

STAG OWNERS CLUB

ISSUE 520 OCTOBER 2026



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STAG REFERENCE ARCHIVE / STAG PHOTO SESSION

OFF TO SCOTLAND / ELECTRONIC IGNITION REPLACEMENT

STAG OWNERS CLUB

HONORARY POSITIONS

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Past Presidents: Lesley Phillips

Vice-Presidents: Chris Liles, Simon Preece, Lesley Phillips

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GENERAL CLUB INFORMATION

Change of Address

Please notify the Membership Secretary, by email, or from the Members Area on the Website, to ensure that your Magazine is sent to the correct address. It is important to include your POSTCODE.

Subscription Rates

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

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretary
Email: membership@stag.org.uk

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.

Technical Queries

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

Area Co-ordinators

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

FORUM

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

Insurance Scheme

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

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

Data Protection Act

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

WEBSITE

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



EDITORIAL

A quick reminder that bookings for our AGM close on the end of October.

So if you're thinking of coming, now is the time to get your booking in.

Also the European meeting next year in Holland is proving very popular so please make your bookings are in by the end of the month if you wish to go.

We have a new online resource from member Jon Cosson, see page six for more information on how to access this.

Also logging onto the members area on the website gives you access to a great number of features, all the magazines right from the very first up to the very latest available and also later versions as interactive magazines featuring videos, there is additional technical information available in The Car section.

We are still looking for a new membership secretary, we have a lot more detail on what the job entails, so please look at page 5 for all the information.

Carl Fuss

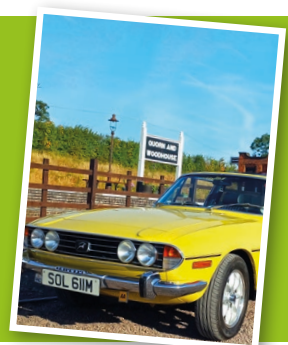
ISSUE 520 OCTOBER 2026

Front Cover: Staggy at Quorn & Woodhouse station

Photo: Dave Bower

Back Cover: Stags in Scotland

Photo: Ray Pile



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Email: membership@stag.org.uk

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The opinions in this magazine are those of the contributors and are not necessarily the official view of the Stag Owners Club nor of its officers. Members are reminded that when purchasing items advertised in the magazine the Stag Owners Club and its officers cannot be held in any way responsible for the quality or correctness of items included in the advertisement. Publication of an advertisement does not constitute a recommendation by the Club.

WELCOME NEW MEMBERS

Gareth Davies	Carmarthenshire	Andy Fox	Jersey	Steve Isherwood	Norfolk
Nicholas Lloyd	Hampshire	Christopher Reading	Suffolk	Jonathan Mold	Oxon
Simon Leeds	Cambridgeshire	Andrew Clark	Essex	Donald Peach	Gloucestershire
Michael Maguire	Tredington	Ivor Lyons-Pumfrey	Herefordshire	Colin Brown	Gwent
John Undrill	Hertfordshire	Neil Hosler	Oxfordshire	Bruce Penrose	Somerset
Francis Allies	Taunton	Alan Nixon	Lancashire	Neil Henry	Sutton
Charlie Rampling	Essex	Andy Robbins	Worcestershire	Mark Lindsay	Midlothian
Brian Hill	Essex	Colin Corfield	Kent	John Auber	London
Rich Haslett	Wales	Peter Dunkley	Eckington	Gordon Ballingall	Dorset
Ian Steele	Lincs	David Cockman	Hertfordshire	Mark Pickersgill	Devon
Geoff Sage	Lancashire	Elizabeth Hart	Aberdeenshire	Lee Hand	Cheshire
David Brands	Aberdeen	Graham Florance	Surrey	Robert Steel	Northumberland
Ian Jerit	Aberdeenshire	Paul Powis	Warwickshire	Norman Melton	Mersyside
Joe Carthy	Milton Keynes	David Jelley	West Yorkshire	John Furlong	Dorset
Steven Harmer	Surrey	Anthony Ferrari	Surrey	Garry Taylor	West Sussex
Dave Sheldon	Huntingdonshire	Christopher Murnane	Bedfordshire	George Burnside	Durham
Laura Voelcker	Dorset	Mark Chambers	Norfolk	William Grant	Tayside
Peter Cusworth	South Yorkshire	Roger Cutting	Hampshire	Arthur Upton	Kent
David Twyman	Essex	Huw Davies	Bridgend	Trevor Owen	Somerset
Laura Mckay	London	Steven Prescott	West Sussex		
Stephen Peate	North Yorkshire	Patrice Rueche	Pays De Le Loire		

PHOTO COMPETITION UPDATE

A correction to our recent photo competition announcement. Congratulations to **Charlotte Houlder** whose photograph was the deserving winning entry. The result was mistakenly announced under her husband Frank's name, so we would like to set the record straight and give Charlotte the recognition she deserves. Many congratulations, Charlotte, and well done on a fantastic photograph!

Wayne Hall



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MEMBERSHIP SECRETARY

We are in the process of migrating the membership data from the old totally manual system to a new up-to-date automated system. The new system we are using is called Crossmember and here is a link to a webpage where you can have a full demonstration and see how it actually works.

