahead, thanks to the leader of the USA petrol is becoming hard to find, its almost as rare as the Scottish Haggis.

All our shows are fully booked with the exception

of Biggar, anyone wishing to attend any of them will unfortunately have to be put onto a waiting list for any cancellations. However, if you wish to go to Biggar you still have time to let us know as they are always last to send in the entry forms.

Looking forward to a good 2026 season, see everyone at the meetings or shows .

DIARY DATES

- ✔ 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.

GRAMPIAN

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

By the time you read this we will have run our Drive it Day event. This year it was from Aberdeen Beach to the Grampian Transport Museum in Alford. More details about it next month. Spring has sprung and the season has really started with some events already happening. The weather is looking much better so we'll get out with the hoods down. Let's hope it stays. Monthly meetings are at the Leys Hotel, Main Road, Blackburn, AB21 OSS. They are on the 3rd Wednesday of the month at 8pm. All welcome.

Website: www.grampianstags.net

NORTHERN IRELAND

Co-ordinator Position Vacant

Contact The Co-ordinator Liaison Officer for further information

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

OUT & ABOUT

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

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

WILTSHIRE

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

Its the fourth month of the Year and we have six Stags parked up in the Milkchurn Car park for our April monthly natter and noggin, it did include Sarah and Matt's white stag who were visiting from the Bristol area who were very welcome.

The arrangements for our Drive It day were discussed and everyone was reminded to reply to Peter and Janice with their menu choices of they were intending to go, thanks to Peter and Judith for organising the run and the Sunday lunch. We did a round robin on the status of our Stags, unusually, there were no specifics mentioned, although even as Nick wasn't at the meeting, we were aware that his engine was still in the process of being rebuilt.

The main business of the evening was an Easter quiz, topped and tailed with a couple of car related Stag questions won by Rebecca and here partner who received

a Creme egg each.

The date of our trip to Classics on the Quay and Christchurch was confirmed as 7th June, meeting in the Ringwood Cafe Nero at 9:30 (near Sainsbury's Car park). Those who had signed up for Highnam Court on 4th July. We noted a recent email from John Slade noting who and what cars had signed up to go, currently 40 cars including 10 Stags

Our local garden centre, Millets has a monthly Classic car coffee morning on the first Thursday of the month, we popped along with the Stag, and joined two other stags and about 100 other classic of all sorts, one did stand out a Ford Zodiac Mk4 estate, the estate version built by Abbot (see picture

We will investigate if the previously call 5 O's Now Concourse House, car storage and cafe were open in the evenings with the intention of the possibility of holding one of our Natter and Noggins at the venue

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

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



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

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

DIARY DATES

✚ 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/>

COTSWOLDS

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Deputy Co-ordinator Mark Jackson
Email: cotswolds@stag.org.uk



MONTHLY MEETINGS comprise a 'last Saturday of the month' run and lunch with details circulated or upon request.

March saw a very enjoyable skittles, lunch and social meeting with Worcester Area. Once again the daytime fixture brought a good attendance and the added bonus of a sunny day. The scores were typically random, with Tania at the top after a thirteen spare helping us to secure a rare win.



Not that we are pot hunters of course, as the emphasis is very much towards taking the mickey out of each other and having a good time. Thank you to Paul for arranging and everyone else for joining in.

More fun at the end of the month, despite a shortened route due to Severn Bridge closure and a brief hail shower during the run. We all know about travelling top down yet remaining dry in modest rain at certain speeds, but hail falling at country lane speeds is gathered by the Bosscreen and makes quite a mess.

A record regular meeting turnout welcomed new members Barrie and Pat, new faces Ralph and Ann, and Sarah, Matt and Andy from Bristol. There is a strong possibility that we shall be meeting for sporting challenges



THAMES VALLEY

Co-ordinator Position Vacant

Deputy Co-ordinator Position Vacant

Contact The Co-ordinator Liaison Officer for further information

On 29th March ten of us met for Sunday lunch at The Harte and Magpies pub located between Beaconsfield and Amersham. Only one Stag appeared in the car park, Marilyn and Laurie were the only ones who had not looked at the weather forecast which meant that the rest of us arrived in our moderns. As it happened there was only a short rain shower while we were having lunch. We enjoyed our food, but orders were not taken at the table, we had to go to the bar to order each course. It was enjoyable having the opportunity to chat to other members over lunch.

