



STAG OWNERS CLUB

ISSUE 510 NOVEMBER 2025

IN THIS ISSUE

ESM CATCHUP / OVERHEATING !

THE NORTH COAST 500 / ISLE OF WIGHT

COTSWOLD STAGS GO SOUTH / SURREY STAGS GO WEST

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

This month, the rear cover photo features LD2, the first production car to go to America.

Joe Pawlak restored this car and has been looking after it for quite a long time. It has now found a new home in Illinois.

The front cover features a couple of Stags, squeezing onto the Nigg ferry in Scotland during the North Coast 500 trip.

Not too many technical articles this month, but plenty of trips just showing what you've all been up to over the summer.

An interesting one on page 7. Initially it looks like he's talking about some suspension parts on his Stag, but actually it's referring to a much more personal experience.

This really does illustrate what the car club is all about. It's not just the car it's all the members and the friendships and relationships that hold everything together.

The Restoration of Myrtle article is back next month, featuring mainly the electrical components in the car. So hopefully some inspiration to get on with all those jobs during the winter months.

Carl Fuss

ISSUE 518 NOVEMBER 2025

Front Cover: On the Nigg ferry

Back Cover: LD2

Photo: Joe Pawlak



Published by the Stag Owners Club. © Stag Owners Club 2025.

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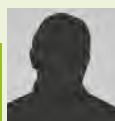
General enquiries: Tel. 01379 677735

Designed and printed by The Lavenham Press Ltd.

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WELCOME NEW MEMBERS

Mr. A.Ward	Wiltshire	Mr. T.Aslett	Essex	Mr. D.Hodges	East Sussex
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Mr. N.Campbell	Shropshire	Mr. T.Cash	Hertfordshire	Mr. G.King	Kent
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Ms. S.Wood	USA	Mr. A.Johnston	Essex	Mr. P.Etchells	Essex
Mr. M.Smailes	West Sussex	Mr. P.Houghton	Middlesex		



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

- **NEC Classic Motor Show** 7th to the 9th November
- **AGM** This year's AGM 2025 will be held on Sunday 30th November at the British Motor Museum, Gaydon
- **Triumph/MG Spares Day** at Stoneleigh, Sunday 8th February 2026

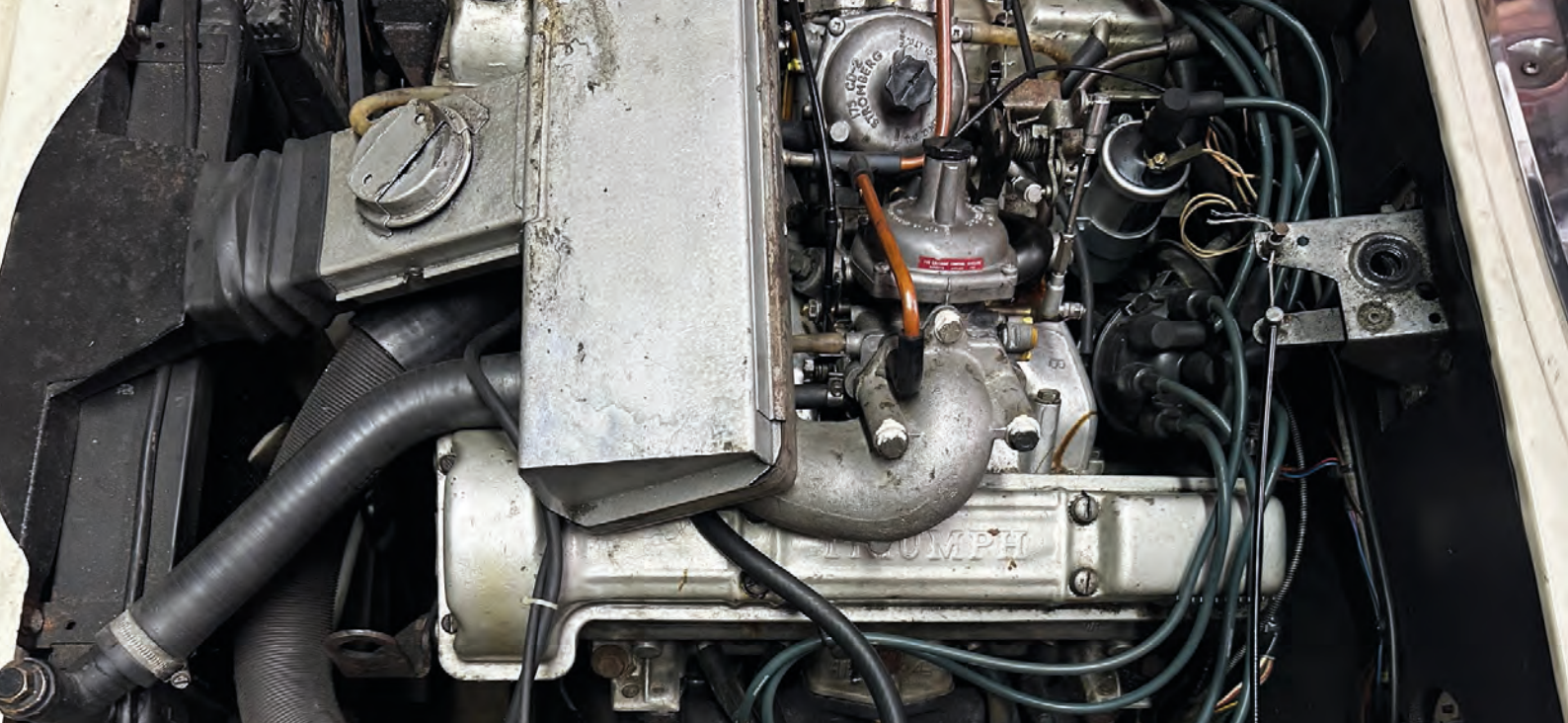
SOMETHING OLD SOMETHING NEW

This is a photo of my Stag, a one-owner family car since new in 1970, starring at the original owner's grand daughter's wedding.

The Stag was supplied new to my mother, Rebecca, in November 1970. It is pictured leaving St Mary the Virgin Church, Platt, Kent, on 31st May 2025 carrying my newly wed daughter Antonia Rebecca (Rebecca's granddaughter) and her husband Charles (Charlie) Neish, and driven by my son Matthew Pollock, to the reception afterwards at home on Platt Common, a truly family affair!

Peter Pollock (16942)





THEY ALL OVERHEAT, DON'T THEY?

3,000 MILES OF 36° AND SUN IN EUROPE

It started at the end of May with a gentle drive to Poole in Dorset to catch the ferry to Cherbourg. The purpose of this trip was to celebrate a significant birthday and the plan was to drive all the way down France to Barcelona, cross by ferry to Italy, drive the Amalfi coast road and then North to Rome, Verona and, using the Stelvio Pass, into Switzerland to start the return journey.

Anyone planning such a trip needs to be sure of their car - whether it's a modern or, like my everyday transport, a slightly older Triumph Stag. Several people, including my Sister, queried the wisdom of my planned trip but I reckoned that another 3,000 miles was not excessive and for a well-maintained car that usually does 10,000 miles a year it should be no problem. The only concession I have to Stag paranoia is that I have a combined oil pressure and coolant temperature gauge fitted. The oil pressure is usually 45psi when fully warmed up and the coolant temperature is usually 93° in Wales or the South-West of England.

Of course, there was a collection of several spare parts in the boot. I had a European breakdown cover if the worst happened and the spare parts included things that could stop the car but I would be prepared to fit in the rain at the roadside. So there was a spare alternator, ignition system (Lumenition, never had one fail but you never know), a spare coil, fuel pump, a coolant pressure cap, a spare radiator and a heater hose, some hose clips, wiper blades, light bulbs, bits of wire & fuses. I also carried a 2.5 litre bottle of pre-mixed coolant just in case. Oh, and a new roll of Gaffer tape!

This article has two parts. The first is about the way that the bog-standard cooling system of the Triumph Stag

kept doing its job reliably and adequately throughout the journey. There were long stretches of 130kph (80mph) in the blazing sunshine, there was a one-hour nose-to-tail crawl along the E45 driving North to Rome when a lorry had tried to mount the concrete central barrier and held up three lanes of Italian drivers, again in blazing heat! During all this time the temperature gauge had stayed pretty much at 97° though it did get up to 105° in the traffic jam but soon cooled down to normal after we got going again. At the end of the Italian part of the trip, the route took a fast drive up the Stelvio Pass and down the Umbrail Pass into Switzerland. Again, nothing to upset the standard Stag cooling system. In fact, there was never a moment when it looked as though I might have to worry about it.

The second is about checking things. At the start of the first three days, in Poole, in Le Mans and in Saint-Flour, I checked the level of coolant. Nothing to worry about there, so the coolant bottle stayed in the boot. I next checked before embarking on the ferry to Italy, no coolant needed. I checked again the morning after the hot and slow traffic jam but still there was nothing to add to the system. I think I next checked in Switzerland but that was the last time until I was back in my garage when I unloaded the boot and the spare parts and thought, oh, there's that bottle of coolant I took for a trip around Europe - I wonder if I need any now? Of course not.

I have a couple of electric cooling fans in the garage, I had an electrical thermostat fitted to my radiator, I have an engine oil cooler fitted but not plumbed in. I think they'll all be sold on eBay now, I'm not going to bother with any of them. Header tank? Never bothered with one.

Richard Smith (2925)

SOCTFL NEWS UPDATE

HITTING THE ROAD TO SPREAD THE WORD



The SOCTFL Annual General Meeting held on the 17 May at the British Motor Museum. Russell was approached by Andrew Bradbury, Deputy Co-ordinator for the Notts and Derby area.

During their conversation Andrew stated how impressed he was by the work SOCTFL undertakes and the examples of SOCTFL parts on display. He particularly like having the opportunity to examine the display items 'in the flesh' so to speak rather than just seeing them in the magazine articles and advertisement page. Andrew wondered if it would be possible for SOCTFL to attend one of his area N&N meeting to help the Notts and Derby understand more fully the work of SOCTFL and have the opportunity to see and handle some of the products produced with SOCTFL support.

Russell agreed that Andrew's request was a good idea and in due course a date was arranged for Russell and I to go along to their N&N meeting on the 1st October armed with examples of door handle bowls, air intake grille, flocked window channel seals and our inner and outer wheel arches.



Air intake grille

The meeting took place at the Coopers Arms, Weston on Trent with 22 area members attending and enjoying a very lively evening of chat, area business, and the SOCTFL contribution.

Russell outlined the history and development of SOCTFL emphasising the main purpose and reason for its existence is 'helping to keep our cars on the road'. He went on to describe the work involved in meeting this goal:

- Deciding which projects are worthwhile and viable;
- Finding manufactures and distributors willing and able make and distribute the parts;
- Negotiating the contract details with manufactures and distributors including discounts for SOC members;
- Checking the quality of parts produced.

Dealing with problems that arise for example the manufacturer for the door handle bowls had a major fire at its premises that meant they were unable to produce the



Door handle bowls

parts for many months. A major problem for SOCTFL as distributors ran out of stock.

I spent a few minutes outlining the work involved in producing the design files using computer aid design (CAD) technology. Just to be sure everyone was aware of the meaning I asked if everyone knew what CAD meant. One of the members suggested that it meant 'Cardboard Aided Design'. Turned out he was a CAD engineer by profession. Just an example of how engaged the group were in the event. I passed around a few photographs to illustrate the huge amount of work and skill that goes in to this aspect of bring a project to fruition and the very significant cost that it would entail if this was outsourced. Often running to many thousands of pound. SOCTFL is very fortunate that one of our committee members is a talented CAD designer and undertakes this work free of charge in his own time.

Following the presentations both Russell and I chatted with the members and it was pleasing to learn that they had learned more about SOCTFL and the work they undertake. Even more pleasing speaking to some of the ladies present as they were delighted that they were not bombarded by technical jargon and so were better able to follow what was being discussed. All in all a very worthwhile exercise that was enjoyed by all.

Our thanks to all who participated and for the warm welcome and hospitality shown to Russell and myself.

Noel Sargent



Rear lamp gasket



STAG OWNER MODIFICATIONS

UPPER FEMORAL BALL JOINT REPLACEMENT!

I had been having some problems with my suspension/steering with a knock, stiffness and occasional wobble, there was also some unusual tyre/shoe wear. This made it hard to carry out routine Maintenance/life.

We booked in with the mechanic/DR at the garage/surgery, where various tests and inspections were performed with different components being levered/bent to ascertain what movement there was and what the problem could be.

It was decided that further investigation was required. An appointment was made at the main dealer/hospital to have these additional tests/x-rays, these were carried out over the next few weeks as the problem continued to worsen.

A call from the main dealer was received asking us to come over to talk to the chief engineer/consultant. We duly attended at which time further inspections/examinations were performed and after the chief engineer/consultant had studied the photos/x-rays. He stated well! you need a new lower left ball joint.

I was a bit put out by this as it had never been raced or rallied and was only 66 yrs young.

The chief engineer explained all the complications that could occur after and during the fitting of the new ball joint. These included that the ride height might be different on that side and the tracking might be out along with the camber, but these could be adjusted by use of shims. There may also need to be an oil/blood change if required, or a breakdown/blockage in lubrication may occur. He also touches on the other outcome that had to be discussed, that the procedure might scrap the whole thing!

The chief engineer/consultant then asked if I would like the ball joint changed, and I agreed it would be the best option.

A date and time were agreed, and the change would take place at the chief engineers /consultant's private garage under the wishes of the Main dealer, as they were overwhelmed with appointments.

On the morning of the change with oil pressure/blood rising to an abnormal level, we arrived at the private garage/hospital and settled in as best we could.

The change didn't take place in the morning as planned but mid-afternoon, but all went well, and an oil/blood change was not required though I had not had a flow of coolant for 12 hrs, so some additives were dripped in over the next 8hrs, this corrected the flow but also resulted in a drop in the oils ZDDP/sodium levels. This again was corrected with some additives and levels checked

by syringing out a sample and quality checking it at the main dealers twice daily.

All this had caused another problem in that the exhaust system became blocked. This was also treated by use of a flushing agent.

We couldn't leave until all the tightness checks had been carried out (ascend/descend a flight of stairs). We were also given a large bag of additives for the next 30 days and follow up appointments for the dust cover and tie wraps removal (dressing/clips), another for a geometry check/physio and a later review with the chief engineer/consultant.

We came away with the help of members of the Norfolk SOC and ready for tentative maintenance/movements and cleaning with a bowl and sponge until our first appointment.

I hope you enjoyed my ball joint change more than I did, and the real reason for this article. (you can tell I have had time on my hands)

What a fantastic club we have. We have been very touched by all the offers of help, so we could cope with this period of life we have no local family to call on for help and with Monica having her own disabilities this period would have been very very hard without our caring SOC Norfolk family. We have been taken to the hospital, Monica has been picked up and taken home, and I have been taken home after my stay, none of these journeys being just around the corner, but hundreds of miles. We have had members bring provisions and others are already booked up to take us to follow up appointments, as well as our normal life appointments that coincide with the ball joint care.

So, a special thanks go to Barry & Sue, Jan & Kevin, Peter & Jean, Jan & Dave, Stu & Tracy, and all the other members of the Norfolk group that have offered help and yet to be called upon.

Thank you from a very grateful Martin & Monica (nurse) Wells, AKA The yellow team.

Martin Wells (26817)



Thought for the Month

Rupert Klaiber

"Education does not mean teaching people to know what they do not know. It means teaching them to behave as they do not behave."

John Ruskin

THE ADVENTURES OF BETTY AND LOO



TWO STAGS TAKE ON THE NC500 – AND LIVE TO TELL THE TALE!

What had seemed like a brilliant idea back in the warmth of a lounge with a drink in hand—“Let’s do the NC500 in our Stags!”—didn’t feel quite so inspired as we drove through Yorkshire in torrential rain.

The wipers could hardly keep up, the cars had a few “drips,” and by the time we reached Thornton-le-Dale, both us and the cars were soaked. On hearing our plans, the landlady exclaimed, “What, in them old cars!” Not exactly the vote of confidence we were hoping for!

Thankfully, the next morning dawned bright and sunny, and the tops were down (as they were on quite a few stretches of the route). We crossed the border and made

our way to Falkirk for a visit to The Kelpies and The Falkirk Wheel. From there it was on to Inverness, where the NC500 officially begins. By that point, Betty and LOO had already clocked up more than 700 miles!

Before setting off properly, we squeezed in a trip on Loch Ness (no Nessy, sadly), then crossed to Cromarty to catch the Nigg Ferry. Both cars just fit on, though LOO’s rear end was rather precariously perched over the water!

Travelling at an average of just 50 miles a day gave us plenty of time to enjoy the scenery and attractions along the way. Some highlights included:

- Duncansby Head Sea Stacks – towering 60m above the northern sea.
- Castle of Mey – the Queen Mother’s much-loved home until 1996.
- John O’Groats – simply because we made it!
- Russian Arctic Convoy Museum, Achnasheen – a fascinating, humbling discovery of wartime heroics we’d known little about.
- Corrieshalloch Gorge – a breathtaking series of waterfalls, viewed from a Victorian suspension bridge.
- Bealach Na Ba Pass - A spectacular winding road which included very steep gradients. The Stags had no trouble, despite being used to the flat roads of Norfolk.
- Glenfinnan Viaduct (the Harry Potter bridge) – we were lucky enough to see a steam train chugging over as we watched.






We also had a night on Skye, a stop at Gretna Green, and two memorable nights in shepherds' huts—complete with a barbecue outside in a gale (as you do).

BetTY and LOO drew plenty of admiring glances, sparked many conversations, and now feature in countless strangers' holiday snaps. The weather treated us kindly, the cars only suffered a couple of minor faults, and by the time we returned home, they had clocked up well over 2,000 miles.

It was, in every sense, a fantastic adventure, we would recommend it to everyone, and we're so glad we did it, in "them old cars!!"