This is a link to the mythical Pegasus motor club where you can see how the system actually works:
<https://democlub.crossmember.co.uk>

We need our new Membership Secretary/s **NOW** to enable them to be involved with the detailed definition of how we want our membership process to work within the framework of the new system Crossmember. Details of data we need to store, timings of system events, email template creation, region/area definition and general member support structure will all be part of this build phase.

Here is a list of some of the things that the new membership secretary will **NOT** be required to do.

No more:

- Manual entry of data
- Sending out e-mail reminders for renewals
- Allocation of membership number for new applicants
- Posting out the membership pack for new members, this will be all electronic.
- In fact, no post at all.
- Updating of members details, they can log onto the system themselves and make sure their contact details are correct and up-to-date
- Manual integration with the members area on the website, members, new members and lapsed members have their status automatically transferred to the website allowing or not access to the members area.

The new membership secretary role will entail:

- Monitoring of the system and dealing with any errors in data etc that the system identifies and reports.
- General member support, via email primarily.
- Define and control access to the system for officers and members.
- Administering the pay pal / direct debit account.

REGISTRAR

If you are interested in the post of registrar and have the desire and interest, then please contact our club secretary

TREASURER

If you are interested in the post of treasurer and have the necessary skills and experience, then please contact our club secretary.

SECURITY LIAISON OFFICER

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

SHOW SECRETARY

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

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

AN INDEPENDENT REFERENCE ARCHIVE FOR THE TRIUMPH STAG

I am an East London boy from birth. My father was a second-hand car salesman who died when I was five, and although I never really knew him, cars have been part of my DNA ever since.

I now live on the edge of the North York Moors, close to Thornton-le-Dale, and plan to spend my retirement driving my classic cars around them. I have several classic cars, but the Stag was the one I dreamed of owning, from vivid memories of them in the 1970s.

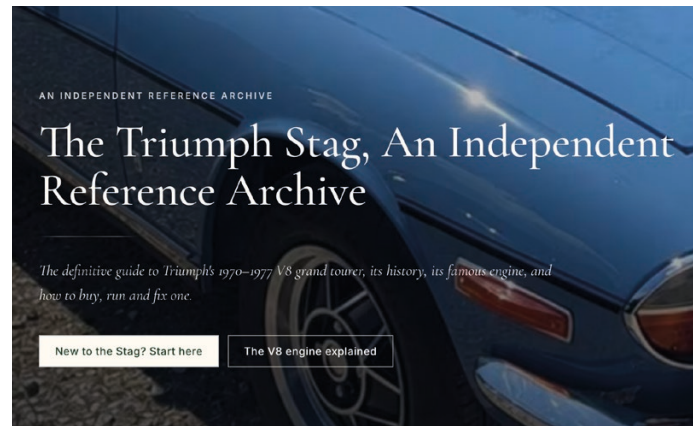
I bought mine in July 2025 and, like most new owners, went looking for answers. I found plenty of information spread across forum threads, old magazine scans and half-remembered advice, much of it contradictory.

I have worked in IT and cyber security for over forty years and retire at the end of this year. Using those skills I built triumphstag.org – a free, independent reference covering the car's history, the Triumph V8 and its characteristics, buying, servicing, tuning and fault-finding. Everything is sourced from workshop manuals and production records rather than repeated folklore, and where sources disagree the page says so rather than picking whichever answer sounds tidiest.

It is not a substitute for the Club. The Club holds the knowledge, the spares scheme and the people who have been keeping these cars running for decades. I built the archive as a searchable repository of useful data, and it always points readers back to the SOC for everything it cannot do.

It is in constant development and always will be. If you spot something wrong, or know something the site does not, I would genuinely like to hear from you. Corrections improve it faster than anything I can write alone.

Jon Cosson (32009)



You can access this directly from the website triumphstag.org And also from our club website under the technical articles section. NOTE: YOU WILL NEED TO BE LOGGED IN AS A MEMBER TO SEE THIS SECTION



FBHVC SOC UPDATE

LATEST FEDERATION NEWS



Another report from the FBHVC, two months running...? That's because there's been a bit of hype and members were understandably concerned regarding some recent reports. The headline is that 'our' vehicles are not affected. If you'd like to know more, read on.

Emission standards consultation

The Federation of British Historic Vehicles Clubs (FBHVC) is reassuring historic vehicle owners that they should not have anything to fear from a consultation, which closed on 6 September, into proposed legal changes regarding the enforcement of emission standards. This note follows widely-published reports that incorrectly state the proposal will affect 1980s, 1990s and 2000s cars.

This is not the case. The consultation aims to close a legal loophole for Euro 5 cars (the emission standard that became compulsory for all new cars registered after 1 January 2011), that was inadvertently created at the time. The Department for Transport's (DfT) consultation explains: "The proposals aim to ensure that road vehicles continue to meet the same legal emissions requirements that applied when they were built and first registered for use on the roads."

When Euro emissions standards initially came into effect in the UK from 2000 onwards, the UK Government enforced compliance via Regulation 61A of The Road Vehicles (Construction and Use) Regulations 1986 (C&U Regs). As Euro standards advanced from Euro 1 through to Euro 4, the C&U regs were appropriately amended.