I wanted to let you know that, after careful thought, I have decided to step down from the role of Area Coordinator. A change in my personal circumstances means I'm not able to give the position the time and attention it deserves.

Although my time in the role has been short, it has been interesting getting to know more of you and thinking about how the Thames Valley Area can progress. I am grateful for the support I've received, and I remain proud to be part of such a friendly community.

My last event will be the Drive-It Day activity at the White Waltham Aerodrome.

With my departure, the Deputy Coordinators will also be stepping down, and I would like to thank them their willingness to help.

I hope someone will feel able to come forward to take on the Coordinator role so that the Thames Valley Area can continue. I wish you all the very best for the future.

Warm regards,
June



in the future now that we have some opponents in the South, and noting how well everyone got on together. The ten Stags turned many heads and caused a Mk11 Land Rover to make a U-turn for another look as we parked up, outnumbering the Morris 1000s and 8 already in place.

I now realise (apologies Rob P.) that members may just wish to say hello at either our meet point or destination, but not do the drive or have lunch. In that case, to avoid possible disappointment, please advise Mark or I as there may be last minute changes.

Communication from a new local business specialising in automotive Dry Ice Cleaning resulted in some interest and hopefully visit will be arranged.

The May 24th GATHERING on the GREEN at Frampton drew scant enthusiasm, but should you wish to go, I can forward entry forms for both this and HIGHNAM COURT FAMILIES DAY on July 4th, which unfortunately clashes with National Weekend.

BRITISH MOTOR MUSEUM, GAYDON, SATURDAY MAY 16th

There may still be a chance to join us if you have yet to commit.

DIARY DATES

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

- 🚗 May 9th /10th: Classics at Prescott
- 🚗 May 16th: British Motor Museum, Gaydon
- 🚗 May 24th: Gathering on the Green, Frampton on Severn
- 🚗 June 14th: Pied Piper, Highnam
- 🚗 July 4th: Families Day, Highnam (our usual one)
- 🚗 July 4th / 5th: SOC National Weekend, Old Warden Aerodrome, (Shuttleworth) Bedfordshire
- 🚗 July 11th: Stow on the Wold Show
- 🚗 July 18th / 19th: Shelsley Walsh Classic
- 🚗 August 29th: Gloucester Goes Retro
- 🚗 August 31st: Pershore Plum Festival Show

COTSWOLD AREA WEBPAGE

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

SOLENT & NEW FOREST

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

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

Email: ianknight.stag@gmail.com

Well, there's a big yellow thing in the sky, the pigeons have stopped shivering in the garden, it must be Springtime!!

So, time to check fluid levels, etc, ready for our first run of the year. This is where the plan comes unstuck, as the bonnet release cable is seized solid. There's a fleeting sense of panic as I wonder how I'm going to get in without terminal damage to the bonnet, happily short lived as I realise that, RFM being a very early car, the cable is on the driver's side, so a good yank on the outer cable released the catch. Phew! A new cable from the Brothers was swiftly fitted and all is now good. By the way, a handy tip from Paul at Stag Classics is that if it happens to you, the fuse box can be removed and your hand can reach in to open the catch. Sorry if this is too late for those with bent bonnets!

Our opening run of the season took place in March, organised by our new Coordinator David, with Sally, and eight Stags met at the Rapids, Romsey in bright sunshine. Setting off, we made our way across the edge of the New



Forest and on through the Meon Valley, to our coffee stop at a lovely garden centre outside New Arlesford where we were joined by another Stag. Suitably refreshed, we then continued on across the South Downs towards Petersfield, then down to the South Coast and into Portsmouth, arriving at Southsea sea front and the D Day museum. Here, some visited said museum, others decided to take a stroll along the promenade, or visit Southsea castle, or, in our case, sample the delicious fish and chips on offer on the sea front!



A great start to the season, now we just have to figure out how to guarantee the same weather in future outings!