Kevin, Jan, Peter & Jean
(Norfolk Area)


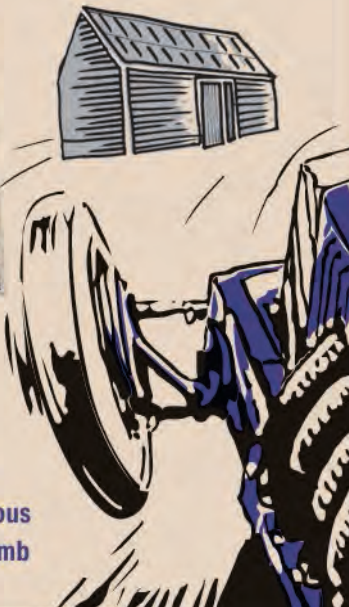
MIDLAND AUTOMOBILE CLUB



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THE MAC CLASSIC

SUNDAY 26th APRIL 2026

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with the opportunity
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THE MAC CLASSIC

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£105 entry fee based on driver and one passenger to include all items listed.




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NÜRNBERG AND BEYOND ESM 2025



Torrential rain greeted 4 Stags after the overnight Harwich to Holland ferry, on my own as Karen working in school, customs didn't help when they bizarrely split the group and unable to meetup until later. Mobile roaming failed so 20 year old Tom helped out.

You don't realise how small the Stag is until driving on wrong side, surrounded by unforgiving lorries on the wet motorway, extra wing mirrors help but need extra eyes to monitor. It was a relief when TomTom crossed into Germany in a quiet village, misinterpreting a policewoman by the side of road casually waving a sign until hearing "STOP! STOP!!" – and after checking passport complimented me on the Stag!

We met again enroute to Cochem for an overnight stay, a pretty town with a towering castle. I was camping on my own next to the Mosel river, more informal than hotels and meet people, the downside is burnt food as people constantly stop to talk about the Stag. The castle was well worth a visit with a helpful guide, I liked the "drinking room" the exit door had an intricate metal guide to help the inebriated get the key back into the lock!

Then on to Nürnberg, camped near a ginormous WW2 concrete parade ground 1.8km long and now used for parking and festivals – it was vast! Booked into the hotel and joined others for the ESM, a packed and well organised event. Lunchtime was at a large private, historic car and motorbike collection, guides gave a fascinating history behind them all, many priceless and often used at local events. The following day we were greeted by an impromptu choir singing car related songs before boarding coaches for a city tour.

Nürnberg architecture is fantastic, but poignant that 90% had been rebuilt after the war, you would not have known. Our city guide told us all the history like why they have small Bratwurst sausages that can go through keyholes, look it up!

The evening entertainment band got everyone in the mood and next morning a marching band greeted us, they were fantastic and a great way to say bye. After the parting ceremony, some visited the Maybach museum, the older cars are so tall, could almost walk into them, with



historical links to Daimler and Mercedes they are one of the oldest vehicle manufacturers.

Following day we went in different directions, I meandered down to Stuttgart, home of Mercedes and Porsche to look at the museums, Porsche was ok but Mercedes so much better, the history laid out on descending the floors with iconic vehicles throughout – could even see the testing ground over the road, recommended. The city has ULEZ with compliance stickers and Stag “supposedly” ok, tried to get photo next to Mercedes museum but unexpectedly sandwiched between a police, ambulance and fire engine at traffic lights, kept quiet!

Then it was the black forest, an area I wanted to visit with a must drive around the infamous hairpin Kreuzfelsenkurve, daunting braking an old car on the slippery road, one lockup and nowhere to go. Found a campsite, met many people, spent a few days walking in the forest to the villages, peaceful. Majority of villages are 30kph with imposing speed cameras! <https://stock.adobe.com/uk/images/kreuzfelsenkurve-a-hairpin-turn-in-the-black-forest-mountains-germany/377356559>

Near Manheim on the motorway heard a rattle from the Stag, turned out the 48yr old viscous fan coupling was breaking up. A passer by kindly offered help but found a campsite by the Rhine to ponder. Reluctant to call AA recovery to UK so to the amazement of passers by took rad out, removed fan and hoped the smaller spinning mass would hold together – and it did, backup electric fan kept me going another 300+ miles.

Peacefully watching the Rhine traffic and chatting to multinational bike campers, one mentioned a museum nearby where Carl Benz had started out and the first major road trip made in 1898 by Bertha Benz . The museum was open, fantastic array and a Corvette rally outside added to the fun - funny how problems can work out. <https://www.youtube.com/watch?v=Bb5EIWymZp4&pp=OgcJCRsBo7VqN5tD>

Heading further North I had contemplated taking the Stag around the Nuremberg Ring but with fan problem and watching glad I didn't – they don't hang about! Parked in layby to watch and suddenly heard “JEREMY CLARKSON STAG”!! A Russian chap touring Germany with his girlfriend had watched “Top gear one for the road” but never imagined he'd ever see a Stag in real life, he was overjoyed to look around it and “demanded” to see the original engine!

Back home and nearly 2000 miles covered and as always the Stag had a pat to say “thankyou for the fun”. Its great taking the Stag on a long journey, you stop worrying about “what if” and just enjoy the ride.

Thanks to everyone who was involved in organising the 2025 ESM, a great event.

Sheepdip

(PS in Germany cars older than 20 yrs old are called 'old timers' – not sure what they call the owners!)



THE COTSWOLDS HEAD SOUTH



Occasional regrouping when travelling in convoy is fine in theory but seldom works in practice, particularly after I suggested a cafe on the wrong side of a busy road!

Tollys at Dyrham has a super view, muddy car park and awful egress! Thence we skirted Bath and headed west across the Chew Valley for a lunch stop at Compton Martin, then on to Cheddar Gorge before turning south towards Glastonbury. The road across the marshes is

essentially straight but definitely not fast due to the extreme undulations and sudden 90 degree bends peculiar to wetlands, although a speeding police car full of its own importance tried to prove otherwise and gave some a scary moment.

Having become separated en route for various reasons, not least Google's arrogant insistence on knowing better, there was much relief when all six Stags and a modern arrived at the King's Arms in Montacute. An attractive and historic village in dark yellow local stone very similar to that found around Great Tew in Oxfordshire, the last skirmish against occupying Normans was fought and lost on Mons Acutus in 1068.

The former Somerset and Dorset Railway was nicknamed The Smelly and Dirty and that was precisely the accusation levelled by a particularly miserable local as a Stag warmed up prior to the Saturday run, but no matter as the cars otherwise brought only smiles and interest.

Once assembled, slightly late as usual, we headed east towards Shaftesbury and Zig Zag Hill, a short sharp climb with multiple hairpins which would have been much more fun had we not been held up by faint hearts in modern cars. Rewarded with glorious views from the ridge, we proceeded to Compton Abbas airfield cafe for coffee and to regroup. Apparently the site belongs to Guy Ritchie, which may explain the ambitious pricing although the coffee does come with an artistic flourish.





Intending to then head west to the Hardy Monument – think Vice Admiral as opposed to author – some missed the Martinstown turn and continued to Bridport and West Bay.

Meanwhile two Stags and their crews enjoyed more splendid views from the monument before dropping down to Abbotsbury for its historic buildings and a walk to the swannery behind Chesil beach, just in time for the afternoon feed.

With some using a map and others technology, we independently took approximately the same cross country route back to base which happily included a tunnel long enough to enjoy the exhaust note.

I chose to stay for an extra (wet) day in Devon, to visit Beer Quarry caves which have been quarried since Roman

times and explore the Axe estuary. Once wide, deep and navigable inland for 5 miles (Roman era again), the estuary has long since been altered by shifting shingle and is now largely wetlands.

Somerset and Dorset both have wonderful scenery, interesting roads and pretty villages which deserve far more time than a weekend offers to enjoy, but are certainly a pleasure to explore in a Stag. All of which I must add, behaved impeccably.

Finally, many thanks to Mark and Tania who were very much the arrangers of both accommodation and route planning.

Rupert Klaiber





STAG SWISS GRAND TOUR



Quite unintended, we found ourselves driving on the North side of Lake Brienz towards Interlaken. We had noticed the frequency of signs trying to take you on via the motorway, which we were determined to avoid. We were not going to be fooled again as we had been on a couple of occasions. So, we drove on through some typical small Swiss towns like Keinholz, Brienz, and Goldswil until we hit Interlaken.

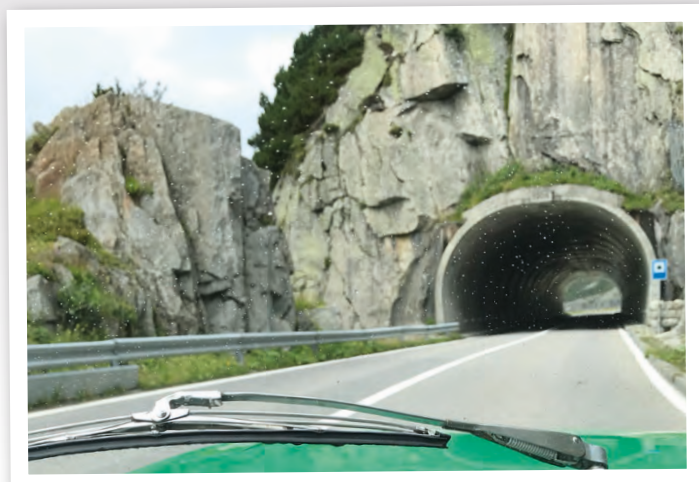
The world and his wife or rather the locals and tourists were all out enjoying the beautiful scenery of the lake glistening in the sunlight. This road also takes you passed a funicular railway leading up to Brienz Rothorn. Our hotel for the night had no direct access to the motorway so after trying to guess the way, I turned on my iPhone and we followed directions. Who said a GPS would not have been useful?

We parked up and unloaded the car. After finding our room, we decided to walk to help ease off our stiffness from our journey. We passed a local brewery, and then a field within which was a medieval castle under restoration. We gingerly climbed up onto the tower and saw how small but strategic this place must have once been.

Slightly disappointed with our hotel after the standard of hotels we had enjoyed till then we showered and went into supper. The meal was adequate, and the owners had kindly made note to give us something that would take in consideration my allergies. There was no choice, as it was a set menu.

The one consolation was the view of the Jungfrau Hoch and the Eiger glacier leading down alongside it. The next morning our plan was to leave promptly and head home via our Family in Concise to pick up birthday presents. I did the usual ritual with the sponge, this time hardly letting a drop of water getting onto me or inside the boot. Packed, hotel bill paid (not one to revisit in our book), we drove on out passed Lake Thun on the motorway A8. This was another single carriageway motorway with traffic limited to 80 KPH (50 MPH). As the road became two lanes up the hill with the limit increased to 100 KPH, my wife gently increased the revs. Suddenly I heard a loud ping as if a spring had parted. Almost immediately my wife said we had lost power as the engine appeared to misfire and complain bitterly.

The lorry behind flashed and hooted but being so high and so close to us he could not see I had pulled the hazard warning lights on. There are no proper hard



shoulders on many of the Swiss motorways, but every kilometre or so are the nearest to what we would call a hard shoulder. We managed to reach the next one, apply handbrake and open the bonnet. The engine would restart, but the noise was terrible with the misfire. I checked for obvious loose connections, fuel in the filter, and so on. I then called my Stag specialist back in the UK, who could not add more to what had been done but wondered if putting some 20 litres of E10 instead of E5 might have caused the problem. So, we now called the roadside help line.

Initially, I called the A-plan help line by accident, but this was resolved when I got in touch with Classic Line. Within 2 hours of admiring the beautiful lake scenery from the motorway, rescue came aided by an unmarked police car blocking the nearside carriageway. The car was winched onto the platform and taken to the rescue company's garage base in Thun.

Marcel and a few other guys came over to the car now off the recovery truck. A stethoscope was used to listen to where the problem might be after all HT leads, plugs, and distributor were checked over. After some six hours involving new spark plugs, new HT leads, plug caps, a dismantling of the distributor cap to check OK, they gave up – as I had. A nearby mechanic from Spiez specialising in classic cars did his bit and pronounced the offside chain had slipped a cog. We just hope this has not resulted in damage to the valves or pistons if that was the cause of our breakdown.

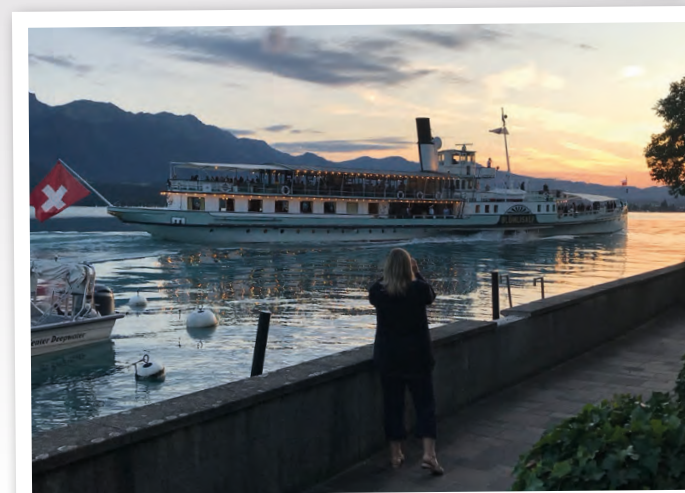
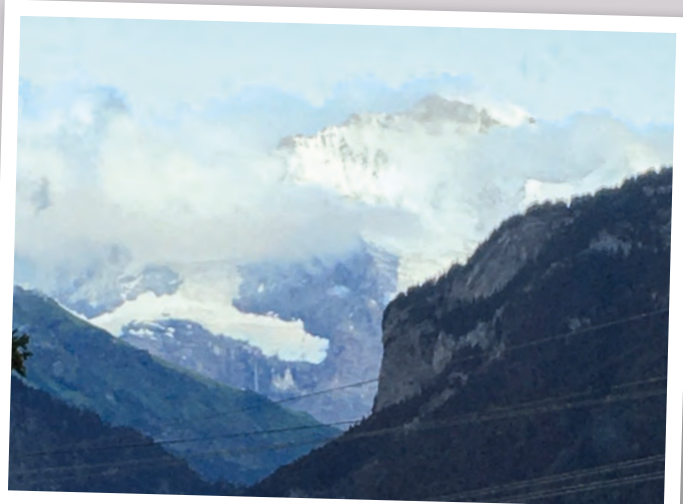
Marcel Bahler then realised we needed to book into a hotel – it was after all nearly 18.00hrs. And guess what – it was the start of holidays across most of Switzerland and France. And all the hotels in Thun were full. Marcel managed to find us the last room available in the 3-star Bellevue Hotel overlooking Lake Thun. CHF 400 for a fancy room overlooking the lake plus 100 CHF for dinner. Notwithstanding our disappointment that we would not be completing the Swiss Grand Tour in the Stag, we had completed our planned crossings of all those passes. We had the added pleasure of seeing the beautiful Interlaken paddle steamer puff away passed our hotel terrace as we dined.

Our return home was by train to Basle, then Paris where we were kindly given dinner and bed for the night with good friends from our Paris days. The next day saw us on a train to Cherbourg, a brisk walk and then a Bus to Brittany Ferries passenger terminal. Our late afternoon sail got us to Poole at about 22.00hrs where our number two son came to fetch us back home.

Do we have regrets because of the breakdown? Definitely not. It was a wonderful trip which we both enjoyed despite the mixed weather. We were however thankful we had not done this with our dogs as we did for the Fougères rally in June. That would have created another dimension in our getting home!

But when the Stag is home and fixed, there will be more adventures, God willing.

Nigel Griffiths

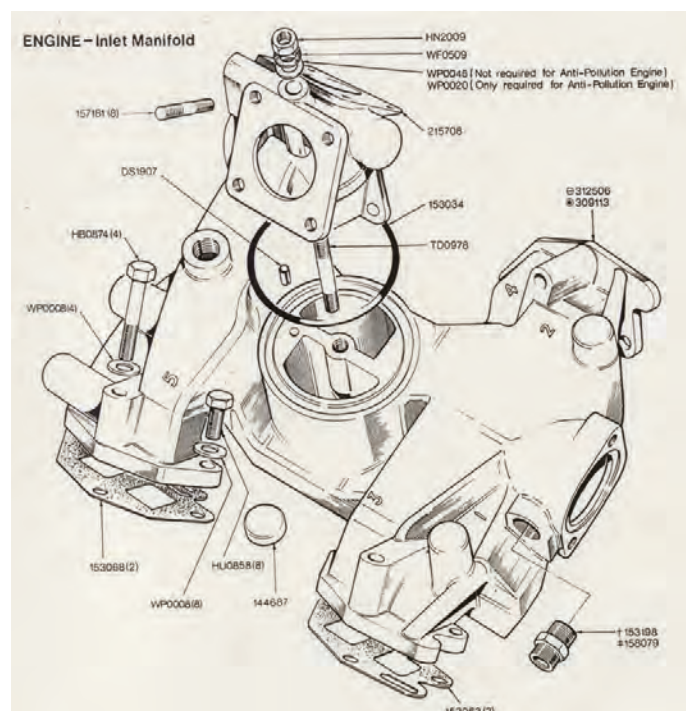


KNOW YOUR STAG #40

THE INLET & EXHAUST MANIFOLDS AND AIR FILTER

The inlet manifold

Following on from the carburettor last month it is sensible to this month discuss the Inlet manifold on which the carburettors sit.



Pages 02-18 from the 1974 parts catalogue showing the inlet manifold as utilised in UK production.

This shows the early manifold.

Two different inlet manifolds were used for the UK cars during production. Part number 309113 was used up to LF 11429 (February 1972) with part number 312506 being used after that. These numbers (with the Triumph identifier of '88' being added to the front) are cast into the manifolds on the rear right hand face along with the 'V' numbers V3177 (early manifold) and V3276 (late manifold)

The operational difference between the early manifold and the later one is that the thermostat / water pump bypass passage in the early manifold is near the front of the machined thermostat housing, whereas the passage in the later manifold is further back and the casting has been altered to include a second boss for this bypass passage.

