



STAG OWNERS CLUB

ISSUE 511 DECEMBER 2025

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AUTO MOTO D'EPOCA / PUBLICITY OFFICER
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STAG OWNERS CLUB

HONORARY POSITIONS

President: Steve Kiefer

Past Presidents: Lesley Phillips, Ken Hudson (Deceased 2006)

Vice-Presidents: Tony Hart (Founder Member, deceased 2023), John Craddock (Deceased 2024), 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 £32, Overseas and Eire £60. Joining Fee £5.
Digital magazine only £25 No joining fee

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

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

Back Issues

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

Technical Queries

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

Area Co-ordinators

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

FORUM

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

Insurance Scheme

The official Club insurance scheme for Members' Stags & other specialist vehicles is underwritten by ERS. Standard benefits include Breakdown and Recovery (including home service) for UK and European Union countries and unlimited Windscreen Cover. Zero administration fees. Complimentary return of cherished salvage (applies to all vehicles over 20 years of age). The scheme is administered for the Club by RH Specialist vehicle insurance. Tel: 0330 912 0018 Email: rh@ers.com

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

Data Protection Act

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

WEBSITE

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



EDITORIAL

The main club event this month was the Classic Car show of the NEC in Birmingham.

We had a great stand with five very distinctive stags on display. See the front cover.

A full report is going to be in the February issue of the magazine. Also the February magazine will feature reports from our AGM.

The restoration of Myrtle returns this month as well, so there's something technical for you to get to grips with in this issue.

Still quite a few reports on where our club members are going out and about both here and abroad.

That's exactly what your car is for as illustrated by our chairman, Richard Smith.

The next event that the club is attending is the MG and Triumph spares day at Stoneleigh Park, this has a new sponsor Howden Insurance. Our insurance scheme run by RH Insurance is now also part of the Howden group. More information on page 24.

Remember there is no January issue of the magazine so the next one is February.

So here's wishing you a Merry Christmas and happy New Year.

Carl Fuss

ISSUE 511 DECEMBER 2025

Front Cover: The NEC show

Photo: Roger Kennedy

Back Cover: Titanic Museum

Photo: Scenic Car Tours



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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. M.Gwenter	Carmarthen	Mr. C.Smyth	Bury St. Edmunds	Mr. M.Woodward	West Yorkshire
Mr. I.Baguley	Shropshire	Mr. L.Newton	Oxfordshire	Mr. R.Charlesworth	Nottinghamshire
Mr. G.Biffen	Shropshire	Mr. R.Stringer	Moray	Mr. G.May	Devon
Mr. J.Cosson	North Yorkshire	Mr. C.Dawson	Surrey	Mr. D.Marchant	Nottinghamshire
Mr. B.Bartlett	Flintshire	Mr. D.Worsley	Surrey	Mr. K.Alexander	Cornwall
Mr. B.Gibbons	South Yorkshire	Mr. L.Wooding	Devon	Mr. G.De Meur	Gloucester
Mr. C.Gregory	Berkshire	Mr. G.Mcadam	Norfolk		



WANTED ... WANTED ...

SECURITY LIAISON OFFICER

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

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

DIARY DATES 2025

- Triumph/MG Spares Day at Stoneleigh, Sunday 8th February 2026

UNDER 12s FREE

**THE INTERNATIONAL
MG & TRIUMPH
SPARES DAY**
SPONSORED BY **HOWDEN** **STONELEIGH PARK**
SUNDAY 8TH FEB 2026

ADVANCE TICKETS ONLY £12* ON THE DAY £15
WWW.MGANDTRIUMPHSPARESDAY.CO.UK

***PLUS BOOKING FEE**

PUBLICITY & MARKETING UPDATE

NATIONAL COMMITTEE MEMBER WAYNE HALL

Hello to everyone in the Stag Owners Club!

I joined the club last year and have recently joined the National Committee, taking on responsibility for advertising and marketing. By way of background, I have over 40 (gulp) years of experience in branding and marketing – and about as many years of classic car ownership, mainly Triumphs.

I'd like to share a few of my key goals, both short and long term. I also plan to have a regular space in the magazine to keep everyone updated on progress – and at times, I may call on members for help, resources, or information to make our plans a reality.

Raising the Profile of the Triumph Stag

First and foremost, we need to elevate the brand profile of the Triumph Stag. We all know it's a superb and historically significant British Grand Tourer, but for many reasons, it's still not positioned correctly in motoring history. Unfortunately, that early reputation for unreliability continues to linger — and it's time we changed that perception. Showcasing the true excellence and heritage of the Stag will be a major focus.

Strengthening the Club's Image and Membership

Equally important is raising the profile of the club itself and communicating the benefits of membership more clearly. A strong, active membership keeps both the club – and the Triumph Stag – thriving for future generations.

We'll be focusing initially on three key audiences:

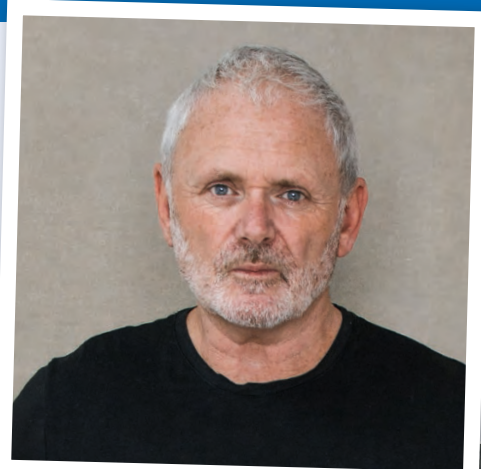
- Existing members, who are already keeping these cars alive today.
- Enthusiasts aged 40–60, whose circumstances often make classic car ownership achievable — and who are likely to sustain Stag ownership over the next two decades.
- Younger enthusiasts, who represent the long-term future of the marque and the club. It's essential to engage them early.

Current Projects

Our first step is to get our house in order. The committee has approved the creation of a high-quality welcome pack for new members — celebrating the Stag, promoting the club, and highlighting all the benefits of joining. We want members to feel privileged to own a Stag and proud to be part of the club.

My Stag 'Bodie'

Bought January this year at 30,800 miles – 1976 car in Russet Brown with biscuit interior. Has been in a heated garage since 1981, only taken for its MOT every year – all backed by a complete history file.



SOCTFL NEWS UPDATE

SOCTFL SHOW THEIR WARES AT THE NEC



You are no doubt aware the Classic Car Show at the NEC took place on the 7th to 9th November. As usual there were hundreds of car on display from a large variety of clubs, restoration demonstrations, and traders stall covering every aspect of the classic car world. SOCTFL was also present.

Roger Kennedy did a superb job of setting up the SOCTFL stand with examples of SOCTFL supported product that included inner wheel arches, door repair panels, door handle bowls, air intake grill, rear light cluster gaskets, and flocked window seals.

On the stand there were 50 pairs of door handle bowl kits seconds that sold out on the first day. Another example of the early bird catching the worm. People who asked about the availability of the bowls were remind that they were available from E J Wards who offered a 20% discount to SOC members.

The stand was kept busy throughout the show with a people seeking information and advice on various topics, both technical and nontechnical. Others just wanted to chat about their cars and their experiences of Stag ownership.

Perhaps the most unexpected query came from someone who had owned a Stag 30 years ago and still had a number of early MOT certificates that he thought the current owner would like to have. A check with DVLA showed that the car was taxed but of course DVLA would not divulge any other owners details, as indeed would neither would SOC always assuming that the owner was a member. We suggested that perhaps a post on Facebook in the 'where is my car' section might yield results. All very interesting stuff.

Our presence at the show undoubtedly provided a valuable opportunity to raise the awareness of SOCTFL's aims and objectives together with an understanding of the work involved in bringing projects to fruition and the benefits to SOC members.

So a very successful show from the SOCTFL perspective due in no small measure from the efforts of Roger for which he deserves a huge round of applause.

Noel Sargent



BOOK REVIEW

STYLISH AMBITION

THE TRIUMPH STAG STORY

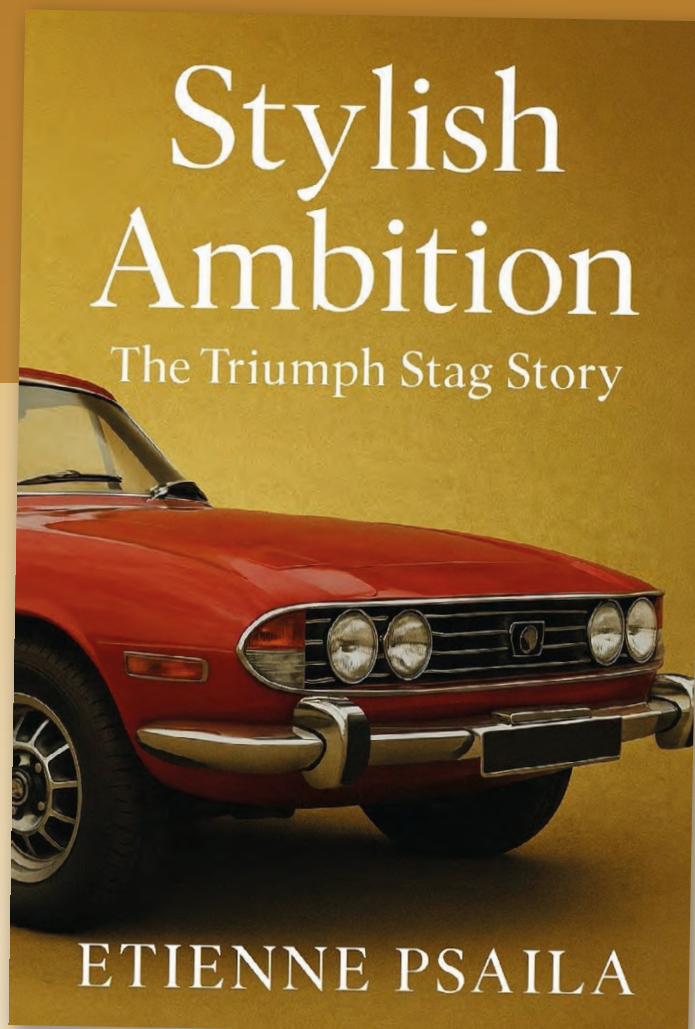
BY ETIENNE PSAILA

I must admit to being a bit sceptical about a 280-page book on the Stag from an author who had not contacted the Stag Historian to check any of the facts or generally discuss the story – but I was not ready for what I found when my copy arrived.

I cannot dress this up in any way other than to say that it is extraordinary. However, the word extraordinary is used to save me from using let-down, ill-conceived, inaccurate or horrendous,

Although it does tell some kind of 'story' the factual side is not to be believed as not only does it contradict itself from chapter to appendix but most of the 'facts' are incorrect.

My summary is that it may well have been written using some kind of AI and it seems to take a fact, turn it round and dress it in a paragraph of words which are designed to make us all feel good about this car. There is misinformation and fake news involved and although there is very little by way of identification of the source of the 'facts', I have checked out its claims about the Autocar articles from 1970 and I cannot find the quotes which it claims – which begs the question as to how much is actually 'fact' and how much is 'fiction'. When it is claimed that our magazine is actually a quarterly and is called 'Stag Owners Quarterly' then you know something isn't quite right.



By all means buy this to read if you fancy 280 pages of 'faction' while relaxing over Christmas but please do not buy it as a historical record of the Triumph Stag. I would call it *Watership Down* for Stag owners.

Peter Robinson

NATIONAL HISTORIC VEHICLE SURVEY 2025

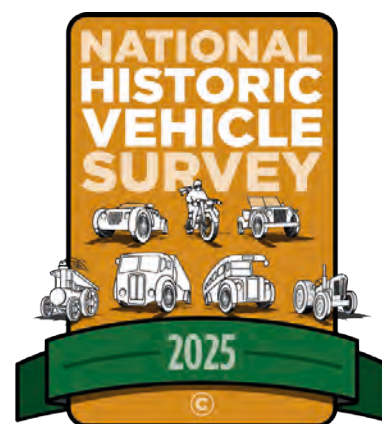
The report with the results of the National Historic Vehicle Survey 2025 – our major research held every five years – has now been published.

It's the most comprehensive survey of its type ever carried out in the UK and we thank all clubs and their members for contributing to the research; your response was phenomenal and we thank you for your support!

To put the results into context, exit polls for UK Parliamentary Elections rely on a sample of just 2,000 demographically representative UK Adults. The sample for this year's National Historic Vehicle Survey (NHVS) surveyed 19,943 Owners, Enthusiasts, Trade, Clubs and representatives from the wider UK Public.

An overview and the report are here: <https://www.fbhvc.co.uk/news/article/britains-love-of-historic-vehicles-powers-73-billion-boost-to-the-uk-economy>

Mel Holley, Secretary, Federation of British Historic Vehicle Clubs Ltd



Conducted by FBHVC

ESCAPING WINTER

A TALE OF TRAVEL AND TRANSPORTATION

During the 8 years I was president of the NZ Stag Club I had the pleasure of meeting and hosting lots of overseas Stag Club members, several of whom became very dear friends. I was always being asked, by one or another, when I was going to come and visit them so a travel plan was formulated and at the end of May I set off on my adventure. This trip was to include visiting Stag club friends as well as places of my ancestry.

I was fortunate in that my friends, Perolov and Annette, live in Sweden and my Great, Great, Great, Grandfather on my Father's side was born in Sweden so that was my first stop. I flew into Gothenburg and Annette and Perolov were there to pick me up and take me to Annette's home on the outskirts of Borås. We did a bit of exploring around the area the first 2 days and then on day 3 we headed off to attend a car meet at Nääs Slott.

We stopped on the way at friends Veinö, his wife and son's house who were coming to the meet in their 1954 MG TF and 1956 Morris Traveller. I was also shown into several sheds on the property which housed an MGA, MGB and an Austin Healey Bug Eye Sprite.

Another guy arrived at the house in his Corvette and we headed off in convoy through field and forest, arriving at the lake where about 10 other cars were already parked. More cars arrived, were inspected, conversations began and I, being a bit of a novelty, was introduced to many.



After about an hour a French (or Tahitian) Blue Stag arrived, it had been summoned by Veinö who thought I should see it and meet the owners. They lived over an hour away so I felt very privileged that they made the effort. As no more cars were arriving and there was a very cold wind blowing, after about another ½ hour we headed home.

The next day we headed south to Bohuslan province to visit some small rural towns where my ancestors had lived.

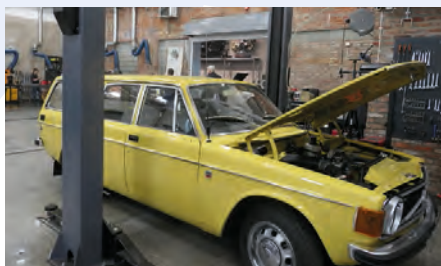
On day 4 Perolov needed to pick up some supplies from his friend Lars. As we pulled in to the drive of his warehouses he was heading out in his Aston Martin but told us that Magnus would look after us. As we entered the 1st building I was introduced to Magnus who proceeded to show me around an immaculate warehouse full of cars, equipment and memorabilia. Then we were ushered across the carpark to the 2nd building, immaculate again and full of more cars.

Inside Building 1: Volvo 145 Estate, 2 x Jaguar XJ6, Volvo/Saab Camper Van, Rover P4 Cyclops, 4 x Rover P6 V8, MG BGT fitted with a Rover V8 engine and a Rover P5B V8.

Inside Building 2: Bentley, MG J Type, Aston Martin DB7, Range Rover, Daimler MII V8, Austin Allegro, Jaguar E Type, Volvo Amazon, Jaguar MII, Austin 1800, Jaguar D Type and a Morgan Plus 8. Shed envy, anyone?

Sue Lowe

To be continued...



Thought for the Month By Rupert Klaiber

Lord thou knowest better than I know myself that I am growing older and will some day be old. Keep me from the fatal habit of thinking I must say something on every subject and on every occasion. Release me from craving to straighten out everybody's affairs. Make me thoughtful but not moody: helpful but not bossy. With my vast store of wisdom, it seems a pity not to use it all, but thou knowest Lord that I want a few friends at the end.

Keep my mind free from the recital of endless details; give me wings to get to the point.

Seal my lips on my aches and pains. They are increasing, and love of rehearsing them is becoming sweeter as the years go by. I dare not ask for grace enough to enjoy the tales of others' pains, but help me endure them with patience.

I dare not ask for improved memory, but for a growing humility and a lessening cocksureness when my memory seems to clash with the memory of others. Teach me the glorious lesson that occasionally I may be mistaken. Keep me reasonably sweet; I do not want to be a Saint - some are so hard to live with - but a sour old person is one of the crowning works of the devil. Give me the ability to see good things in unexpected places, and talents in unexpected people. And give me, O Lord, the grace to tell them so.

C17th nun's prayer

EUROPE'S BIGGEST CAR SHOW

AUTOMOTO D'EPOCA, ITALY – OCTOBER 2025

Myself (Andy), Bob (Big Bad), Pete (The Font) and Steve (The Butcher) – four friends who met through the SOC North and West London Area's in the 1980s. Today we own 6 Stags, 5 Alfas, 2 Mercedes, a Jag, a Saab and an MG. And recently we decided we wanted to visit the biggest Classic Car Show in Europe – Auto Moto d'Epoca in Bologna, Italy, in October.

Blame Bob (the multiple Alfa owner) for the idea. He checked out the price of flights from Luton direct to Bologna and tickets to the show – both reasonable. Pete managed to find us an Airbnb within walking distance of the show – a four bedroom, two bathroom, 3 terrace, 8th floor 'mid-century modern' penthouse apartment on two floors. The deal was done, we were in!

We arrived late-morning Wednesday to a rather grey, but warm Bologna shrouded in low cloud. After a local lunch we met our host who helped us with directions to the show and into town. A €1.50 bus fare took us into the impressive, and historic, old town which we explored on foot during the early evening. We discovered an interesting bar where we were able to sit outside sipping negroni's watching people stroll by whilst sampling the local delicacies of cooked meats, sausages and cheeses.

Next morning, although it was still a little grey, we discovered the full vista of hills surrounding the city viewed from our numerous, and huge, balcony's.

Entry to the show was just a short walk away. Once inside the complex we immediately found a cars for sale section outside. One of the highlights here was a beautiful 1972 Fiat 130 Coupe in dark metallic blue. I've always loved these big cars and this one looked mint. At €20,000 we couldn't really fault it and kept fantasising about



buying it between us and road-tripping it back home instead of being packed on to a Ryanair flight to Luton..

This show consists of 12 (yes – 12!) huge exhibition halls, modern, and mostly flooded with light as at least one side of each hall is completely glazed – so unlike the cavernlike and uninviting NEC. Standing at one end of one of the largest hall's gleaming cars stretched as far as the eye could see. It's fair to say that most of the exhibition space was taken up by dealers offering cars for sale – predictably, more Ferraris, Maseratis, Lamborghinis and Alfas than you've ever seen.. Add to that so many fast Lancia Deltas (even in colours other than white with Martini stripes), Lancia Stratos, Betas and Gammas. Lots of 'odd' 1950s and '60s Fiat's in all shapes and sizes, and seemingly the whole world's production of Fiat Panda 4x4's. We even found two Triumph Spitfire's on a club stand, a TR3 and a white Dolomite Sprint for sale plus a sole Triumph Italia. There was only one Stag – a white Jadi model, sans box, priced at a hefty €120.