The consultation reveals that this updating has not been the case for Euro 5 onwards. Euro 5 (and the current Euro 6 to which this also applies) generally requires the fitment of more devices (catalysts, diesel particulate filters, exhaust gas recirculation equipment and AdBlue selective catalyst reduction systems). These systems can be expensive to maintain and replace and there is, says the DfT, growing evidence of their manipulation or complete removal. This means the vehicle is no longer in its 'as built' state, therefore increasing pollution and sometimes noise.

The proposed changes will make this illegal. The consultation explains that: "Modifications that we would always consider illegal, because of their known and proven effect upon legal limits of emissions, would include:

- Removal or 'deletion' of diesel particulate filters (DPF) in diesel vehicles or gasoline particulate filters (GPF) in petrol vehicles;
- Removal of 3-way catalysts (TWC), commonly known as catalytic converters, often accompanied by alteration or

removal of sensors and sometimes engine control unit (ECU) remapping;

- Manipulation of the selective catalyst reduction (SCR) systems and diesel exhaust fluid (DEF) in diesel vehicles through a process often referred to as 'AdBlue Delete';
- Manipulation of the exhaust gas recirculation (EGR) system in diesel vehicles, whether physical (such as obstructing the gas tubing or disconnecting the valves and rewiring to a device which mimics their operation) or remapping the electronic control unit (ECU).

The consultation adds: "Some modifications of emissions systems can be associated with other modifications considered unlawful, such as those made to achieve exhaust noise above legal limits, often referred to as 'pop and bang'."

In a move to allay concerns, the consultation says: "We are not seeking to prohibit all vehicle modifications. Our view is that vehicle alteration is a legitimate practice that has been embraced by car tuners, repairers and enthusiasts worldwide. Additionally, we are not seeking to stop owners or businesses from installing parts that are generic rather than manufacturer-specific original equipment manufacturer (OEM)." In terms of 'future classic' status for Euro 5 and Euro 6 vehicles (and indeed Euro 7), it does not prevent their eventual move to historic status nor will the proposed changes have any retrospective effect, save in respect of the tightening up of offences for breach of the regulations which will apply to all post-1 Jan 2001 vehicles.

FBHVC Legislation Director Lindsay Irvine comments: "I am sure that some will be concerned about the situation when these vehicles move closer to being 'historic vehicles' under the rolling provisions and any restrictions on modifications. However, as a matter of principle, our ability to enjoy our freedoms and exemptions largely relies on our vehicles remaining compliant with their original build standards, and not having to be modified to meet later standards. We do not have any sensible argument as to why current generations of more complex vehicles should be allowed to deviate from their build standards."

The above has been reproduced from the FBHVC website.

Andy Hedley
SOC FBHVC Representative

LIGHTS, CAMERA... STAG HISTORY



A VISUAL HISTORY OF THE TRIUMPH STAG

Most of us are used to seeing our cars at club meets, concours events or out on the road. Seeing them under the bright lights of a professional photography studio, however, is something altogether different.

Recently, two very special examples of the marque came together for an official studio photoshoot – representing both the beginning and nearing the end of the Stag's production story. One was the tenth example ever built, the outstanding LD10, painstakingly restored to its former glory by Malcolm Bryan, with total originality in mind. Standing alongside it was one of the later cars produced, my 1976 Mk2, PPR 51R, remarkable not for restoration but for preservation: completely original, and just 32,000 miles from new.

The contrast couldn't have been more striking, yet both cars told the same story. One demonstrates the perfection dedicated restoration can achieve; the other shows exactly what the factory originally created half a century ago. Together they provide an invaluable historical record.

Studio photography offers something that outdoor photography rarely can. Carefully controlled lighting

reveals every curve, panel line and design detail without distractions from the weather or surroundings. Every angle was considered, every reflection managed, and every image composed to show the cars at their absolute best.

The result is more than just a collection of attractive photographs. These images will become an important reference for the club, providing an accurate visual record for future enthusiasts, restorers and historians. In many respects, the quality of modern digital photography means these may well be among the finest images ever taken of the model—perhaps even surpassing the factory publicity photographs produced when the cars were new.

Of course, it wasn't all serious work. Watching two cherished classics manoeuvre around a professional studio, surrounded by lights, cameras and reflectors, made for an enjoyable and memorable day. There was plenty of discussion over the best angles, comparisons between early and late production details, and the inevitable admiration that these cars still attract wherever they go.

The photographs will also play an important role in promoting the club. High-quality images help us present the marque professionally across our magazine, website, social media and exhibition displays, ensuring that these



cars continue to attract interest from existing members and future enthusiasts alike.

It is often said that we are only custodians of these vehicles for the next generation. Recording them properly is just as important as maintaining them mechanically. Thanks to this studio session, the club now has a first-class photographic archive of two exceptional survivors—capturing not only how these cars look today, but preserving an important piece of the marque's history for years to come.

A huge thank you to Malcolm who brought his car from Yorkshire to Kent for the shoot. It was great to see LD10 and preserve her for history.