DIARY DATES

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

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

SOLENT & NEW FOREST AREA WEBPAGE

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

OXFORD

Co-ordinator Richard Green **Mobile:** 07796 946076
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With the warmer weather finally making its presence felt, our latest Oxfordshire gathering was blessed with both sunshine and an impressive turn-out of Triumph Stags. Truly a welcome sight. This month's venue, The Packhorse at Milton Hill, marked our most southerly meeting point to date, and once again reinforced the wisdom of rotating venues each month. Not only does it give everyone the chance to take part, but it continues to draw healthy numbers — seven Stags in attendance made for a fine spectacle indeed.

The Packhorse proved an excellent host: plenty of space, great food, and — always a bonus — ample

parking. Despite battling the A34 rush-hour traffic, arriving to a car park full of gleaming Stags instantly made the journey worthwhile. Few sights lift the spirits quite like that.

A particularly enjoyable highlight was welcoming Richard Taylor and his wife Judy, recently returned from visiting family in Perth. Alongside some hair-raising tales of the return flight — a sobering reminder of today's fragile global affairs — Richard shared a far more uplifting automotive adventure. While in Australia, he sought out a local branch of the Triumph Sports Owners Association (TSOA) and was warmly invited to both a weekly coffee morning and a Sunday breakfast run into the hills surrounding Perth.

What awaited him was an enviable selection of Triumph machinery: TRs ranging from the 2 through to the 7, 2000 and 2500 saloons, a Herald, a Vitesse saloon, and of course, two beautifully presented Stags. Much like our gatherings back home, conversations flowed easily, with owners keen to share experiences — particularly how, in the Australian climate, it's often more comfortable cruising with hardtops fitted and air conditioning on full blast in 35-degree heat.



Back on home soil, it was also great to see the return of Jason, freshly back from his travels and true to his word with plans for a summer drive-out. Jason has lined up a cracking destination: The Stag at Mentmore, about an hour's drive from Bicester, followed by a relaxed Sunday lunch at the recently refurbished pub. The date that caught most people's attention was Sunday 19th July.

There was some gentle debate over a potential clash with the Football World Cup Final, but two reassuring points soon emerged. First, with the tournament hosted in the USA, kick-off won't be until 8pm — plenty of time to be home by then. Second, history suggests England are unlikely to pose much of a scheduling conflict! Anyone wishing to join this summer outing is warmly encouraged to get in touch — it's very much a "the more, the merrier" occasion.

On a more personal note, I've also been asked by my niece to escort her to this year's school prom in the Stag — a perfect example of the enduring appeal of a classic British tourer. Extending the family theme, I took the opportunity to give her two sisters an early-season run



in the sunshine. The smiles, the wind in their hair, and the sheer joy on their faces said it all.

As ever, the reactions from the public were heart-warming: thumbs-up, friendly waves, and appreciative horn-toots wherever we went. It's moments like these that remind us why we cherish these cars. After all, no modern SUV can deliver quite the same universal joy.

April also signalled the return of several popular events. Gaydon Gathering made its comeback, showcasing the MG 6R4 on its first outing, while The Hooky Classic returned once more. Meanwhile, the meeting at Banbury Cricket Club enjoyed strong attendance — further proof that add a little sunshine and the classic cars will always follow. With the calendar filling up, no doubt there will be plenty more

stories to share as the season gathers momentum.

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

This Year's Meeting Venues

The Lamb, Chalgrove

Sturdy's Castle, Kidlington

The Ben Johnson, Weston-on-the-Green

The Packhorse, Milton Hill

OXFORD AREA WEBSITE

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

www.staghoodfactory.co.uk

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OUT & ABOUT

SOUTH EAST

Regional Co-ordinator:

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SOUTH EAST LONDON

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I'm writing the article this month from a Hotel room near Mansfield – business trip so nothing glamorous but if I don't write this now, I'll never get it done!

A few months back, I had a photo of Chris and Zoe's cat Arthur reading the SE London area magazine article. Last month, I just missed this photo of Arthur reading the previous article of Arthur reading the previous article! (I wonder how long we can keep this up!).



...ok so it's a 'slow news day'!

We had a decent turn out at the meet this month, not too many Stags though, they seem to be still in hibernation! I had a good chat with Kevin. He's been coming to the meets for a fair while now and this is probably the first time we have really had a good chat. His reasons for buying his Stag, "old smoky" and working on it make an interesting story. I hope to persuade him to write it down at some point, either to include here, or as a

magazine article in its own right.