But there was so much more. Halls of autojumble, model cars, more cars for sale, even more model cars, displays of colourful meat-slicing machines (it's a continental thing!) and a few car clubs – but not nearly as many clubs as other European shows. Being Italy there were also delicious food stalls, stalls selling wonderful coffee, gelato and bars a plenty – we tried a few, as you do...

After a full day we decided to head back to our penthouse, our departure dictated by the weather. During the day the weather deteriorated with frequent heavy showers – not that it mattered as we were mostly inside. Checking phone's we saw there was a 'window' that should enable us to walk back before the next torrential downpour. This worked a treat with us watching a spectacular thunderstorm once back in the relative safety of the 8th floor while eating crisps and drinking local red wine.

We ventured out at about 8pm to a restaurant in the same (huge) block as the apartment. Bologna is famous for

its covered walkways – ancient arched grand colonnades past shops and cafés. Our 1970s apartment complex aped the traditional style with brutalist rectangular colonnades – but by now the storm had blown away just leaving dripping trees and bushes. The restaurant was interesting (walls lined with shelves of books floor to ceiling), busy, and the meal was super, as were the attentive staff – their English was good (unlike my DuoLingo Italian...) and the suggested local wine fabulous, so we had a second bottle...

Next morning dawned sunny and even warmer with not a cloud in the sky – I was so glad I'd packed my shorts! During our second day at the show we quickly discovered that we hadn't managed to see half of what was on offer the first day – even though we thought we'd done our best... We'd paid extra to attend the 'preview day' on Thursday because we were concerned about it being busy. However, Friday wasn't too bad with lots of space and wide walkways, again unlike the NEC, never making it feel crowded. We enjoyed another full day clocking up an impressive 21 thousand steps in the process! In the evening we ate in an Irish Bar – yes.. It had rave reviews and certainly seemed to be 'the in place' as it was really busy and lively – and my very un-Irish pizza was really good!

Lets talk about costs. Our 2-day show tickets cost us £86 each – to include the preview day on Thursday. Return flights were £101 each and our penthouse apartment cost us £209 each. So, would I go again? Definitely! It was a good value experience. Bologna is an interesting city and we only had time to scratch the surface in the time we were there (Thursday to Saturday). The show was great with lots of cars you hardly ever see in the UK. It was interesting that prices seemed reasonable for some models – like the blue Fiat 130 (it was sold on Friday). Another of the cars on my radar is the 1990s Alfa SZ coupe (admittedly an acquired taste, but very rare). A perfect 78,000 km example was a reasonable €72,590. On the other hand Mercedes SL R129s and R230s (I have one of each, so I'm acutely aware of UK values – don't depress me) were exorbitantly priced in comparison to home. Plus, there were so many of them – there must have been between 25 and 50 R230s alone! An unusual bright red SL500 marked up at €52,500 was complete with a 'Sold' sticker by Friday...

For the last twenty years (at least) I've attended the spectacular Retromobile show in Paris each February. In more recent years we've added the excellent, and huge, Technoclassica Essen in Germany, then other shows in Maastricht and Antwerp (now finished, and sadly missed). It's fair to say that I know a bit about large continental indoor classic events, and this really is one not to miss. So how does it compare with the NEC, the UK's premiere event? Well, the NEC boasts of around 3,000 cars on display. Bologna had in excess of 5,000 cars and over 600 exhibitors! All that means is that you can't hope to see it all in one day...! Perhaps we should aim for three days next time chaps and spend some more time in the historic city??

Andy Hedley



WILTSHIRE STAGS GO TO WALES

SWANSEA, GOWER AND THE A4069

We've lost count how many years the Wiltshire Stags have been straying over the border to Wales to enjoy driving those brilliant sweeping roads as they climb and descend mountains. We've been to mid Wales quite often, North Wales once, so this year it was our first visit to Swansea and the Gower peninsular.

Due to mechanical gremlins, it was just six Stags plus a Honda and a Land Rover that met up at the west bound services at Chippenham, Carol and myself, Jeff and Hazel, John and Julie, Chris & Mary, Ray and Sue, Brian and Eileen, Nick and Lois and John and Margaret. We discussed our imminent journey over coffee, was it roof up or down weather, that's the problem with driving on motorways, there is no where to stop to put your roof up, definitely not a reason to stop on the hard shoulder.

Having studied the weather, it was agreed that we would run with hoods up, sadly a situation that lasted all weekend, considering the weather we have experienced for the past few months we seemed to have picked the wettest period since March. Coffee drunk, we all headed to the car park, except for Hazel, who had spotted a handbag in one of the shops, it appeared to have her name on it.

We set off, west on the M4, heading for junction 36 (Bridgend), the rain although expected before the Prince of Wales bridge, it started around Cardiff. Exiting at Jct 36 we



*Parked up at The Mecure Hotel
Llansamlet Swansea*

headed into the hills to find the Llangienor Arms, situated on a "dead end road" in a small hamlet, which included a village green and church, The rain clouds lifted for a short time as we parked up, giving us the opportunity to see the magnificent views out across to the Bwlch mountain.

A hearty lunch was had by all, some welsh delicacies, including Welsh Rarebit on toast, Cockles, Lava bread and bacon on toast and the usual Rump steak and chips.

It was at this point Brian announced that his driver side windscreen wiper had decided to leave the car while we were travelling on the M4, he continued and managed to see where he was going to get to our hotel in Swansea.

We restarted our Journey, continuing up the Bwlch mountain on the A4093, taking the turning to Neath, getting an odd glimpse to view the scenery at the top of the Bwlch. We descended into Baglan via, what I can only say was a C road, including grass in the centre, some what narrower than the M4 that we rejoined at Britton Ferry bridge, we continued to Jct 44, exiting to Llansamlet.

As we queued onto the roundabout above the motorway, a SUV pulled up alongside us, and asked



The view from the Llangienor Arms



Parked at Rhossili bay

where we were going? We told the couple we were heading to the Mecure Hotel, they said follow us and promptly drove off, leaving us still waiting in the queue.

A few minutes later we arrived at the Hotel, and parked in spaces reserved for us by the Hotel, we were then greeted by the couple from the SUV, a burly Welshman in his Wales Rugby shirt, with his wife, he wanted to speak to the driver of the yellow Stag (John), not to castigate him for his driving, but to ask him if we wanted to sell his car! The guy had been dreaming of owning a Stag, he'd picked us up about 10miles back and followed us all the way to the hotel. Much to the man's disappointment and the guy's wife's satisfaction John was not selling his Stag.

Brian was still without a drivers side windscreen wiper, I'd misunderstood, Jeff, who I thought couldn't find the spare he thought he had, so I set off to look for one, my first thought was the local car dismantlers, Pic-up-spares, I knew of them as we'd lived only two mile away about forty years ago, they were still in existence but unfortunately, didn't have any Stag spares, then I thought, perhaps the local South West Wales SOC coordinator might be able to help, I found his number and yes, Clive Perman, was willing to help, by taking the wiper off his project car and promising to deliver it to the hotel the next day. I contacted Brian, who happily told me that Jeff had had a second look and found his spare wiper and it was now fitted to Brian's Stag... all happy. I phoned Clive explained the situation, and he was only too happy to refit his wiper back on his project Stag. Later in the afternoon he called me again, to explain that there was a classic car show in Mumbles that evening, I thanked him for all his help, but as we had a meal booked in the hotel for 7pm, it was unlikely we would get there.

Friday morning, still with our hoods up we set off on our drive around Swansea bay and in to Mumbles, I was always doubtful if we'd be able to park along Mumbles front and I was not wrong, however, driving through the cutting at the furthest point of Mumbles, some of you may know the car park with the giant Orange in it, this car park was empty, we promptly parked up and had a stroll down to the pier and the big wheel to take the prescribed photos.



Looking across Swansea Bay from The Big Apple

Having stretched our legs, we set off around Bracelet bay, and on to Carswell Bay, all of us being surprised how many people were swimming in the sea, although it was not raining, we didn't consider it to be warm. We continued along the coast to Oxwich bay, where we negotiated a reduced parking fee, our intention, to take in the view, have a quick coffee, and perhaps a walk along the beach. There is a Michelin star restaurant on the beach with prices that reflect its status, the menu did look very delicious, but we didn't succumb.

Our lunch stop was at "The View" at Worms head Rhossili, probably one of the best views in the whole of Gower, (if any of you watched the recent BBC drama "The Guest", you may recognise the area, a scene was filmed at the bar of the Worms Head pub, which is next door to The View, but sadly burnt down only weeks before our visit, it looked sad with its burnt timbers sticking into the air. There were only outside tables for us to sit to eat our lunch, and when it started to rain we thought that we may have to migrate to the cars, but one of the waitresses came and provided each table with a parasol and blankets to keep our backs dry, just a nice touch.

Well, it is Stags On Tour, so we set off again, now headed for the north coast of the Gower peninsular, to one of the smallest castles in Wales, Weobley Castle, near Llanrhidian, situated, over looking the entrance to the Loughor estuary. The castle is looked after by Cadwr (the English version of English Heritage). The farm adjacent to the castle, is well known for its Salt Marsh lamb, and has featured on Country file.





Weobley Castle near Llanrhidian

Carol and I left the party at this point and we dropped into my sister's who lives nearby, later meeting up with the crowd in the bar of the hotel. Every one had enjoyed our day in the Gower, all impressed with the beautiful scenery. The evening was spent at the Swansea Marina and had a sumptuous meal at Gallinis, an Italian restaurant on the marina.

The weather forecast, yes its all about the weather, was not good for Saturday, but hopefully it would stay dry for our first visit of the day, an 80metre water fall, Henrhyd falls, situated about fifteen miles further up the Swansea valley. We all squeezed into the small car park (it only held about 25 cars in total), the brief description online suggested a short down hill walk of about 600 meters, well it was short and down hill, it was around 600 meters, but that description did not do justice to how steep the downhill was, but to everyone's credit, every one made it to the falls. The recent rain had obviously had an impact as it had quite a cascade, some of us brave enough clambered over the rocks to go behind the cascading waters.

We climbed back up the side of the valley (two of our ladies found a short cut back to the cars, that didn't involve any climbing), the rest of us gasping for breadth, some looking to use the facilities, these consisted of a coffee truck, and a Portaloo that had a lock, access to the key was paying a £1 at the coffee truck, several of the group were seen wandering off into the trees.

Our next destination was for lunch at the White House hotel/pub, situated just to the East of SennyBridge, a great run from the falls to the top end of the Swansea valley,



Henrhyd falls

taking views of the East Brecon Beacons, with the Fan mountains and the Crai reservoir, which looked pretty low. The White house is on the A40 so is ideally situated for serving classic car tours, especially with its large car park. The place is quite quaint, it has two full size pink plastic cows in the lounge and a full size Black Giraffe in the conservatory and the food is good.

We made our return via Llangadog and the infamous A4069 across the Black Mountain, a road used by many performance car reviews, including Top Gear. Sadly our drive was marred by the weather, the winds reach speeds of around 50mph, the visibility dropped to around 20 meters, so caution was the name of the game, we dropped into Brynaman, from there we crossed back into the lower part of the Swansea Valley, returning to our hotel as the sun came out, another great day out sadly impacted by the weather.

Our restaurant for the evening was "The Welsh House" a venue in Swansea on the east side of the river Tawe, they gave us a dedicated room and the service and food were impeccable. We returned to our hotel, well fed and tired from the exercise of the fall visit and the concentration needed for driving in the bad weather.

Sunday morning, all refreshed, and after a hearty breakfast made our farewells and went in our individual directions, Carol and I went along the coast to a small village called Fonmon, near Barry, to visit family, some returned across the Heads of the Valleys road, now improved since the interchange at Merthyr was completed a few weeks previous, Nick and Lois popped into Tintern Abbey.

In total we travelled around 350 miles, we drove some brilliant roads and saw some beautiful scenery and we enjoyed the fellowship of our group of Triumph Stag owners and their partners, what the SOC is all about.

If anyone wants the copy of the routes we took, then just drop me a line.



Saturday Night at The Welsh House Swansea

Glyn James (17092)



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MYR 431P 'MYRTLE'

THE RESTORATION OF LOVE CONTINUES

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

Electrics

This was probably the largest section of the entire restoration, due to its size and complexity. I thought that the electrics would be quite a straightforward job, take out the old wiring and put in a new set – couldn't be that difficult, could it? It was only when I started to remove and clean everything did I realise what a huge job this was and how monumentally wrong I had been!

To ensure the right wires went back to the correct items, each wire had a self-adhesive label attached to it, stating what that wire had been attached to. Invaluable when matching up the new looms! The labels on the new looms were removed as each part was fitted and I was 100% certain I had attached the wire correctly.

An electrical test harness was also made up, consisting of two wires each with a large crocodile clip on one end (for attaching to the battery terminals) and a smaller clip on the other end for attaching to the device being tested. The negative side was a straight through wire, whilst the positive had an on-off isolation switch and was protected by an in-line fuse. It proved to be extremely helpful!

For ease of this report, I have broken down the section into the following areas (where something is not described, it has been dealt with in a previous section):

Wiring Looms

- Engine Bay
- Battery, Positive & Negative leads
- Coil, Distributer, Ignition leads, Electronic ignition
- Starter motor • Alternator
- Windscreen wipers & motor
- Windscreen washer • Horns

Exterior Lights

- Headlights • Front lights (Indicators, Side)
- Wing indicator lights
- Rear lights (Reversing, Rear/Brake, Indicator)
- Number plate lights

Steering column

- Indicators, Ignition switch, Windscreen wash/wipe
- Master lights control
- 'Lights on' warning buzzer



Central Console

- Window lift switches • Interior lights switch
- Cigar lighter
- HRW switch & warning light (incl. B-post connectors)
- Fan switch • Central console side lights
- Stereo (incl. speakers & aerial)

Interior

- Fuse box • Relay board
- Brake light switch • Handbrake switch

Dash

- Glovebox light & switch
- Hazard warning switch & light
- Seatbelt warning light & switch
- Brightness rheostat • Information lights cluster
- Speedometer • Rev counter
- Fuel gauge • Temperature gauge
- Voltage gauge • Voltage stabiliser
- Electric oil pressure gauge & sender unit

Door

- Window motor • Puddle light & switch
- Projectors

Boot

- Boot light & switch

Gearbox

- Reversing switch... Like I said – quite a lot!

Wiring Looms

(ROM – 86.00.05) I found a coloured wiring diagram for a right-hand drive Mk2, with heater, on the web. It seemed to be quite detailed, showing the colours of the various leads grouped into sections dependent upon their usage, so I printed it off in A3 and attached it to the wall of my garage. It proved to be an incredibly useful quick go-to reference.

The Stag Mk2 had one main wiring loom, running from side to side, behind the dash. This loom also ran down both A-posts, out to the engine bay on both sides and down to the central console (down the offside of the tunnel). Everything pretty much hung off this one, gigantic loom. Attached at the bottom of the A-posts were additional looms which ran down either side (in grooves in the inner sills) to the rear of the car and into both doors. The main loom was secured behind the dash by large metal loops which were attached to the bulkhead.

For reference, I identified which items were attached to which loom:

Main Loom

- *Left hand engine bay*
Windscreen Wiper Motor, Fuel Shut Off, Horns, Front Side Lights, Front Indicators, Headlights, PDWA (Brake Failure Warning Switch), Coil
- *Right hand engine bay*
Windscreen Washer, Starter Motor, Gearbox, Positive Lead, Alternator
- *Central console*
Stereo, Cigar Lighter, Choke Warning Switch, Fan Switch, HRW Switch/Light, L/R Footwell Lights, Window Lift Switches, Handbrake Warning Switch, Interior Lights Switch
- *Gear lever O/D switch*
- *Dash*
Fuse Box, Relay Board, Glove Box Switch/Light, Brake Switch, Connections (x3) to Instrument Panel, Connections to Steering Column

Negative Lead (connected to battery, O/S engine bay and alternator bracket)

Instrument Panel

Lights Rheostat, Instruments Backlights, Cluster Lights, Temperature Gauge, Fuel Gauge, Voltage Gauge, Speedometer, Rev Counter, Hazard Switch/Light, Seatbelt Warning Light, Brake Failure Warning Light

Steering Column

Ignition, Master Light Switch, Right hand Stalk (Indicators, Headlamp Flash/High Beam, Horn), Left hand Stalk (Windscreen Wipers, Windscreen Wash)

Nearside Loom (Attached to Main Loom in N/S Footwell)

Rear Lights, HRW [via B-post], Number Plate Lights

Number Plate Lights Loom (attached to N/S Loom in boot)

Offside Loom (Attached to Main Loom in O/S Footwell)

Nearside Seat Switch, HRW [via B-post], T-bar Light, Fuel Pump, Fuel Tank, Boot Light

Doors (both sides, attached to Main Loom in footwells)

Electric Windows, Door Lights

Engine Bay

Battery, Positive & Negative leads

(ROM 86.15.01) The heart of the electrical system, the battery sat on a shelf on the front offside of the engine compartment and was held in place by a formed metal clamp (a piece of shaped metal that ran along the edge of the battery) held in place by a long 'j' bolt at one end and a small, bent metal clip at the other. The metal clip linked into a hole in a bracket welded to the inside of the offside wing and then through a hole in the end of the clamp. The clip was fixed and could not be adjusted. Any loosening/tightening came from the 'j' bolt. One end of the bolt was bent into a hook and linked into a hole in the bodywork whilst the other end was threaded and fitted through a hole in the clamp, with a nut holding it tight. The thread on the 'j' bolt had seen better days, so a new bolt was purchased.

The bolt, clamp and clip were all painted in black POR15, before the battery was refitted and tied down. The battery was a heavy beast and needed a bit of manhandling to get it in and out (it was heavier than it looked!). Once out, it was put on charge and then had plastic cups placed over the terminals and stored well away from anything I was working on. A battery short circuit is a pretty good way of starting a garage fire!

To ensure that the battery was always in top condition, I purchased a TecMate Optimate battery conditioner, together with an optional cigar lighter connector. The TecMate is now fixed to the garage wall and, when the car is in the garage, the charging lead enters through the open driver's window and plugs into the cigar lighter. Every 30 minutes or so, the conditioner checks the charge of the battery and tops it up



Battery, in car.



Battery, brackets – removed.

if necessary. Lights on the front of the TecMate indicate when the battery is fully charged and when it is being topped up. That way, I can be confident that I always start my journeys with a full battery. You do need to check, however, that the cigar lighter is always live and is not controlled by the ignition key.

The negative lead ran from the battery to a metal clamp on the offside front inner wing and then to the alternator attachment bracket on the front of the engine. It was in a pretty disgusting condition so, to ensure a good connection, a new one was purchased. Photos were taken, so re-attachment was quite straight forward.