Thanks also to Paul Dixon Studios and Paul himself for his complete professionalism for the shoot and enthusiasm for the Marque. If you'd like your car photographed contact him through www.pauldixonstudios.com

Wayne Hall



REPORT RETROFESTIVAL DE CAEN

The Retrofestival de Caen was a great weekend and I was chatting to a chum of mine on the organising committee who is keen on the idea of a British Pavilion/Village at the event for next year.

Everything to do with the event is free, right down to marquees etc. Power is also available but there would doubtless be a charge. I have been told that if we came with enough vehicles, various facilities would be made available to us on top of stand space. I also own a couple of Rovers and will be contacting the P6 and SD1 clubs, of which I am also a member, to try and drum up some interest.

Travel is quite easy via ferry from Portsmouth to Ouistreham, some 15 kms from Caen. There is tons to do, so it would be worth considering an extra couple of days stay to take it all in. I use the Hotel 1ere Classe which is cheap and clean although prices are higher in August due to school holidays. I have organised groups before and know the ropes so am happy to take this under my wing.

The car gave me grief all weekend. It kept cutting out which I have traced to a poor coil connection, so hopefully that is fixed. More vexing is the intermittent cutting out of tacho, indicators, brake lights, wiper and a couple of gauges. I wonder if anybody in the club is versed with the main earthing point for the loom. I have found two under the bonnet and they both appear good. Are there any more lurking about that are not obvious and could be playing up?

Kevan Chippindall-Higgin



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SOC AGM & SOCIAL DINNER 2026

SATURDAY & SUNDAY 28-29TH NOVEMBER 2026 AT SEDGEBROOK HALL,
CHAPEL BRAMPTON, NORTHAMPTON NN6 8BD

JOIN US FOR A GREAT CLUB WEEKEND



It's time to get together, catch up with old friends, make new ones and enjoy a great weekend with fellow Stag enthusiasts.

This year's Stag Owners Club Annual General Meeting and Social Dinner takes us to the picturesque Sedgbrook Hall, Chapel Brampton, Northampton – a lovely setting for our annual get-together.

The weekend is a great opportunity to catch up with fellow members, share stories, talk all things Stag and, of course, enjoy some good food and good company along the way.

Whether you are coming along for the AGM, the Co-ordinators Meeting, the Saturday evening dinner — or planning to stay for the whole weekend finishing with a superb Sunday lunch— we would love to see you there.

Why not make a weekend of it, bring your Stag along and take the opportunity to enjoy some of the beautiful Northamptonshire countryside while you're there?

We look forward to welcoming you all to what promises to be another enjoyable Stag Owners Club weekend.

THE AGM & CO-ORDINATORS MEETING

The Club's Annual General Meeting and Co-ordinators Meeting will take place on Saturday 28th and Sunday 29th November at Sedgbrook Hall. Both meetings are free to attend.

To help us ensure there are sufficient seats, tea and coffee for everyone, please let the Club Secretary know if you intend to attend.

SATURDAY NIGHT SOCIAL DINNER

Good food, great company and live entertainment

Why head home after the meetings when you can make a proper weekend of it? Join fellow Club members on Saturday evening for our Social Dinner, followed by live entertainment from the Amy Roberts Jazz Trio.

BOOK NOW

Prices range from £218 for the weekend package per couple with extra nights from £125 per couple. See our website for all options and prices at www.stag.org.uk

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

KEY INFORMATION

- **AGM** Saturday 28th November
- **Co-ordinators Meeting** Saturday 28th & Sunday 29th November
- **Venue** Sedgbrook Hall, Chapel Brampton, Northampton
- **Meetings** Free to attend
- **Saturday Evening** Social Dinner & entertainment
- **Entertainment** An Amy Roberts Jazz Trio
- **Friday Night** Limited rooms available

Please notify the Club Secretary if you intend to attend the meetings, so that we can arrange adequate seating, tea and coffee.



MYR 431P 'MYRTLE'

THE RESTORATION OF LOVE CONTINUES

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

INTERIOR TRIM

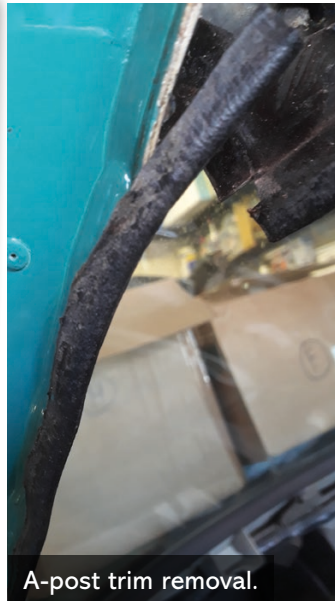
So near and yet so far! We are at the penultimate section of this report but the Interior Trim was also the second largest section, after Electrics. Still, it was probably the most enjoyable, as the car really started to take shape as the days went past and the parts went on.