At the risk of sounding like a stuck record already this year, the breakfast meets are well and truly up and running and as popular as ever. There are a few new venues, and one or two that have fallen out of favour, so keep an eye on the Whatsapp group if you are looking for an impromptu classic car meet on a weekend morning.

Frustratingly, I don't currently trust my Stag enough to drive it all that far. I might attempt the Bletchingley meet at some point, but my ongoing DIY is eating up my weekends. I also have an appreciation for all of you that aren't able to keep your Stag at home, it's a right faff having to go somewhere else to get it out to take it somewhere.

Its worth pointing out that these meets are not SOC events and as such, aren't covered by the clubs insurances. The only ones that are, are the classic car shows on the list that Chris compiles at the beginning of the year and the club is notified by Chris of the events we are attending. Naturally, if you aren't a currently paid up member, you aren't covered either!

Dave H

DIARY DATES

- ✓ May 4th – Monthly meet at the Bo-Peep (BR6 7QL)
- ✓ May 21st – Meal – Miller & Carter (BR4 OHH)
- ✓ June 4th - Monthly meet at the Bo-Peep

EAST SUSSEX

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The season launched itself officially at the end of April with the ever popular, Drive it Day run and the Magnificent Motors event on the sea front at Eastbourne. Full reports will feature in next month's magazine of both these annual outings.

Enthusiasm continues in the camp for several forthcoming highlights: there's a scenic tour of Ireland this month and several 'day outs' which are always popular with our club: Cuckoo Spring Fayre at Laughton, Senlac Classic Car Show at Rye and the Broyle Country Show to name just a few.

Outside of the local shows, Geoff Allchorn visited the

Practical Classics event at the NEC in Birmingham. This proved to be a wide ranging and fascinating day out and a bonus treat was finding the SOC display stand. He really appreciated the hospitality and friendliness of the representatives on the day, and, he says it was great to put a face to some of the names we read about it in the magazine. In July, Geoff and Gary Mountford are also looking forward to representing us at Shuttleworth and they will report back to us at a future meeting.

Meanwhile, the more avid readers of this column might remember the announcement about the suggestion box at our regular monthly meetings. With great fanfare, the box was launched at our annual general meeting and the following month our illustrious leaders proudly put it on show with an invitation for all our members to submit their ideas and suggestions for any aspect of our club's activities. Imagine, then, the mounting anticipation at the following monthly meeting when it came time for the box to reveal its secrets! Imagine again, the red faces when it dawned on all four illustrious leaders that not one of them had brought their key to open the box! Michael Miles never had so much trouble, eh?

DIARY DATES

- ✚ Breakfast meeting: 9th May, Green Man, Ringmer
 - ✚ Breakfast meeting: 13th June, Green Man, Ringmer
 - ✚ Breakfast meeting: 4th July, Green Man, Ringmer
 - ✚ Ireland tour: 17th – 23rd May
 - ✚ Cuckoo Spring Fayre (Laughton): 24th May
 - ✚ Senlac Classic Car Show, Rye: 21st June
 - ✚ Broyle Country Show: 28th June
- Sandy Gent on behalf of Gary Mountford

EAST SUSSEX AREA WEBPAGE

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

WEST SUSSEX

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Finally the rain has eased and we look forward to airing the Stags again with the Summer months approaching. We have been planning some events for the coming year and they can be downloaded on our Web Page on the main club Website

We had sixteen attend the Sunday Lunch gathering that was held at the Black Horse in Rottingdean. The food was excellent and we all agreed on that, a place that we will definitely visit again. Thanks go to Natalie for her help in organising the meal, it was much appreciated.

Our meeting place for drive it Day on April 26 will be at the Bolney Stage car park at 10.30am and the meet up

place for Magnificent Motors in Eastbourne on May 3 will be at the entrance to the Industrial Estate on the approach to the Caulfil Tunnel in Lewes at 8.30am.

We are enquiring to see if we can take part in Road meets Rail at the Bluebell Railway on May 17. Details will be on our Whats Ap page and also on our web page on the SOC website.