The positive lead was a little bit more complicated. It ran from the battery to a connector, again attached to the offside front inner wing. This connector, a slim, long black plastic box, had a number of brown (positive) wires coming out of each end. The positive lead from the battery appeared to enter and exit the box and then run from the box over the gearbox tunnel and connected to the starter motor. Once photos had been taken, the box was opened and it could be seen that, as expected, the positive lead was attached to the brown leads that entered and exited the box. There were also four thinner brown leads that clipped together and bypassed the box. Although very dirty, the leads and box were in very good condition so they were cleaned using white spirit and a toothbrush. Refitting was, again, a very simple job, renewing the various plastic clips that held the lead in place as I went.

Coil, Distributer, Ignition leads, Electronic ignition

When I bought my car, back in 1993, it already had electronic ignition fitted. There was a heatsink unit screwed to the engine bulkhead, with wires going off to the coil. The coil was in good shape and had never given any issues, so was removed and cleaned. Particular care was taken of the electrical connections, which were very lightly sanded with a very fine sandpaper, to remove tarnish and bring back to bright. Removal and replacement of the coil was easy, as it was held to the rear of the inlet manifold by two bolts (ROM 86.35.32). The ignition leads were believed to be originals, so were replaced as a matter of course.

I now turned my attention to the distributor (ROM 86.35.00) and found the first of the problems – the base had been broken and someone in the past had effectively welded it to the engine to hold it in place! It was supposed to be moveable, to set your timing, but those days were long gone! I tried everything (including a few choice words!) but it wasn't going to shift. I considered my options and decided to leave it where it was. I had electronic ignition, after all. I did replace the rotor arm and the distributor cap though. The distributor was cleaned as best I could and, after the engine was back in the car, everything was rebuilt. It was quite a moment when I turned the key and the engine fired up!

My grin was short lived, though, as I listened to the engine. Something didn't sound quite right. My first test drive confirmed that the engine was running lumpy. By this time I had found a reputable Triumph/MG garage near me so I took it down and, yes, the problem was the timing. Not only that, but the coil was shot too! Great! They worked their magic and got the old distributor out and I decided to buy an electronic



Battery – side clip.



Negative lead.



Negative lead.



Positive lead.

version (with the electronics inside the distributor) together with a new coil. A bit more expensive, but I wouldn't need the old electronic ignition screwed to the bulkhead anymore. When I went to collect it, the car purred all the way home – the grin was back!

Starter motor

(ROM 86.60.00) Located under the car on the nearside of the engine, the starter motor was a heavy lump held to the engine by two large UNC bolts. With the engine out of the car, the removal and replacement was much simpler. It was heavy enough, though, that it would impart a painful crush on any fingers or toes it met, if dropped. It had never given any problems so, once off, the starter motor was cleaned and painted. Replacement was carried out before the engine was fitted back into the car.

Alternator

(ROM 86.10.02) The alternator was attached to the front offside of the engine block (underneath the power steering pump) by means of a long bolt running through two lugs on the top. This bolt passed through a hole in the side of the engine block. The alternator could then effectively swivel on this bolt but was held in place by a second bolt attached to an adjustment bracket which was itself attached to the front of the engine. A drive belt took power from the crankshaft at the front of the engine and transferred it to the alternator. The adjustment bracket allowed a degree of movement, away from and towards the engine, to ensure the correct tightness of the drive belt (ROM 86.10.05). Once adjusted, the alternator was locked into place by tightening all of the bolts.

The alternator and adjustment bracket were removed prior to the engine coming out of the car, then both were cleaned and painted. The drive belt was replaced as it was quite old. Although not as heavy as the starter motor, the alternator still weighed a bit and needed to be handled with care. New bolts were also used throughout.

Windscreen wipers & motor

(ROM 84.15.00) The visible parts of the wiper system were the wipers themselves and the wiper motor, positioned on the nearside of the engine bay close to the bulkhead. The hidden parts were the rack that transferred the movement from the motor to the wipers, the tubes that carried the rack and the two wheel boxes that the wipers are attached to (except for the spindle protruding from the bodywork that the wipers actually attached to). All the hidden parts were exposed once the dash was removed.

The wipers were the first to come off. The nearside just required a flat blade screwdriver, wrapped in a cloth, to gently prise the blade up from the wiper box poking through the body. After removing the chrome nut on the top, the chrome bezel underneath simply lifted off. I then turned my attention to the offside blade. This was a different matter entirely! The wiper was a pantograph-type affair designed to exert a greater pressure on the driver's windscreen. Similar to the nearside, the blade arm was attached to the top of the wiper box with a chrome nut and bezel underneath. In addition,



Coil.



Alternator and belt.



Windscreen wiper – driver's pantograph.



Windscreen wiper – driver's pantograph.

the lower arm was attached to a flat bracket which fitted underneath the chrome bezel. There was also a somewhat dilapidated gasket between the bracket and the bodywork. The problem was that the nut would not move, no matter how much lubricating oil/WD40/effort was applied! So the decision was made – the nut would have to be cut off! A hacksaw made short work of the seized nut, but also, as to be expected, damaged the wiper box thread and the chrome bezel, but at least the wiper was off.

Next, my attention was focussed on the wiper motor (ROM 84.15.12). This was held to the nearside engine bay by two bolts holding a metal strap over the main body of the motor. There was a rubber pad between the motor and the bodywork and a second one between the strap and the motor housing. Upon removal, it was obvious that both pads had seen better days, so a new Motor Mounting Kit was purchased, which included the metal strap, both pads and the two securing nuts and spring washers. To be able to remove the motor, it was first necessary to disconnect the multi-plug on the side of the motor, then open the top cover plate (held on by 5 small bolts). With the cover off, it was quite easy to remove the circlip holding the arm to the motor gear. The other end of the arm had a small protrusion that slotted into the end of the wiper rack. Once the arm was removed, the wiper unit could then be removed.

Since I had the wiper unit out of the car, it seemed sensible to clean it of 40-year-old grease and re-grease it (ROM 84.15.18). Two long bolts held the electric motor to the gearing unit. I was fighting with strong magnets to pull the electrical motor off. Once off, I could check the three motor brushes and the parking switch, which were all in good condition and only needed a minor clean. I dismantled the gear section and cleaned all traces of the old grease. Once clean, the gearing was re-greased, before the electric motor was replaced. This proved to be quite tricky, as the brushes needed to be installed in their positions first but were on springs so needed to be held slightly down whilst the drive shaft from the motor was positioned back into place. The difficulty was caused by the strong magnets which were desperate to pull the two parts together quickly, so took a fair bit of strength to ensure they were gently connected back up, so as not to dislodge the bushes. I used the test harness to check that the motor was functioning correctly and that the grease was moving round everywhere it needed to be.

Happy with the results, the outside of the wiper unit was cleaned and painted and, with the cover back on, the unit was put to one side.

The rack, tubing and wheel boxes were next to come out (ROM 84.15.24), as they were all connected. Each wheel box was held to the body by the outside bezel and nut, which had already been removed. They each had a back plate which was removed after undoing two small nuts. The tubing, that carried the rack, was in three parts – from the motor to the nearside wheel box, then to the offside box and finally a small piece at the end. The flared end of each tube fitted inside the wheel box, so was held securely in place by the cover. The forward/backward movement of the rack was translated into left and right movement of the wiper blades by a cog within the wheel



Wiper arm – removed.



Wiper motor.



Wiper motor –internals.



Wiper motor – removed.



Wiper motor –internals.

box. The rack was a spiral which, as it was pushed forward, turned the cog and the wiper blade spindle moved to the left. On the return, the wiper moved to the right and so on.

The boxes and tubing were pulled to the end of the rack and removed. Due to the ferrule at the motor end of the rack (that the motor arm slotted into), the rack needed to be removed via the engine side of the bulkhead. I noticed that the rack was quite long and, at the free end, had been rubbing against the bodywork as it moved forwards and backwards. Although not serious, it could be a potential source of frictional heat so a small piece was cut off the end to rectify that. Due to the offside wheel box spindle having been damaged, during the removal of the seized nut, a second-hand wheel box was bought. Both wheel boxes were then stripped down and cleaned before being re-greased.

Installation was the reverse, with the rack being fed in from the engine bay, then the tubing and wheel boxes were attached. This was followed by the wheel box spindles being fitted through the bodywork and the nearside chrome bezel and nut being fitted and tightened up. The offside had a new gasket and chrome nut fitted to the second-hand wheel box. The wiper motor end of the rack was re-greased and fitted into the wiper motor. The gear wheel and arm were re-fitted and slotted into the end of the wiper rack. Another test run was carried out to ensure that everything ran smoothly. The top cover was then put on the wiper motor and the fun began! The new rubber pads, especially the one over the top of the wiper motor, were not prepared to give much so there was a lot of sweating and swearing before they could be compressed enough to get the two fixing bolts in through the strap and into the fixing plate on the engine bay.

Both wiper blades were replaced with new and a final tighten of all the bolts was carried out, before the dash went back on and hid everything again.

Wiper box.



Wiper box wheel.



Wiper box rack – removed.



Windscreen washer

(ROM – 84.10.21) The washer bottle was attached to a bracket on the o/s of the engine bay and had the washer motor fixed on top. A tube dropped down into the bottle, to draw the washer fluid up, and another tube then carried the fluid round the engine bay and into the area beneath the large chrome grill (in front of the windscreen), terminating at the jets which directed the washer fluid onto the windscreen. The bottle was cleaned and the motor tested before being reinstalled, with a new tube to carry the fluid to the jets.

Washer bottle.



Horns

(No ROM section found) The two horns were situated behind the front grill on the nearside. Once the grill pieces and headlights had been removed, it could be seen that each horn was attached to a bracket by a single bolt underneath the horn. The bracket was then held to the body by two small nuts and washers. Upon removal, it was obvious that the horns had seen better days so new ones were purchased. The brackets were sandblasted and powder coated, before being refitted with new nuts and washers. The new horns were plastic, so no painting was required. They were tested, before the grill and headlights were replaced.

Horns.



ACROSS THE SEA TO IRELAND

SCENIC CAR TOURS TRIP – JUNE 2025

One of those suggestions again, why not go to Northern Ireland on one of those organised tours? Why not indeed, so five Stags and occupants set off to Birkenhead to catch the ferry across the Irish Sea.

This tour was organised by Scenic Car tours and this one was mostly MGs with a smattering of Triumphs and some other marques.

Thursday 26 June

We had a nice, calm crossing and then dashed across country to a nice pub for dinner before setting off towards Derry (Londonderry) for the hotel. Very nice too, overlooking the Foyle River and based in the old barracks at Emblington. The one down side of this tour was the fact that we stayed in Derry but quite a bit of our time was spent in Belfast, quick if you took the 70 miles of motorway but a very long way if you wanted to take in the scenery.

Friday 27 June

A good Irish breakfast saw us wandering off around the North coast with winding roads, and views over the sea. A stop at the distillery at Bushmills went down very well (and so did the taster whiskeys). Looking at the ancient castles, fishing villages, the 'Dark Hedges' and flowers everywhere led us to the evening at the Giant's Causeway admiring (and climbing on) the great basaltic stones. An amazing place and, of course, we now need to go to the other end up in Scotland to see what the Giants Finn McCool and Benandonner left behind when they tore up the bridge between the two countries.

Saturday 28 June

Off down the motorway to Belfast again, this time to the magnificent Titanic Museum on the Harland and Wolf slipways. All the cars were arranged on the very slipways where the Titanic and her sister ships were built so that visitors to the museum had an extra treat that day. One of



the most poignant items on display was the violin played by the leader of the ill-fated orchestra that played until the ship sank. Included in the trip were tickets for an open topped bus tour of the city of Belfast. Very thought provoking with the bus getting stopped at the Falls Road while an Orange order march headed towards the Shankill Road. We were told that they still close the gates separating the factions at night. A sobering thought that 'The Troubles' have not gone away.

Outside the city the People of Northern Ireland are welcoming, charming and very friendly, happy that the worst is, hopefully, over and wanting to get on with their lives in this beautiful part of the world.

Sunday 29 June

Heading 'abroad' to Eire, hard to call it Southern Ireland when the bit we visited is actually further North than Northern Ireland. Passports at the ready we drove over the River Foyle to catch the very end of the Wild Atlantic Way and make our way to Malin Head. No border discernible. Nothing, not even a 'Fáilte Eire' sign. The road signs changed though, Kilometres and euros not miles and pounds for this trip. A truly beautiful part of the British Isles.

That evening was the Gala Dinner with a Ceilidh band. Our team dressed for the occasion with lashings of green and gold. Lots of dancing and prancing and also quite a bit of 'sitting it out' depending on energy levels after an excellent dinner.



Monday 30 June

Two cars of us (the not quite managed to retire yet group) had to go back to England/Wales for work on Tuesday so opted for the early dash to the ferry but the rest of us had the day to potter about and visit parts that we hadn't had time for earlier. Two cars stayed in the Derry area to take a tour of the city while Paul and I opted for the possibility of some sunshine and headed for the East coast.

According to the team in Derry the walled city is well worth a visit with history dating back a long time before the troubles and a wealth of interesting sights and little roads. The East coast led us to an old abbey owned by the Mountbatten family and a Windmill that claimed to be 'the most northerly working windmill in Ireland'. Unfortunately it turned out not to work at all because they restored it with too heavy a gauge of steel and gale force winds are required to blow the sails round. Never mind, it was a pretty place anyway.

Lastly a recommendation to take the night ferry back to Birkenhead from Belfast. Really comfy beds and a peaceful night. An early start on the Tuesday morning and off we went for breakfast at home.

All five cars ran perfectly (of course) even though the search for E5 led us on some long diversions.



So, Northern Ireland? Top tips.

- Well worth a visit, at least a week as we haven't even scratched the surface there.
- Plot all the E5 petrol Stations on your mapping service of choice.
- Go with friends.
- Eat vegetables wherever you can as they aren't served as a matter of course.
- Look out for the long straight cross country A roads, they are like the best rollercoaster ever.
- Take the night Ferry.
- The Irish speak Irish and not Gallic, Gaelic, Celtic etc.
- Be nice, this place has deep scars, the troubles are not over and they deserve their peace.

Where next? Hmmmm...

*Paul & Polly Booker, Nick & Lyn Rowland, John & Sally Chadderton, Roger & Judy Blamey, Mark & Kym Joynson.
Adrian and Sue there in spirit if not in person. Next time?*



WILTSHIRE AREA CHRISTMAS QUIZ



Guess the vehicle name from the clues given, but you have to think in similar vain to Glyn! Answers on Page 51.

1. Water Crossing / Wind named after Greek god.
2. Water Crossing / Concentrate on an item.
3. English Folk Dance / 1k / A country pursuit / To stop.
4. Old Mother----- / Small mischievous fairy.
5. The Peoples car / Popular game involving walking.
6. Glorious Win / Public approval or praise.
7. Sleep in it, water crossing / confirmed (text) (not a car).
8. Glorious Win / Beginning of 'Translate' / The number of Devil.
9. Water Crossing / Device used to access a computer.
10. Texas City / Century before 19th.
11. Texas City / A royal title.
12. A type of fruit / Name of a dancer on Strictly.
13. First letter of Greek alphabet / Italian city / Insect with 6 legs.
14. Punctuation mark / Short version of Vanessa (not a car).
15. To go up / Opposite to female / Mischievous small harmless supernatural being.
16. An act on stage / Small antelope.
17. First name of a comic legend (not a car).
18. A London Bridge / The winner.
19. Ray of Sunshine / Dangerous wild animal.
20. Fast Wild animal / WW2 German division / Century.

KNOW YOUR STAG #41

ENGINE CATCH-UP

Although I have been writing about the Stag engine for ten months of this year and despite it being probably the most controversial aspect of sixties and seventies Triumph cars, the airwaves have not been jammed with comments on what I have written.

True, I have made some errors along the way but these have been 'typos' where I have confused myself with numbers and descriptions. There are, however, a few unfinished aspects which I should just tie up in this last article of the year.

The PU0804 plugs in the block

In the first article (February 2025) I reported on these being used in the block but I did not know what they looked like or where they were fitted.

I was later pointed towards the Triumph Hardware catalogue for the answer, which is that PU0804 is a 5/16" U.N.F. screwed core plug which is 1/2" long:



These were supplied in 'sticks' of four or five but they seem to be no longer available and I have had to revert to a photo of a 'stick' of different size plugs which are sold for the Land Rover range and these come in 'sticks' of 8. I have never needed to change one of these but I presume that the end one is screwed in by gripping the other end plug and using it to screw the plug in before cutting the inserted plug off and facing the rough end. You will, of course, see that there are actually 9 on the image of the 'stick' above, so I presume that the ninth one is not able to be inserted as there is nothing to grip while screwing it fully in.

Having ascertained what these look like, I still have no idea where they are to be found within the block.

If anyone wants an interesting ten minute entertainment, then you could do worse than finding an online copy of the Hardware Catalogue as it explains many of the interesting fasteners which are used on period Triumph cars. So, if you want to know the actual size of an HB0812 bolt, this is your deciphering guide (an HB 0812 is actually a 5/16 U.N.F. x 1 1/2" long hexagon head bolt).

Use of unleaded petrol

Back in May when I had covered the cylinder heads, Franek Low wrote to ask whether Stag engines were built for use with unleaded petrol – a question which has been asked frequently for the last twenty years since lead was removed from petrol sold in the UK. The question is not necessarily to do with the changes needed to be made to the timing for an engine to run best on lower octane fuel (which 'unleaded' generally is) but mostly to do with the hardness of the valve seats which, if too 'soft', will erode at a greater than normal rate if the lubrication normally afforded by the lead element in petrol is removed.

Rather than explain my thoughts on the subject, it is probably best that I let you know what I told Franek:

"As it would appear as if the cylinder heads for both USA, European and UK markets are all the same, and as engines for the USA were designed to run on 91 octane fuel, I suspect that the valve seats of all Stag heads were designed to run on low grade fuel. This is not necessarily the same as unleaded fuel, although unleaded was available in California from 1970 onwards – however there wasn't much of it sold as few people wanted to use it.

The fact that separate valve seats were inserted into the aluminium head would indicate to me that Triumph would have considered the material of the seat but without being able to see the drawings for the heads, one cannot be absolutely sure that they were suitably hardened – but whatever was done applies to all Stag heads.

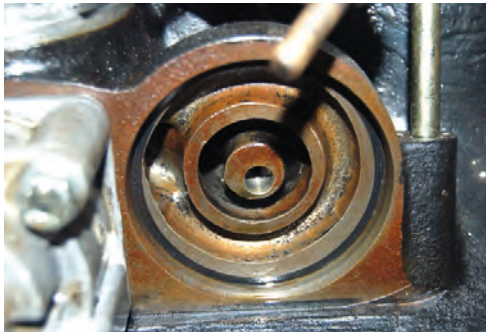
Unfortunately, the head drawings are not available for consultation but there is not an outcry in this country about valve seat erosion so, even if the valve seats are not the best, they have been holding up well for fifty years."