The interior trim was purchased in kits, to save money, as follows:

- Interior trim kit Mk2 RHD in black leather (from Rimmers) which included:
 - Front seat covers (base, backrest, backboards & headrest covers)
 - Rear seat covers (base & backrest)
 - Pair door trim panels (less armrests)
 - Wool carpet set (interior, not boot)
 - Parcel tray (less crash roll)
 - Door draught excluders
 - B-post trim cover material
 - Rear 1/4 trim (cubby) panels (minus speaker panels)
 - Gear lever gaiter (manual) & handbrake gaiter
 - T-bar cover*
 - Hood stowage cover material & foam*
 (*these trims have been dealt with in previous sections)
- Door armrests - black leather (from Aldridge Trimming)
- Car carpet under felt kit (from Rimmers)
- Boot black carpet set (from Rimmers)
- Inner windscreen frame re-trim (from aemarket.co.uk)

Parts were removed and refitted as necessary but, again for ease this section has been broken down into subsections as follows:

- | | |
|----------------------------------|--------------------------------|
| • A-post & Inner Windscreen Trim | • B-post Trim |
| • Boot | • Carpets |
| • Commission Plate | • Consols |
| • Dash | • Doors |
| • Fascia Panels | • Footrest |
| • Glovebox | • Handbrake Cover |
| • Insulation Panels | • Parcel Shelf |
| • Rear 1/4 Trim (Cubby) panels | • Seatbelts |
| • Seats | • Sun Visors & Interior Mirror |



A-post trim removal.



A-post trim removal.



Windscreen trim removal.



Windscreen trim removal.

A-post & Inner Windscreen Trim

(ROM – No entry) The windscreen trim comprised of three sections covering the inside top of the windscreen surround and both A-posts, down to below the level of the dash fascia. It was folded over the edges of the windscreen top and the A-posts (the edges being hidden by the door seals the chrome windscreen top cover at the top and by the dash fascia at the bottom of the A-posts) and by the windscreen seal at the front.

The T-bar, mirror, door seals, visors and dash fascia were removed first. The vinyl trim had been glued on so was relatively easy to pull off. After the paint restoration, a roll of textured leatherette (size 140 x 100cm) was purchased from aemarket.co.uk and, using the previously removed trims as a template, three sections were cut to size – one for each A-post and one for the windscreen top. The centre of each section was then glued into place, using Alpha AF178 contact adhesive, before being formed around all relevant edges, trimmed to size and the overlaps glued into place.

B-post Trim

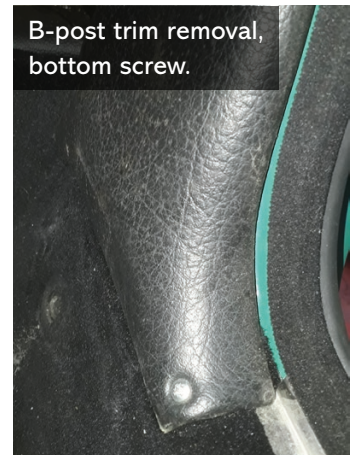
(ROM – 76.13.08) The B-post trims were very tired and damaged after almost 50 years of use. The existing trim was removed by loosening the T-bar fixing bolt (the T-bar pressed down onto the top of the trim) and disconnecting the seatbelt hook (on the front facing side), the top seatbelt anchorage bolt and a small screw fixed to the bottom of the 'leg' of the trim that extended towards the front of the car. Once these were removed, the trim was simply pulled from the B-post (being held on by three metal clips fitting into plastic holders pushed into the B-post).

The trim comprised of a material top cover over a metal base, with a layer of foam in between. The top cover was shaped at the top and then folded over the metal base down both sides and the bottom and was glued into place at the rear. Loads of photographs were taken as the trim was dismantled. The metal base was then cleaned, prepped and painted in POR15. A roll of 10mm thick self-adhesive foam was purchased and attached and trimmed. The trim kit came with leather covers (suitably shaped at the top) which fitted over the foam and had excess material at the sides and the base which could be trimmed and tabs cut to enable it to follow the shape of the base and be glued to the rear. This was extremely tricky, due to the very awkward shape of the base, and required multiple trial fittings, marking and checking before the scissors were picked up but patience and coffee prevailed. It was that tricky, I even had to break out the hobnob biscuits!

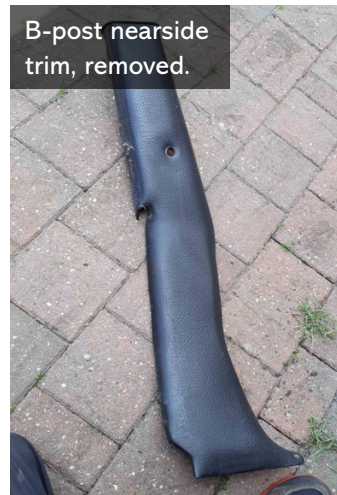
Once the cover was on and the tabs glued to the back, holes were made for the seatbelt hook, the anchorage bolt and the 'leg' screw. New clips and plastic holders were used and the trims pushed back into place. The time taken showed in the finished result, which looked really smart and ready for another 50 years of use!



B-post trim removal, top.



B-post trim removal, bottom screw.



B-post nearside trim, removed.



B-post nearside trim foam, removed.



B-post offside trim, reverse.



B-post offside trim, reverse.



B-post trims, stripped.



B-post trims, painted.