Stapleford Village Fete is on Monday May 26, meet at the Handcross Medical Centre at 9.15

We have Daneford Classic Car display May 30, (book in advance)

Bob

DIARY DATES

- ✚ May 3 Magnificent Motors, Eastbourne

WEST SUSSEX AREA WEBPAGE

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

KENT

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A short report this month due to time pressures.

A good turnout of cars with 3 green stags despite the very heavy showers all afternoon and 23 people for tonight's meeting. The main topic for discussion was our drive it Day tour and meal. The menu is now available and will be sent to those who have opted for this event. The route is almost finished and will be emailed to all participants with times and meeting points early next week.

The Bromley Pageant on 19th July continues to attract further entries and I believe the number from the 5 areas is now in the high 60's. It should be a very large display of single mark cars.

Plans are all finalised for the Ireland tour starting on 16th May. We hope that the weather will be kind and that we can get sufficient fuel!

We have started to gather names for our charity event on 28th June, kindly hosted by Wendy. The 2-post lift will be available for a donation and there will be refreshments available all day. You can come and go at any time during the day. Last years event raised over £1000 and we hope to at least match this.

You will have seen the list of events for this year in the latest magazine and if you need any further information please contact me.

KENT AREA WEBPAGE

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

SURREY

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Spring and summer are on their way – hooray!
In March we had another good social meeting at The Fairmile and are looking forward to more monthly meetings with cars on the green and some warm summer evenings ahead.

At the end of March, we had a meet at Denbies Vineyard, Dorking and a short drive to the Red Lion and Cellar for Sunday Lunch. We were allowed to park on the edge of the adjoining cricket field, and the publican Mark gave us a warm welcome. The heated marquee provided a private area for lunch, with good food and time and space to catch up with our lovely Surrey Stag friends. Many thanks to Keith and Sue for your help in organising this event.

DIARY DATES

- ✦ 10 May: Triumph Car Show, Leatherhead
- ✦ 18 May: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✦ 13 Jun: BBQ at Buckland – Please let me know if you would like to come as we need to know numbers.
- ✦ 22 Jun: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✦ 28 Jun: Drive Out to Littlehampton and Lunch
- ✦ 4-5 Jul: National Weekend Shuttleworth
- ✦ 18 Jul: Leigh Village Day & Classic Car Show
- ✦ 19 Jul: Bromley Pageant (Booking Required – bromley-pageant.co.uk - access code STagoWCL26)
- ✦ 20 Jul: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✦ 26 Jul: Liberham Lodge Care Home Visit, Great Bookham, 11 – 12.30 a.m.
- ✦ 09 Aug: Cranleigh Car Show (Booking Required)
- ✦ 15 Aug: Capel Car Show (Booking Required Code is 926041)



- ✦ 24 Aug: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.

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

Surrey Area - SOC Website

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

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

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

Hope to see you all again soon.

SURREY AREA WEBPAGE

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



OUT & ABOUT

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

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

DEVON

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

As I sit down to write this, the sun is finally making an appearance, and the water is finding its way back into the rivers where it belongs. With the puddles on the roads dried out, the full extent of the potholes is there for us all to see. Early in March we had our first Noggin & Natter of the year at The Hunting Lodge in the SW of our Area. It was well attended with 14 members turning up. Claire & Stephen, John & Sue, and Chris Bryson travelled from further away while Andy & Kala, Brian & Penny and two more Brians, Sculpher & Hallet along with Paul Ellis Vaughan & Jacqui were the Plymouth crowd. 11 chose to eat & as usual the food was excellent. AS this was a first get-together since the AGM in January, there was catching up to do, alongside discussing the dreadful wet weather over the winter and plans to soon be out and about in our beloved Stags.

Later in March we held our (becoming) annual visit to the Downes Crediton Golf Club Swing Studio, followed by their excellent Sunday lunch. Dave Taylor hosted a good crowd of us with the weather good enough for some to enjoy a roof down trip in our Stags. After a practice hole, a short golf competition was held with the joint winner being David Taylor and Bill Kennedy.

By the time you read this we will have had our Lavender House Breakfast Run and our Drive-It-Day Cream Tea Run, and I look forward to reporting back on these next month.

As we go to press, I have just heard that this years RHS Rosemoor Classic Car Show has been cancelled, which I know will be a big disappointment to us all.