If anyone reading this has actually seen the drawings and can confirm the hardening specification of the valve seats then we may be able to draw a line under this particular question.

The Oil Filter Housing

Back in June one of the photos included in article 35 was that of an early sump and this showed a rather complicated bit of casting to the oil filter housing in the block. Obviously, Triumph decided that this was not actually necessary and the relevant oilways could be simplified and still achieve the same end product. The two different casting results are shown on the following page.

The 'tidy up' had no apparent effect on the oil filter or filter casing fitted and the replaceable parts can be used on either type of block casting.



Early casting of the oil filter housing with a complete inner ring to allow oil flow.



Later oil filter housing casting with a smaller inner oilway.

If you have noticed that the oil filter housing in your block has the more complicated casting with the complete inner ring, please let me know along with the block number i.e. the engine number, so that I can put a date on the changeover.

Cam Covers

If I remember correctly, when covering the cam covers I reported that they were all the same (except for the 'upside down' ones – which were the same, but different)

However, I have learned whilst writing these articles that even though you can research and inspect to your heart's delight but there is often more to learn as you look just that little bit deeper. The cam cover is an excellent example of that as I recently came across a blue cam cover at that magnificent emporium of Stag parts that is operated by Tony White down in Amersham – you want an early carb elbow or a rear block extension without the lug for the stiffening bracket, then Tony is your man (and he also has a multitude of more normal parts).

Knowing that very, very early cars were fitted with the blue painted cam covers which were favoured by the Engineering Department and having the distinct feeling that this was the 'correct colour blue', I acquired said artefact from Tony and took it home for further consideration.

Comparing with the cam covers from LF 17 I would say that this one is the real McCoy but Tony only had the RH one so it probably came from a garage clear out rather than from a complete engine therefore there is little hope of finding an experimental engine hiding in the darkest recesses of Tony's warehouse but it did reveal the interesting Stag Nerd fact that it did not have the chain splash cover piece which sits underneath the oil filler hole.

On checking with the cam covers from LF 17, they did not have this either but all my other cam covers do. Here is a picture of what I am talking about:



The small splash guard spot welded into the RH cam cover immediately below the oil filler hole.



As you can see, no guard under the blue cam cover oil filler hole (on the left).

Hence, it would appear that very early cam covers do not have this little guard spot welded into place but I do not know when this was added – it was early, but how early? So, if you would all now like to pop out to your garage, take the oil filler cap off your RH cam cover and check for the existence of the splash guard, then we may be able to make another little advance in our collective knowledge. If your cam covers do not have the little guard piece underneath the filler cap then e-mail me (registrar@stag.org.uk) with confirmation and with the engine number so that we can get an approximate date for this small change.

That's all for this year. Next year we will start with the electrical bits under the bonnet, the different alternators fitted and why some of you have strange black boxes fitted to the inner wing on the RH side.

This month thanks go to Tony White who allowed me to spend an afternoon searching for early engine parts – next time he has promised me a cup of tea while I search... but only if I bring my own tea bag.

Peter Robinson © Peter Robinson 2025

A TOE-DIP INTO EUROPE



SCRAPING THE NORTH WEST COAST OF FRANCE

Our primary objective: To visit the Normandy beaches and war graves to pay our respects, to those whose sacrificed their lives in the effort to secure our future.

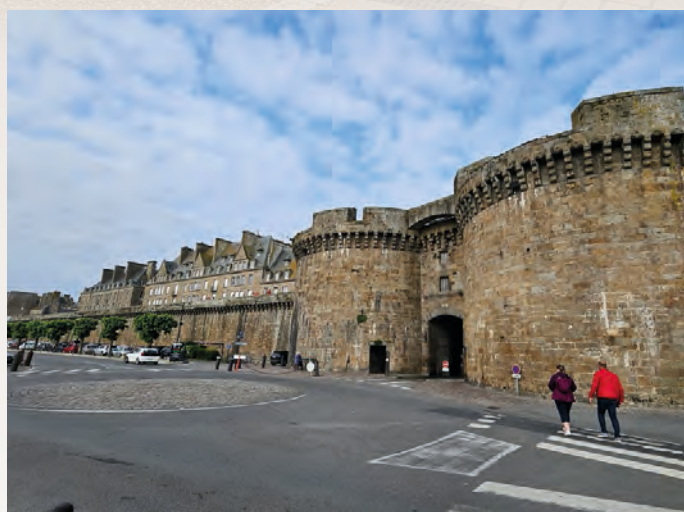
We also wanted to see the French version of Cornwall's St Michael's mount, Mont St Michel, what a coincidence they named it the same. Another item on our agenda was the Bayeux Tapestry, time being of the essence. For those who do not know, the Museum will close the display of the original for at least two years for conservation work (we did not know there is an exact duplicate in Reading Museum).

Deciding on the best route that encompasses all our objectives in the shortest distance, we decided to sail from Portsmouth to St. Malo. Traveling down from Gloucester, via the A303, passing Stonehenge (which was an unexpected bonus), stopping onto her way for a meal and pint at James May's co-owned pub, The Royal Oak, Swallowcliffe, SP3 5PA. Then continuing onward to Portsmouth.

At the Ferry terminal a plethora of classics, and future classics, joined our queue, nice to see.

Day 2: Morning!

We arrived at the pretty port of St. Malo and headed straight for the old town, surrounded by its fortified wall. The scenic walk around its parapets is a must, as is a stroll through its centre to take in the cathedral, local shops, and a spot of lunch in a tree-lined, grassy square surrounded by restaurants.



Sated with St. Malo, we headed off to find our hotel for the next two nights. A motel, in truth, situated just east of Mont St. Michel in La Rive. Perfectly positioned to give unrestricted views of the mount's classic panoramic skyline. That and a twice-daily parade of hundreds of sheep shepherded by men on quadbikes, to and from the salt marsh grazing fields at the foot of the mount.

The latter provided a strenuous evening walk to obtain evening photo shots of the mount. Note to self: when your hotel does not have a restaurant, book early where there is one. We did not and survived on biscuits and chocolate that night. We did however make a booking for the next day instead.



Day 3: Mont St-Michel

Breakfast and an early start to cover the ten-minute drive to the mount's expansive carparks (not free till after 6PM) and attempt to beat the throng to the free shuttle buses that run all day from the visitor centre, across the causeway, to the Abbey's outer bailey.

Finding the throng already in place, it might have been quicker to walk, but we were quite happy to wait in line ten minutes for the ten-minute bus crossing to save the twenty-minute walk. Having booked the only available English guided tour scheduled for late afternoon, we had the 'village' and gardens at the base of the mount to explore at our leisure. The morning and early afternoon tours were all booked out, so again we advise booking ahead of time.

The village comprised restaurants, crepe and ice cream parlours, clothing boutiques, and souvenir shops, repeating as you walked up the narrow, inclining, cobbled street. Very picturesque, in a Disney medieval way.

The incline was easy to arduous and gave way to elevated gardens and access to the walkway atop the surrounding shield wall. That done, and with still hours until the tour, we had lunch, squeezed in with the rest of the throng who had the same idea. So, a meal amongst flurry of activity, but at an unhurried, efficient, well-drilled rate of service, tasty food, and quite a pleasant atmosphere.

Somehow, we managed to blag our way onto the early afternoon tour, past three security and ticket checkpoints. We were in the Abbey. Let me cut to the chase: do not



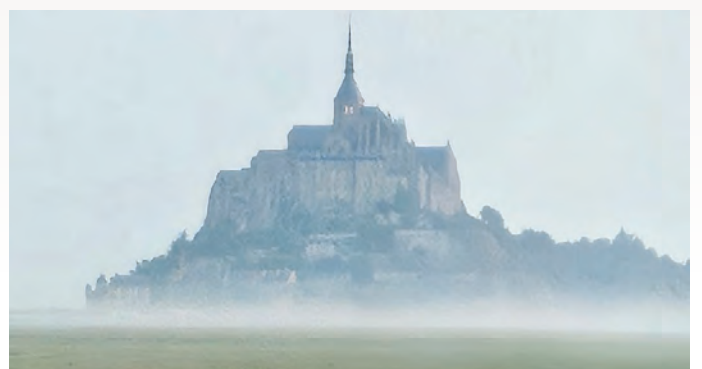
bother unless you feel the need to say, "I've been there." It did not meet our expectations. It is a lot more walking across three levels through a building that might have been beautiful at some time in its history, but with time, neglect, and its use as a prison, it has lost a bit of its possible former glory.

On returning to our hotel, we found our way blocked by the herd of sheep previously mentioned. Turning off the ignition, we just sat, waited, and counted: 99, 100, 101... zzzzzz. It really does work. Finally, the road cleared, revealing, how much grass they had eaten.

We spent the evening at the previously booked restaurant, located adjacent to one of the many hotels on site at the Mount's visitors centre complex. By arrangement between our hotel and the restaurant, our landlord provided us a passcode which enabled us to park at the restaurant itself. As it turned out, it was not necessary, because the general parking outside the complex was only minutes away, but it was nice to cruise down the central boulevard usually only available to site hotel guests. The meal was fantastic!

Day 4: Leaving La Rive

Time to leave La Rive, with time enough to take a few panoramic photos. The mount was nestling in sea mist, seemingly floating in the air. Beautiful, majestic, but for us, only from a distance.





Next stop, only an hour and a half away, Utah Beach. Central, along the beachfront, is a D-Day memorial museum, a must-see. Included on the tour inside, the story of how the liberation forces gained a foothold on the continent.

Under a glass hangar a B-26 Marauder is on display, an American twin-engine medium bomber. So, it is large enough to leave some poignant memories, more than the actual beach.

Personally, it is difficult to picture oneself 80 years in the past when the beach has been sanitized by time and development, so absolutely no sign of historical significance can be seen. Only on our subsequent investigation, could sites of the German defences, remnants of them anyway, be found.

Next was La Pointe du Hoc, a German gun emplacement situated on a rocky prominence midway between Utah and Omaha beaches with a story of its own. Suffice it to say here the fog of war played its part at great cost.

On to Omaha beach, we headed towards the Normandy American Cemetery. Fields of white crosses, row upon row upon row. All roped off, preventing personal respects from being made, in immaculately kept grass pastures that Wimbledon would be proud of, overlooking Omaha beach.

Amongst the pomp and ceremony of the towering stone monuments and the military ceremony surrounding the flag, I couldn't help feeling that the latter held sway over those lying here.

Day 5: Risk of rain

Based on the BBC's weather forecast of a high percentage risk of rain all day, we changed our plans to indoor pursuits. Our hotel for two nights was just north of Bayeux, so the tapestry became our focus. On waking and over breakfast, the clouds threatened rain, so it was hood up for the journey into the city. And lo, by the time we found parking, the skies cleared. Now which way to the tapestry? Ah, a group of schoolchildren, they must be going as well, "let's follow."

Anyway, they led us to the Cathedral, which was beautiful, as was the rest of Bayeux, the centre untouched by WW2, unique, amongst the rubble left by the allied air bombardment suffered by the rest of Normandy.

Eventually following well-marked direction signs, we found the Bayeux Tapestry's building. Entry cannot be pre-booked; it is potluck and queuing that is the order of entry.

As special as it is, a wonder, that must be seen, no doubt, you are led around the exhibit by the earpiece commentary at a fair pace, perhaps too fast, certainly not at your own pace. And remember, there are countless others vying for a better view as well.

Finding blue skies on exiting the tapestry building, hood down, we decided to visit the Bayeux British Commonwealth Cemetery. What a contrast to the American cemetery yesterday. White tombstones amongst neatly trimmed grass surroundings, each engraved with the name, age and rank of the serviceman it marked,

surmounted by the regimental insignia from which the soldier belonged, again row upon row, each open for personal respects to be made, I spied a bottle of beer amongst the floral tributes on one grave. Good on you, I thought, I hope he enjoys it.

It felt personal, the servicemen are the centre here. Even the graves marked as unknown had their place. It may be a commonwealth cemetery but there are spaces for other nations, Polish, Czech, even a section aside, but not excluded, for the German fallen.

Adjacent, a short walk away, was another D-Day Museum. It was highly informative, with a comprehensive array of armoured vehicles and weaponry from both sides of the conflict.

From here we drove to the British Normandy Memorial overlooking Gold Beach. For me, the most moving experience of our journey. The car park has an adjacent Winston Churchill Cafe and is only a short walk, lined with obelisks inscribed with a timeline description of the D-Day landings, leading towards the monument.

The terraced monument of stone columns and wooden lintels is an amazing tribute to the fallen. Each column, and there are a lot of them, has inscribed the 22,442 names of the fallen under headings designating their regiment and service.

On the slopes leading down towards the distant Gold Beach are 1,475 life-size silhouettes of service personnel forming the 'Standing with Giants' installation. Which really brought home the cost paid, to which we all owe, by those who made the ultimate sacrifice.

From here we visited Gold Beach properly and strolled to the water's edge, not quite getting our feet wet. Further out are the remains of the Mulberry Harbour, the concrete caissons floated from across the channel.

Clambering amongst them, was a group of schoolchildren wading and playing, apparently, without a care in the world. Only when called to order at play's end and led in single file back to the dunes and beyond, with the failing light, did thoughts of those silhouettes seen earlier return.

Day 6: Homeward bound

Our trip home, a full day of traveling. First stop, Juno Beach, again sanitized by time into a very pleasant seaside town belying the historic events that took place. More akin to the partaking of an ice cream and a stroll or sunbathing.

On to Sword Beach, I experienced similar feelings here; I do not know what else I expected, the fault of wanting something else, was with me. We were only able to locate a smattering of monuments, military vehicles, and plaques.

Chief among which was the statue commemorating piper Bill Millin. The Wikipedia story of this man who survived the war makes an interesting read.

All this before lunch, time enough to ignore the sat nav, which was trying to take us down cycle paths and up stairways, towards Pegasus Bridge.



Not the original bridge, which is on land in the adjacent museum grounds. The current bridge is a larger version of the original, someone must have had the forethought to maintain a semblance of the historic importance of the site.

Opposite is the Cafe heralded as the first building liberated in Normandy, too busy to venture within.

The museum here was the best we had attended. Many of the features displayed have been seen in other museums, but the layout and story line portrayal proved more interesting.

Along with the original bridge, which can be traversed, stood a glider, a replica of the originals, synonymous with the three used by the British airborne commandos, also stood in the grounds. Those three had 'crash landed' yards from the bridge, enabling the rapid assault and the successful taking of the bridge.

It should bear reminding that this was hours before the main D-day landings. These guys were alone!

From here a short trek to the ferry port at Ouistreham for the afternoon sailing back to Portsmouth. Then home, half an hour into the next day.

The Stag's performance? Throughout, it never missed a beat. I am now happy to consider another trip, maybe a bit farther afield once the known issues it does have, have been addressed.

John Ford



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An exciting update from RH Insurance



Emma Airey, Affinity and Relationship Manager:

Two years ago, A-Plan (RH's parent company), joined the Howden Group. Like A-Plan, Howden is a British business that takes a 'no limits' approach to delighting and caring for its clients. It was founded in 1994 and, since then, it has grown to be one of the UK's largest independent insurance brokers, with offices all over the world that serve local people, locally.

The culture hasn't changed since the business was founded and its client focus approach matches our own. That's why it's a perfect home for RH and its sister division, Cherished Vehicle Insurance Services, as well as the other businesses that sit within the A-Plan Group. In fact, both RH and CVIS have been operating from Birch Court in Worcester (same team, same building, same operational structure) since January this year.

When we joined the Howden family, we said we would change our name when the time was right. Feedback from clients we've spoken to this year confirmed that this could be confusing, so I'm excited to let you know that Howden will be the new name for RH (and CVIS) from the 3rd of November.

What does this mean for you?

We realise that 'one size doesn't fit all'. Joining the wider Howden family means we are now able to add to our product and insurer range, improve our offering to clients, and look after everything that is important to you. That's the only thing that is changing. The same people that have looked after you will continue to do so.

Why choose the RH scheme as a Stag Owners Club member?

Did you know that as a member of the Stag Owners Club, if you take a policy through our Specialist scheme, you qualify for the benefits below*, which are included in your annual premium?

- **Exclusive rates** for Stag Owners Club members
- **You can drive other Stag Owners Club members' vehicles** covered under the RH scheme (member to member cover)
- **Free and simple agreed value service.** The information that you submit can be emailed in a digital format or via post, whatever is easier for you. Please contact us to discuss.
- **Nil deduction for salvage retention** – subject to qualifying criteria
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If you have any questions, or suggestions for further product enhancement, please let me know and I'll be happy to help. Kind regards, Emma

WHAT DOES THE CHAIRMAN USE HIS STAG FOR?

What do you mean, 'your Stag is a daily driver'? Richard Smith says his Stag is for driving and enjoying – doing anything he asks of it, mostly without complaint!



THE CLUB STAG ARCHIVE

The Triumph Story – Part 22 To Zest or To Zoom, That was the Question

Oh dear, another apology is in order before I start this month's article. Unfortunately my soggy brain decided that I should call Ray Henderson by his previously unknown first name of 'Ken' in one of the photograph captions. I must now admit that it is previously unknown because it is not true – Ray Henderson is definitely a 'Ray' and not a 'Ken'. I proffer apologies to anyone who wondered what I was talking about and I will try to do better. Sorry Hendy.

But on with December's article.

We are ending 2025 just at the time that Standard-Triumph were in a severe financial position. During the Fifties they had continually revised their product range and had made a lot of friends along the way with regular profits being made. They had been to Le Mans and come back with the Team Prize, had entered 1960 with a new Small Car (the Herald) and had a still selling large car (the Vanguard). They had laid down new 4-cylinder engines and suitable gearbox designs for each range and they had experimented with a racing twin cam engine. They had been acquisitional and had secured body building and metal casting facilities.

But it was not enough. They had been immediately cash rich from the sale of the tractor business, however, much of this had spent on this company acquisitions and on tooling for new car ranges. They had also started building work on a brand new, purpose built assembly hall at Canley (more of this later) and they were searching for a new design of large car (which eventually surfaced as the 2000 range).

A really bright jewel in their crown was the sports car range – the TRs – but the basic design was now eight years old and it had been in need of an update for a couple of years. Indeed, the company had been pursuing that update. As we say goodbye to 2025, let us take a look at the various projects which came together as the TR4 in those last years of the fifties.

In the Background

Almost since the release of the TR3 the company had been looking at the next TR version and between 1955 and 1957 the styling studio staff had been beavered away. By Spring 1957 their best effort had been translated into a smart proposal.

Unfortunately, this coincided with the arrival of the Michelotti first draft exercise and this set a different line of thought into the minds of the directors and the project was shelved while they considered their options.



The company TR3 replacement offering next to Michelotti's 'Dream Car' idea in the Standard styling studio.

Project Zest

The Standard Motor Co. board meeting minutes for August 1957 refer to project Zest as being 'a completely new sports car to supercede the TR3 with a new style body and four-wheel independent suspension'. The car was to be styled by Michelotti and the body manufactured by Mulliners.

Michelotti duly 'did his stuff' and in early 1958, delivered a prototype 'Zest' complete with an optional hard top.