Boot

The boot is quite often the most neglected area of the car and mine certainly was! The carpets (where they existed) were threadbare and the boot boards were warped and showed water damage. The lights board had been broken in the past and was only holding onto the body by good wishes and a few threads of carpet. So, a new boot carpet set was purchased along with carpet boards and floorboards.

The side boards arrived flat, so had to be folded to shape before the carpets were attached. They were pre-cut with the required holes for lights, wheelarches, etc, and only required the carpets to be glued to them and then folded over the edges and trimmed before final glueing. The first carpet to be fitted was the rear (which also didn't have a back board so was glued straight onto the body). As I was trial fitting the carpet I found that the hole for the boot light was a fair bit bigger than the light unit itself, thereby showing a certain amount of magenta paint. A spare piece of black leather trim was cut and glued into place behind the carpet to hide the paint.

After the back came the wheel arch carpets, again without boards and glued straight onto the bodywork. They were shaped and had holes for the floorboards supports and the hinges, so were trial fitted multiple times to make sure I was happy with the fit before I picked up the glue spray. Next were the side boards. These were flat for the nearside and shaped for the offside (covering the fuel filler pipe and pump). They were fitted and then small holes drilled through to enable the panels to be screwed to the body (after first checking that the screws wouldn't impact on any wires, etc). Black screws ensured the connections were not obvious. The hinge covers, once formed and covered, were also screwed into place at the front and sides of the hinge.

That only left the light board to be fitted. It was held to the body by a number of screws which needed to be checked and positioned before small holes were made in the board to accommodate the black screws. The plastic light covers were then screwed into place, covering the lights.

Before the boot floor carpet could be put in, the boards had to go in first. These were trial fitted and it was obvious that, although they fitted well by themselves, there were real issues trying to get them in and out past the light fittings – not what you want when you're at the side of the road trying to access the spare wheel! These needed to be trimmed down, so quite some time was spent with my small hand-held powered sander shaving off parts of the boards until the fit was acceptable. When I was happy, and the boards were in, I fitted the boot floor carpet only to find that it was a fraction short around the edges, which showed the boards underneath. After another coffee, I decided the best answer was to spray paint the edges of the board with black paint. Now it looked the part, with no beige boards on view!

With the carpet and boards in, I turned my attention to the boot lock. I've described the removal and fitting of the



Original damaged boot carpet.



New nearside wheelarch carpet.



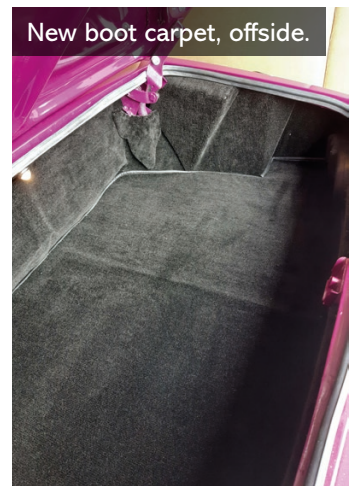
Boot light boards, after.



Boot boards, after.



New boot carpet, nearside.



New boot carpet, offside.

lock parts in the Bodywork section, so I'm only interested here in the cleaning. The chrome push button was in very good condition and only required being brightened with Autosol. The striker plate had again been dealt with in the Bodywork section, so all that remained was to give the striker plate cover a coat of undercoat, two coats of Magenta paint and a good polish. Three bolts held it onto the boot lid, so it was easily removed and re-installed with new bolts.

The last thing for the boot was the seal, which was renewed and simply fitted in the groove around the boot opening.

Carpets

(ROM – 76.49.01 – 03) The purchased wool carpet set comprised of new carpets for front and rear floors, gearbox tunnel, sills, front seat supports, rear heel board and central seatbelt buckles housing. The underlay kit was also purchased and comprised of underlay for front and rear floors and gearbox tunnel. The old carpets and underlay came out relatively easily and were kept in case they might be needed for comparison. The later sandblasting of the car removed any glue residue.

Gearbox tunnel

First the underlay was positioned, making sure it was clear of the gearstick and the handbrake and fitted up under the central consol. As I had decided on new seatbelts with the electrical contact (so the seatbelt warning light would finally work) all the wiring had to be positioned and checked before the underlay covered them for good. The seatbelt buckles mount also had to be lined up with its tunnel bolt holes, so screwdrivers were pushed through to mark where these were. It was important to ensure that all of the electrics for the central consol (e.g. light & window switches, etc) were likewise positioned correctly and were not covered. When I was happy, the tunnel underlay was peeled back, spray glued and then rolled back into position and left to go off.

With the tunnel underlay on, the new tunnel carpet was laid down. The same process was followed as for the underlay and the carpet was glued and left to go off. Returning to the car the next day was a real boost, as the carpet gave a lovely 'new car' smell and felt fantastic! Screwdrivers were then replaced to mark the position of relevant bolt holes and any necessary trimming of the tunnel carpet carried out.

Sills

This carpet covered from the rear heel board all the way down the side of the car and up into the side (A-post) of the footwell. The carpet was trial fitted (ensuring all electrical wires were securely taped into the channel that ran down the inside of the sill) and, once happy with the fit, was glued into place, leaving the top edge of the sill loose. The reason for this was the carpet retaining strip (a thin aluminium strip running the length of the door opening) needed to be screwed into place.