DIARY DATES

- ✔ Sunday June 14th - Sue & Mark's fabulous Treasure Hunt and BBQ
- ✔ Sunday June 14th- Lyn Valley Classic
- ✔ Sunday June 21st – Darts Farm Classic Car Show
- ✔ Sunday 21st June – Merton (EX20) Family Fun Day
- ✔ Sunday 28th June – Totnes Classic Vehicle Show (Staverton)
- ✔ Saturday 11th /Sunday 12th June – Powderham Historic Vehicle Gathering.

If you are not getting your Devon Area emails about upcoming events, let me know.

DEVON AREA WEBPAGE

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

BRISTOL

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The lighter evenings have well and truly arrived. Our area Stags are emerging from their winter rest and/or full-on hibernation. The ceremonial annual removal of hard tops was a feature for some. Others experienced a number of Spring-time aches and pains, such as a snapped half shaft, mysterious power steering rack fluid leak, seized rear drum shoes and electrical system hick-ups. All part of life's rich tapestry for us committed Stag owners!

For our first meaningful drive-out, five of us from our area (three Stags) met up with Rupert and his group from





the Cotswolds area for a slightly shortened, but thoroughly enjoyable run through the Gloucestershire countryside. It was great to see ten Stags sat resplendently together and the weather mainly behaved itself, other than a thankfully short hailstone interlude. We arrived in good spirits for a lunch and chat at a local hostelry. An excellent day – thank you Rupert and all. A small selection of photos from the day are included.

BRISTOL AREA WEBPAGE

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

SOUTH WEST WALES

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

The South West Wales group meet on the third Wednesday of the month. From May we normally have an evening run with a normal meeting places of junction 47 M4 and Pont Abraham Services. Should anyone like to join us you would be very welcome but

please contact me to check the meeting place and time in case it has changed. This year we have decided that through the winter we will not have a single venue but will try different places. If anyone would like to join us over the winter, please contact me first so that I can inform them of the venue.

Another month gone in 2026 and the start of another Spring/Summer season. We over the last couple of years have attended Crank Up in The National Botanic Gardens of Wales organised by Towy Valley Vintage Club on 8th March. We have been lucky with the weather in the past as its been dry but this time we weren't as it rained. Due to the weather most of those who were going to attend decided not to and I don't blame them at all. Lesley and I enjoy this show as there is plenty to see and numerous walks to take to fully explore the gardens. Even with the rain there was a very good turn out and the show area was full. This is a small show with I guess only about 50 vehicles. The show also had a display of static steam engines and tractors. Luckily when it was time to go home the rain had stopped but it was damp and misty.

Our N&N this month was in The Smiths Arms Foelgastell just outside Crosshands. There were 13 of us and the weather was dry and quite pleasant. I have been using my Stag over the last couple of days so decided to take it to the N&N instead of my daily driver. Leaving home in day light by the time Lesley and I arrived at The Smiths it was dark never mind it was nice to drive the car. We had a lovely evening and the food was good. Paul who come from Reading came for the first time this year and it was nice to catch up with him. We normally go to the Singleton Classic Car Show in Swansea this year it was going to be held on May day the 4th May but unfortunately it has been cancelled due to a lack of financial sponsorship. We will look for another local show that we can attend on that day.

At our AGM it was decided to organise a trip away and Ian Sutton took up the baton and has arranged a trip to North Wales. This has been organised for the 8th to 11th June and we will have five cars with 9 people. We have booked rooms in The Slate/YLlechan in Bangor and

will arrange an evening to discuss an itinerary for the trip but venues like Portmeirion and Snowdon. For those who remember The Prisoner TV programme was filmed in Portmeirion. The Prisoner starred a very nice Lotus 7 and Patrick McGoochan was number 6.

Drive it Day this year is on Sunday 26th April and a drive to Aberystwyth has been organised hopefully we will have some sunshine on that day.

Clive Perman

DIARY DATES

- ✔ N&N 15th April
- ✔ Drive it Day 27th April
- ✔ N&N 20th May

CORNWALL

Co-ordinator Chris Sharp **Mobile:** 07870 279771
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April's outing was to the glorious castle and gardens at Caerhays on the Roseland Peninsula. The garden at this time of year has many rhododendrons, camellias and magnolias in full bloom and is well worth a visit although some of the paths up the hills in the garden are quite daunting. After a slight hiccup at the meeting point caused by the unexpected closure of a cafe and a fallback plan being enacted, thanks to Laura and Vince, seven Stags arrived at the Castle. Some of the roads were in desperate need of mowing and, in numerous areas, tarmac.