To be a bit more informative, there is a second feature of early manifolds which helps to distinguish between the two and this is the inclusion of two 'turrets' on the front of the casting. These were utilised within the USA inlet manifold (see later) but were just decorations when the base castings were machined for the UK market cars. This allowed the same casting to be used for both markets,

the different part numbers between the UK and USA specification being that the USA manifold originally had drilled and tapped holes in these turrets whereas the UK manifolds were left as cast. When the bypass passage was required to be positioned further back in the casting, these turrets were in the way of the pipework and they were deleted from the casting. As we will see later on, these turrets were probably never used during production so could have been removed much earlier than they were.



This is what lies under that air filter box. The two bosses for the bypass hose can be seen slap bang in the centre of the photo, above the thermostat. The one connected to the bypass pipe is the later addition but the early boss position can be seen as well, just below it. It was left in the casting but not drilled out for a spigot.

The Carburettor Pedestal



A carburettor pedestal. The one-way valve is screwed into the boss under the carburettors.

Not much of a part is it ? However, it does contain an interesting part by way of a one way valve which screws into a boss in the front of the pedestal and transfers manifold vacuum to the hot air flap mechanism in the air filter. This is part number 156465 but does not appear in the UK parts catalogue until the 1976 version. In that catalogue it says that it was fitted from LF 11429 but I am not sure that I believe that. The answer undoubtedly lies in the fitting of the air filter box with the thermostatically operated flap in the base (see later) as it is this feature which uses the one way valve in the pedestal.

The Carburettor Elbows

Fairly simple you may think, and they are, but there were two different ones. Although you are unlikely to come across the early ones, it is best to know that they are interchangeable but that they have a different flange to the inlet manifold and that if you are 'swapping' you will need different lengths of set bolts to secure them correctly.



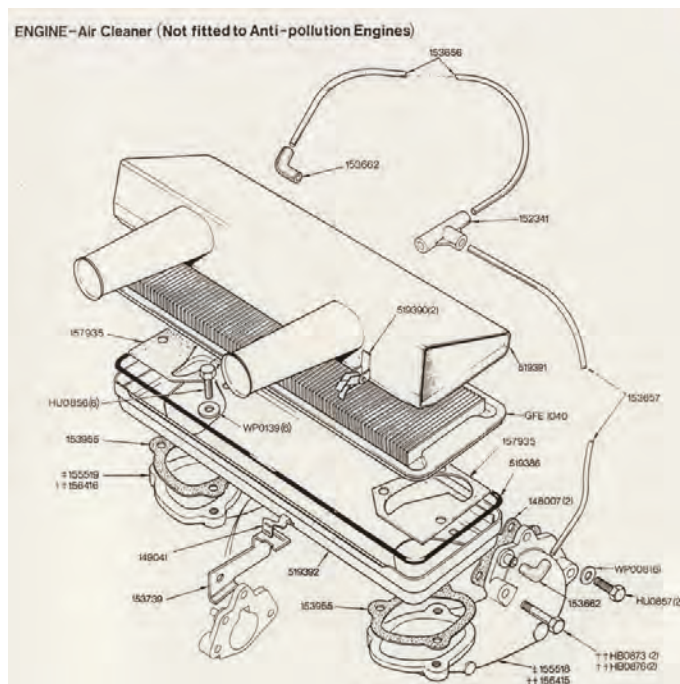
The early (left) and the late (right) carburettor elbows. Note the much smaller bolt bosses on the early one. There were other differences as the early one is a smoother finish and I would suggest that they moved from a diecast to a sand cast elbow, the sand cast item being slightly rougher.

The change was apparently made at engine number LD 481 E. I will assume that the parts catalogue meant to say 'engine number LF 481 E' as LD 481 is a commission number. That equates to approximately November 1970 but the fitment of engines was all over the place at this time so these elbows could have been fitted up to December with the new ones being installed from September/October onwards.

The difference is that the flange is cast differently and the bolt bosses are shorter in the early style than in the later style. The elbows are 'handed' and the part numbers are 155518 / 155519 (early) and (156415 / 156416 (late). The numbers cast into the elbows are 88311250 / 88311251 (early) and 88311736 / 88311737 (late).

The Air Filter Box

Hereby hangs a tale as the parts catalogues get this all wrong and the latest catalogues get it wronger than the others. Is 'wronger' a word ? Well it is now !



Page 02-30 from the 1974 parts catalogue, showing the early UK 'two trumpet' air filter box and ancillary items.

The 1970 graphics catalogue basically gets the original situation correct in that the UK air filter box is of the style with two 'trumpets' on the front. This comprises part numbers 519391 (top) and 519392 (bottom).

There were two versions of the two trumpet design, the first with round ends to the trumpets and the second with a flat pressed onto the top of the trumpet ends. I presume that this was because it was found that the trumpets rubbed a hole in the under bonnet pad (and possibly the bonnet) and that the flat was an effort to prevent this. You will only find the round ended trumpets on very early cars and there is no separate part number for these.

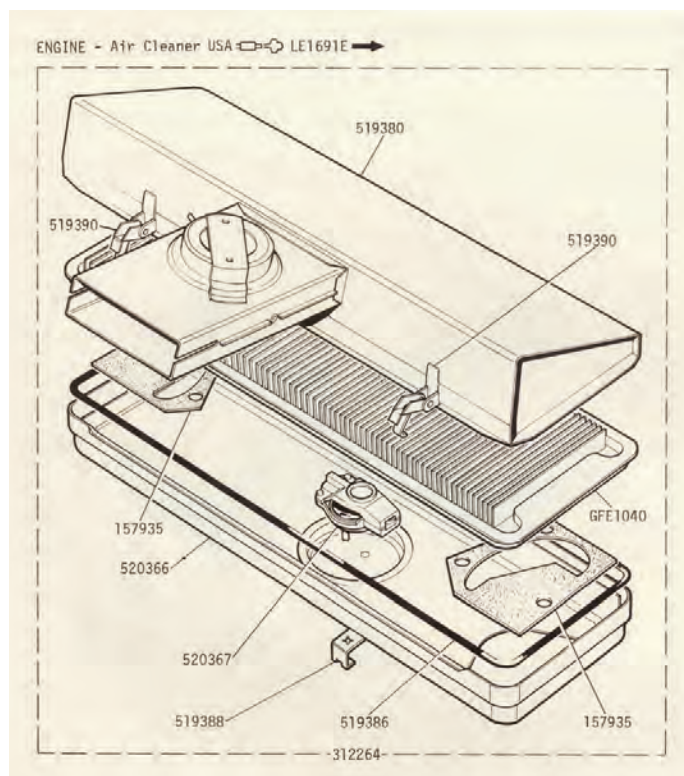


The two designs of 'trumpet' used on the early air filter boxes.

At some time before 1973, two restrictor plates (called tuning plates in the manual and with part nos. 157935) were fitted over the elbow vents – according to our forum these were probably to help the air to negotiate the elbows to the carburettors by introducing some turbulence in the air. Make of that what you will but if so, then these plates would have been an early additional fitment.

They are shown to be fitted to all later air filter boxes but at some time seem to have been incorporated into the bottom part of the filter box by simply cutting the elbow vents to shape. There is no mention of this in the parts catalogues.

What the 1973 catalogue does not say is that the air filter box changed to the non-trumpet design at a relatively early time. Indeed, there is no mention of the later box ever being used in UK Stags. This is not corrected in the 1974 catalogue and that is just wrong.



Page 02-51 from the 1976 parts catalogue. Ignore the title which indicates that this is for the USA market cars – it was also used for all UK market Stags after September 1971.

The 1976 catalogue makes an even bigger hash of it all as it claims that for both the UK and the USA, the two-trumpet box was used until LD 480 E (they actually mean LD 480, without the 'E', but they get muddled sometimes). The catalogue then claims that the two trumpet design continues until the end of UK production and until engine number LE 1691 E for the USA market cars. Which also happens to be wrong.

What actually happened was that, in the UK the two trumpet design was used until engine LF 2217 E (approx September 1971) and then it was changed to the USA style, non-trumpet design. This is not easy to work out but the key is in the exhaust manifolds which were changed to incorporate the 'elephant's trunk' at engine number LF 2217 E and that must have been when the different top with the temperature sensitive air flap was introduced as otherwise you would have had an elephant's trunk dangling around in the engine bay with nowhere to go.

The part numbers for the non-trumpet air cleaner box are 519380 (top) and 520366 (bottom). This top included the air flap and at the bottom had the thermal sensor (part

no. 520367) which actuated it through the thin pipe (part no. 157912) which runs from the sensor to the flap valve.

So now we know the one-way valve was incorporated in the carburettor pedestal around September 1971.

The Exhaust Manifolds

The early exhaust manifolds were plain i.e. without the sheet steel cowl for the 'elephant's trunk' and are part numbers 308452 (LH) and 308756 (RH). However, although there was not any change of number, the centre exhaust inlet changed at some early date from two separate holes to a single slot – as below:



The change in exhaust manifold which you will rarely see – the very early manifolds had a centre wall in the twinned middle exhaust flanges. (Photo: Aidan Platten)

When the air filter changed from the two trumpet design and the elephant's trunk was introduced (at engine no. LF 2217 E), the LH exhaust manifold changed to part no. 311603 and this had the cast in rails and attachment bosses for the sheet steel cowl for the 'elephant's trunk'.



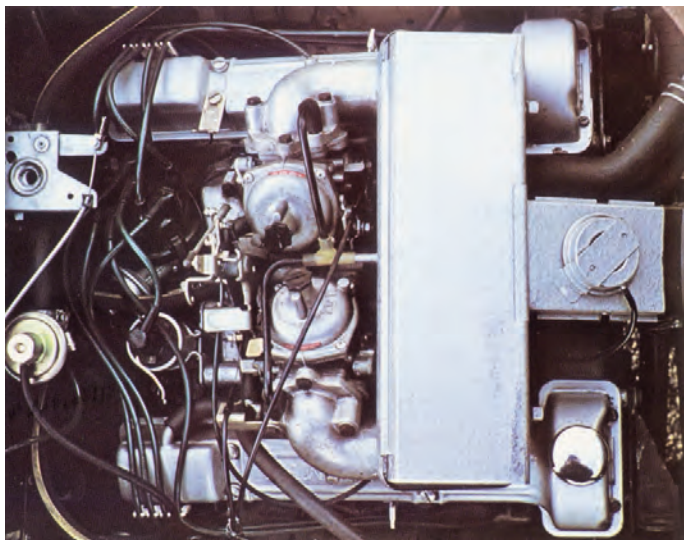
An early LH exhaust manifold (top) and the later manifold (centre) with the cowl used to take hot air to the air filter box via the 'elephant's trunk'.

...And in The USA

Hereby hangs an interesting tale, so don't switch off just because you don't have a federal Stag.

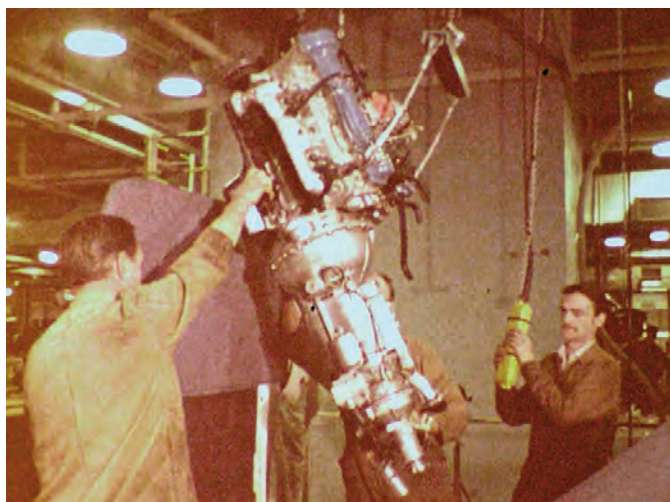
The story for the USA actually leads that of the UK because the USA cars all had the non-trumpet air filter box from Day One. That is not what the parts catalogues show but it is what is shown in the photos of the engine bay in LE1 and by a close inspection of the publicity artwork which depicts the cutaway engine which appeared in much literature at the time.

It's all there, the non-trumpet box, the elephant's trunk and the link pipe between the carburettors and the back of the air filter box.



The engine bay of LE1 as depicted in the 1970 USA brochure, showing the non-trumpet air filter box fitted.

Apparently there was a change in the USA air filter box and the thermal sensor at commission number LE 1692 E – but the 'E' on the end of the quoted number is not a commission number suffix but an engine number suffix, so we need to have a think about what the parts catalogues should actually say.



The 'engine drop' at the factory. The engine is equipped with exhaust manifolds and carburettors but not the elbows, the air filter or the fan.

When the engine was dropped into the body on the production line it was equipped with the exhaust manifolds

but not the air filter box. Therefore, all else being equal, any changes in the exhaust manifold would have been dictated by the engine number but those of the filter box would have been dictated by the commission number i.e. the order in which the cars came down the line. Therefore I would say that the change in filter box base and sensor for the USA market took place at commission number LE 1692 U (approx March 1971). The relevant numbers were 519379 / 519387 (early) and 520366 / 520367 (late) and the late combination was continued until the end of production – and also used on the UK market cars after September 1971, as detailed previously.

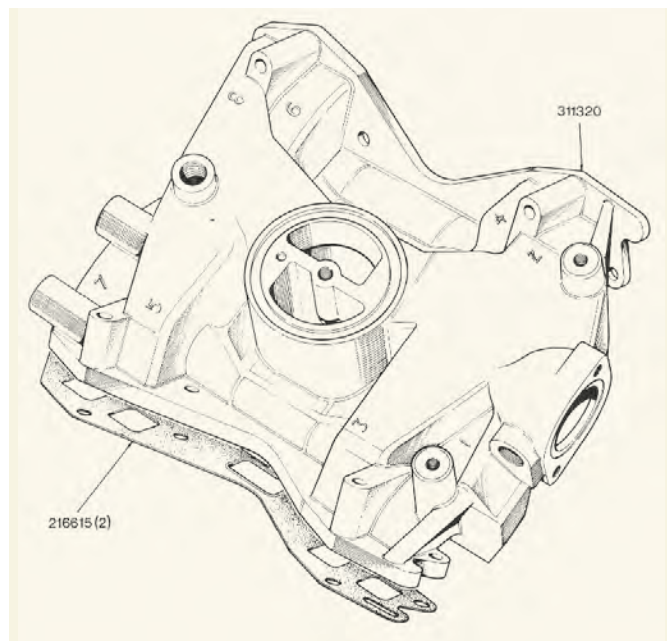
Do not believe anything which the parts catalogue tells you which differs from the above as it is wrong.

In respect of the exhaust manifolds, these were always part numbers 308756 (RH) and 311603 (LH) as for the later UK market cars.

Following from this, the carburettor pedestal used for the USA always incorporated the one-way valve (1556465) although there was a change in the pipe which connects to the air filter box at the beginning of the 1973 model year (LE 20000 onwards). This change does not appear to have been made for the UK market cars.

The Really Interesting Bit.

Consider this excerpt from the 1970 graphic catalogue:

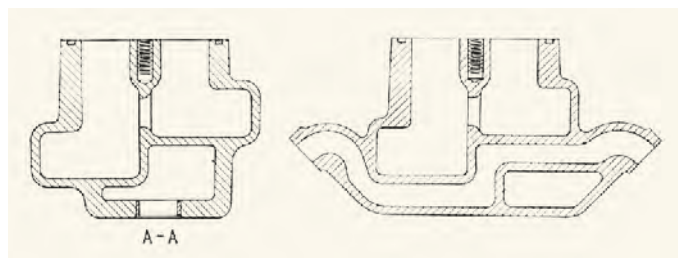


Have you ever seen a manifold like this ? Maybe used in the lab or on prototype testing but probably never in production – but it appears in the first parts catalogue.

Isn't this a strange inlet manifold ? But breathe easy as it was never used on the production line (unless someone somewhere actually has one of these and if so, I would be very interested in seeing it).

This manifold can be linked with a plan to help with the exhaust emissions control by introducing hot air to the inlet manifold more quickly on start-up and it involved a valve in the left hand exhaust manifold which partially

closed while the car was cold. This diverted LH exhaust gasses into the LH head, through channels in the inlet manifold and out through the RH head and exhaust manifold. This is detailed in the 1970 issue of the emission control chapter within the USA version of the Preliminary Service Information manual (the very first workshop manual for the car). It may also explain the different centre core plug part number quoted for the USA cars in the first parts catalogue (part no. 144682 (USA) instead of 144686 (UK)).



Sections through the centre of the standard inlet manifold (on the left) and the 'special' USA manifold (on the right). The insertion of a duct to pass exhaust gas from left to right is easily seen. But are there any left in existence ?

This manifold also utilises those front turrets on the inlet manifold to which I referred earlier. The illustration shows that these turrets have been drilled and tapped, presumably in order to provide locating points for the air filter base which sits above the turrets – or possibly for fuel injection equipment which was tested at various times during development. The use of these locating holes appears never to have been followed through, leaving the 'turreted' casting pattern in use for producing the inlet manifold castings until February 1972 (noted earlier).

As far as I am aware, this was never instigated for any production build and it may be that the different core plug was never instigated for production either – the 1973 and 1974 parts catalogues are rather silent and confusing on the issue. If anyone has any of these strange, very early, Federal parts, please let me know. Photos would be appreciated.

Peter Robinson © Peter Robinson

Thanks to Canon Aidan Platten, the restorer and owner of LD25. Aidan is good enough to send me interesting things that he finds about his car, which I can pass on to you all.



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NOW IS THE TIME TO
SEND IN YOUR NOMINATIONS

NOTICE OF ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN THAT THE ANNUAL GENERAL MEETING OF THE STAG OWNERS CLUB

Will be held on Sunday 30th November at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ at 10.00 am. There is lunch provided at 2.00 pm followed by the co-ordinators meeting

- Forms for election to the 2026 National Committee are available from the Secretary. Nominations must be returned at least 28 days before the meeting.
- Any member wishing to place an item on the Agenda must notify the Secretary IN WRITING at least 21 days before the meeting. The agenda item should have a proposer and seconder.
- Copies of the Agenda will be available from the Secretary on request.
- Copies of the draft minutes of the last AGM and copies of the last published Club accounts are available on request from the Secretary.