Boot lock protector, before.



Boot chrome push button, before.



New transmission tunnel carpet, fitted.



New sill carpet, fitted.

With the carpet held in place by the glue, it was a simple job to use large nails to push through the carpet and mark where the holes were for the retaining strip (the inner sill hadn't been replaced, so the previous holes were still there). Then the remaining carpet was glued down and the cleaned and polished retaining strip screwed into place along the top of the inner sill.

Holes then needed to be cut for the footwell speakers. This was quite easy, as the hole was large enough to find through the carpet. The carpet was then carefully cut to provide a hole very slightly smaller than the speaker hole, so the speaker would overlap and create a neat finish. Using the cut hole, I was able to feel inside the A-post and identify where the drilled holes for the previous speaker attachment screws were. A nail was then used to push through the carpet to ensure the screws went into the correct positions.

It was all starting to take shape!

Rear heel board

This ran side to side under the rear seat. This carpet was positioned and trimmed and then glued into position.

Seatbelt buckle housing

The housing sat on the gearbox tunnel behind the handbrake. This shaped unit had two holes in the top, one for the seatbelt buckles and one for the rear ashtray. Once removed (see later for removal and reinstallation process) the old carpet was pulled off. After the consol was painted, the new carpet required many trial fittings & trimmings, to ensure the consol was covered correctly, before being glued into place and trimmed. The chrome ashtray was then cleaned and polished using Autosol and refitted.

Front seat supports

The next carpets to be fitted were the front seat supports. The supports ran parallel to the sills and supported the outside edge of the car seat (the inner side being supported by the gearbox tunnel). The carpet needed to be cut to the shape of the support and screwdrivers were again used to mark where the two holes were that took the bolts that held the seat down. After careful measuring and trial fitting the carpet was glued down.

Floor

All that was left were the front and rear floor carpets. The front carpets fitted along the floor and up into the footwell and, after positioning, were glued into place. The rear carpets then followed suit.

Commission Plate

(ROM – No entry) The commission plate was riveted to the nearside B-post. It was a bit battered and bruised but it was original so it stayed. The rivets were carefully drilled out and the plate removed, cleaned and re-attached during the re-build.



New footwell carpet, side with speaker.



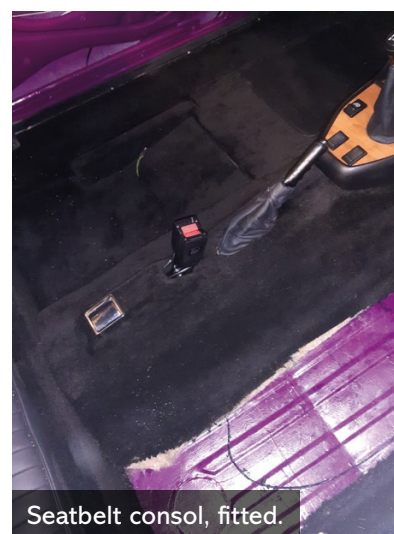
New footwell carpet, fitted.



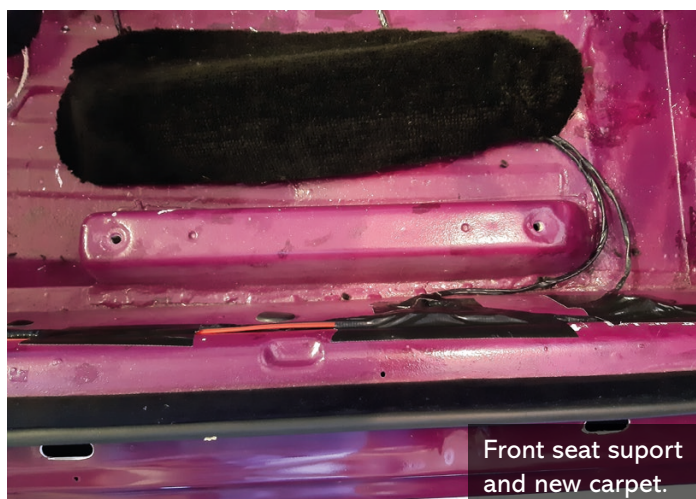
New rear heel board carpet, fitted.



New seatbelt consol carpet.



Seatbelt consol, fitted.



Front seat support and new carpet.

SOCTFL NEWS UPDATE

UPDATES ON TWO CURRENT PROJECTS



There are two projects underway which will may be of interest to you and now seems like a good time to let you know the progress that has been made so far.

The two projects are the development of a boot lid repair panel and hard top locking plates. So in no particular order let's look at the boot lid repair panel.

This is a project that has been lead by Wayne Woolford who has devoted many hours working with the manufacturer to develop the manufacturing process. A process that utilises the rubber press tooling owned by SOCTFL. As a rubber press is no longer available the tooling is used as a former for the production of the panel. Sample panels have now been received and Paul Smith has volunteered undertake a trial fit and produce a video of the method used. The trial will determine the dimensional accuracy of the panel and the effects of the long weld required. Indeed an interesting exercise that I will report on in future articles.