Rear view of the original Michelotti Zest prototype (X614) complete with Herald coupe style hard top.



Looking very much like a narrow TR4, this is the front view of Michelotti's Zest.

Project Zoom

We will leave Zest for a short while as the development team were casting around for the best way forward and, to support the Le Mans attempts with the Sabrina engine (see last month's article), a second sports car project was initiated. This was the Zoom project and can be summarised as 'an idea for a superior sports car' maybe with an improved version of the existing TR engine and maybe with a bespoke engine.

During early 1959 Michelotti delivered two versions of the new car. Both were on a longer wheelbase and with a wider track than Zest to make room for the new Sabrina engine, and both were fitted with a Sabrina engine for development purposes. The detail differences between the two cars was basically in the side and rear end treatment, one being quite plain and the other more sculpted.



One of the two Zoom prototypes (X645)



... and from the rear.

To accommodate the new engine in the Le Mans cars for 1960, the decision was made to use the new Zoom shape for the race cars and it is believed that the moulds for the fibreglass Le Mans bodies were taken from one of Michelotti's prototypes.

TR3 Beta

Where did this come from I hear you ask. Well, remember that by mid 1960 Triumph was starting to run out of money, Zest had been shelved and the money to take Zoom forward was uncertain. A mid way was then proposed using a TR3 chassis, widened and with restyled TR3A bodysheells. This would obviously be cheaper than a complete new shape and two prototypes were built in Engineering, the project being sanctioned by the directors in July 1960. However, the Beta never entered production, although a TR3B (not to be confused with the TR3 Beta) was produced – although not really for cost saving reasons.



One of the two wide track TR3 Beta prototypes built (X693) seen on the company playing fields

The TR4 Arrives – At Last

The final styling and specification of TR4 was decided in late 1960 with the front of the narrow frame Zest being mated with rear quarters and windscreen of Zoom. No longer to be called 'side screen', the TR4 had wind up windows and rack & pinion steering. The engine used was the 2138cc bored out version of the wet liner unit but the gearbox had been reworked with synchromesh on all four gears and overdrive (if fitted) on 2nd, 3rd and 4th.



Various police forces bought TR4s as pursuit vehicles. This one has the Surrey hard top which was pioneered by the TR4, a number of years before Porsche 'invented' it.

Released in September 1961 sales totalled 40,253 before it was uprated to independent rear suspension and the TR4A designation was introduced. A further 28,465 TR4s were sold in TR4A form – a total of nearly 70,000 cars in 6 years with over 80% of production going to the United States.

TR4 Production and Another Company Purchase

When production of Herald started in 1959, Triumph sourced the bonnet assembly from Hall Engineering Limited, a manufacturer of safes and steel office equipment in Speke, Liverpool. They had spare capacity and Standard snapped it up. Knowing that the company would be needing further body making facilities for the TR4 and while they still had cash from the tractor facility sale, Standard Triumph bought the Hall Engineering facility, lock stock and barrel, the deal being completed in April 1960. In the July, Standard-Triumph applied for planning permission to double the size of the manufacturing facility by building on the Hall's cricket pitch and they moved the Canley press shop up to Speke in readiness for the new work.

What came with the Hall's deal was the associated Auto Body Dies Limited, a company based in Dunstable, which manufactured press and other tooling for car manufacturers. No doubt they were immediately employed in the TR4 preparations.

Bodies were therefore built and phosphated in Speke before being transported down to Canley in specially built 12-body transporters, for painting, trimming and finishing. The first car rolled out of the brand new Canley assembly hall in August 1961.

Standard-Triumph's preferred transport company, Canley Transport, had some special 12-body transporters built to make the journey from Speke to Canley (no M6 then you know). At the peak of TR4 production, one transporter was leaving Speke every hour.

USA and the TR3B

When viewing the potential for sales of the new TR4 a number of USA dealers had thought that it would not appeal to their traditional open top car buyers. It was an open car but it had wind up windows, an optional hard top to make it more comfortable and it had smoother lines – a bit too 'girly' maybe.

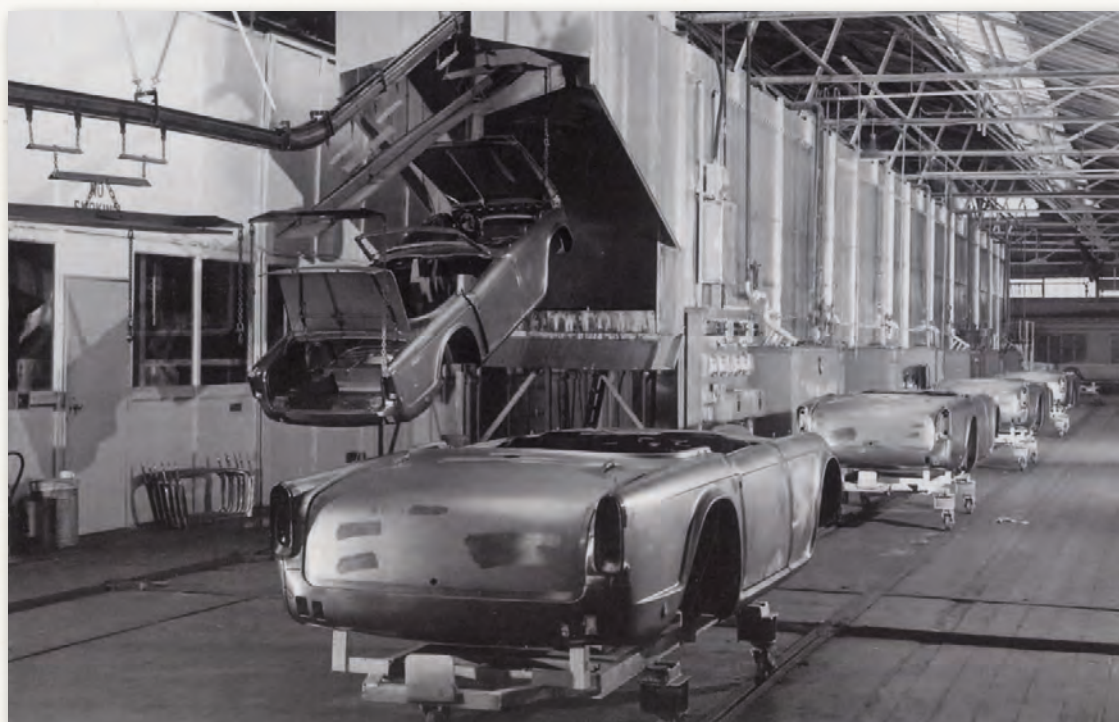
They need not have worried but the Standard-Triumph production bods allowed TR3A production to be extended until TR3 components and bodies ran out. The first 500 or so cars were basically a continuation of the TR3A but with the all synchromesh gearbox of the TR4, whereas later cars received the 2138cc TR4 engine as well as the all synchromesh box. In total, 3,331 of these 'extra TR3As' were built and although the factory did not use the term, they received a different range of commission numbers (TSF and TCF prefixes) and owners and enthusiasts have referred to them as TR3Bs.

Apparently, the detail specification of the cars was dependent on what was available within the spares parts bins and they were offered in a number of rather different paint schemes. Obviously an interesting period of TR3 production but you will only rarely see one in the UK as they all went to The States.

Triumph Italia

Although never manufactured by Standard-Triumph, the Triumph Italia was styled by Michelotti in between Zest and Zoom. Although a coupe design it carried many styling cues to his ideas for the TR4 as a replacement for the TR3.

The project was instigated by Salvatore Ruffino, the head of the Triumph distributorship in Italy, who thought that he could sell a newer looking TR3 and approached a number of design studios for a suitable design. A Michelotti' design was his preferred choice and



A line of TR4 bodies awaiting phosphating in what looks like the new extension at Speke No.1 factory.

a prototype was built up by Vignale for exhibition at the 1958 Turin Show. This was well received and an improved car was shown at the 1959 Show – on the Triumph stand.



The first Triumph Italia prototype.

Ruffino negotiated with Triumph for 1,000 car sets of components and a verbal agreement was reached for all 720 Triumph distributors to take one car. Vignale started to make the bodies in December 1959 but the new owners of Standard Triumph refused to honour the verbal agreement and Ruffino had the later cars badged as the Italia 2000, the Triumph connection badging being dropped.

Before the end of production in mid 1962, 330 Italias were built, 324 being left hand drive. All used the 1,991cc TR3A engine. A beautiful car, the Italia suffered from its high price, as at \$5,000 it represented a \$1,000 increase over the price of the standard TR3.



This could be the second Triumph Italia as exhibited by Triumph at Turin in 1959. Looks like a Zoom coupe to me !

It has been rather difficult to relay to you the events at Standard and Standard-Triumph in the late fifties as so much was happening and everything overlapped. If you have followed to date, you have done well. Next year it all becomes much easier again as we head into the Sixties. However, the first thing to be done is to deal with the results of the 1960/61 crash in British industry caused by the recessionary times. So, February's article will be all about Leyland – not British Leyland Motor Corporation Limited (boo !) but Leyland Motors Limited (hurray !).

See you all next year

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OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

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NORFOLK

NB. NO JANUARY NOGGIN 'N' NATTER. Sorry folks but since only 3 days before the Norfolk Party & following on the heels of your Xmas/New Year celebrations, we decided to give you all a rest!

November Noggin 'n' Natter - 43 of us tonight gave our room a great social buzz. As usual we reviewed what we had done during October (not much to be fair) & looked forwards to planned events for this month & well into 2026. Please note that our 3rd February N&N will also be our local AGM which will include election of your local Team for 2026. Whilst we are all happy to stand again, we are also open to welcoming possible future substitutes.

Primarily though, tonight we launched our 'No Shave November' fundraiser for Cancer Research UK. We are targeting £500 which will be rolled-in with the various raffles etc. at the Norfolk Party in January to total what we hope (subject to your kind generosity) will be a substantial sum. Shown here are our Magnificent Seven who will also be featured in the February magazine (there's no January issue) with their altered appearances as displayed at our December N&N. The story so far, moving from left to right

Chris – so keen he also shaved off his moustache & beard LAST month in error!

Dave – since struggling to achieve substantial hirsute facial growths, instead he will have his head shaved for our December N&N. Considerable sponsorship already achieved for this brave act.

Jeff then Ray – supporting our efforts in the more

traditional way.

Austen – still sporting his long-standing beard tonight. Watch to see how will he support us. Shave-off & re-start?

Peter then Mike – both shaved & raring to 'grow'! Note the light shining down on Peter - it's not an alien tractor beam but because this fundraiser was all his idea!

YOU can still support us from your armchair simply by donating. To do so, please drop me a line via norfolk@stag.org.uk & I will advise my bank details for a transfer. Even better, come along in person with some cash e.g. if you're booked into our December meal or Norfolk Party. Our Cancer Research UK donation will then be totaled during January & the result announced at our February N&N. Please help us to help Cancer Research UK.

Finally ... my thanks to everyone who has helped make our area so SOCiable and friendly throughout 2025. Looking back over this year's calendar, I can hardly believe how many events we arranged and attended! From hosting 45 Stags at the Eastern Region event at Bressingham to 50 people & 16 Stags celebrating our 45th anniversary at Fairhaven Water Gardens, it has been an incredible year. None of this would have been possible without your support; thank you. I look forward to another successful and busy year in 2026.

Peter, Jean, Chris, Sue, Jan & I (plus Ray & Steve) would like to wish you all a very Merry Christmas and a Happy New Year — we look forward to catching up with you soon!

First Tuesday each month - Noggin 'n' Natter 8pm+ Village Inn, School Lane, Little Melton, NR9 3AD just outside western edge of Norwich Southern Bypass. Browse <https://www.stonehouserestaurants.co.uk/> then



put NR9 into search box and visit local website for menus etc. Park behind pub, use rear entrance & our room is first on right through the doors. We're a sociable bunch of mainly couples so please join us 6.30pm onwards if you want to sample very good value food pre-meeting (no need to book).

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

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

photos via WhatsApp.

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

NORFOLK AREA WEBPAGE

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

Kevin Mellor

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

ESSEX

November was nomination night. Thank you all for your support in giving me another year to run the area, it's you the members who make our area so strong.

By the time you read this, we will soon be having Christmas Do. Thank you Marilyn for organising the raffle, really appreciated. Hope those who took the lucky Naff bags enjoy the contents.

I would like to take this opportunity to thank Bob for Drive it Day plus the Night Run, each time giving us a great run across country. On both events we were lucky with the weather. Good venues, great company and food of course.

Thank you to Marilyn and Laurie too for an excellent Quiz night, you drive a long way for the evening and it's appreciated by all. It was a very competitive evening as always. You know who you are!

Thank you to Jason and Natalie for hosting an excellent BBQ, good weather, so well organised, great company and private garage tours included, who could ask for more.

There won't be a January club meeting being New Years Day.

Our next event will be the traditional Frostbite Run so look out for that email for names and numbers.

I would like to sign off thanking you all for your support and wish you all a Happy Christmas and a Healthy and Happy New Year.

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.

Andrew Smith

Tel: 01702 511234

Email: yellowstagv8@gmail.com

SUFFOLK & N.ESSEX

By the time you read this we will be meeting up for our Christmas meal and final N&N of the year. This year has really flown past with a glorious summer to make the most of our Stags; we had some fantastic events and drives out, at least two a month except for August when we were out every weekend. Some of the highlights from the year included The European Meeting in Germany which I unfortunately missed, National weekend at Shuttleworth - a blisteringly hot weekend where we all had a great time.

November's N&N was quite busy with a good number enjoying a meal followed by planning our Christmas meal. Peter must be commended as his was the only Stag in the car park.

Bonfire Party

Ray and Jennet and Elliot hosted a good number of us for a great evening. The fire was lit and all the fireworks safely put away. We enjoyed a cup of hot punch watching the fire which was slow to get going but eventually put the neighbour's in to second place - good effort Ray. Just as we were about to go for food we noticed blue lights in the street and to our surprise there were three extra guests arriving: fully kitted out fire fighters! Apparently the bonfire had alarmed someone and they came to check we were ok. Once they satisfied themselves all was well and they set off on what I expect was a busy evening for them. We continued with our celebrations with some fireworks followed by a super Chilli prepared by Jennet and many cakes. It was Sue's birthday so all the ladies had a bit of a special drink (something called chocolate shots - sounds terrible but they had a real giggle). Thank you for a great evening Ray and Jennet, we all had a super time

I am starting to look for dates for the calendar for next year so if you have something in mind please let me know. A very special thank you goes out to all who helped out by organising drives and show attendances. Not forgetting those who made cakes, biscuits and savoury treats to sustain us on our outings.

That's just about it for yet another year. Thank you all for your support throughout the year and I wish you all a Merry Christmas and a happy new year.

Tim

Our next N&N is the 14th January 2026 from about 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/>

DIARY DATES

- ☛ 3rd December N&N The George. Hintlesham IP8 3NH
Christmas meal pre booked only
- ☛ 14th January 2025 N&N The George. Hintlesham IP8 3NH
January's N&N will be a week later than usual.
- ☛ 4th February N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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

Tim Hart

Mobile: 07749 895710 suffolk@stag.org.uk

HERTFORDSHIRE & N. LONDON

Hi All! The November meeting was our third outing to our new alternating venue, The Woodman Inn, near Brookmans Park. The excellent food they provided made up for the slightly disappointing member turnout of just six of us! No Stags in the car park was probably understandable as rain was threatened but held off. Conversation topics were varied and engaging as usual, including the next major area event in our social calendar(!) namely our late, late Christmas Bash, to be held on 31st January. It's looking like we'll be revisiting The Marchmont Arms in Hemel Hempstead where we enjoyed an excellent meal last time. Look out for details on our WhatsApp group and confirmation on numbers to book for. Our proposed Curry Night for the 15th November will have happened by the time you read this, so there'll be an update on how it went in the next (February) magazine.

The only other piece of news to report on is the

National Classic Car Show at the NEC which I am just back from. I had the chance to volunteer on the club stand on Friday and Saturday and got to meet many owners, potential owners and members of the public who were interested in the Stag. It was great seeing so many people taking an active interest in both the club and the cars on display. I managed to sign up a new member from Cheshunt, (within our area) so welcome Errol and your beautiful magenta Stag. We look forward to seeing you at a meeting in the near future hopefully. I've attached a couple of photos of the stand where we had five gorgeous cars on display. You can see the white Stag in the centre, belonging to our very own Allan Howell. Allan has spent some time and a fair bit of money, it has to be said, in getting his 'Ultimate Stag' looking just the way he wanted it to. I have to say it looked stunning and the metallic (pearlescent?) white paint really made the car stand out. The photos don't really do it justice, this is a car you have to see 'in the flesh'!



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!) Please note that as the first Thursday in January is New Year's Day for this month only the meeting will be moved to the second Thursday so people still hung over from seeing in the new year should have recovered enough to come along(!) See the diary below for what's coming up:

Peter Goodman

DIARY DATES

- ✔ Thursday 4th December – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 8th January – H&NL monthly meet around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, but you don't have to eat.) Moved to 2nd Thursday for January only to avoid clash with New Year's Day!
- ✔ Saturday 31st January – H&NL Late Late Christmas Bash probably at The Marchmont Arms, Hemel Hempstead. Mark it in your calendars! Details on the WhatsApp group.
- ✔ Thursday 5th February – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Sunday 8th February – The International MG & Triumph Spares Day, NAEC, Stoneleigh Park, CV8 2LG.
- ✔ Thursday 5th March – H&NL monthly meet around 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, but you don't have to eat.)

Peter Goodman

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Email: goodman101.pg@gmail.com

BEDFORDSHIRE & NORTHANTS

Natter and Noggins

Again I was not able to attend the October N&N as I went down with the dreaded Man Flu and felt I should not pass it on, but Guy passed on the picture of Tony Watts newly acquired Mallard Green Stag being the only Stag in the Car park although the meeting



was well attended. Also I attended the NEC Classic Car show at the beginning of November on the SOCTFL stand I only saw a couple from Beds Area but a few from the Northants came and had a chat, sadly they lived in the north of the area and went to adjoining area N&N. Hopefully when you read this we should of fixed a date and venue for the post Christmas dinner Details to be given via what's app.

All Natter and Noggins will be at Red Lion Elstow MK42 9XP 7:30pm onwards. You do not need to turn up in a Stag to join us, just be interested in a good chat.

Events and car shows

News Years Day at Stoney Stratford is generally a good turnout for members and hopefully it will be the same this year but not sure if my Stag will be on the road as I am planning some winter up grades. More information as and when I complete the tasks

What's App Group

Again Stephen has been active on the group requesting help with a boot rack that he was refurbishing and wanting information on fitting, I wanted information on places to get a quote to respray my Stag and now have booked it into have in done in Feb/March next year, Hopefully I would of fitted the new dash and consol before then.