NOMINATIONS FOR AWARDS

There are dozens of volunteers who spend their time and effort in organising for us the members. If you want to say thank you to someone you feel may have gone beyond the call of duty, then please send a note with their name and the brief reasons for the nomination to Tracey Cooke – secretary@stag.org.uk

The awards which the club presents at the AGM:

- **Co-ordinator of the Year** – Nominations of either Co-ordinator or Deputy Co-ordinator
- **Member/s of the Year** – nominees (should not be club officers, co-ordinators etc.)
- **Officer of the Year** – This includes all the people listed on page 2 of the magazine.
- **Unsung Heroes Trophy** for the backroom boys and/or girls

Nominations INCLUDING reasons for nominations to be with Tracey Cooke by 30th October – secretary@stag.org.uk

ELECTION OF CLUB OFFICERS

With the AGM coming up at the end of November I am once again being asked to let all members know that the Secretary and Treasurer positions are not cast in stone for those currently occupying them.

In respect of the election to the Committee, nominations need to be with the Secretary before the end of October but there is a system of co-option which means that it is never too late to be considered.

If any member wishes to be put forward for a role on next year's Committee at or after the AGM, please contact the Secretary for further details.

CO-ORDINATORS MEETING

SUNDAY 30TH NOVEMBER 2025

A meeting of all Co-ordinators (or area representatives) will be held on this day at 14.30 and finish at 16.30. After the AGM which starts at 10.00 am and then Lunch. More details to follow.

SURREY STAGS GO WEST



What to call an enthusiastic group of Stags and their owners setting out for a long weekend near Hereford? We have a herd of deer and a murmuration of starlings, so perhaps an optimism of Stags?

On a Friday in early September, an optimism of 13 Surrey Stags met at Reading M4 services for their annual long weekend away. This year the destination was Warners Holme Lacey near Hereford.

The 14th Stag disgraced itself by being very indecisive about whether it should be in overdrive or not, changing its mind every few seconds. Its guardians, Simon and Caroline coaxed it back home and broke out the modern to join the rest of the group later in the day.



The convoy cruised down the M4 to Swindon then off via Cirencester towards Birdlip where the massive, long lived roadworks surprised us by only causing minor delays (completion date 2027 in case you are in the area). We stopped at the wildlife park there to enjoy a light lunch and magnificent views.

As we set off for Gloucester, Jon and Frances' Stag decided it liked the car park so much, it wouldn't start however some fiddling with electrical connections seemed to convince it of the error of its ways. So off we set only to discover the aforementioned Stag had stopped about half a mile from the start. It was decided that 6 Stags parked on a narrowish road was not a great idea, so some of us set off again leaving three or four experts to help Jon and Frances.

We were split up by this time, indeed two or three cars had earlier gone straight past the lunch stop. The rest of the group made it to Holme Lacey at various times during the afternoon. Holme Lacey House is a very impressive stately home turned into a hotel with much character and lots of food!

However not Jon and Frances who were waiting outside Gloucester for the RAC man. He arrived after a couple of hours and fixed the problem which turned out to be fuel starvation as a result of a fuel filter flapping about and ingesting air at intervals. The RAC man was so concerned that he followed them all the way to Holme Lacey with

even a police escort for the first few miles around Gloucester – such service! They arrived in time for dinner (which after all was the main thing).

As John and Erica arrived at Holme Lacey, steam gave an added clue to the temp gauge that their Stag was overheating. It was clear that the electric fan was not kicking in and with Pete's help it was determined that a fuse had blown. The fuse was replaced but being a modern blade fuse there were limited spares available, so a lower value was installed and fingers were tightly crossed.

Gary and Christine had worked out a fabulous Saturday drive out route which included a long single track road over the Gospel Pass to Hay on Wye then a scenic route back to Holme Lacey.

They also organised a bright sunny day but had not taken into account the British pastime of closing roads at short notice so the start of the tour for 11 Stags had to be amended on the move.

The route to Hay then passed more or less without incident except John and Erica missed the grumpy lady in a Mini who expected 10 Stags to reverse uphill on the downward section of Gospel Pass – normal etiquette but with one passing place and 10 cars?!!! The pass is stunning by the way.

In the meantime John and Erica's Stag was having its own "mini" adventure by overheating which necessitated a cool down stop at the only place available, Capel-y-ffin. Eventually the naughty Emerald green Stag made it up the pass and down into a very busy Hay-on-Wye (it was market day). The main Stag contingent had found an inventive but cheeky parking area. John and Erica found a spot in the same car park but by that time the main group had done Hay and were keen to be on the road again not least because they were running out of parking time and maybe petrol? (Gary!).

There is a toll bridge that connects Hay to the main A438 to Hereford. The toll is £1 per car. Fortunately



Christine had a stash of £1 coins which allowed the Stags to cross at reasonable pace – much to the amusement of the cars waiting in the other direction.

Gary found his petrol station but the small convoy caused some confusion by entering via the exit- Anything to get Stag attention!

Later John and Erica also took the toll bridge route; emerald Stag was over heating dramatically, (the electric fan had ceased to work miles ago). With the help of a convenient pub car park, a helpful publican, 5 litres of water and rewiring the fan to be on all the time (well done John!) the Stag made it back to Holme Lacey with steady temperature all the way.

Lesson learned, don't only rely on an electric fan. John will be installing an original fan on the car as well (it had been removed well before he bought the car).



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

Sunday dawned very wet. This wasn't a terrible problem for half the group who planned to go down "The Big Pit" a heritage coal mine but not good for those who wanted to explore the area. The coal mine group set off in a thunderstorm and arrived at Big Pit in time for a 1.00 o'clock descent into the bowels of the earth. It is a very interesting, well presented museum of coal mining history from the start to the 1980s when the pits closed. By late afternoon when everyone emerged the rain had eased off and the day turned into a fine evening for the last night.



Others who had not joined the pit group explored the beautiful grounds of the hotel or went visiting local towns such as Ledbury, Monmouth and Chepstow. Some drove up the beautiful Wye Valley. Others enjoyed Abergavenny and Brecon in the middle of the Brecon Beacons. There was much to do and see.

Monday dawned sunny, much better than forecast and lent itself to a pre-departure photo shoot outside the hotel. After the pictures, everyone was ready to depart for home planning to use a variety of routes. But there were two stings in the tail; Graham had a starting problem, again caused by a loose connection while Theo and Helen's beautiful Topaz Stag made it as far as Membury Services when the starter motor jammed again, further rocking did not sort it and it had to go home on a truck.

It was a most enjoyable weekend in spite of the unusually high number of car problems. Of course Surrey Stags check their cars before setting out and none of the problems could have been foreseen!

Optimistic and cheerful as ever, Surrey Stags are looking forward to next year's long weekend adventure.

John & Erica Millward



NOT GOING DOWN THE PIT!

Having made the decision not to go down 'the pit' and checking that the best of the weather was in the morning, we headed down the very scenic A465 to the little village of Abergavenny. Why we took notice of the weather who knows, as it drizzled with rain the whole way. The town was delightful with lots of independent coffee shops and cafes. I had one of the best cappuccinos in the Gaff Café and we tried the Abergavenny Bun...rude not to really, but a bit dry!

After looking in a few shops we headed back up the A465 to visit Hereford Cathedral, a Grade I listed building. A huge Gothic building in the middle of the city, it has been a site of worship since the 8th Century. It has the largest library of chained books in the world and it's most famous treasure is a medieval map of the world created around 1300 (Mappa Mundi), but sadly it was not available to view on a Sunday! However, the Cathedral itself was stunning, and the sun had decided to shine making the stained-glass windows stand out.

Back to the hotel in the sunshine in time to meet the rest of the group for a quick drink in the bar before getting ready for dinner. Another good day.

Helen & Theo Futter



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



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IT'S ALRIGHT



OVER ON THE ISLE OF WIGHT

As an island nation we know there's something special about taking a ferry across the water. When the destination is the Isle of Wight, a heatwave is on the horizon and seven Stags line up on the quayside at Portsmouth, it feels like there's more than a touch of magic in the air! Especially as our lead convertible is seemingly driven by a handsome, apricot coloured standard poodle called Dylan!

So, the tone was set for a 'hoods down', 'boys own' type adventure which began as soon as we disembarked and set off in convoy, taking a scenic route around the east coast of the island. Ryde, Brading, Bembridge and Ventnor are jewels in the island's crown and shone brightly in the sunshine for us! Along the way, we drove through pretty villages with chocolate box settings and

enjoyed glorious views of the coast and the best of the British countryside.

We stayed for three nights at the Wight Mouse Inn at Chale and we couldn't have chosen a more idyllic spot. Every viewpoint from the hotel rooms, the gardens and even the car parks are photo opportunities with white cliffs and blue surf framing every picture. The staff were very welcoming and informative and the food was excellent.

On our first full day we took off on a tour heading north through the centre of the island and then tracing the west coast down to an ice cream and afternoon refreshments stop at the Needles!

For the drivers, the real treat was the final spin of the day, a heart stopping full throttle blast down the famous ten mile, Clarkson-esque Military Road. So enjoyable was this jaunt, that some of our group even got up at daybreak the following day to have another roar up the highway without the nuisance of other road users. I think here, I should offer my apologies to the IOW residents in the vicinity, although the hotel staff assured us they were probably all quite used to this by now!

That evening, there was much enthusiastic discussion around the dinner table about revs, charges and the qualities of the V8 engine. For those of us less technically minded we were compensated by another excellent meal, this time at the Fighting Cocks pub, a popular eatery near Hale Common.

Our last full day was 'options time' and the group split into walkers, shoppers and museum wallers. There's so much to do on the Isle of Wight, it seems that everyone leaves with ideas of what they want to do on their next visit.





And so, it's 'hats off' to our organisers, chiefly, Mandy and Gary Mountford who also provided the rally plaques and goody bags to all the participants. Initially an East Sussex club trip, the final party included Stags from West Sussex and Kent as well and so it was a truly an all-inclusive event – perhaps the first of its kind!

But, I think, final thanks should go to the Isle of Wight itself. Where else in the UK, do road signs for hedgehogs and red squirrels take priority over all else? It's a little bit of old England to cherish. 'Rupert Bear country' for those who are old enough to remember! I'm sure that's why Dylan, the handsome poodle, fits in so well.

Sandy Gent



GEARBOX OIL COOLER IMPROVEMENT

Having bought my Stag in February 2025, I was surprised at the terrible state of the gearbox oil cooler.

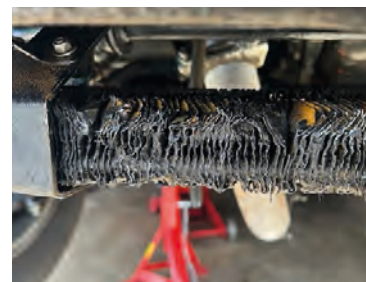
Looking for answers on how to improve and protect it, I discovered one can buy radiator fin combs (mainly used by air conditioning engineers), see Amazon.

Removing the radiator from the side frame mounting made it easy to access all sides. Much combing and cleaning later the unit looked reasonably presentable.

Next, how to protect it in the future? A sheet of stainless steel mesh. (https://www.amazon.co.uk/dp/B0CL4DTVVBW?ref=ppx_yo2ov_dt_b_fed_asin_title) £7.80. Easy to cut and shape.

Finally I used some spare stainless steel exhaust wrap straps to attach the mesh. Job done, and yes I have got the RV8 power plant.

Frank Price



OUR FIRST TIME AT THE ESM

ILLNESS, ALARMS, BREAKFASTS AND ALCOHOL...



Our trip to the ESM didn't get off to a good start when our coordinator Tim was taken ill and was advised by his doctor not to risk the trip. Such a shame as he and his wife Marike had gone to a lot of trouble in working out our routes and itineraries for the trip.

That left 7 of us taking the overnight ferry from Harwich to the Hook of Holland. Dave and Sue, Robin and Trish, Paul and Mary and me. Paul had ordered breakfast on the boat and set his alarm to get up on time.

Unfortunately there is an hour time difference getting to Holland and he set his alarm an hour the wrong way. That was the bad news but the good news was that he got up in plenty of time.

On leaving the ferry it was raining cats and dogs and that and the large number of HGVs made it an unpleasant journey. We also managed to lose one of our party, Paul. After frantic phone calls we arranged for him to meet us in a service area where we found out he had been involved in an accident with an HGV which had reversed into the front of the Stag, pushing it back some distance. The Stag was damaged but luckily was able to continue on the journey and fortunately the accident was filmed on the dashcam showing it wasn't Paul's fault.

We had decided to travel half way to Nurnberg and spend two nights in a lovely town called Cochem. We had an excellent hotel, visited the castle and also took a boat trip along the Moselle river. I can thoroughly recommend a trip to Cochem and it was with regret we left and made our way to Nurnberg.

The journey was pretty uneventful although we did manage to get split up on a couple of occasions but inexplicably we came together further along the road. We found the ESM hotel and settled into our rooms. We were then joined by Mick and Ann who had travelled down a different route. Meals in the hotel were buffet style and were very good. Fair to say we all ate and drank too much during our stay.

ESM festivities started on the Friday with a drive out to a museum and private collection of incredible cars and motor cycles which was so impressive. A nice lunch followed with cake and coffee later. Saturday we had a Stag-free day with a coach trip that took in various locations that we had all heard of with regard to Hitler and



the war. We were then set loose on foot in Nurnberg and a lunch had been organised for us. We had to order our meal some days before and I had chosen pork with potato dumplings. The pork was fine but the dumplings were something else! I can best describe them as looking like silicon breast implants and I dare say they tasted similar, not that I have ever tasted an implant!

We continued our foot tour of the town and by now the temperature was in the 30s and was getting to all of us. We were going from shade to shade and it eventually got to one of the other members of our group who really was unwell and had to get a taxi back to the hotel. Fortunately she recovered for the dinner and dance that evening. A live group played lots of Beatles and '60s songs and were excellent.

Sunday we left the hotel en masse, after having a marching band perform for us. I believe some 93 Stags left and we drove along some lovely roads, through forests and quaint pretty German villages to a hotel where we had lunch and the weekend ESM was closed with details of the next one in 2027.

The Germans certainly had organised everything well, well done to them. Bring it on I say, my bag is packed and I can't wait.

Mick and Ann left to travel back, Paul was going to make his way to Stuttgart. We stayed at the hotel Sunday and on Monday we made our way back, stopping at Trier where we would spend a couple of nights before travelling to the ferry in Holland. We found Trier a bit of a disappointment, but the problem was that we were comparing it to Cochem. Despite that, we had some good meals with good company and we had a laugh, that's what it's all about.

Our journey to the Hook was uneventful with the roads getting busy leading up to the port. Once on the ferry we had a nice meal washed down with a little alcohol.

All in all, we had an excellent trip, all our Stags drove well with no problems and I managed 30mpg over 1,200 miles. I discovered that you can do 70 mph along the autobahns with the top down in torrential rain and you don't get wet until you have to stop, but then you get soaked! Also, it costs one euro to pee in the service areas, potato dumplings are disgusting, I also learnt that when you put Stag wives together they are a bad influence on each other and they drink vast amounts of wine...

Despite all that, I had a brilliant trip with good company and all that is left to do is to lose the weight I have put on.

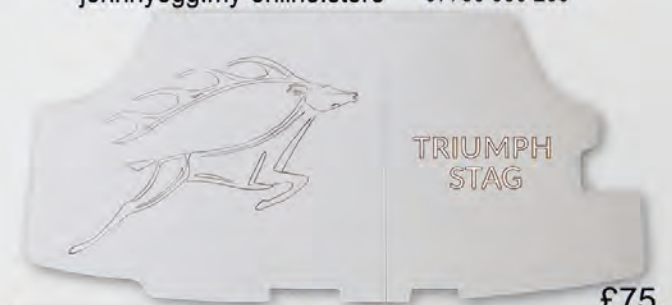
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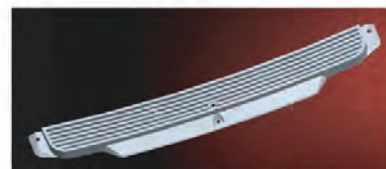
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THE CLUB STAG ARCHIVE

The Triumph Story, Part 21 – To Le Mans With Sabrina

Car designs are either remembered for their shape or for the engine which powers them. Stag wins on both fronts, as does the E-type and the Mini (the Mini more for its transverse positioning than its brilliance of design) but, in the main, Triumph (and Standard) engines were functional rather than exciting – although the first use of fuel injection on a volume production car must get the 2.5PI engine a bit of extra kudos.

But it may not have been quite like that if everything had gone to plan in the late fifties as Triumph were working on an exciting engine design for their next appearance at Le Mans.

Why a new engine ?

Following a relatively successful appearance at Le Mans in 1955 (see article 16 in the June magazine), Managing Director, Alick Dick, was keen to have another go and asked Chief Engineer, Ted Grinham, how this could be done to best advantage. As Grinham had no interest on competitive events he passed the baton on to Harry Webster, who did have an interest in such things (he initiated the first six cylinder Herald prototype and happily drove it around Coventry and Europe, his development teams awarding it the name 'the Kenilworth Dragster' after the high speed journey Webster took from home to work in the car every day).



Not an engine which looks like it could compete with the late fifties Jaguars or Mercedes.

It was obvious that the (old) wet liner TR3 engine was not the device for a serious Le Mans challenge and Webster saw the benefits of using the project to investigate new engine build techniques and of having a specially built, high performance engine available for future sports car projects, not the least of which would be the TR3 replacement.

First Time at Le Mans - 1959

Dick Astbury apparently did most of the donkey work on the new engine and it ran for the first time in 1957. With a bore of 90mm and a stroke of 78mm it displaced 1985cc, which sat it in the 'under 2000cc' competition classes. However, development was periodically held up due to the more urgent projects in hand at the time (the new Herald, new versions of the Vanguard and its derivatives and Zebu – the proposed Vanguard replacement) and it was not ready for racing until 1959. Alongside the engine development, three new bodies were to be prepared on a lengthened TR3A chassis but to look as much like a standard TR3A as possible in order to preserve the 'sports car/production car link'.