With this being Cornwall, we were able to have lunch in the blazing sunshine whilst also getting lightly rained on. Never mind. Next month is the annual Pasty Run to

Carleen; it would be good to see you.

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

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

SOMERSET / DORSET

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We managed to select another superb day for our March Sunday Lunch/N&N at The Gaggles in Buckland Newton. This resulted in 22 people, nine Stags and a TR4 attending the lunch and Peter convinced staff and other customers to move their



vehicles so we could all park together. Some of us had met en-route and had a scenic drive to the pub. Whilst deciding on the route, I noticed we could drive past the oldest post box still in use in the UK. For post box aficionados, it is in Holwell, Dorset and is a Grade II listed octagonal Victorian pillar box installed in 1853. This was a repeat visit to The Gaggles and everyone enjoyed the meal and puds again. After lunch, some of us continued down to Portesham to pick up the coast road to West Bay, stopping briefly for a photo of the four Stags and TR4 overlooking Chesil Beach and Portland. It was becoming a little chilly as the sun was disappearing so a coffee stop was required at West Bay instead of the usual ice cream. A very enjoyable lunch and day out, let's hope they continue.

The only other day out was for a small group of us who visited Luke Jerram's Helios in Dorchester Corn Exchange before a spot of lunch at The Duchess of Cornwall at Poundbury.

Ken has offered to organise our May Sunday lunch which will be on Sunday May 17th, venue TBD. If you would like to join us or would like more details, please contact Ken to let him know a couple of weeks before, as we do have to book these meals some time in advance.

Moving on into June, Transport Of Yesteryear have their Hardy Country Classic Tour on the 7th June, which many of us have attended in the past and are hoping to do so again this year. Booking is individual so let me know if you are going.

The 7th June is also Ilminster Experience Car Show which a number of our members usually attend as individuals.

DIARY DATES

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

- 🚗 Sun 17th May – Sunday Lunch/N&N.
- 🚗 Sun 7th Jun – Hardy Country Classic Tour.
- 🚗 Sun 7th Jun – Ilminster Experience Car Show.
- 🚗 Sat/Sun 20/21 Jun – Cerne Abbas Open Gardens.
- 🚗 Date TBD – Visit to Middle Wallop Army Flying Museum.

SOUTH WALES

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The month of March was relatively quiet with members getting their cars ready for the planned runs taking place during the rest of the year. The weather certainly improved so there was a bit of hood down driving for some of us during the month and at the time of writing it was more like summer with sunshine, blue skies and 20 degrees C temperatures.

A number of the group attended the Coleford Show and a short report follows:-

Monday April 6th Coleford Show

This show is not an official South Wales club event so the members that attended found their own way there. Colin, Kelvin and Andrew W were there and provided a few comments on our WhatsApp page. This is a street show in the town of Coleford in the Forest of Dean. There were two yellow Stags there along with loads of other classics and performance cars. This was apparently a great show and the weather was fine and warm which really made the event all the more enjoyable.

First Evening Drive of 2026 7th April

The first evening run of the year was organised by Bob Dowsell. As usual the starting point was Cwmbran Boating Lake. An incredibly high number of Stags attended.

There were 16 Stags (and an MX5!) and 28 people on the run. The weather was nothing short of fabulous so everyone enjoyed the drive through beautiful countryside via Usk to one of our favourite watering holes – the Greyhound at Llantrisant Mawr.



The Greyhound Inn, Usk · Follow

2d · 🌐

Stag do with a difference 🥰 Just beautiful to welcome 20 Triumph Stag cars and their humans to the pub this evening



Bob had arranged for us to have our own room and it was great to catch up with everyone. It was also great to meet new Stag owner Ric Staniforth who has a very unusual two-tone Stag – white and brown. Ric has only had the car about a week and bought it without driving it so did have some initial problems with a leak on the lower radiator hose. All fixed now! Ric has undertaken a number of runs already so is gaining confidence with the car.