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

Bedfordshire Web Page

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

DIARY DATES

- ✔ December 18th Pre Xmas drinks RED LION Elstow Bedford MK42 9XP
- ✔ January 1st New Year's day Stony Stratford Milton Keynes

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

Mobile: 07816 271237 rogkennedy44@aol.com

CAMBRIDGESHIRE

As we approach the final events in our 2025 calendar we can look back at a year where we held fourteen events and have enjoyed welcoming new Stag owners and having the benefit of an ever increasing turnout of members at our activities. We've found some picturesque routes and villages in Cambridgeshire, visited interesting places e.g. the National Horseracing Museum, Ramsay Country Fayre & Abbey, Eastern Region Day at Bressingham Steam Museum, National Day at Shuttlesworth Airfield & Museum. We found some excellent eating places for our N&N's, one of which is the highest point in Cambridgeshire and also we were able to share Richard and Lesley Golding's 50th Wedding anniversary celebrations.



Thanks to Jeff Boston, our inhouse Quizmaster, for our October event and yet another entertaining evening challenging our member's knowledge on multiple topics. Once again the quiz produced another close finish with the winners, Matthew and Hannah Mulcrone and team mates Steve and Liz Hipkin receiving their prizes from Quizmaster Jeff Boston. Twenty-six members took part in



the quiz which was held at the Admiral Wells pub, Holme.

By the time that you read this we will have had our End of Year Christmas Get-together at The Elm, Abbots Ripton and exchanged gifts with our Secret Santa presents. We finish the event on a high with 34 members attending, the highest number in recent times.

Our next event in January 2026 is our area AGM to be held at the Admiral Wells pub, Holme on Wednesday 28th January starting at 6.45pm. Please note this is a change of date due to venue availability.

Well, that's it for this year. I hope you all have enjoyed yourselves and the fabulous weather that we have had. Thank you for supporting our area and for being such a sociable group. Have a Very Merry Christmas and I look forward to seeing you all again in January. Let's do it all again!!!

Best regards
Chris

DIARY DATES

- Wednesday 28th January 2026 Annual General Meeting ; Admiral Wells, Holme at 6.45pm

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

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OUT & ABOUT

M I D L A N D S

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NOTTS/DERBY

November Meeting

Despite it being November 5th and some would be at a family bonfire / fireworks, we had a good turnout of 23 members.

As the events for this year are now finished and the only one on the list at the moment is the MG Triumph Spares Day, so we are now open to suggestions for somewhere or something new for 2026, if you know of an event which you think might be of interest, please get in touch.

This year one of our chosen charities was Hannah's Hope (<https://www.hannahs-hope.co.uk>), a respite retreat for teenage cancer patients in a lodge at Mercia Marina. At the meeting Frank kindly donated a bottle of prosecco which was raffled off and added another £20.00 to Hannah's Hope, a nice touch and thank you to Frank.

We also had an update about Bernard, who is still in Newark hospital after being hit by a car, he is on the mend, but as we can all imagine, he is bored stiff. If you are reading this Bernard, we are thinking of you and wishing you a good recovery.

NEC Classic Car Show

As always, very busy, an impressive Club stand which every time I passed was busy with plenty of people looking at the cars. On the TSSC stand was an unregistered Stag which was bought and stored but never registered, passed on to the owners daughter who decided it needed a better home than being stood in a garage and is kept at the TSSC head office / showroom. That's the basic story as I remember it, so might not be entirely accurate!



I was involved on another group stand and generally people loved the show, but there were quite a few negative comments about the car parking charges, which is very expensive at £18.50.

It was hard to pick a favourite stand or vehicle, but I was quite taken with a Healey Shootingbrake with a Healey speedboat on the back and also a Jaguar XJ40 prototype which never made it in to production, although it attracted a lot of attention, so maybe it would have sold.



The oldest car I saw was a 1904 Peugeot that was for sale and there was a very impressive 1915 Dennis, I never realised that Dennis had made cars at one time. You would definitely need a chauffeur for that one.

I watched part of the auction courtesy of Richard Hudson Evans who took me in with him and pointed out some of the more expensive cars weren't getting anywhere near their estimates as prices become "more realistic". I did quite like a 1930 Bentley which was for sale, but at £650,000, I decided to leave it for now.

As always, this show has far too much to see in one day and when you are involved in a Club stand, you see even less, even though you are there for 3 days

Andrew

New members

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

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

WhatsApp Group

If anyone who hasn't already joined and wants to join our area WhatsApp group, please get in touch with Andy Williams on 07917 876292. There are currently 32 of us in

the group.

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

There is no meeting in January

Our next meeting is on Wednesday 4th February

Events and Shows for 2026

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

DIARY DATES

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

Booking is direct with the organisers where contact details are supplied

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

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

✚ 8th February 2026 MG Triumph Spares Day, Stoneleigh Park

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

WORCESTERSHIRE

October is the month for our annual Murder Mystery and as usual it was well attended with 24 members making the journey up to the Lee Wood Hotel in Buxton.

We all arrived on Friday afternoon, having travelled separately from different parts of the county. One or two Stags were off the road for a variety of reasons but 5 cars did make it.

Anne and Rodger had put a lot of work into planning the weekend, and it started on the Saturday morning with an optional trip to Buxton Opera House that everyone took advantage of.



Anne has a special link to the Opera House, her great grandfather, Frank Matcham had designed it, along with other famous theatres such as The Hackney Empire, the Shepherd's Bush Empire, the Coliseum and the Palladium, so we were given special treatment on our tour. They also wanted a picture of Anne at the front of the theatre along with the Stags which they hope to put in their Frank Matcham Gallery.

The murder mystery took place in the evening, so we all met up in the bar in our costumes, to receive background details of our parts and our script. Some of our members were unrecognisable in their wigs and body suits! What the other hotel guests thought about all these strange people in the bar is anyone's guess!!

It was set in a vineyard where the owner had been found in a vat of his best red wine. It took all evening but the murderer was eventually uncovered, played by Cheryl. It was a crime of passion apparently!

The evening finished with a prize giving ceremony by Debbie who awarded prizes for arbitrary reasons. What a great evening.

The weather was not good on Sunday and the planned runout was cancelled. We split into small groups and went to various attractions in the area. Eight of us went to The Great British Car Journey in Ambergate, a car museum with a slight twist, you could drive some classic cars you remember from your childhood. They even had a Stag available.

Sunday's evening meal brought the weekend to a close. A great, well organised weekend, thank you Rodger and Anne for all your hard work.

DIARY DATES

- 5 Dec - Christmas Dinner/December N&N, Crown & Sandys
- 10 Jan 2026 - Breakfast N&N/AGM, The Oak
- 7 Feb - Breakfast N&N, The Oak
- 7 March - Breakfast N&N, The Oak
- 14th March - Skittles against Cotswold Area at Snowshill Arms

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

Tel: 01386 48333 knightsyard@btinternet.com

WARWICKSHIRE / LEICESTERSHIRE

Hi All. Now then, we all know that some things are perpetual don't we! Therefore, it will come as no surprise when I say the very much repeated phrase 'where the hell has the year gone'. Time really does speed up as you get older, or is it that time goes faster when you're having fun?

We've had an enjoyable year out and about with our friends and we thank you all for being such nice people.

I've just finished yet another NEC show and we'll see what they say about attendance numbers, but my impression was that it wasn't their normal 'record attendance' In our heyday we have pre-sold 240+ club discounted tickets, this year it was 62. The cost of attending is quite high. An 'on the day' price on Friday was £46 plus £19 to park.

Anyway, we had a good show. Busy enough to keep us talking for most of the day, at slow times between ourselves, or in my case to myself. I find talking to myself is quite therapeutic, as I don't get told that I'm wrong, well not as much.

The 2k is running quite well as I managed to find an hour to have another go at setting the computer controller up. Ironic really, because we've made a momentous decision to sell it and the Lexus too. Di can't get in and out of the 2k very well, and the old girl has to go! A real shame but at least I'll still have the car. Lexus has done its job for us and it is time for it to go too. A Renault Scenic will replace them, with all the bells and whistles of modern driving. My first task will be to find out how to switch most of the driving aids off! If you can't brake in time or stay in your lane on the motorway, you shouldn't be driving! Now there's a controversial statement.

I really need to give some priority to sorting our Sam's GT out, as I need to really concentrate on some big jobs on the Stag. Windscreen surround repair and a diif rebuild. That should keep me busy.

Best wishes to all from the Warwickshire/Leicestershire Stag Owners and have a superb Christmas with those you love, and the family.

Happy new year and keep smiling.

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

Tony and Di

DIARY DATES

WARWICKSHIRE - every first Tuesday evening of the month, from 6:30pm, unless otherwise advised below. - - NOTE - NEW VENUE - 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 - Meetings will be held on the 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 25)

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

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

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

January.

- Who knows what we'll get up to - watch for emails/Whatsapps.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

Tony Lapworth

Tel: 07906 971960 tony.lapworth@outlook.com

SOUTH BIRMINGHAM

Noel's Notebook

NI suppose it's not surprising that October was quite quiet on the events front given that the weather had turned rather damp, to say the least, and this year's season was drawing to a close. That being said Russell and I had a very interesting and enjoyable evening with the Notts and Derby area group on the 1st October. Russell had been asked by one of their members at the SOCTFL AGM if it would be possible to arrange a presentation to his group at one of their N&N meetings to raise their awareness of SOCTFL and take along some examples of SOCTFL parts. Of course this was possible and I was asked to take part. Russell talked about the



history of SOCTFL and described how projects were funded, organised, and some of the problems encountered in bring the pats to market. I followed up by outlining the huge amount of CAD design involved in producing the tooling. During my talk I thought I should check that everyone knew what CAD meant. To my surprise one of the group called out "Cardboard Aided Design". This from a professional CAD designer! A response that caused much amusement from the group, myself included. As an added bonus for me at least was that I was a passenger in Russell beautiful Stag for the trip.

The N&N meeting on the 4th was very well attend (24) despite having to drive through very heavy rain. Needless to say that there were no Stags on the carpark. Leia had asked that we took along some cash to pay for the quiz night and the Christmas Dinner which of course those attending did. The photo shows Leia ready to collect the cash supported by the other ladies that formed ladies table. Perhaps I should point out that the gin bottles are for the quiz night raffle!

The quiz night is a repeat of the very successful one we held in January and is scheduled for the 21st November. The venue this time was the Hawthorns Social Club which is only a couple of hundred yards from my house. Couldn't make up my mind whether to take the Stag or just walk down the road!

Scotty had invited other local areas and clubs to join in and some 94 people did so. Pretty impress result! An evening that was thoroughly enjoyed by all.

On another topic I was annoyed to discover that one of my choke cables had broken close to where it was

attached to the knob. Talking to Julian he told me that he could replace the inner cables using galvanised bicycle brake cables. So I ordered a pack of 10x 1.5mm cables on ebay for £6.90 and gave them to Julian who fitted them in no time. He charged for his work so the total cost came to about £50. Considerably less than to cost for new cable at £144. Thanks Julian you really are a star!

Finally, may I take this opportunity to wish you all a very happy Christmas and a fabulous Christmas Dinner gathering on the 12 December.

DIARY DATES

Friday 12th December Christmas Dinner at The Fox Inn, Chaddesley Corbett, DY10 4QN

Steve Ellison

Mobile: 07710 642963 steven.ellison@icloud.com

SHROPSHIRE & SOUTH STAFFORDSHIRE

SOUTH CHESHIRE / NORTH STAFFORD

OUT & ABOUT

NORTH EAST

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

NORTHUMBRIA

The Club was represented at Roger Handyside's funeral. Roger was a regular Club attender – RIP Roger.

An excellent N&N was held at The Twin Farms in Kenton on 11 November. There were 12 attendees including Neil for his first meeting. There was plenty of technical chat including the chance to examine a used water pump and plenty of time for a drink with your fellow Club members. Do come along if you can.

Three members have Stags which are now 'ready to roll' but which none has yet seen so here are three sneak photos: the three revealers are Simon Doherty with his magenta Stag now roadworthy after 2 months' hard



graft in the North East Restoration Club in Washington; Albert Fallis and his new white Stag recently purchased in Whitehaven with a genuine 10k documented miles; and



Michael Clarke, curator of his US spec LHD white Stag painstakingly rebuilt over 4 years. We look forward to seeing all three fine looking Triumphs on our first Club drive in 2026!



As we approach Christmas, memories of our exciting Triumph drives with good friends in 2025 to Fishburn Airfield, Eshott Hall, Dilston Castle, Nuremburg, Tynemouth Priory, Thirlestane Castle, Kielder Castle, Lingholm Estate, Shuttleworth, Callaly Castle, Windlestone Hall and Hesleyside Hall will gradually start to fade; which is why Andrea is already working on a new coffee table book – thank you so much Andrea! And for 2026 we have planned a completely new series of drives to places never before visited by the Club – indeed in some cases by any classic cars whatsoever! You are of course now able to mark these dates in your (and surreptitiously in your partner's) 2026 diaries! There are one or two more bespoke Club visit dates to add – and to satisfy your broader needs there is a full complement of public classic car shows in the NE.

Reminders for the Area AGM on 31 January will be sent out by email in the New Year. This first meeting in 2026 gives you the opportunity to elect Club Officers, vent your frustrations about your car, the Club and life generally. Whilst we are unable to provide detailed financial or medical advice, we may be able to come up with helpful suggestions about your classic Triumph and we will solicit and collect your views about the future direction of the Club – so please give this some thought before the AGM.

DIARY DATES

- 9 Dec – N&N Twin Farms Kenton – bring your technical queries, give advice or just come for a drink with other members

- ✚ 31 Jan – 11.30hrs Area AGM Ridley Arms Stannington
- ✚ 22 March – drive to Durham / Shildon Railway Museum with TSSC
- ✚ 6 April – Easter Monday drive to National Museum of Flight, East Fortune airfield – privileged parking and discounted entry. Joint outing with East of Scotland Area to see Concorde and historic planes in original WW2 buildings and hangars.
- ✚ 26 April – Drive it Day drive to Grade 1 listed Mansion with café – privileged parking around lawn at main entrance – walk to 14th century castle once visited by King Edward I.
- ✚ 9 May – drive to 17th century private Manor near Morpeth for tea, biscuits and tour of gardens. Garden tour by Head Gardener
- ✚ 17 May – drive to 17th century Grade 1 listed private stately home in Northumberland – charity fundraiser – visited by Oliver Cromwell and with lineage going back to the 14th century. Short history talk by owner.
- ✚ 7 June – drive to country house near Haydon Bridge – tea & scones in generously planted national standard walled garden – parking in sheep grazed meadow with views over South Tyne Valley
- ✚ 28 June – drive to Grade II listed private country house dating from early 18th century in its own 6 acres of historic gardens
- ✚ 18 July – special N&N parking on the lawn of a Grand Home in Gateshead courtesy of one of our very hospitable members!
- ✚ Aug TBC- drive to Rothbury garage then to Beadnell for coffee & cake
- ✚ 23 August – Flagship event - drive to Tudor Grade I listed private country mansion in same Catholic family ownership since 1402 making this one of the longest held estates in England. Tour by owner Roland & Brian

Roland Tate
rolandtatecf@gmail.com

CLEVELAND & CO DURHAM

Our meeting at Castle Eden on November 1st was well attended, those who were there having an enjoyable evening together before heading out into the cold dark night.

This month we are meeting for Christmas Fayre at 1pm on Sunday December 14th at The Old Mill, Metal Bridge, Durham. Should anybody be interested there may be late availability, just ask but no guarantee.

Looking forward to next year now, we propose having our area AGM on the last weekend in January. Why not come along and make a contribution? Let me know if you would like to attend so that we have an idea of numbers and can make suitable arrangements.

Finally, just to say thanks to all those who have helped and joined in over the year and to wish you all Merry

Christmas and best wishes for 2026

Mike & Brian

Mike Reeve

Tel: 01642 710101 michaelreeve121@btinternet.com

WEST YORKSHIRE

As winter approaches and the trees begin to shed their leaves, many members have stored their cars for the season. The time since spring has passed swiftly. Our most recent event featuring the Stags was coordinated by John and Wendy Phillips; although I was unable to attend, photographs indicate a strong turnout. The drive through Yorkshire—often referred to as “God’s own county”—included a stop for a picnic at Rievaulx Abbey. While some members remained local, others travelled internationally: the ladies visited Seville, Spain, enjoying favourable weather, while the gentlemen participated in a winter golf holiday in Fuengirola.



Congratulations are extended to Alf for achieving the highest score, with Roy and David Purnell securing second and third places, respectively.

Looking forward, Melanie Leedham has organised a Winter Warmer Trip to Ironbridge in January. In advance of this, we will resume our regular dinner gatherings, beginning at Drax Social Club, and hold our annual Christmas meeting in December at the De-Lacy Club, which will include a festive buffet for all attendees.

Wayne Day
Email: westyorkshire@stag.org.uk

NORTH YORKSHIRE

Andy Maughan
Mobile: 07762 543920
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LINCOLNSHIRE / HUMBERSIDE

Ian Butler
07849 141700
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OUT & ABOUT

N O R T H W E S T

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

Our last meeting in November was, as usual, an informal get-together with a few nibbles and mince pies passed around, while we pondered the ups and downs of the year and looked forward to what 2026 may bring. We have certainly had an interesting year with plenty to keep us busy.

We now look forward to next year with our trip to Snowdonia in January. Hopefully the weather will be favourable so we can make the most of the scenery on our drives to and from The Tyn Y Cornel Hotel.

Next up will be our Area AGM in February, so I hope you will have given some thought to our plans for the following season. In the meantime, I hope you all get round to doing some of the jobs you need to sort on your cars and also continue to keep them ticking over during the darker months, when weather conditions allow.

All that remains is to thank you all for your company and involvement in 2025, and to wish you all a very peaceful and enjoyable Festive season.

Please contact me if you wish to be added to the email circulation list or have any news to pass on.

Regards, Nick

DIARY DATES

🚩 December No meeting

2026

🚩 January Saturday 17th, Post -Christmas night out Tyn y Cornel.

🚩 February Sunday 8th ,Meeting & area AGM at Rixton Community Hall

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

Tel: 01606 624054 manchester@stag.org.uk

NORTH LANCASHIRE

Hi All

At our meeting last night we had 11 people present with wide ranging chats from holidays to stag cylinder head removal. There were 2 members with engine recons in process ready for next seasons events, I am having my windscreen removed and resealed ready for any more wet events next year I believe keeping the inside of the car dry including the boot (trunk for any of our American members) is one key factor in keeping any tin worm away. Arrangements are now in place for our Christmas Meal and I have updated everyone who has said they were going with the details, a report of how it went will be reported in the February issue of the magazine as there is none in January. This brings us on to December and January meetings, there is nothing happening regards club events neither is there as much enthusiasm to drive up to 25 miles each way on busy roads on cold and wet nights, also December's meeting is just after our Christmas meal with January's meeting being just after Christmas and New Year we have decided to cancel our meetings until February.

Get your thinking caps on regarding what events next year you want us to attend as a club or any places you think would make a good destination for one of our runs out.

That's all for this year it just leaves me to wish all our members a Merry Christmas and a Stag-geringly good new year

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

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

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

Tel: 01772601164 d_haughton@btpopenworld.com

NORTH WALES

Looking back over the 2025 show season, I have been to 11 show days this year, a little less than usual, due to date clashes and cancellation.