One of the three TR3S cars from 1959. The relationship to the TR3A is obvious

Designated the TR3S, the three cars had fibreglass bodies, specially cooled four wheel Girling discs, heavy duty back axle and stiffened suspension.

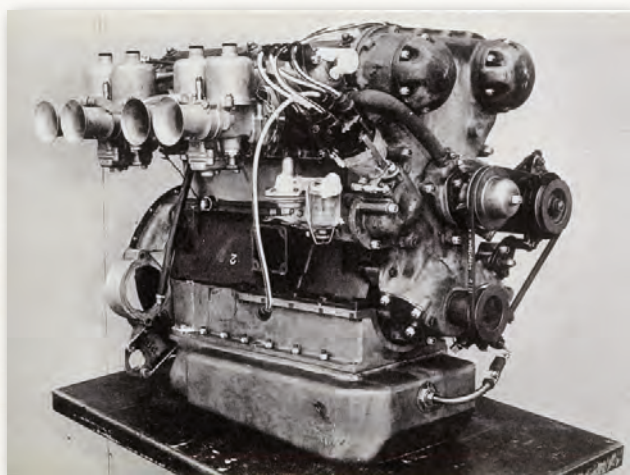
Performance on the track was better than the 1955 cars, with a top speed of 135mph and a best lap speed of 105.3mph. Two of the cars suffered fan blade failure and the bits of fan punctured both radiators, putting two cars out of the race. Why a fan was used is a bit of a mystery as it was not needed when at least half of each lap was spent at maximum speed where a fan wasn't really helping.

The third car was called in to have the fan removed and was lying seventh behind two Astons and four Ferraris (no indignity in that is there ?) when, after 22 hours, the oil pump drive failed.

But the engine itself was proven to be good for long periods at high speeds so the exercise was a partial success and places were booked for the 1960 event.

Why So Special ?

The first twin cam engine devised for a Triumph car, it was restricted to just four cylinders by the length of the 'normal' TR engine bay – indeed, that was the reason why the Le Mans cars needed a longer wheelbase than the normal TR3. The engine was also quite tall with five different construction levels – sump, lower crankcase, upper crankcase, block, water jacket (with cylinder liners) and head, the heads and other constructional parts being diecast in a suitable alloy – which gave Triumph some experience of modern foundry techniques, later to be put to good effect in the sixties Slant 4 and V8 engines.



The different parts of the engine 'sandwich' can be seen in this view. The individual parts being simply cast and simple to assemble for possible use in a production version.



Not quite the V8 we know so well, but interesting isn't it ?

The cylinder head layout was typical of high performance engines of the day with sprockets to each camshaft driven from a duplex chain. The valves were operated by coil

springs and inverted bucket tappets with shims to set the valve gaps (now, where have we seen that arrangement before ?). Twin choke, duplex SUs provided carburetion. Designated the '20X', the engine developed around 150 bhp and soon gathered an alternative name (see below).



Norma Anne Sykes, also known as Sabrina on UK television and radio (anyone listening to The Goons from the late '50s will understand the joke here).



The Triumph twin cam '20X' engine became known as the 'Sabrina' engine. I fail to see the similarity with Norma Anne but maybe you can ?

Back to Le Mans – 1960

As we will see next month, the development of the TR cars became a little complicated in 1958 as there were two different design proposals being considered – referred to as projects Zest and Zoom. For 1960 Triumph decided to try out the preferred body shape at Le Mans and the bodies of the three TR3S cars were removed and new glassfibre bodies built and installed. A spare chassis, not used in 1959 was built up to provide a practice car. As the bodies no longer bore any resemblance to the TR3, the model designation changed to a simple TRS, although lately I have seen them referred to as the TR4S to reflect this second body style.

Although all three TRS cars finished the 24 hours, they did not achieve the minimum distance needed to be classed as official finishers. The best finisher managed an average 89.56 mph for the 24 hours but that was not enough to be considered a 'classified finisher'. For 1960, there were no fans but the valves stretched (and/or started to eat into their relatively soft seats, there are conflicting claims) upsetting the tappet clearances and the performance.



Les Leston at the wheel. Le Mans 1960. The new body is obvious and well on the way to the later TR4 shape.

And finally... 1961

Although, as we will have seen last month, things were getting very tight financially during 1960, Alick Dick totally supported the plan to have another go in 1961.

The engines were slightly more powerful at 155 bhp but little else changed. However, the best lap times were cut by 8 seconds over the 1960 times. All three cars finished, the best averaging 98.91 mph and Triumph, after three years of trying, won the team prize which Dick had sought.



Pit stop, Le Mans 1961, on the way to a team win. In the raincoat front left is Team manager, Ken Richardson and, especially for my friend Martin Cox, the chap with the cap on the right is Ken Henderson, Engineering Workshop Manager.

Immediately after the race, the Competitions Department was closed down to allow a complete reorganisation of the company. The cars were sold to buyers in the USA and nothing was retained to take forward. However, experience had been gained and this experience undoubtedly fed into the next Triumph engine designs.

The Conrero Car(s)

If it seems strange that the same cars came out for 1961 as were used in 1960, then it was rather a decision forced onto Triumph due to their difficult financial situation.

During September 1960 the Italian tuning concern, Conrero, were contracted to provide four new Le Mans cars for 1961. These were to be tubular framed coupes with light alloy bodies and utilising tuned 20X engines with two twin choke Weber carburettors, giving a noticeable increase in power.



Is this or is this not Ferrari territory? Vignale built, Michelotti designed, lightweight coupe body and twin cam engine. Project cancelled! The photo is taken on the works playing field at Canley, the houses behind are some built for Standard-Triumph employees and the tennis courts were just behind the Engineering building at Fletchamstead North, which is to the left but not visible.

Unfortunately, due to the financial situation, three cars were cancelled. One was delivered but this did not arrive at Canley until after the Department had been closed down so it never turned a wheel in anger. It was sold to an American buyer and departed the scene. Such a shame.



The Conrero car in the USA mid seventies. It has now returned to the UK and has been restored.

Next month we will be back to the production cars, well, not the production cars per se but the engineering ideas and prototypes that begat the TR4, as we head inexorably towards the Stag project.

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NORFOLK

October Noggin 'n' Natter around 32 of us welcomed Terry & Marilyn Croxford from Solent & New Forest Area. Five Stags from their Area had been enjoying a break at the Imperial Hotel in Yarmouth (David & Sally Small from the Area have been well-impressed at our Norfolk Parties) when sadly Terry & Marilyn's Stag was taken ill. Fortunately, they were only a few miles from Steve & Peter's Stag Hospital so they extended their holiday pending repairs & came to visit us. Great to see you both, do come back again in your revitalised Stag.

We all sent healing vibes to Martin Wells who recently had a replacement hip. There was lots of love in the room for you Martin, see you soon we hope.

We reviewed September's events including Classics at Glemham where Suffolk & N.Essex Area won Best Club Stand. Tonight, Stu assured us that him being on the judging panel had nothing to do with the outcome! John & Debbie flew our flag with one other Stag at TSSC's Mile of Triumphs event where sadly only around a quarter of a mile of Triumphs was achieved; good day out though. Henham was brilliant say Steve B, Alan & Doreen, Ray & Tracey & Peter & Jean. Austin reported that Reephams Classic event in the Market Place was excellent. Steve B in his Pink Panther is becoming a regular at East Coast Pirates events in Yarmouth & he now has his own eyepatch & crutch – ah-harr! Their All British Day was most enjoyable.

Sadly, we had to cancel our Gressenhall Museum trip since unable to achieve numbers needed for the huge

discount. We greatly appreciated the work put in by Charles & Karen & hope to revisit their drive & visit during 2026.

We were all inspired by Austen, who shared that following his own cancer diagnosis, his sons and friends have been undertaking a variety of challenges — from the Ice Bucket Challenge to an IronMan event. In doing so, they have raised over £17,000 for Cancer Research UK – wow! This is the same charity we have chosen to support this year through our own fundraising efforts, including the January Party and 'No Shave November' starting from our November N&N to December N&N – so come along clean shaven in November if you want to join us. Chris proudly arrived tonight with shaved-off beard & moustache ready to support our cause. He was suitably embarrassed to find he was a month early! So, there will be some extra-hairy men at our December 2nd N&N Christmas Meal & hopefully each will be sponsored – Peter gave us the challenge tonight of achieving £50 each. It is essential that you are booked-in with me for this Meal & note prompt arrival is necessary at 6pm for eating at 6.30.

Future plans also include a Quiz Afternoon 16th November, the Norfolk Party in January & a Games Afternoon on 22nd February. Remember to view our Google Calendar for all events - if you want to access it, just email me with details of your Google email account.

Finally, I gave an overview of our (Peter, Jean, Jan & I) 17-days trip in September around Scotland's 'North Coast 500'. As proof, the photo here shows our cars with the John o' Groats sign in the background. There is a short article in this magazine but briefly we covered 2,100 miles, experienced only a couple of minor (easily resolved) electrical issues & stayed in 16 B&B's/Hotels. Peter liked my description of this being 'The holiday that just keeps



on giving'. I can only encourage anyone considering the NC500 to just do it – you will love it.

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

September saw us attending the Maldon Classic Car show where we put on a good display and the Stags received a great deal of interest from the general public. Weather was kind to us compared to the forecast. Great to see so many other classics. If you haven't been before, suggest you give it some thought as it's a large well organised show and plenty to see and do.



The Maldon Classic Car Show



Hand Brake test on the Night Run

Last month was our traditional Night Run and kindly organised by Bob and so well organised, thank you. We had a try run and a good turn out. All cars behaved themselves and no one got lost. Food and company was excellent and being it was our last run out for the year it as great to take part. Well done Bob with help from Elaine of course.

Christmas Raffle tickets are now on sale, the more that are sold, the better the prizes. Look out for Lorraine, there is no escaping. Thank you Lorraine.

This brings me onto the Christmas meal, awards and raffle, so by now you will have received an email for names, menu choices etc. I would like to hear from you if you are aware of a potential award for a member where they could be recognised at the Christmas meal, you all know how this works, thank you.

This is the time of the year where I ask for suggestions to go into the pot for next year to be considered.

With area members clearly being involved in events has proved to be a great success and it would be fantastic if anyone else in 2025 would like to come forward with suggestions and of course I would support with any organising. I say this, as already mentioned, with area members involved it is healthy and works well as this way it not only makes our area even stronger it ensures input from members on best events for the year for all to enjoy.

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



The Maldon Car Show

SUFFOLK & N.ESSEX

September continued at pace with us off to Classics at Glemham Hall. This was a lovely show with a wide and varied selection of vehicles. We met in a long layby just off the A12 so we could drive in convoy for the last bit. Space is not a problem which gave us an opportunity. We were determined to put on a good display as we were runners up last year and the chance of winning best club stand this year was real so with a lot of shuffling we set up in a large circle around the gazebo where we had the normal array of cakes and savouries. Robin had got a new table so not to repeat the difficulties at Helmingham with the leaning tower of cake tins! Our display drew lots of attention, it was good that whichever way you approached a smart stag was there to meet you. Many people stopped for a chat and to cap it all we won best club stand. Brilliant!

The following week we were off to Maldon and here's Peter's report:

"An early start was necessary for those traveling down from Suffolk to the Maldon Car show. We assembled at Doe's agricultural carpark at 8.15am and then left at 8.30am to make our way to the Promenade Park where the car show was being held. Paul's car decided not to start, so we had a fiddle with the ignition, only to find he hadn't turned off the immobiliser. We passed down Maldon High street and into the park, where we met a small traffic jam. By the time Paul and I had arrived all the parking spaces were full and reshuffling of cars was needed. Some very helpful sponsors moved their trucks and cars further along, and where necessary we double parked with the Essex group. More reorganisation was needed so that we had space to erect the gazebo. We had 20 cars on the stand and we were, I think, the largest club there. A great effort from both areas. It was good also to talk to some of the Essex members and hear what they had been up to. The weather was good, started off sunny, but did cloud over by the afternoon. We didn't notice as we

were too busy sampling Jenet's cheese puffs, along with other savouries. A good car show with a wide selection of stands and cars to look at. The event of the day was Ray winning best stag. Well done Ray, your polishing did pay off! About half past three it did look a little grey, so hoods



Ray winning Best Stag

were erected, in my case after two years, but surprisingly it went up fairly easily. We started to pack up and take the gazebo down, when it did start to drizzle. Some made their way home, and others followed me home to a hot tea or coffee, along with lemon drizzle cake, apple and cinnamon cake (kindly made by Marike) and homemade Bakewell tart. It did rain quite hard whilst we were drinking and filling ourselves with cake, but when the decision was made to leave, the rain appeared to stop. Hope you all had a dry journey home. A great day out with none of the predicted bad weather. One to book in for again next year."

Thanks Peter that makes 2 awards for us - brilliant.
We meet up on the 1st Wednesday of the month 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

- ✦ 5th November N&N The George. Hintlesham IP8 3NH
- ✦ 3rd December N&N The George. Hintlesham IP8 3NH (Christmas meal pre booked only)

SUFFOLK AREA WEBPAGE

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

Tim Hart

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HERTFORDSHIRE & N. LONDON

Hello again everyone. Our October meeting saw us back at The Golden Eagle, Ashley Green, where our landlord Chris had put on a 'Stag Club Special' for us of Chicken in Black Bean with Cauliflower in Black Bean being the veggie alternative and the Ultimate Sundae to finish it off! It was delicious Chris, so many thanks for doing that. Before the light faded completely we wandered out to the car park to inspect Mary's Stag which was sporting a new hood, (from The Stag Hood Factory?). We all agreed that they'd made an excellent job of it and it looked really smart. Mary had after all been waiting a fair time for her new hood before taking the plunge and ordering one. Then bravely driving her Stag around without a hood at all for a couple of months, without ever getting wet, (not that she'd tell us if she had?!). With ten of us meeting up, some gave highlights on their various activities, but for most of the time Brian regaled us with tales of his time in the police force and later on of the celebrities he drove around, after he'd left the police, and what they got up to out of the public eye, which was quite an eye-opener!!...

Turning to the proposed Curry Night, many people were up for this event, but quite a few were also away on holiday on the shortlisted October dates, so I have rescheduled this to November, probably Saturday 15th at The Cochon Indian Restaurant in old Hemel Hempstead town. If you want to join us, it may still be possible, so please give me a ring. Looking forward to upcoming events we have the National Classic Car Show at the NEC this month. It's a great show and always worth a visit. I will be attending on Friday 7th, so if any other area members are planning to go that day, I hope to see you there, maybe for a drink and a chat on the club stand. Don't forget the club has arranged a £4 reduction per ticket this year! The other major area event on the horizon that we are planning for is our Christmas Bash, to be held on 31st

January. Last season's event was held at The Marchmont Arms in Hemel Hempstead where 10 of us enjoyed an excellent meal. People's opinions were generally happy for us to return there, so enquiries will be made on availability. Unless of course if you know somewhere better, (within the area) in which case please feel free to suggest it. Stay tuned to the area WhatsApp group for details and requests for numbers to book for.

Finally I have the sad duty to report the passing of a long-time area member, friend and fellow Stag owner, Peter (Whiskers) Brown. I remember Peter being at the first area meeting that I attended (many years ago!) and I along with many in the area past and present, consider ourselves fortunate to have known him. He will be remembered for his great sense of humour and a cheeky grin that would make you feel like you've just done something naughty you might get away with! His magenta Stag was stunning and showed off his abilities as a carpenter with unique 'additions' such as individually crafted door cappings and an amazing wooden steering wheel he designed and made himself. We only recently found out that his Stag had been driven by Vanessa Redgrave in the 2006 mini-series The Shell Seekers! He will be greatly missed.

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! See the diary below for what's coming up:

Peter Goodman

DIARY DATES

- ✦ Thursday 6th November – 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.)
- ✦ Friday 7th November – Classic Car Show at the NEC, Birmingham.
- ✦ Saturday 15th November – Curry Night at The Cochon Indian Restaurant, Hemel Hempstead. Stay tuned to the WhatsApp group for updates on this.
- ✦ 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. Venue TBC. Mark it in your calendars!
- ✦ Thursday 5th February – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW

Peter Goodman

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CAMBRIDGESHIRE

Our event in September took us to the “Highest Point” in Cambridgeshire. Carrying along with this theme our next two events already will have the “Highest” turnout in our area for several years. Our average members attendance at events has grown throughout 2025 and I credit this to having such a welcoming and humorous group who make our events such fun. I thank you all for your support.

Members who we have not seen for a while would be most welcome to join us at our end of year celebration on November 23rd at The Elm pub, Abbots Ripton. Let's re-connect and exchange stories.

Meeting up as a team in December is always a challenge as so many of us have busy diaries during the lead up to Christmas. Therefore, the following event will be our Area Annual General Meeting plus N&N on Wednesday 23rd January 2026.

DIARY DATES

- ✚ Sunday 23rd November Early Christmas N&N Get Together, The Elm, Abbots Ripton
- ✚ Wednesday 23rd January 2026 Annual General Meeting plus N&N

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



were not coming, so after the 4 members had decided not to come I made some quick phone call so see if any one else was coming and cancelled the run on Whats App. But Pete and Cheryl had already left so as it was only going to be the two Stags, I managed to get Pete and Cheryl to arrive at our house instead of going further to the meeting venue and we left to travel for lunch in damp and drizzly weather. On route I had picked some nice country roads which by this time it had stopped raining but the roads were wet and there was some spray from passing motorist. We arrived with having the soft tops up but after having lunch the sun was out so Peter and I lowered the soft tops for the drive home

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

The group has been Active with discussion on Club and other insurance companies looking for recommendations. Request for help in locating a hard top rear window rubber, and Stephen Roberts requesting information on boot luggage racks and fitting information.