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 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

- ✔ Sunday April 26th Drive it Day
- ✔ Sunday May 3rd Mon and Borders Show Monmouth
- ✔ Tuesday May 5th N&N and Evening Drive
- ✔ Sunday May 10th Caldicot Castle Show
- ✔ Wednesday May 13th RNLI visit Porthcawl
- ✔ Saturday May 16th Panteg Show
- ✔ Weekend May 24th and 25th Abergavenny Show
- ✔ Monday Bank Holiday May 25th Sully Show
- ✔ Tuesday June 2nd N&N and Evening Drive
- ✔ Sunday June 7th Fonmon Castle TBC
- ✔ Sunday June 14th Highnam Court
- ✔ Saturday June 20th Hogs Head Show

SOUTH WALES AREA WEBPAGE

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

WEST WALES

Co-ordinator Nick Cale **Mobile:** 07922 128717
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Deputy Co-ordinator Gerald Blain: 07970 420322
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There's not very much to report this month from the West Wales area, as we have not had any significant events since our last N&N in March, which I reported on in last month's magazine.

As I write this report, we are looking forward to our April N&N, which will take the format of our first evening drive of the new season, followed by food at the Tafarn Sinc pub, on Tuesday 14th April. I hope to be able to report favourably on this run in next month's magazine.

Coming up at the start of May, one or two of our West Wales members are planning to attend the Classic Cars at the Castle show, to be held at Carew Castle on bank holiday Monday, 4th May. This is a small but interesting show, and it will be good to be able to attend the first show of the season.

Our next meeting of the West Wales area for May will be another evening drive and N&N, on Tuesday 12th May. The route and venue for this is yet to be arranged. If anyone would like to make a suggestion, or even be willing to organise a drive, please let me know. I welcome any suggestions or offers of help.

Later in May, on Monday 25th, the vale of Glamorgan Car Show is being held at the Sully Sports Field. I am not able to attend this show, but if anyone else is interested, please get in touch for further details.

At the start of June, the Pembrokeshire Classic Car Club Annual Show is being held at Carew Airfield on Saturday 6th June. This is always a good show, and the largest show in the West Wales area, and we are hoping to have a good display of Stags from West and South West Wales. Please note that this year it is a requirement that ALL exhibitors have pre-registered, or you will not be permitted on the show field. Please get in touch with me for further details and to let me know if you wish to join us on our Club stand, but you can also register by downloading the entry form from the website <https://www.pembrokeshire-classic-car-club.co.uk/>

This year marks the centenary of the World Land Speed Record being broken by Parry Thomas in his car, BABS, on two consecutive days in April 1926 on Pendine Sands in West Wales. To commemorate this centenary, BABS is returning to Pendine, and a number of events and exhibitions are being held over the next few months. Although not Stag-related, some of us are hoping to attend an event at the end of April when BABS will once again be running on Pendine Sands, and on Saturday 20th June, the members of the West Wales and South West Wales areas have been invited to show our Stags at a display of classic cars at the Pendine Museum of Land Speed. If you would like to attend this display with your Stag, please contact me as soon as possible for further details, and to register your interest.

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

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

DIARY DATES

- ✔ Mon. 4 May Classic Cars at the Castle Carew Castle
- ✔ Tues. 12 May Evening Drive and N&N tba
- ✔ Mon. 25 May Vale of Glamorgan Car Show Sully Sports Field
- ✔ Sat. 6 June Pembrokeshire Classic Car Club Show at Carew Airfield
- ✔ Sat. 20 June Display of classic cars at Pendine Museum of Land Speed

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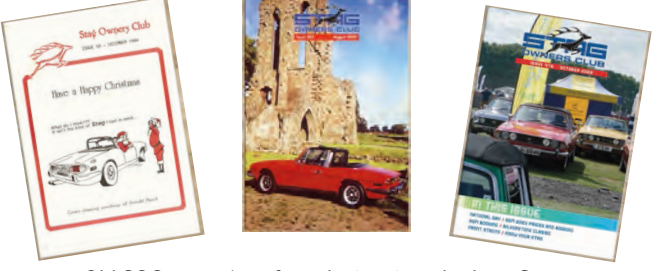



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