The October "last Thursday of the month" run-out was again well attended, starting at the Dobbies Garden Centre at Moreton Park and finishing at the Savvy Fox just outside Wrexham. The 26 who attended included 5 Stag owners, although only myself and Martin Hilliker were in Stags.

The November monthly meeting was well attended, 22 present, of which five were Stag owners. Some discussion took place on the possibility of a short break away in May next year, to a destination not too far away as a "taster".

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. This may be varied over the holiday season, so if you are not on the Borders email circulation list, please contact me before travelling. The meetings incorporate several clubs. There is a run-out, with lunch, on the last Thursday of each month.

As this is the last magazine until February 2026, Suzi, Jo and I would like to wish all members and their families a Happy Christmas and Best Wishes for the New Year.

Nigel Cross

Mobile: 07766 696393 crossnigel95@gmail.com

WILTSHIRE AREA CHRISTMAS QUIZ



ANSWERS

- | | |
|-------------------------------|------------------------|
| 1. Ford Zephyr | 11. Austin Princess |
| 2. Ford Focus | 12. Citron Dyane |
| 3. Morris 1000 shooting Brake | 13. Alpha Romeo Spider |
| 4. Riley Elf | 14. Commer Van |
| 5. Volkswagen Golf | 15. Hillman Imp |
| 6. Triumph Acclaim | 16. Singer Gazelle |
| 7. Bedford CF Truck/van | 17. Dennis |
| 8. Triumph TR 6 | 18. Vauxhall Victor |
| 9. Ford Consul | 19. Sunbeam Tiger |
| 10. Austin 1800 | 20. Jaguar SS 100 |

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06/12/23

OUT & ABOUT

S C O T L A N D A N D

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

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

WEST OF SCOTLAND

2 025 shows and runs are now over, everyone's thoughts will now be turning to doing all those little jobs needed on the Stags ready for next year. We have had a brilliant season with a great turnout of cars and visitors to all our events. I would just like to take this opportunity to thank everyone for their support over the year, without our members we wouldn't have a club to be proud of. As it's now turning very cold & dark, and the festive season fast approaching we have decided to put our Tuesday meetings on hold until February. We will resume our catch ups next year on the 1st Tuesday in February at our usual watering hole of the Redhurst Hotel.

As 2025 is now drawing to a close all it remains for me to do is wish everyone a very Merry Christmas and a Happy New Year.

Look forward to seeing everyone in 2026 for another great season.

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

January, but will kick things off again on Monday 9th Feb at the Hawes Inn, South Queensferry, at around 8pm.

Hope you all have a Merry Christmas and a great New Year.

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

GRAMPIAN

T he weather is getting colder and the darkness is coming earlier so it's time again to keep our Stags nice and warm in the garage. This is a reminder that we don't have a monthly meeting in December as it clashes with Christmas activities. Wish you and yours all the best for the festive season.

Monthly meetings are at 8pm on the 3rd Wednesday of the month at the Leys Hotel, Main Road, Blackburn, AB21 OSS. All welcome.

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

EAST OF SCOTLAND

A n outing is planned for Easter Monday next year (6th April) to the National Museum of Flight at East Fortune near North Berwick. The museum has five large hangars plus lots of outdoor displays spread around one of the best-preserved WWII airfields in the UK. Military and civil exhibits range from very early 20th century through to the seventies. Members will have discounted entry to the site and a dedicated parking area for Stags. Please let me know if you'd like to attend this event (even if interest is provisional). A large contingent from the Northumbria area will be attending, but don't let that put you off.

Instead of the usual December club night we'll be having a Christmas lunch in Edinburgh on Monday 8th. This will be a traditional meal in Howie's near the bottom of Calton Hill – might just be time for late entries if you're quick.

Please note that as usual we're not having a meeting in



NORTHERN IRELAND

OUT & ABOUT

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

COTSWOLDS

Area monthly meetings continue through the winter, including December and January, with a 'last Saturday of the month' morning drive followed by lunch.

Details are circulated shortly before or available on request. Should the weather turn inclement we can simply skip the run and head straight for the boozier.

The previously mentioned expertise and support from fellow members continues to impress and consequently I now have a rebuilt water pump which doesn't leak. The post re-assembly start-up was interesting; Julian looked for leaks while I maintained low rpm (no choke). Having found the clutch pedal all limp and floppy I was pumping away when Julian hollered 'Stop!' so I switched off, not realising that he meant stop pumping the clutch, for every press produced a spurt of fluid from the master cylinder union. Fortunately non-corrosive silicone fluid so no harm done, and a firm tighten of the union cured the leak. The clutch action is also greatly improved!

Water pump / manifold reassembly proved leak free but the lower thermostat housing bolt defies sealing, due to the threadway being through drilled. Are all manifolds like that? Or is it a previous owner error?

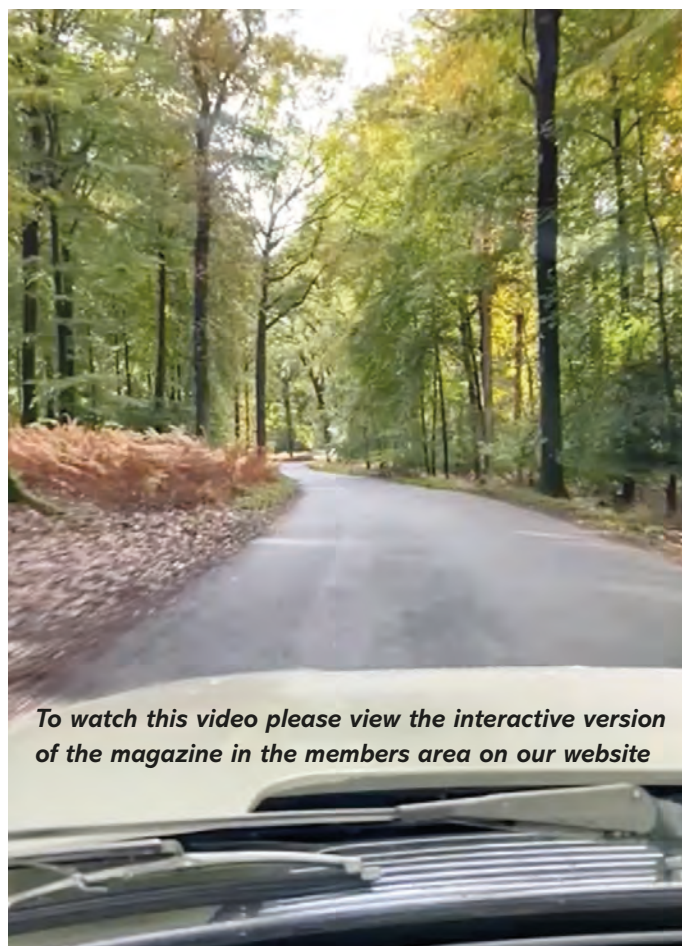
Whilst the internet has its moments, two swift phone calls secured a replacement carburettor base gasket with next day delivery. If you run a Holley and need parts, try Real Steel in Middlesex.

John F. is going through an elimination process to cure Stromberg woes, despite Peter Robinson's technical articles lauding their simple reliability. Unfortunately, passing time does lead to maintenance requirement. I continue to be amused by the ability of certain Strombergs to function upside down, hence use in aero engines!

Mark S. continues his struggle to remove monumentally stubborn cylinder heads, using a removal tool devised by Mark J., which will be reported upon in due course.

A picturesque October 'autumn leaves' run took eight Stags through the Forest of Dean to Tintern. Ten had been anticipated but one wouldn't start and another had an intermittent loss of ignition, so was abandoned at the meeting point to be nursed home later. Should anyone wonder, bringing your Stag to an event is not mandatory- it's the company that matters.

PS The intermittent engine cut out was due to poor crimp connection on coil low tension wires.



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

We now have a sufficient number of regular attendees to form two skittles teams for a little friendly rivalry, and agreed after an enjoyable game in November that we have another excuse to meet. Also the opportunity to practice for inter Area matches!

A chance visit to the Duke of York at Berrow, WR13 6JQ, found a gathering of mostly American classics. Apparently held regularly on the first Sunday of the month, though best to confirm before travel - a December meet is unlikely.

This year has been fun and thank you for your support, but now to 2026 and events already scheduled, some of which you may wish to book whilst available.

Our January meal will include the obligatory AGM at which you may propose change and vote for your coordinator(s). Suggestions for visits and volunteers to organise will be happily received!

Drive Your Triumph Day celebrates the birthday of Sir John Black, the man behind the formation of Standard Triumph, and is a good excuse to go for a drive. I was once asked why this occasion often falls on a weekday.....



COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

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WILTSHIRE

John Goff has got his Stag back !!, its been a long while, having gone in for major engine work back in April this year, finally after a full engine recondition including a rebore, his Stag is now running

A417 BIRDLIP MISSING LINK VISIT Tuesday 24th February

An opportunity to learn about a major road construction project is available to a limited number based on order of application by December 31st. Visit commences at 1300, charity donation appreciated.

The MAC Classic (Shelsley Walsh) and Classics at Prescott are expensive but hugely enjoyable, each giving the opportunity to drive historic courses. Details from the respective websites below:

DIARY DATES

- ♥ December 25th: HAPPY CHRISTMAS!
 - ♥ December 27th: Meeting, TBA
 - ♥ January 1st: MERRY NEW YEAR!
 - ♥ January 31st: Lunch and AGM, New Dawn Inn, Norton GL2 9LR
 - ♥ February 10th: Drive Your Triumph Day, details TBA
 - ♥ February 24th: A417 Missing Link site visit
 - ♥ March 14th: Skittles, Snowhill. Provisional, TBA
 - ♥ April 26th: Drive It Day
 - ♥ Shelsley Walsh MAC Classic, shelsleywalsh.com
 - ♥ May 9th - 10th: Classics at Prescott, winchcomberotary-club.com
- Rupert Klaiber rupertk@hotmail.co.uk
Mark Jackson cotswolds@stag.org.uk



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



as it should. John used his Stag on our recent Sunday run and lunch, which he and Margaret organised, there were 5 Stags out, Carol and myself, John & Margaret, Robin & Mary, John & Julie and Peter & Judith, we met at the Dandy Highwayman cafe on the A4, just outside Calne, its about to become an American Dinner, with a new silver building imported from the USA. After coffee's and a slice of Lardy cake, we set off on our run of around an hour, terminating at the Rose & Crown at Lea, near Malmesbury, where we all enjoyed a sumptuous Sunday roast.

Our meeting in November, was well attended by members, not so much by Stags, not surprising as it was a cold and wet evening, we discussed the SOC AGM and our up and coming Sunday run being organised by Robin on Sunday 23rd November. Rebecca asked an interesting question, when and why did each one of us buy a Stag, Rebecca's answer was just over a year ago, and it was in memory of her dad, I think most of the replies were of the ilk that they "always wanted one", although it was surprising how many of us had owned other classics before we bought our Stags.



Gaskets. John is still having issues with his main beam, recently upgraded the wiring to include a relay, but not yet tested them outside the garage, he'd also installed a rather loud buzzer into his indicator circuit.

Our Christmas meal is organised for the first Tuesday in December, currently we have sixteen signed up, the booking is still open, assuming you see this before the 2nd Dec.

Our January 2026 meeting will be a Run & Sunday Lunch on Sunday 11th January, the venue to meet is TBA

Our next Netter and Noggin meeting will not be until the first Tuesday in February 2026, the 3rd, which will be our AGM it will be at the Milkchurn SN12 6AD quite informal just a drink and a chat and the appointment of our coordinator and deputies

Details off all the our events and venues that we will be attending as Wiltshire SOC will be included in our online Diary, a new 2026 diary will appear following our AGM it will be on the Wiltshire Web page on the main SOC website

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

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

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

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

WILTSHIRE AREA WEBPAGE

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



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

Our Cars, Nick's Stag is now being looked at, it was waiting in a queue behind John Goff's, Nick had been surprised, when he started it for the first time in March, after its winter rest and found the exhaust spewing forth more steam than a boiling kettle, indicating blown Head

Glyn James

Tel: 01367 810569 wiltshire@stag.org.uk

For our penultimate meeting of the year, we returned to one of our favourite venues—Sturdy's Castle in Kidlington. Despite the gloomy weather, we had a strong turnout with 13 members attending. Unfortunately, only my Stag made it out, as a few mechanical issues and hardtop alignment problems kept others at home.

The meeting itself was lively and productive. We discussed plans for next year, including meeting venues, discussion topics, and new activities for members to enjoy. Encouragingly, several members expressed interest in helping run the group, which is fantastic news.

One key decision was to continue rotating meetings across four venues spread throughout the county. We'll retain most of this year's locations, with one change: The Lamb in Chalgrove will replace the Red Lion, offering a larger car park and a similarly convenient location.

Next Year's Meeting Venues:

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

Perhaps the most constructive outcome of the meeting was the willingness of members to take on new responsibilities. Jason and Jimmy have volunteered to organise ride-and-drive events once the weather improves, giving us a fun activity before our pub gatherings. This will include resurrecting the popular 'Drive at Five' so it's something to look out for. Richard Green Snr will take on the role of unofficial "Events Coordinator" alongside his current deputy duties, and Kim Lassiter has offered

to assist with administrative tasks. It's possible we'll see a change in coordinators next year, and Kim, Richard, and I will meet soon to discuss how best to divide responsibilities.

With winter setting in and the NEC show dominating the calendar, local events have been few. Steve Bedford will once again showcase his white Mark 1 on the stand—an impressive car that sees regular use. The Banbury Cricket Club car meet is still going strong, and I made sure our Stag was represented at the last one, even though the event tends to attract more modern vehicles.

Within the group, things have been relatively quiet. Richard Taylor is working on his new automatic, aiming to bring it up to the mechanical standard of his previous car. Richard Green Snr has been clearing out his workshop, uncovering all sorts of weird and wonderful Stag parts—from a spare steering wheel to driveshafts and front grilles. He's even mounted his pristine black hardtop on my white Stag while deciding whether to sell it. I must admit, it looks fantastic and is proving to be a very tempting addition. My Stag seems to tug on the purse strings every month—but that's part of the joy of ownership!

Steve Bedford is kindly organising the Oxfordshire Area 2026 calendars and requested photos at the last meet. And after much deliberation, Simon Waller has decided to keep his beautiful yellow Stag and renew his membership—great news for the group.

Even during quieter months, our beloved Stags keep us busy, whether we're driving them or simply thinking about how to enjoy them without breaking the bank. As always, our WhatsApp group remains the best way to stay connected. With renewed enthusiasm and more members stepping up to help, it's shaping up to be a vibrant community. Who knows—we might even put together an interesting "Out and About" article in 2026!



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

OXFORD AREA WEBSITE

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THAMES VALLEY

Looks now that the summer and chances of any predictable good weather is well and truly over and time to look towards the new year.

We require nominations for the roles of Co-ordinator and Deputy Co-ordinator for the next twelve months, if you feel you may be interested in volunteering for either roles and preserving the operation of the group please contact either Ian or myself in the first instance. Both roles and any other business will be up for discussion at our AGM which will be held at the Shire Horse at our February meet, do please attend and have your say.

Our regular monthly meet is at the Shire Horse, Littlewick Green, nr Maidenhead on the second Tuesday of the month, if you fancy a bite to eat aim for arrival around 7pm, eating however is not compulsory so if you choose

not to eat feel free to arrive a little later, your company if even for just a short visit is appreciated. All new attendees welcomed or maybe life's pressures have stopped you attending recently, do come along and support

Any local events please apply for entry yourselves directly to the organisers. I will of course be available if anyone has any specific ideas or requires additional information.

Wishing all Staggers A Merry Christmas and many trouble free miles for The New Year.

DIARY DATES:

- ✔ No monthly Meet for December.
- ✔ Tuesday 13th January - Monthly N&N, Shire Horse, Littlewick Green.
- ✔ Tuesday 10th February - Monthly N&N and AGM, Shire Horse, Littlewick Green.

David Yapp

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SOLENT & NEW FOREST

SOLENT & NEW FOREST AREA WEBPAGE

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

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OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:

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SOUTH EAST LONDON

Finally 2025 nears its end. For me personally it has been my “annus horribilis! To quote our late queen. What with an enforced stay in hospital, sick parents, substantial water loss under my house, and currently no kitchen, it has been a bit of a ‘mare really. So you can imagine that I can’t wait for the year to end and I’m hoping for a much nicer 2026!

Thank you to our esteemed leader for writing last months article. I didn’t really give him any notice and had assumed nothing had been submitted, so good on ya Chris!



This is the last magazine of the year, and there isn’t a Magazine in January so this is an opportune moment to reflect on the year. I’ve been fairly absent, largely due to issues mentioned above, but clearly the area is moving from strength to strength. There have been a good number of new faces and it’s great to see you all integrating with the ‘old guard’. It can be a bit intimidating and difficult to

find a footing amongst a group of people who know each other well, so thank you all for persevering – we’re actually quite nice once you get to know us!

The rolling theme of the year has unsurprisingly been the breakfast meets. We are fortunate that there is pretty much something going on every weekend for a morning’s natter about old cars. We have also attended a few classic car shows. The plan this year was to not do so many, but to hope to get more people attending. I think it worked. It is important that we keep numbers up at the shows we attend as that is essentially the public face of our hobby and encourages people to consider Stags for the grand classic car that they are. Highlight for me, and one of the few shows I was able to attend was the ‘not quite’ Bromley Pageant. It was good to see this show back on the calendar, even if it is no longer at Bromley and, for this year at least, the queues to get in were terrible. They have promised this will be resolved for 2026 though. The new location puts it closer to an adjacent area so it was also a good opportunity to mingle with some new like-minded SOC people as well, which I don’t think we do enough of. We had a lot of cars on the stand that day, even though mine wasn’t there.

Thanks goes out to the people who have helped out over the course of the year, our Coordinator, deputies and everyone else who has done their bit. Everything helps, and anyone who mucks in takes the pressure off of our official leadership. If you think you can help in any way next year, it will always be welcomed, organising a day trip, helping sort out a show we attend, anything you can think of, down to helping put up/take down the gazebo at a show or even catering at the bigger ones.

Our Christmas dinner Chris mentioned in last months report is on the 4th December at the Bo-Peep. Most likely a few days before you read this though!

The January N&N has been postponed for a week, so it will now be on the 8th January.

The trip away for next year has been decided upon – we will be heading off to The Palace Hotel in Buxton. The hotel looks amazing from the photo Chris found. If you are interested in going, please contact Chris – the hotel has offered to do a block booking so he will need a rough idea of numbers fairly soon.

Before I waffle on any longer, I’m going to stop there and wish you all a very merry Christmas and a happy new year.

Best Wishes

Dave H.