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

November 20th Natter and Noggin RED LION Elstow Bedford MK42 9XP

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
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BEDFORDSHIRE & NORTHANTS

I could not make the Natter and noggin again in September as I was on holiday, but I understand four Stags were in the carpark with the new arrival of Tony Watts newly acquired Mallard Green Stag. Hopefully I will make the October N&N but not sure at the moment if it will be in the Stag as it requires a re MOT test for fitting a new lower ball joint have put in the calendar a Pre Xmas Drinks at the Red Lion on 18th December our normal N&N night, But I wonder if there is any interest in having a post Xmas meal somewhere. Let Me know.

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

Sunday 28th September I had suggested a run out in the Stags and asked for suggestions of places to go for lunch and the most popular was Brampton Mill near Huntingdon a short drive of 35miles from our meeting place in Woburn. The weather initially looked fine and sunny but on the morning in had rained heavily and was still raining when I got messages coming saying that they

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OUT & ABOUT

M I D L A N D S

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NOTTS/DERBY

Three Notts/Derby members met at Tesco's car park, but no Stags this time.

We entered the show along Station Road and we were parked on right hand side of the Borough in the sun which was great as the past few years we have been parked on Castle Street which is in the shade and very cold.

First stop was for coffee & bacon butties and we bumped into Michelle & Paul Smith, former Notts Derby Area members

Julie & Margaret then went around the shops while the men went looking at cars

A very enjoyable day

Dave Buxton

Huddlesford Gathering

On a cool gray overcast Saturday morning we drove to the proposed meeting spot where we all assembled before driving in convoy into the show ground area.

Once parked up it was a little disappointing that only 5 stags turned up for what was supposed to be our area day, our ranks were swelled by the addition of an Aston Martin, a 2000 estate, a TR 250 and a TR6.



Paul and Phil

I think everyone had been listening to the weather reports as the show was not very well attended but the rain held off for the most part in the morning. This gave us time to walk around the various stalls seeing if there was anything that we needed, sadly nothing was found. Richard and I took a walk around the various boats on the canal finally talking to one boat owner who was chosen to be the reserve boat for the upcoming Peaky Blinders movie, but sadly he was not chosen to appear in the movie.

In the afternoon the weather took a turn for the worse and several cars started to leave the site early even though we were not supposed to leave before 5pm. Eventually we decided to leave, the journey home was through light rain until we reached the outskirts of Derby then it turned torrential until we reached Mansfield, but fortunately we all managed to reach home before the stags started to melt in the rain.

Despite the weather we had an enjoyable weekend away with good friends along with excellent food and wine.

Ian and Lesley Sherratt

October Meeting

We had a very good meeting with a visit from Russell Lewis and Noel Sargent telling us about SOCTFL, the parts they had reproduced and some of the background stories, including parts that didn't happen for various reasons. It seemed popular with all those who were there. Various parts were brought for us to look at, the door bowls and window channel rubbers (which had bought and never got round to fitting), the new air intake grill which is superb close up and a couple of inner wing sections. Thoughts on



Margaret and Elaine

possible new parts were talked about, so we will see what happens in the future.

It was nice to see a few faces from the past, hopefully it won't be too long before we see you again.

One of the things to come from this meeting was that I decided it was time to fit the parts I had as the glass was rattling in the drivers door and the window to glass seal on the top of the drivers door was beginning to crack, so time to do all of it in one go. As I write this, the door bowl is fitted and I must say it is a very snug fit against the door skin, better than the original that I took off. Fitting was easier for me as I have all the frame and glass out, the window channel rubbers are in the frame and the glass slides easily and smoothly, BUT, I have yet to put it back in the door, I am confident it will be fine, it's just a fiddly job that I don't like doing, which is why I kept putting it off, which is why there is a photograph of just the door handle, which doesn't actually do it justice, it really does look good.



If anyone from other Areas is reading this, this was a very worthwhile visit and is recommended.

A reminder for our Christmas Fuddle at the December meeting, that all family members are welcome including children and grandchildren, although I realise it is school the next day.

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. 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 29 of us in the group.

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

Our next meeting is on Wednesday 3rd December and as it's the Fuddle we will meet at the Melbourne United Reform Church DE73 8GJ

All members are welcome to come along and you can bring along family members.

Events and Shows for 2025 /26

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 found.

- ✔ 7th – 9th November Classic Car Show, NEC
- ✔ 30th November SOC AGM, British Motor Museum, Gaydon
- ✔ 3rd December Area Christmas Fuddle, Melbourne United Reform Church DE73 8GJ
- ✔ 8th February 2026 MG Triumph Spares Day, Stoneleigh Park

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

WORCESTERSHIRE

After the busy summer, life starts to get a little quieter in September.

We had a couple of shows in the calendar, Howard and Val's Malvern Village fete and the Stoke Prior Steam Fair.

The weather forecast for the Malvern Village fete was not good, and at the N&N 2 days before, there was not much enthusiasm, but I was committed and so I made the effort, packing a thick raincoat and umbrella.

It was raining when I left home, and as I approached the village, the weather took a turn for the worst, the rain was torrential! It was running down the road like a river and there were deep puddles in the field. The opening ceremony was delayed for half an hour and we clung to the weather forecast that said it was going to clear up soon.

Miraculously it did! There was even some sunshine, and the field dried out. Visitors turned up and it was a great atmosphere. Unfortunately not many classics turned up, scared away by the forecast, even Howard took his Stag home. He had inadvertently left the rear window unzipped during the heavy rain and it was drenched. However some nice cars did make it, there was an E-type Jag, an Aston Martin DB5, an old Landrover that used to belong to Giles, the cartoonist, as well as some modern Jags, MX5's etc.



Malvern Village fete

Well done Howard and Val for making it happen.

Christine and Tony and Peter and Lesley went to the Stoke Prior Steam Fair, which is a weekend event. There were seven large steam engines, many scale engines and a steam car billowing steam out as it drove round all day. Also static engines, motor cycles, classic cars, military, classic caravans and bicycles. A very busy show. Food stalls at reasonable prices and a 40's tent that served tea/coffee (or camp coffee!), and cake by ladies in costume.

Sunday was even better with nine steam engines and over a 100 classic cars.

A show not to be missed.

Finally, just a reminder that, with the clocks changing at the end of October, we will be moving to our Saturday Breakfast N&N's from November, and that our December N&N is combined with our Christmas dinner so check the dates.

DIARY DATES

- ✚ 8 Nov - Saturday, Breakfast N&N, The Oak
- ✚ Nov tbc - Run to The Piston Club at The Stag, Redhill
- ✚ 21 Nov - Area Quiz Night
- ✚ 5 Dec - Christmas Dinner, Crown & Sandys
- ✚ 10 Jan 2026 - Breakfast N&N/AGM, The Oak
- ✚ 7 Feb - Breakfast N&N, The Oak

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

SOUTH BIRMINGHAM

Another successful Rubery Festival display on the 7th September. A date when there was a number of other classic car show going on in our area.

A situation that had an impact on our festival display numbers. However, I managed to enlist the support of enough local classic owners to join in. There was a variety of vehicles taking part including a Bristol 411 series 2, Land Rover Defender, Hillman 14, Triumph GT6, Triumph Dolomite and of course Triumph Stags. One or two owners were no shows largely due to the weather reports predicting rain. However, apart from one short shower the day was dry and even warmed up considerable in the afternoon. A very enjoyable day had by all.



Roy with his Stag



Phil with his Stag

Photos on the website, Events page.

Scotty, Leia, Ray, Carol, Gary and Jane had a long weekend Stag trip' to Barmouth from 4th September to 7th September. The weather was largely dry so they were able to enjoy the scenery of North Wales, soak up some rays, and of course the obligatory huge ice cream cornets. No problems with the cars so a good time all round.

Scotty was asked if it was possible to organise another quiz night along the same lines as the one held in January. It proved to be a great night and an event well worth

repeating. He has organised a venue and the fish and chips supper and the date which is Friday 29th November. Looking forward to this event!

Roy has successfully replaced the front springs and shock absorbers. Something I will need to do before too long. Unless of course you feel like doing it for me Roy. Probably not!

I've been toying with the idea of changing my head lights to Led's and seeing Gary's conversion as we left the N&N meeting I was inspired to take the plunge. With some advice from Gary of course. Classic Cars Led have Led bulbs that are a simple swop for H4 wiring that I found easy to use. However you do have to take out the base plate fitted to the main beam reflector and fit an H4 type connector. Pretty straight forward stuff and well worth the effort in my opinion.

Well that's all for now folks and all the best.

DIARY DATES

- ☛ Friday 29th November Quiz Night Hawthorn's Social Club, Rednal Hill Lane B45 9LL
- ☛ December Friday 12th December Christmas Dinner at The Fox Inn, Chaddesley Corbett, DY10 4QN

SOUTH BIRMINGHAM AREA WEBPAGE

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

James Scott

Mob: 07970 206829 scottygsxr@gmail.com

WARWICKSHIRE / LEICESTERSHIRE

What a trip we had to Germany! 3 weeks, 2158 miles, no car issues at all apart from very expensive fuel in the Netherlands. We did a slow meander up through the Netherlands having minimum 2-night stops. Unfortunately, on the Netherlands leg of our journey, we only had 15 minutes of hood down time due to the incessant rain. We visited a number of sites but due to heavy shower of constant rain we were somewhat restricted in what we could do and see. Our German Club Autumn weekend was in Cuxhaven, right at the top of Germany, a region we'd never done before. The



organisation was superb, and we joined in on everything they offered, including the barefoot mudflat walk on the Elbe estuary. Di was able to partake in her own balloon wheeled cart. The German Club members took over pushing duties. Who was I to argue. A slow meander back too via Lubeck, a lovely river surrounded mediaeval town. A few nights on the Rhine at Konigswinter, where we had a ride on the oldest cog railway in Germany. Hameln (Hamelin) was our next stop. We didn't see the Pied Piper, but I did buy some liqueur called 'Rat Killer'. Anyway, we had a smashing three-week break.

Our local Hinckley show was again rammed with cars and public. 800ish cars and they reckon 25,000 visitors.

No progress on the projects not surprisingly.

Keep smiling all.

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

November/December 2025.

- ☛ Nothing planned YET! Watch out for emails/whatsapp. Tony and Di

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

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SHROPSHIRE & SOUTH STAFFORDSHIRE

Steve Ellison

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OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

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WEST YORKSHIRE

Preparing for Winter

As the colder months approach, many of us are considering putting our cars into hibernation for the winter. While there may still be the occasional pleasant day, it is clear that winter is on its way. This period presents an ideal opportunity to dedicate some time to servicing and cleaning your car while the milder weather lasts. Taking advantage of these remaining warmer days ensures your vehicle is well-maintained and ready for the next season.

Group Activities and Member Contributions

Our group is truly privileged to have a wonderful collection of members who actively participate in the majority of our activities. Whether it is attending social events or joining us for lunches, there is always a strong sense of camaraderie. Dawn Bowles has taken a leading role in organising many of these social gatherings, ensuring they run smoothly and are enjoyable for all.

Road trips remain a highlight of the year, with John and Wendy Philips having successfully organised two memorable outings this year. These excursions give members the opportunity to explore new places together and further strengthen our bonds.

In addition to road trips, our calendar is filled with car shows, various events, and even group holidays. One of the most anticipated traditions is our annual Euro trip, which always generates much excitement. Looking

ahead to 2026, some of our members will be travelling to Northern Ireland for the Euro trip, with David Martin kindly taking on the responsibility of organising this adventure. During the trip, we hope to meet up with Roland Tate and several others from his Northumberland area, making it a truly special occasion for everyone involved.

Penistone Agricultural Show

The Penistone Agricultural Show was the next event we attended since our last report. Although the show's main emphasis is on agriculture, the organisers also ensure that there is a dedicated section for vintage and classic cars. This inclusion allows enthusiasts to appreciate a varied display of motoring history alongside the agricultural exhibits.

Renowned for its impressive size, the Penistone Agricultural Show typically draws substantial crowds and participants from across the region. Despite its scale and popularity, it is important to note that the event takes place over just a single day, making it a concentrated gathering of both agricultural and motoring interests.

Elland Car Show

The Elland Show is recognised as a smaller event within the local motoring calendar, yet it consistently proves to be extremely popular among enthusiasts. Despite its modest scale, the show attracts a loyal following each year. This year, the event coincided with another motoring engagement, resulting in a scheduling conflict for some members. Nevertheless, Ricky Pollard represented the West Yorks group at Elland, ensuring the club's presence continued at this well-regarded gathering.

The Rotary Club of Mirfield Charity Car Rally



The Rotary Club of Mirfield organises an annual charity car rally, which has become a well-attended event within our community. This year, several members from our area participated in the rally, and the route proved to be both enjoyable and scenic, spanning a total of 55 miles.

Route Overview

The rally began at Robertstown Liversage, with participants setting off towards Denholme, and then continuing on to Keighley. The journey proceeded swiftly through Bingley before traversing Baildon Moor and passing Shipley Glen, ultimately heading in the direction of Menston. As is typical, there was a brief delay at the traffic lights in Otley, after which the route led on to Harewood Bank. From this vantage point, the renowned Harewood hill climb was visible to the left.

The course then continued towards Weatherby, before veering off to Boston Spa. The next stop was Tadcaster, a small village in the Yorkshire region but notable for its three well-known breweries: John Smith's, Samuel Smith's, and what was formerly Bass Charrington.

Historic and Final Destinations

After passing through Tadcaster, the rally moved on to Church Fenton, an area recognised for its significance as a World War II airfield. The final destination for the day's event was The Motorists, a relatively new venue that has quickly become a gathering place for motor vehicles of every shape and size. It is also reputedly the site where 'Bangers and Cash' carry out restorations on some of the cars featured on television.

Wayne Day

Email: westyorkshire@stag.org.uk

NORTHUMBRIA

On 7 September a total of 21 Triumphs converged, via the bridge at Chollerford, heading up the North Tyne valley in sunshine to the magnificent Grade II listed Hesleyside Hall where all our cars just managed to fit round the lawn in front of the main entrance. The Charlton family, who welcomed us as we arrived up the drive in convoy, have been at Hesleyside since the 14th century. The present mansion, believed to



be built on the site of a 14th-century pele tower, was built in 1719. The grounds were laid out by Capability Brown in 1776. There followed the most interesting talk given by owner of the estate William Charlton who led us all around the building telling spine-chilling tales of reiving raids which were the legendary legacy of those violent times, when careless murder, theft and pillage were everyday professions. The Spur of the Charlton is a 16th-century spur located at the hall which was occasionally served to the head of the household on a silver platter, as an indication that food was low and it was necessary to go cattle raiding. William Charlton brought out the actual spur on a silver platter – unforgettable!

A presentation of the much coveted Northumbria Area Cup took place on the ancestral stained glass illuminated staircase for the best member's 'non-Stag' on the day. We are blessed in our Area with Members owning a diverse array of second classics including inter alia 3 Spitfires, 2 TR6s, 2000Mk1, 2000Mk2, Vitesse, GT6, Dolomite Sprint, 2 Morris Minors, Lotus Cortina, Jaguar Sovereign – and the winner judged by Technical Coordinator Brian George on the day was Roger & Sheila's one owner since new brown Spitfire which had risen from the dead after its hapless earlier incident and was presented good as new on the forecourt of the stately home. Congratulations Roger & Sheila! An unusual membership benefit was then accorded to those celebrating wedding anniversaries and a birthday through the medium of song and members, chatting freely with the Charltons, were served splendidly with homemade





scones, tea cakes and abundant tea & coffee by the owner's charming daughters in the magnificent dining room.

Unfortunately our drive to Whalton Manor and Gardens tour had to be cancelled due to Storm Amy winds – this drive has been rescheduled for next year.

On 9 September 9 members met at the Twin Farms in Kenton. If you would like to join us at these monthly N&Ns to ask technical questions, get anything off your chest or just have a chat & a drink drop us a line on WhatsApp to let us know you're coming! Come and go as you please.

The 2026 schedule is coming together – more to follow.

DIARY DATES 2026

- ✚ 6 April – Easter Monday drive to National Museum of Flight, East Fortune airfield – 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 – park around lawn outside 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 and tour of gardens
- ✚ 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
- ✚ 7 June – drive to country house near Haydon Bridge – tea in generously planted national standard walled garden – parking in sheep grazed meadow with views over South Tyne Valley
- ✚ 18 July – special N&N parking on the lawn of a Grand Home in Gateshead courtesy of one of our very hospitable members!

Roland & Brian

Roland Tate
rolandtatecf@gmail.com

CLEVELAND & CO DURHAM

We were really lucky with the weather on 14th September as eight stags and three TRs met in the bright sunshine at Strikes Garden Centre, Stokesley for our run over the North Yorkshire Moors to The Stables at Whitby for lunch. Most took up the opportunity to visit the café for refreshment before setting off. Then all back to the car park, engines started and on our way. We drove through Kildale, Westerdale - via Hob Hole – then climbing up to Blakey Ridge at Ralph Cross, unfortunately the higher we got the thicker the cloud was, so we then ended up splitting into two groups with some following the planned route to Rosedale, Cropton, Stape, Goathland, Sleights and Whitby, while the rest managed to reach the same destination via an alternative, so all ended up at the Stables ready for lunch. There was a large table ready for us and, though we did have what seemed a lengthy wait, all were fed without, I think, any complaints.



Two weeks later at the end of the month was the regular trip to Beamish Museum for the NECPWA rally, some meeting in Durham to be parked together, whilst others made their own way there. It was another lovely autumn day with uninterrupted bright sunshine. As usual, as well as the line-up of cars to see, there was also the opportunity to walk up to the museum and explore as much as could be fitted in on the day.

Looking forward, to end the year we have Christmas

Fayre at lunchtime on Sunday December 14th at The Old Mill, Metal Bridge, Durham.

Mike & Brian

Mike Reeve

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NORTH YORKSHIRE

Sunday 12th of October saw the official relaunch of our area, held at The Watermill and Grill, Carleton Miniott, North Yorkshire. Unfortunately due to illness I was unable to attend however the meeting was ably looked after by Graham Falshaw and Peter Jones in my absence. Thank you to Lorainne Holiday for the account below.

There were 14 members in attendance including Graham Falshaw, the Regional Coordinator, and Peter Jones, Coordinator Liaison Officer/ National Committee member.

An excellent lunch was enjoyed by all, and we welcomed new member Sean Hunt, who has recently joined the Stag Owners Club. A fulsome Carvery filled everyone, but some still found room for deserts, but no names mentioned.

After lunch we departed for garden and sat in the sun, which was very enjoyable. Items discussed were which

shows to attend next year, runs out and where to meet for N & N meetings. Initially, it was thought to be better if during the winter months a Sunday lunchtime meeting was held, and then in the spring/summer months, perhaps an evening N & N meeting.

Everyone was pleased to see the North Yorkshire area reform and wanted it to continue and progress further.

Everyone seems to have been so taken with the venue that the next meeting has been booked as;

DIARY DATES

✦ Sunday 16th November
Watermill Bar and Grill
Carleton Miniott
YO7 4NJ

Meeting once again from 12 noon with a view to attacking the carvery at 12:30. I'll be giving final numbers to the venue in the week proceeding so please as before either email me: asmaughan@ntlworld.com or send a text to: 07762 543920

Many thanks, and look forward to meeting you all in November.

Andy Maughan NY Area Co Ordinator

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06/12/23

OUT & ABOUT

NORTH WEST

Regional Co-ordinator:

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MANCHESTER / NORTH CHESHIRE

Is it just me, or has this years season flown by so quickly?

The last few events at the end of September kicked off with a visit to the Great British Car Show at Cheshire show ground in Knutsford over the weekend of 20th/21st. I attended on the Saturday, to meet up with Graham and Sally who had parked up their caravan at the event for both days. Unfortunately, Saturday was a bit of a wash-out due to rain, with very few people turning up as either exhibitors or visitors, so I was heading home again by midday! Such is the way with things, but Graham reports that Sunday was a different story, as there was a decent turnout in the improved weather.

With the improved weather on Sunday 21st, I took the opportunity for a quick blast down the A49 to join several others at Cholmondeley Castle show run by Classic Shows Ltd. It was good to see John and Sally out in their Stag, after a few weeks of being "otherwise occupied" as well as

meeting up with Nigel, Joanne and a few others from the Cheshire/Staffordshire borders. Paul and Polly were also there in the company of Dolomite Club friends. This was the first time I had attended a show at this venue, and it was a lovely day out.

The annual Walled Towns Run through North Wales took place on Sunday 28th September. Quite a few of us have taken part in previous years, but this time just two cars from our group joined – John & Sally, with Mark & Kim. The traditional route for this event saw cars enjoying some lovely Welsh scenery and roads, taking in Denbigh, Conwy, Beaumaris and finishing in Caernarfon. It was quite an early start to the day, but worth the effort according to reports.

As we head to the quieter time, I hope you will try to keep your cars moving for a bit longer and not let them spend too long in hibernation. I certainly intend to keep mine in use during any spell of reasonable weather.

Please keep me up to date on what you are doing. We still have a couple of regular meetings scheduled which will see plans for our January night out finalised and maybe some thoughts on next year. I will update via email



as the "dark" season progresses. Please contact me if you wish to be added to the email circulation list.

Regards, Nick

DIARY DATES

- 📅 November Sunday 16th Meeting Whitley Village Hall 4.00pm
- 📅 November Sunday 30th SOC National AGM at Gaydon
- 📅 December No meeting
- 📅 January Saturday 17th, Post -Christmas night out

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

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NORTH LANCASHIRE

Not much to write about this month our last 2 shows didn't happen due to bad weather.

4 of our members had a continental Stag holiday going out via the tunnel and France on to Germany down the Rhine and Mosel then back via Brittany and the ferry from Caen, from all reports a very successful trip couple of minor problems during the trip but they got back under their own steam. When I say steam please note overheating was not a problem. I will see if I can get a writeup of their trip for future editions of the magazine.

The only event left this year is our Christmas meal. This year we have moved the time to the evening of Sunday the 7th December at the Ribchester Arms in guess where "Ribchester" the time is 19:00. I apologise to our members who travel reasonably large distances for this event but, it is the only time where we would not be limited to too small a time limit for the tables. We had 2.5 hours last year and had to cut short our event and even then the next party had arrived before we had all finished chatting. This later start gives us as much time as we want, the last orders are 20:00 so no one will want our tables. Anyone not on my mailing list who wants to come on this event please let me know.

Its getting time to think about your winter projects mine is starting with new windscreen seals (hopefully the screen will survive) I noticed on our last event which coincided with heavy rain that on the trip home water was leaking through the seal between the glass and the seal, it was only slight but needs sorting. Apart from the usual yearly maintenance up to now that is all I have. Its our meeting tomorrow I will see if anyone else has anything planned.

We are already thinking about next years programme and will be going to the Isle of Man in May, any suggestions for other events you may like to include get in touch with me.

That s all folks!

DIARY DATES

- 📅 Our meetings are on the second Tuesday of each month at the Bay Horse on the A59 at Osbaldeston post code BB2 7HX around 20:00
Everyone welcome

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

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NORTH WALES

As the season is winding down, we only attended one show in September, Cholmondeley Castle near Whitchurch on 21st.

This was the first time we had been to this venue since Covid, and the first time we had not arranged a club stand. However, four of us managed to park together, with another member a short distance away. A poor weather forecast again proved to be incorrect, and we enjoyed a dry sunny day. Attendance overall was however well down on previous events at this venue, reflecting the forecast and the lateness of the show. It was not helped by a road closure adjacent to the show entry/access point!

The September "last Thursday of the month" run-out was again well attended, starting at the Daleside Garden Centre at Hawarden and finishing at the Red Lion in Northop. The dozen or so cars on the run included 3 Stags, including my own, roof down, reflecting the fine sunny day.

A couple of S.O.C. members took their Stags to a rolling-road day on Saturday 4th October, arranged by the West Cheshire M.G. Owners Club. Both found tuning problems under the harsh conditions, but were able to achieve much better, smoother and more efficient running after some rectification.

The October monthly meeting was well attended, 24 present, of which five were Stag owners. Some discussion took place on future run-outs, and possibilities for next year's Drive-it Day.

DIARY DATES

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

Nigel Cross

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OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

WEST OF SCOTLAND

Show season has now finished for this year, with our last one on the 14th of September at Scone Palace. The show was really well attended and is always a very popular event. With the new road layout now opened, the access in and out of this event is now a lot easier and quicker. Usually we have a queue going into the venue, followed by a horrendous wait to leave at the end, sometimes we have waited over an hour and not even turned a wheel trying to exit, this year it was so much better. We were also very lucky with the weather as a yellow warning for rain had been issued for the day, everyone including stall holders were watching the skies, most did pull tents down early but thankfully the rain stayed away until the show had finished. We can actually say we managed a dry show season in Scotland this year which is a miracle.

We were hoping to get in an end of season run before the dark nights, we are still keeping our fingers crossed we can manage one last run but its looking unlikely as its getting cold, dark and wet now.

We are still meeting up on the 1st Tuesday of each month at The Redhurst Hotel , everyone is welcome.



Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com



The Scone Palace Show



EAST OF SCOTLAND

A couple of Stags from the area visited Corsica in September. A long trek to get there of course but worth it for the twisty roads and fantastic scenery all around the island, which made for great open-top motoring.

Our Christmas lunch will be at Howies in Edinburgh on Monday 8th December (instead of the Monday club night). All are welcome of course – still time for late entries, so please let me know if you'd like to come.

The November club night will be held in the Hawes Inn at South Queensferry on Monday 10th, starting at around 8pm, at which all members are welcome. The next one will be in February.

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

GRAMPIAN

As usual the last rally for us was a visit to Fyvie Castle for the Morris Minor Rally. We had a good turnout including a beautiful GT6 and met in Morrisons car park in Inverurie and went in convoy to Fyvie. We had our usual parking spot together facing the Castle. it was a good show lovely weather, with lots of interesting vehicles and a dog show!

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

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

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

NORTHERN IRELAND

It is with sadness that we have to report on the sudden passing of our Coordinator, David Seeds. A long term member of SOC, David took on the deputy co-ordinator role some years ago and when I became ill earlier in the year he and I swapped roles, in a happy supportive partnership. Whilst not yet of pension age he had retired some years ago and was with his wife Karen, his children and young grand-children enjoying with enthusiasm, his pleasures which could be described as holidays, classic cars, and family.

He told us frequently that his aim was to have a holiday to Nashville whilst he still had the health and interest to enjoy it to the full. Unfortunately that was not to be. He and Karen set off in the first week of October. David, became ill on the flight to Nashville, and died despite the best efforts of several doctors on the flight. At the time of writing (16th) Karen is still working to have David's body repatriated.

We, as a Club, and their friends will be supporting the family as best we can.

Brian Linden

OUT & ABOUT

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

COTSWOLDS

We continue in the popular form of a 'last Saturday of the month' morning drive followed by lunch.

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

It takes a certain strength of character to purchase a Stag without inspecting the hood and happily drive about for twelve months with the hardtop in place, blissfully unaware of what, if anything, might lurk beneath. Following the big reveal we know that Barbara's car has a very good hood with plenty of length to the lower edge, unlike so many current replacements which are about two inches too short.

Such a contrast to Mark's 'refurbished frame with replacement hood' from a well advertised specialist, complete with bent frame components and incorrect or over long bolts. It was sent back to the refurbisher for adjustment but still had conflict in the frame struts on return, resulting in our struggling for total of 41 hours to achieve an acceptable fit and correct operation.

One of the major benefits of SOC membership must be the advice and assistance available from other enthusiasts and the ongoing learning curve. I'm grateful for recent advice from friends near and far in diagnosing a leak from the water pump of both oil and water, which creates an unpleasant sludge in the V. I now know that by standing adjacent to the near side rear of the engine bay, bending down and looking towards the water pump one can just

see the underside of the pump casing. And on mine, evidence of leak source.

The high point of September was undoubtedly our weekend away in Somerset and Dorset, hopefully documented elsewhere. Good company, some spectacular routes and reliable Stags too. Where next? Who knows, as some prefer moderate daily driving distance while others happily drive all day. General consensus seems to be that two nights are not sufficient and there is talk of the NC 500, which would probably need a week. Tim did the NC shortly after Dorset, so we await his account with interest.

The previously mentioned Graveyard Classics saw a modest but varied and interesting gathering which included a rather startling purple Triumph Roadster, a pretty and exquisitely detailed Dome Tail Austin Swallow and a couple of Stags. Chris and Helen's, notably approaching 40 years in their hands, is one of several long term ownership Stags in our gang.

CONGRATULATIONS to Mike and Julie Fisher on the celebration of their Diamond Wedding anniversary, despite or perhaps on account of their enjoyment of Stags and Club for almost forty of those years.



Another well attended convoy run concluded September activities, and caught the attention of an acquaintance who was out for a cycle ride. 'A very impressive sight and sound he declared', also admitting to allowing us plenty of room on the country road. Sensible chap!

The lunchtime pub was a disappointment, but of course



we remember things as they once were and the 1970s Chicken in the Basket heydays are now a worryingly long time ago. Several of us knew the pub of old so could reminisce over romantic encounters and dancing on tables.

SOC AGM Sunday 30th November.

This is the opportunity to contribute to the running of your Club and the meeting is to be held fairly near to us at the British Motor Museum, Gaydon. Also if you're quick there is still time to register an agenda item or present an award proposal as detailed in the October issue.



Finally, a little frivolity. Using a combination of technical skill and AI, Andrew Ford has created a light hearted tribute song entitled 'My Triumph Stag', hopefully available to hear via the interactive online magazine.

Rupert Klaiber rupertk@hotmail.co.uk

Mark Jackson cotswolds@stag.org.uk

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

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WILTSHIRE

Our October N&N was held on a beautiful evening, and my run to The Milk Churn at Melksham over the Ridgeway via Lambourne and Marlborough was rewarded with a lovely sunset before darkness descended. The good weather was not reflected in the turnout of only 5 members, and one Stag in the car park.

Our Co-ordinator Glyn is away this month, so its deputy co-ordinators job to provide this months report.

John Goff confirmed he had set the route for our Sunday lunch run on the 26th October, which will be reported in next months issue.

With Christmas dinner booked for Tuesday 2nd December, there was little else on the agenda, so the discussion was generally around John Goff's long reported engine rebuild which was now undergoing final testing and would hopefully be available for John's run on the 26th. Nick's Stag is still in the queue behind John, so no progress there.

The run home was a reminder that I must sort out the Stag's dismal headlights, a common complaint among owners.

Our meeting in November will be at the Milk Churn SN12 6AD for a drink and a chat.

Details off all the our events and venues that we will be attending as Wiltshire SOC will be included in our online 2025 Diary <https://www.stag.org.uk/wiltshire-area-welcome-page/wiltshire-soc-diary-2025/> this can be found on the Wiltshire Web page on the main SOC web site

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

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

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

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

WILTSHIRE AREA WEBPAGE

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

Glyn James

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OXFORD

After a brief absence last month, we're pleased to be back with an update from the Oxfordshire area. Apologies to anyone who missed our usual "Out and About" entry, we're making up for it this month with plenty to share!

As this article goes to press, our area will have just completed its annual review which is a chance to reflect on what worked well over the past year and explore ideas for improvement. I've reached out to our members for feedback and suggestions, and I'm looking forward to sharing the outcomes in the final magazine article of the year. One idea that's gaining traction is to keep rotating our meet-up locations. It's a change that seems to be sticking, with a few tweaks to make it even better. We also discussed planning more "drive-out routes" to enjoy before our gatherings—so keep an eye out for those in the coming months.

As always, our WhatsApp group remains the heartbeat of our community. It's the best way to stay informed, share updates, and tap into the collective wisdom of our members.

It's been a surprisingly busy time for the Oxfordshire crew. Both Richard Taylor and Richard Green Snr were looking to move on from our current Stags, and true to form, neither car stayed on the market for long. Richard Taylor has now swapped his for a striking yellow automatic. He's been steadily working through the usual tweaks and touch-ups to get it just right—no doubt it'll be as immaculate as his last one in no time.



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

I also managed to benefit from Richard's swap by acquiring a lovely set of Mark 2 alloy wheels and tyres. I'd previously resisted the temptation, preferring the rare look of original steel wheels and hubcaps. But with my tyres due for replacement, the timing was perfect. The difference in handling was immediate and impressive proof that good tyres really do transform the driving experience.

Our first outing with the new setup was at the Banbury Festival of Motoring, where both cars were proudly displayed. It was a fantastic event, and a fitting send-off for Richard Green's Stag before it moved on to its next chapter.

October also brought the return of the ever-popular Bicester Scramble. As always, it delivered a great mix of cars, atmosphere, and camaraderie. Jason and I had a brilliant afternoon there. A special highlight was seeing Bob Speller's stunning red Stag—affectionately known as "Red Devil"—taking pride of place outside the Sky Wave Gin Bar. With live music playing and the car gleaming in the autumn sun, it was a picture-perfect moment.

Looking ahead, next month's article will likely confirm our locations for 2026 and any changes the team wishes to implement. We're always open to fresh ideas, so if you have suggestions or want to promote a local event, please don't hesitate to get in touch.

Our WhatsApp group continues to be a treasure trove of advice and support, especially from our more technically minded members. Whether you're troubleshooting a mechanical issue or planning your next drive, it's a great place to connect.

Until next time—drive safe, stay connected, and keep the Stag spirit alive!

Richard Green

OXFORD AREA WEBSITE

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

Richard Green

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SOLENT & NEW FOREST

Well, I suppose this sunny weather we've come to expect, even rely on, had to end sometime. Unfortunately it came with a storm warning on the weekend of our last run of the season.

As a result, only five brave members turned out with their Stags, along with two Volvo Amazons, everyone one else arriving in their dailies.

Phil and Jo arranged for us to meet at the garden centre at Cadnam, from where we then set off across the New Forest. Happily the National Park is huge, meaning that, although we were also there last month, only one small lane was shared by the two routes.

Our coffee stop was at the tearoom at Breamore House near Fordingbridge. While there, enjoying the tea/ coffee and delicious cake, some of us took the opportunity to walk in the estate grounds while others visited the



museum. At this point some decided to leave for home as the weather wasn't improving, while the rest continued on to the Alice Lisle, near Ringwood, where they had booked in for lunch. In all, an enjoyable end to the 'Stag run' season.

The monthly meeting was a quieter affair than usual with only ten members attending. This was due to fifteen



of them, in seven Stags and a Z3 (!) spending a long weekend in Great Yarmouth, only returning that day. We await their reports with interest, assuming that 'What happens in Norfolk' doesn't 'Stay in Norfolk'!

DIARY DATES

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

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

SOLENT & NEW FOREST AREA WEBPAGE

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

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OUT & ABOUT

S O U T H E A S T

Regional Co-ordinator:

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schkiefer@aol.com

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EAST SUSSEX

It might only be November, but there's already a lot of discussion about the Stag calendar for next year! At the last breakfast meeting, our chairman, Gary Mountford, asked everyone to give some thought to the meetings we want to attend as a club and the shows and trips we should consider for the new programme. We are fortunate that there are so many options to choose from and it looks like there will be some lively discussions over the coming months.

Meanwhile, we had a very pleasant social evening at our regular haunt, 'The Green Man,' at Ringmer. As ever we were blessed with good food and good company. We were also pleased to welcome a new member to our group and hope Dennis, and his yellow mimosa Stag, will enjoy what the club has to offer in the coming season.

As we went to press, we were preparing for our annual 'Autumn Tints' run at the end of October. A full report will appear in next month's issue.

Two trips that are already booked for 2026 are Northern Ireland – a Scenic Car Tours excursion – and, a repeat visit to the Brecon Beacons where we have had such good times in recent years. Bookings and deposits are now being taken, so please let anyone on the committee know if you are interested in joining either of these group events. For the Ireland tour, the more cars, the greater the discount and so we are keen to welcome as many as possible on this new adventure for our current members.