DIARY DATES

- ♥ Jan 8th – Monthly meet at the Bo-Peep (BR6 7QL)
- ♥ Feb 5th – Monthly meet at the Bo-Peep

Chris Skinner

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KENT

Hello all, just a short report this month due to major computer problems. The November meeting was well attended with 27 people but no Stags due to the appalling weather we had had during the day. This was the last meeting of the year as next month we have our Christmas party kindly arranged by Vicki. We ran a quiz which was well received and was won by the combined team of Charlie, Howard and Keith. Well done to them.

Our next meeting will be our AGM on January 12th. When we will start to plan our programme for the year, any suggestions or nominations for Coordinator or Deputies should reach me before the meeting please.

I wish you all a Merry Christmas and a happy New Year and look forward to seeing everybody with their Stags next year.

Derek Hewett

KENT AREA WEBPAGE

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

Derek Hewett

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SURREY

Nothing to report this month its been a quiet one.

Our AGM for the Surrey area will be at the Fairmile on 19th January from 7pm, Myself and Matt are happy to carry on for another year as your co-ordinators, if you would like to put your name forward to any positions in the Surrey area SOC or if you have any ideas for future days out or events please let us know and we may be able to put them into our plans in the future. We would like to wish you all a very merry Christmas and a happy new year, see you all very soon.

SURREY AREA WEBPAGE

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

Gary Sorfleet & Matt Gravett

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WEST SUSSEX

Here we are with the final magazine of the year and a few alterations to our area for 2026.

At the end of the season for shows etc. We have to re-structure our area activities etc. for 2026, which has already started to take shape, but more about this at our Area AGM in February.

In the meantime we were invited once again for a promotion event for Gulf Fuels. We had to move the Stags around the petrol station for different shots by a professional photographer and answer questions to the public that came along to see us. We learnt a bit about current fuel supplies etc. and Gulf fuels looked after us with free coffee, petrol, goody bags and clothing. After the promotion, we drove to the eight bells in Bolney for lunch. I heard of another classic gathering at short notice at the five bells pub in Chailey, where there were a few Hot Rods on display and we had a full English in the Pub.

We had a tour of Petworth House which we were expertly guided round by Cathy, one of our members. She was excellent in the guidance and knowledge of the building, which we all enjoyed and learned a lot from our visit.

We have also had a couple of breakfast meetings that proved to be a good choice in these shorter daylight days.

I have been busy trying to organise the Bromley Pageant event for next year which will once again be held at the Ardingly Showground Nr. Haywards Heath on 19 July. The plan is to make it a South East regional day and get our local areas together in one place. There will be a code for applicants who want to join our stand, which is STagoWCL26 and I will forward this to the regional Co-ordinators shortly. This will also give you an early bird discount of 20% reduction up to 31st January 2026, being £8 plus booking fee (£9.15).

We will hold our area AGM at Tottington Manor over a breakfast meeting on 1st February from 10.15am, I need to know names and numbers before, so that we can reserve space.

Martin has stood down as joint Deputy Co-ordinator and will no longer be involved in area decisions, we thank Martin for his help in the past. We will also stop our monthly meetings at Tottington in the New Year, due to lack of support, alternative arrangements will be made.

We finally end our year with the club dinner on 6 December at the Red Lion in Ashington, with thanks to Valerie and Philip for organising this once again.

Bob

DIARY DATES

- ♥ December 6th Christmas Dinner at The Red Lion, Ashington from 7.30pm
- ♥ February 2026 1st Area AGM and breakfast meeting at Tottington Manor from 10.15am

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

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EAST SUSSEX

Last October, 'Storm Ashleigh' did its best to spoil our Autumn Tints run, but this year, we were much luckier with the weather. Some of the cars even chose to have their hoods down as we set off in brilliant sunshine on a tour of our beautiful Sussex countryside. We were 15 Stags and one friendly Triumph 1300 and we quickly left our starting point, The Green Man at Ringmer and the major roads behind. Our route took us through places with quaint names like Coggers Cross, Muddles Green, and Possingworth Lane. All the properties seemed be called Sunnybank Farm or Hawthorns Cottage and it was easy to imagine yourself in bygone times when there was a red phone box on every corner and 'Horse warning' signs were as common as Give Way triangles.



We had a pleasant coffee and comfort stop at Wylands Farm, Powdermills Lane near Battle and afterwards took a leisurely tour of the villages around Netherfield, Brightling – home of 'Mad Jack Fuller's Mausoleum and Observatory' – Burwash, Waldron and finally Framfield. Here we stopped for a handsome Sunday roast at the 'Hare and Hounds' pub. We have been coming here for some years now and never been disappointed! All in all, as our Coordinator,

Gary Mountford said later, 'thank you to everyone who joined in with the event, you turned a good day into a great day. All the cars started and finished the run.... And, we didn't get wet!'

Thank you to all those involved in the organisation of the day, especially, Gary and Mandy, Geoff, and Terry. Honorary mention must also go to Pete, Marion, Richard and Claire who gave up their time to help with the recce and preparation of the route. A great team effort from everyone!

In other news, the final breakfast meeting of the year is in November. There is no meeting in December as we are holding our annual dinner dance at the East Sussex National instead. Regular breakfast meetings begin again in January when all are welcome.

Meanwhile, it's that time of year to think about giving the beasts a break and putting them away for the winter months. Every knows there will be oiling, polishing and lots of wiping down to be done at the end of this busy season and there might be a few fillers needed, greasing and touching up going on. The Stag cars need a bit of a rest too!

DIARY DATES

- ✔ No breakfast meeting in December – Christmas Dinner Dance at East Sussex National, 12th December (for more information contact committee members)
- ✔ Breakfast meeting: January – date to be confirmed

Sandy Gent on behalf of Gary Mountford

EAST SUSSEX AREA WEBPAGE

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

Gary Mountford

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OUT & ABOUT

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

SOMERSET / DORSET

A rather quiet time as we wind down for winter with just our October and November monthly meetings taking place.

For our October Sunday lunch we met on the 19th October at The Gaggles of Geese in Buckland Newton. It was a very wet day so no Stags present but a very good turnout of members. We had a very good Sunday roast and pud and were not rushed so able to spend time catching up. I think we were there for over three hours, but it was still raining and no need to be anywhere.

As the weather brightened on November 2nd, I decided to pop into North Down Cider Farm for their vintage and classic car meet, and some cider of course. Not many vehicles but a very mixed bag including a vintage Lagonda 2 litre Speed Tourer, Singer 10/26, and a well used Triumph Vitesse and Spitfire. Their summer meets have more vehicles present, as well as music and food, maybe something for next year.

Our November meeting was totally different to our October lunch as it was a superb sunny, warm day. We met at Monks Yard near Ilminster for coffee, cake, bacon butties, etc. and again a very good turnout, including four Stags. As it was a morning gathering and the weather was still extremely pleasant after our coffee, three of the Stags

decided to drive down to Beer for a stroll in the town and sea front. Martin joined us later in his GT6 to soak up the sun in the pub garden and check out the tools in the antique store.

We have our pre-Christmas lunch on Saturday 6th Dec so probably all over by the time you read the hard copy magazine. We will also be having a post-Christmas Sunday Lunch in late January 2026, date TBA and it will also be our local area AGM. Time to check out the events you enjoyed this year and new ones you would like to do next year so we can get some dates on the calendar. Ken and I will be resigning from our posts to make way for any eager members to take over and provide some fresh ideas.

There are a few New Year's Day car meets around that our members attend and I hope they will post details on our WhatsApp site. One I usually go to is at Sturminster Newton where we wander round a good selection of classics before they leave on an organised run. We then try and find somewhere for lunch. If the weather is not Stag friendly, then daily runners are fine.

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

This is it until the February magazine, so Merry Xmas to everyone and a Happy New Year.

Garry Martin

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SOUTH WALES

We are well and truly into the winter season now with most of our Stags and other classics safely stored away until next year.

There has been little to report in October with the highlight being the quiz organised by Andrew Puddifer and his report follows below.

Tuesday 4th November Video Quiz

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

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

The film I chose was called a Letter for Wales and was the story of how the narrator, Donald Houston, went to post a letter at Paddington Station and spent some time reminiscing about his childhood back in Wales in the 1950's

Despite the atrocious weather there was a good turnout of members with 2 notable exceptions Sandra and Jill (Evans). This of course gave everyone a good chance as these two ladies have exceptional skills of remembering key points of the films.

The film lasts about 20 mins. I asked 22 questions like what was the three-letter abbreviation for the train into which he posted the letter and how many changes have been made to the crew and boat of the Tenby Lifeboat since the film was made. Many people got about half right which was my target. The winners were Julian and his son Morgan.

Fortunately for me they answer enough questions correctly to compensate for the ones for which I had the wrong answer. BTF tend to use bits of film unrelated to the main film to bulk out the length. For example, Harlech castle was in fact Harlech, Beaumaris and Caernarvon Castles, my thanks to Richard for this information. Also when is an Austin A35 an Austin A30? even though it's got 2 doors. Of course, the quiz master's decision is final so it's purely academic

I think everyone enjoyed the evening and hopefully they will ask me and hopefully they will ask me to do the same next year.

Andrew Puddifer (5912)

Our thanks to Andrew for organising the quiz. Andrew confirmed a few days after the quiz that it was an A30 not an A35 to settle the debate!

A couple of up-and-coming events are the visit to Taurus Crafts for some potential Xmas shopping and the possibility of getting the Stags out for a final run of the year.

Also, we already have about 40 members booked in for the Xmas lunch which is always very well attended.

Looking forward to next year, our AGM will take place on 6th January 2026 where we will discuss our diary of events for the coming year. Please consider any NEW events that you wish to attend.

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

touch by emails and WhatsApp. We meet on the first Tuesday of which every month at 7.30 at the Crow's Nest Cwmbran. PLEASE NOTE THE EARLIER MEETING START TIME.

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

DIARY DATES

- ✔ Sunday 7th December Taurus Crafts
- ✔ Sunday 14th December Christmas Lunch, Green Meadow Golf Club
- ✔ Tuesday 6th January AGM at the Crow's Nest

SOUTH WALES AREA WEBPAGE

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

Bob Dowsell

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CORNWALL

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

Come and join us for Christmas dinner at Penmorvah Hotel the evening of December 13th.

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

- ✔ December 13th - Christmas dinner at Penmorvah Hotel
- ✔ January 4th 2026 - AGM 10.15 for a prompt 10.45 start. Perranporth Memorial Hall
- ✔ February 1st 2026 - Trethorne Leisure Park lunch and bowling Launceston PL15 8QE

Mark Colton-Taylor

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BRISTOL

New Co-ordinator required



DEVON

Since I returned from my wanderings around Canada with not a Stag in sight, the weather has changed and Autumn is now well and truly upon us. It would be interesting to take a straw poll and see how many of us have switched to the hard top if we have one, and how many stick to the soft top over Autumn/Winter in the hope that we will get some of those lovely Winter days when the air is crisp but the sun is bright and low and perfect for a run across the Moor or along the coast to your favourite hostelry.

In October we had Leah and Si to thank for arranging the Start Bay Run which had the delicious prospect of the famous fish & chips at The Start Bay Inn to entice you onto the road. The route ran through Totnes and Stoke Fleming to the car park near The Start Bay Inn.

Only Vernon & Jacqui, Dave T and Si & Leah with their Aussie friend Kath brought their Stags out into the fringe of Storm Amy, along with some moderns. One Stag was brave (mad?) enough to be roof down. We had lovely weather as far as Harbetonford and then it started raining sideways. Not much a problem for the front seat passengers but poor Leah was getting a face full in the back. She had contemplated joining Dave in a roof up comfortable ride and made the wrong choice. Si's encouraging words of 'It will be better once we get to the coast' didn't help much, but he was right, no more rain once we got to the beach.

The views down to Blackpool Sands and Slapton were as good as ever. We stopped at the car park for a photo shoot and to put the roof up and the rain stopped. Unfortunately Dave T's Stag then decided that it didn't want to go any further; it sounded like the starter motor was failing. We decided to abandon it, because everything



is better after fish and chips. A lovely meal and chat joined by Teresa and John, and Sue and Mark and ex-members Dave and Lorraine.

Back at the car park the naughty Stag started first time and Dave was back on his way, we wait to hear whether he has got to the bottom of the issue.

The onset of inclement weather often drives us into our garages to begin to tackle that list of jobs that have built up over the Summer. I'm pleased to say that despite a tour of Brittany and a number of long UK runs, my list is not too long: Replace the bumpers (Done), fit a second bonnet release (All parts acquired), replace the speedometer angle drive and clean the underfloor of the car whilst I'm under there (Not looking forward to that), fix play on the front o/c wheel bearing. It will be interesting to hear what others have decided to tackle over the Winter when we next meet to exchange stories and seek advice.

By the time you read this we will have already met at the Waie Inn for our annual skittles match v TSSC and The Dolomite Club, I hope that I will be reporting victory in the next issue.

As we have already communicated we have listened to what you said last year and have moved our 'Christmas meeting' to January so that more of you can make it. All the details will be landing in your in-box soon, get yourself booked in to wash away those post-Christmas blues.

DEVON AREA WEBPAGE

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

Peter Turgoose

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WEST WALES

Not much to report from West Wales this month. On the 14th October we held our regular N&N at The Lost Coins pub, Haverfordwest, when 10 of us gathered for an excellent meal. We also started to plan for forthcoming events in the near future, aware that Christmas will soon be with us, and we will be looking forward to the events and meetings of 2026. As there will not be a Club Magazine in January, we thought it necessary to arrange some early dates to be able to announce them in this edition.

Our next N&N for November will be held on Tuesday 11th at The Roadhouse Restaurant, Whitland. Next, we are looking forward to our planned Christmas get together and meal with the South West Wales area on Wednesday 10th December, at The White Hart at Llandeilo. This has been an excellent event in previous years, and I feel sure this year will be just as good. I'm sure I'll be able to share some photos with you all in our next magazine in the New Year.

We will not be holding our regular N&N in December, as we will be having our Christmas get together instead. Also, as we are required to hold our AGM for the West Wales area in January, this will take the place of our regular January N&N.

West Wales AGM

This will be held on Saturday 24th January, 2026, at 10.00am. As in previous years, we will be holding this meeting over breakfast at The Roadhouse Restaurant, Whitland. This will not be an arduous, stuffy meeting, but a sociable occasion when we plan and look forward to events and activities for the West Wales area for 2026, and put together our Area Diary for the coming season - yes, it will soon be starting again! There will also be a small amount of obligatory administration, namely the election (or re-election) of the Area Coordinator and Deputy Coordinator, but this can hopefully be dealt with fairly quickly and painlessly, but it would be good to have a good attendance from area members. I would be grateful if you could ALL let me know if you are able to attend, so that I can book numbers with the restaurant for the breakfast. I will be sending out details of the AGM, including minutes of last year's meeting and the agenda, by email in the next few weeks, but please put the date in

your new diaries for 2026, and I look forward to seeing many of you in the New Year, if not before.

That's just about it from me for this year, so all that remains to be said is to wish you all a very happy Christmas, and a STAGgeringly good, healthy and prosperous New Year.

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

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

DIARY DATES

- ✔ Tues. 11th Nov. N&N The Roadhouse Restaurant, Whitland
- ✔ Wed. 10th Dec. Christmas Get Together The White Hart, Llandeilo
- ✔ Sat. 24th Jan. 10.00am WW AGM The Roadhouse Restaurant, Whitland
- ✔ Tues. 10th Feb. N&N tba

Nick Cale

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SOUTH WEST WALES

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

Now that the weather has changed and we are really back into wet and windy days so most of our Stags will be hibernating for the winter months. Personally if it's a dry day with no salt on the roads my car will be out and having a run because it likes being used. Three of us decided to attend a breakfast get together on the 11th October. This was in The Ashburnham Hotel in Burry Port starting at 09.00am. Luckily the weather stayed dry so not too bad. The breakfast was nice and is definitely somewhere to go one summer morning. During the morning the event must have had some 60 cars although not at the same time. As some left more arrived so the show was good with a very varied number of classics.

The big show this month was also the last one of the year for us. Crank Down in The National Botanical Gardens of Wales was the show and we were hoping for 7 cars but ended up with 4. The day started cold and windy but it did brighten up and the afternoon was very pleasant with nice warm sunshine. I enjoy this show as there is plenty to see and some lovely walks to go on should you feel the need to get some exercise. Just a few days after this show was our October N&N held in the Harvester Restaurant in Gowerton. There were originally 16 attending but unfortunately Lesley was ill with a dose of covid so could not attend. On the day the restaurant contacted me to say that while they were open they had an issue with the water supply and would be offering a reduced menu that evening. Due to this 3 couples decided not to come so we ended up with 9. I will say that the restaurant did very well with only a few changes. We all had a very enjoyable evening and didn't really notice any failings.

Clive Perman

DIARY DATES

- ✚ N&N 19th November
- ✚ Christmas Meal 10th December
- ✚ AGM 18th January 2026
- ✚ Drive your Triumph Day 10th February
- ✚ N&N 18th February

Clive Perman

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

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

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

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

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

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

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Tim Collins

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

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



Visit our website www.vrc1986.co.uk

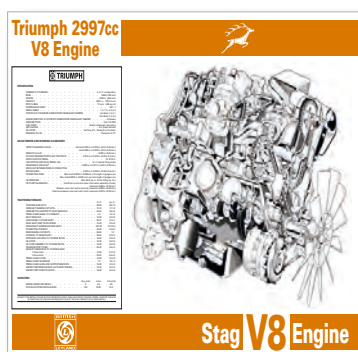
The 12 Days of Christmas

A range of exciting gifts to make your Christmas just that little bit special.



1. Contrast Polo Shirt
Available in Navy/
Red or Navy / Royal
Blue. **Perfect for that
special meal out during
Christmas!**

£19.50



2. V8 Engine Poster
Stag V8 engine reproduction
as a large laminated poster.
Rumour has it that **Santa has
one on his wall!**

£17.50



3. Ladies Polo Shirt
Looks **great with tinsel**.
A perfect item for the
ladies. New Royal Blue or
Pink?

£17.50



4. Mens Rugby Shirt
Smart & plush. A new
design brushed cotton rugby
shirt. Navy blue , Green or
burgundy?

£25.00



5. Stag Pin Badge
Want another Stag -
in a different colour.

£5.00



6. Baseball Cap
These are literally
flying off the shelf.
Great colours.

£12.00



**7. Ladies Rugby
Shirt**
A smart brushed
cotton rugby shirt
finished in fuschia.

£25.00



8. Greeting Cards
Shall we send one - have a
few just in case. Red, blue,
white, java & yellow (pack
of 5).

£2 / five for £10.00



9. Stag Wheel Centres
Keep the **wheels** looking
good with this perfect
gift.

£9.50



10. Locking Valve Caps
Now available in a
variety of colours.

£14.50



11. AutoGlym
A wide range of
cleaning products,
polishes and sealants
to keep your bodywork
in perfect shape

from £various



12. SOC Padded Jacket
Quality country-style
jacket with eye-catching
design and full zip and
SOC logo.

£40.00

call us now: **01926 354680** email: **info@clubaccessories.co.uk**

<http://www.clubaccessories.co.uk/collections/stag>





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Outside the Titanic Museum in Belfast