Finally, we'd like to thank the Kent area who invited us to join them on their late September Stag Treasure Hunt. A few of our members accepted the challenge and were made very welcome. We are pleased to report that when the honours were awarded, our club came in on second and third place. Now there's a challenge that needs to be returned – what gauntlet can we throw down? Another subject for discussion me thinks

DIARY DATES

- ✔ Breakfast meeting: Saturday, 15th November
- ✔ 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-home-page-2/>

Gary Mountford

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mandymountford4201@hotmail.com

SURREY

It's a nice easy one for me this month as other members have done a report on the long weekend we had at Warners Hotels, Herefordshire at the beginning of September we had a wonderful time but as I said you can read their report in the pages of this magazine.



Surrey area Stags

DIARY DATES

- ✔ 17th November meeting at the Fairmile from 7pm
- ✔ 23rd November Breakfast at Haskins Garden Centre details to follow
- ✔ 29th Christmas Dinner at the Thatchers Hotel East Horsley if you are very quick
- ✔ we may be able to get you in as the cut of date was the 1st November but we can try.
- ✔ 22nd December meeting at the Fairmile from 7pm
- ✔ 19th January will be our AGM meeting at the Fairmile from 7pm so if you would like to put your name forward for the Co-ordinators, Deputy's co-ordinators position or if you have any suggestions please come along to the meeting.

SURREY AREA WEBPAGE

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

Gary Sorfleet & Matt Gravett

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KENT

Hello, we had a very busy meeting last night with 33 members in attendance, thank you for making the effort on a wet night. Our main activity in the month had been our treasure hunt, we had 10 cars and 20 people who gathered at the Wishful Thinker pub in Lenham for coffee or breakfast including 2 couples from East Sussex area, our thanks to them for making up the numbers, David and Louise handed out our route instructions and question sheets. We were able to depart at our leisure for the 60-mile route around the Kent and East Sussex countryside and with plenty of time we were able to work out most of the answers (with the help of some friendly locals). We regathered at the Wishful Thinker at the end for a meal and prize giving. The prize was won by Jonathon and Lesley Moss who have the dubious pleasure of setting next year's hunt.



Paul gave an update on the Christmas meal and the menu is now available with payment required by 20th. Thanks go to Paul and Vicki for this event.

Our proposed holiday trip to Ireland had been circulated to those who expressed an interest and we have a good uptake for the May departure with up to 20 people and 10 cars. We don't currently have sufficient for the June trip to be viable but I am just waiting for the final decisions from a couple of people which may swing it.

All information about future events can be found on the Kent area page of the club website, there is to be a quiz at the November meeting so please bring paper and pen with you.

Derek

KENT AREA WEBPAGE

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

Derek Hewett

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SOUTH EAST LONDON

Dave H has been busy ripping his kitchen out this month, so the task of writing the report has reverted to me. Aren't I lucky! I'm joking, of course, but I do appreciate the efforts Dave has made in writing all our reports this year. We all have lives outside of the club, and it can be a lot for one person to do everything, so any help members can give is greatly appreciated. This doesn't have to involve taking on an official title and Dave H is a good example as his contribution as "report man" is a massive help. So, on that note, if any members would like to get more involved in keeping the South East London Area's cogs turning, please let me know. I'm sure I can find something for you to do!

Back to the report: The shows have wrapped up for the year, with Edenbridge being our last one. I won't discuss that show too much, as you all know how I feel about the trophy winners there. I'm not sure what the Morgans are bribing those judges with, but we definitely had the best display. There was some drone footage posted on their Facebook page if anyone's interested in having a look. It's not hard to spot the Stags, as we're the only ones there who aren't parked in a "car park" arrangement.

Moving swiftly on to Christmas (yes, it's that time of year again!), we've decided on our Christmas venue, and it's a nice, easy option. We will be having a meal at the Bo Peep on our December Club Night. I've already received everyone's menu choices, but if you're reading this and haven't paid your £10 deposit, please give me a call or text.

Several of our group have attended breakfast meets this month, both in their Stags and other classics. I can't comment too much on this as I haven't been along, but they seem very popular on the group chat, and from the photos, I always see a good mix of different classics in attendance.

That about wraps it up for this month. Hopefully, we can return to our normal scheduling in December, and you'll have a far better-constructed report from Dave H, AKA "Report Man".

DIARY DATES

- ✔ 06.11.25 – Monthly Meet at the Bo Peep
- ✔ 04.12.25 – Christmas Meal at the Bo Peep (replaces the monthly meet)

Chris Skinner

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WEST SUSSEX

WEST SUSSEX AREA WEBPAGE

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

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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

DEVON

September seems to be a month when many of us take our holidays and others take advantage of the last of the Summer sunshine to get out and about in our Stags.

We had the first of our Autumn/Winter Noggin & Natters at The Hunting Lodge, thanks to Verno for hosting it. We are still looking for others to host N&Ns in their local area on a Wednesday evening. Please get in touch if you are able to do this, all it needs is for you to reserve some space at your local hostelry and we will do the rest.

September's big event is the TSSC organised Tour of Devon, this events goes from strength to strength each year with Triumphs coming from far and wide to enjoy the fantastic routes through Devon's lanes and coasts. If you didn't make it this year, make sure you sign up for next year.

A special mention to Matthew Richardson this month who not only took his Stag up to join 260 other Triumphs and enjoy the All Triumph Day at Shuttleworth, but the following weekend headed off to the Goodwood Revival.



Jeanette Sculpher braved a rather damp and cloudy day to become the only Stag to make it to this years Lynham classic car show. Meanwhile, others spent the month enjoying the more peaceful Devon lanes and moors now that the holiday rush is over.



By the time you read this, we will have completed our Start Bay Run organized by Leah and Si Mears, hopefully everyone enjoyed the famous fish and chips, more next month.

Looking ahead, I hope you are getting in some Skittles practice in readiness for our annual match against TSSC and the Dolomite Club at the Waie Inn on Sunday 23rd November – SAVE THE DATE, it is always a fun event followed by prizes and a Sunday Roast. More details to follow by email.

Don't forget to check out the Devon area SOC webpage for details of upcoming events and other news.

SOUTH WALES

Well autumn has definitely arrived but the South Wales Stags were still out and about in September.

The evening drive organised by Myron took place on September the 2nd and a report was included in the last edition of the Stag Magazine.

The next event was the Rougemont Show and Terry has submitted his report as follows: -

Rougemont Show



On Saturday 20/09/25 four Stags, an MG TF and a Saab met at The Crow's Nest pub in Cwmbran on route to a new show being held at the nearby Rougemont, school. We all enjoyed breakfast at The Crow's before setting off for the show. The weather forecast was not good but as it was a new show and venue we decided to show our support. The weather stayed dry up to the point when the public were due to arrive then the heavens opened. Luckily there was a covered shelter and we had a good chat amongst ourselves. The rain later cleared but too late to save the show. I'm afraid it was a case of Weather 1 Car Show 0. Maybe try again next year and at least the breakfast was good.

Terry Dunn

The next event was the Cowbridge "Coffee and Classics" and here is Colin's report:

Cowbridge Show

On the last Sunday of September, the Bear Hotel in Cowbridge town plays host to the surrounding classic car community. I have been attending for about 4 years and when the weather was forecast to be fine on 28th September, I set out from my home in Cardiff to enjoy one of the last car shows of the season, which was in Cowbridge, Vale of Glamorgan.

The Street Show had been advertised on our club WhatsApp group but no arrangements had been made to attend as a group. When I arrived at about 9.30 am

the town was already buzzing with classic cars and their drivers. Every car park in the town was occupied with classics from every decade. There were modern supercars like McLaren, Ferrari and Lamborghini to classics like Morris 1000, Mini Cooper, Austin 1300 and of course Triumph Stags. There must have been about 300 to 400 cars.

Walking around the town I recognised most of the Triumph Stags and knew they belonged to club members. I set out to look out for friends who would no doubt be inspecting the vehicles on display. I first of all bumped into Brian Bibb and Bob Hinton who had brought their Stags along. I then spotted Huw and Helen in their French Blue Stag driving along the main street looking for a car parking space. Unfortunately, I did not get to catch up with them on this occasion. I then bumped into Kelvin in his Magenta Stag and Julian, Taylor and Morgan Hando who had come as a family in their Mimosa Stag. They were all gathered around another Mimosa coloured Stag which I didn't recognise. It belonged to Peter Harris and was in concourse condition. Peter, although a club member was new to the group. I was pleased to sign up Peter to our Area WhatsApp group so we may well see him again at one of our meetings. (Peter also owns a Dolomite and a TR6 all in Mimosa yellow).



Looking around all the cars on display I decided to select the car which I would like to go "home with me" and my conclusion was a burgundy Jaguar XK140 although it was left hand drive so that put me off a bit. I then spotted a Jaguar XJS V12 but it wasn't for sale so the conclusion was my white Triumph Stag would do nicely thank you.

Colin Evans

The final event in September was a breakfast meeting at Llandegveth Reservoir and Ian has kindly prepared a report.

Breakfast Meeting at Llandegveth Reservoir

After an invite from Usk Classic Car Club to attend their breakfast meet on the last Saturday of the month, we dually obliged. Three Stags, an Aston Martin and a very nice '73 Saab from our club arrived at Llandegveth Reservoir between Usk and Cwmbran at 10am. A very nice collection of various classics was assembled.

Jaguar E-types, a Rover P5, Morris Minors, Mercs and Porsches to name but a few.

A very hearty breakfast was also enjoyed courtesy of Dwr Cymru Welsh Water in their cafe at a very reasonable cost. A very enjoyable morning was had by all, and the weather stayed dry as well!

Ian Rogers

Noggin and Natter

The first N and N of the latter part of 2025 took place on the 7th of October at the Crow's Nest Cwmbran. Thirteen members attended and a wide range of topics were the discussed. Bob Dowsell asked the members in attendance if they were happy with the current "management team" of four deputy coordinators running SW SOC and there was unanimous agreement that it was working well. We touched on the subject of annual subscriptions and there was agreement that the cost should increase if necessary to keep the SOC bank balance healthy. With things quietening down on the events front, Terry Dunn said he hoped to organise an impromptu run before Christmas but as ever this would be "weather permitting". A pleasant evening and good to catch with everyone there.

We welcome all Club members in the South Wales Area or further afield. We keep in touch by emails and WhatsApp. We meet on the first Tuesday of every month at 8.00 at the Crow's Nest Cwmbran. However, in the summer the time changes to 7.00 when we normally have an evening drive which ends up at a pub for light refreshments.

DIARY DATES

- ✔ Tuesday 4th November Video quiz organised by Andrew Puddifer, Crow's Nest
- ✔ Sunday 7th December Taurus Crafts – details TBC
- ✔ Sunday 14th December Christmas Lunch, Green Meadow Golf Club

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.

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

- ✔ November 2nd - Wheal Martyn Clay works museum PL26 8XG

- ✔ 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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SOMERSET / DORSET

A small group of us tried The Podymore Inn for our mid-week lunch in September. Although it had a limited menu the breakfasts were very good and their menu is supposed to be changing soon, so somewhere to consider in future.

As Janet and I were joining Jane and Mark on the Scenic Car Tours "Topless Isle of Man Tour" we did not have any events planned for September after The John Haynes Classic. However, a few of our members told me they had been out and about in their Stags with photos to prove it.

Rob had put a flyer on our WhatsApp page for The Yachtsman at Hamworthy as they were having a pre 1985 car meet. On the day the threat of rain dissuaded some but Peter did attend and reported back that although it was a bit damp, there was quite a mix of vehicles present and his breakfast was very good and he even sent a photo to our WhatsApp group to prove it. We must keep an eye for the next meet, even if just for breakfast.

Rob managed to get a few laps as a passenger in an F Type at a Jaguar track day at Castle Combe where his Stag, Custard was a guest of honour.



Mike & Jackie joined the Devon area's "Devon Tour" run and from the photos it looked like some fun roads and really good weather.

As mentioned earlier, four of us in two Stags joined the Isle of Man "Topless" tour which enabled us to visit many of the famous locations on the Island. One bonus of using Scenic Car Tours is they are able to close sections of the mountain roads, including part of the TT circuit,



The Isle of Man "Topless" tour



This video is of the drive up the Sloc Mountain Road in the Isle of Man. Unfortunately there is a bit of rain but not surprising for this area at this time of year. Please go to the interactive version of the magazine on the club website to view this video.



enabling some spirited driving. There was even a 300 car cavalcade, led by the police, around the TT circuit which was a gentle drive with lots of locals waving as we drove along. Surprisingly, I only counted 6 Stags on the trip whereas in previous years they appeared to be in the majority. This year it was the Nissan Figaro with over 60 on the tour. It was a good mix of topless classics, although there were a number of non-topless cars taking part.

We do not have any definite future events at the moment but we might get some inspiration on our WhatsApp posts for last minute events. Let me know if you would like to join our group. Also note, we will be continuing with Sunday Lunch N&Ns until further notice. Please check with Garry or Ken for the latest information to confirm we are attending events if you are thinking of joining us. Keep a look out for emails as Christmas is here and hopefully we can find somewhere for our pre and post Christmas meals.

Garry Martin

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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. Well here we are close to the end of another season and I must say we have had a lovely dry, sunny and warm summer. Saying that we had hoped to attend The Paul Satori Pembrokeshire Run but unfortunately on the day we had rain and we did not attend. As I was away for our September N&N I have asked Anthony to put together a short write up so over to you Anthony

Anthony Foster Deputy Coordinator

Our September N&N runs are always hit or miss with regards weather. We sometimes have Indian summer weather with really nice late evening sunshine, autumn colours and dry roads. Other times it persists down with rain. This September was one of those. We had planned a reasonable, picturesque route, avoiding as many speeds bumps and 20mph limits as possible. However, as the day got closer, one by one the Stags all dropped out and decided to stay in their cosy garages, (including mine). Luckily enough, their owners decided to use lesser transport and turn up for the meet/meal. Only two of us made the run as planned. Thanks Steve and Julie.

We'd selected a newly opened restaurant for the meet/meal, so it was a bit of a jump into the unknown. We needn't have worried though as the new owner of the White Hart in Llandeilo, made us very welcome, provided us with a private dining room and some really tasty meals. Fourteen of us all went home happy and well fed.



It was lovely to have Carol Rowland join us for the first time since Paul's passing. Great to find out that she has kept their Stag and intends to join us in it for runs next summer.

The more Stags on the road, the better.

Back to me now and we attended the Autumn Steam Rally and Country Fair held in Pembrey Country Park on 27th & 28th September. Day one and the forecast was for rain which put off a number of classic car turning up fortunately for those who did brave the forecast it wasn't too bad. We did have one light shower of rain and that was it, we even managed a sunny period during the afternoon but it was a little windy. Due to the forecast we only had three cars on the first day which was a pity but understandable. One of which travelled up from the West Wales Area. Thanks to Nick Cale for doing that on a miserable day. We also met our newest members Rowland and Glenys a big welcome to you. Day two and it was very foggy on the way to the show ground thankfully it cleared up before I got to the ground and it ended up a much better day far less windy and a lot more sunshine in fact it was like summer. We had five Stags out of the nine who originally said they would come. I would like to thank

John Pelican for attending having driven from the Cardigan to join us. As always at this show there is plenty to see and do. There were about 120 cars and a large number of visitors a great day indeed. Looking forward we have just one more show to go to and that is Crank Down held in The National Botanical Gardens on 12th October this is our last show for what I hope was a very enjoyable year for us in South West Wales Area.

Clive Perman

DIARY DATES

- ✔ Crank Down National Botanical Gardens 12th October
- ✔ N&N 15th October
- ✔ N&N 19th November
- ✔ Christmas Meal 10th December AGM 18th January 2026

Clive Perman

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WEST WALES

With the end of the 2025 season, most of this year's shows and events are now over, including our monthly evening drives for our N&Ns. With the longer nights and worsening weather now with us, some of us will be taking our Stags off the road, or limiting their use to just the drier, brighter days.

For the West Wales area, the end of the season has been marked by a couple of final events. On the weekend of 27th and 28th September, the Pontarddulais Vintage Club held their show at Pembrey Country Park. I was only able to attend on the Saturday, when the weather was a little unpredictable but mainly dry. As a result, there was not a very good attendance, but we were still able to muster three Stags from West and South West Wales. The weather was much better on the Sunday, and this resulted in a better turnout, with five Stags on the Club stand. I clearly chose the wrong day to attend.

On Sunday 12th October, I had intended to join others from the SOC at the Towy Valley Vintage Club's "Crank Down" show at the National Botanic Garden of Wales, as I did last year with my dog. Unfortunately, it was pointed out to me this year that dogs are only allowed at the National Botanic Gardens on certain "Doggy Days" which did not coincide with the Crank Down show. So sadly I was not able to attend this year, but I am sure that the South West Wales area will be able to report on who was able to be there.

As reported last month, our N&N for September had to be cancelled due to bad weather and very low numbers attending, but we are looking forward to our next N&N which will be held on Tuesday 14th October, at The Lost Coins pub, Haverfordwest, and our N&N for November will be held on Tuesday 11th at a venue to be arranged. Please get in touch with me to find out details of our N&Ns.



The Pembrey Country Park Show

Christmas Get Together

We are also looking forward to our planned Christmas get together and meal with the South West Wales area on Wednesday 10th December. Clive Perman is kindly organising this joint event for us again this year and he has confirmed that it will be held at The White Hart at Llandeilio. Clive has provisionally booked a table for 20, but now needs confirmation of numbers, so if you are hoping to join us for this evening would you please now let either Clive or myself know. Clive's new email address is southwestwales@stag.org.uk

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. 14th Oct. N&N Lost Coins pub, Haverfordwest
- ✔ Tues. 11th Nov. N&N tba
- ✔ Wed. 10th Dec. Christmas Get Together The White Hart, Llandeilio

Nick Cale

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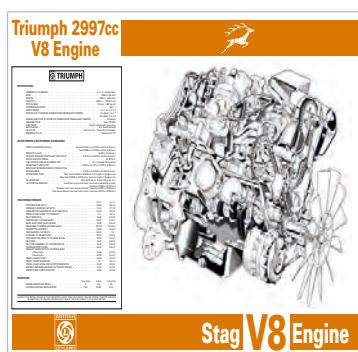
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