Good progress as been made with the hard top locking plate project. An order for the first 100 has been placed and it is anticipated that they will be available around the end of October. In the meantime discussions are underway to appoint a distributor and agree retail costs. Hopefully a discount for SOC members will also be agreed. So watch this space.

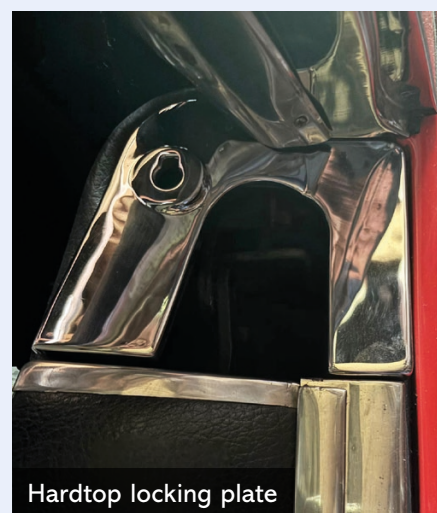
This product generated considerable interest at the National Day, in the SOC Forum, and on the Triumph Stag Owners Club SOC Facebook page. So you may need to be quick if you want a pair!

Noel Sargent

Visit the SOCTFL homepage at www.stag.org.uk/soctfl-members-home-page/



Boot lid repair panel



Hardtop locking plate

ALERT - STOLEN STAG INTERIOR

My Stag (GNR166N) is currently in for repair at Stag Classics, Hampshire. Over the past weekend it was broken into and the complete cream leather interior, inc. complete seats, T-bar etc. was removed and taken.

Whilst my insurance company and the police are already dealing with this, I was wondering, as this will surface somewhere in the Stag community, if anyone who spots a newly-fitted cream leather interior might pass-on details as this might assist in the identification and apprehension of the miscreants concerned. I'd be most grateful for any help from our community.

Chris Attrill (29671)

Email: chris.attrill1@btinternet.com





STAG MODIFICATIONS

ELECTRONIC IGNITION REPLACEMENT



Lotti the Stag

As most stories do, this one starts with us in our lovely 1973 Triumph Stag, Lotti, out for a run on a lovely sunny lunchtime, heading for the local hostelry.

Without any warning, the engine died; a flick of the key and she spluttered back to life. Hooray! Heading once again for the pub, further down the road she died again, this time with no luck when we turned the key. Why does this always happen on a junction? I can't remember the last time I had to push a car that had broken down, as the boring reliability of modern cars doesn't require such a thing. This is why we are classic car owners of course! We pushed Lotti to the side of the road, Erica doing some spontaneous traffic management.

The beauty of classic cars over their modern counterparts is that we can pop the bonnet, have a fiddle with the HT leads and linkages but nothing appeared to be loose. Sometimes just the laying on of hands to something mechanical can revive it, so on the next try Lotti roared back to life.

Sadly, we decided to abandon lunchtime drinkies in favour of getting back home as soon as we could and fingers crossed without any more mishaps.

There is nothing I enjoy more than a problem to solve, so once safely home, our investigation can begin. Frustratingly, our 53-year-old Stag fired up first time!

Something wasn't right though; Lotti, some time in her past had had an electronic ignition fitted and so after tapping the various ignition parts, I tapped the amplifier which is mounted on the bulkhead in the engine compartment.... sure enough she instantly stopped. We tested this theory a couple of times with the same result.

I have the fortune to be based very close to James and the team at Cool Classics, based in Wolverton, Milton

Keynes, who are specialists in restoring and fixing classic cars. Over the last 2 years they have got to know me... and Lotti the stag... fairly well and are a great source of valuable knowledge. Anton confirmed my diagnosis, that the amplifier had an intermittent fault. Next step is the internet to find a new system.

On receipt of a new electronic system, on a day when it wasn't 35 degrees in the shade, I tried to make the swap, but it wouldn't fit on the existing base plate. Back again to James and the team at Cool Classics, who recommended a new base plate. What would we do without the internet and real experts?

A few days after ordering it, the new plate arrived – still during the heatwave. Unlike the old single plate, the new one consisted of two plates with a gap between them. After checking with the supplier, I learned that the vacuum advance actuator arm slips between the two plates once the locating screw is removed. This means the base plate sits lower in the distributor body than the single-plate version.

Armed with this additional intel, once again I attempted to fit the new system.... it fitted ... unfortunately, though, the original three securing screws were twice the length they now needed to be. Back to Cool Classics for a third time, who kindly gave me access to their work bench, vice and hacksaw. Twenty minutes later I headed home with three shortened screws.

On telling our engineer daughter the story she was impressed when I told her that blue tack was key to the success of this little venture. With a blob of blue tack stuck to the head of each screw, I could use my screwdriver to insert and tighten the screws in place, without the likelihood of the screw dropping down through the engine compartment onto our gravel drive, never to be seen again!

As with all good endings, I asked Erica to come outside while we tested the new ignition. Instant roar and success. Quick, jump in and let's test drive Lotti again.... don't forget the tool kit in the boot just in case...and we of course went straight back to the pub!

For those of you who love the technical bit, here is a step by step, with images, of the whole process. Just in case you have the same issue.

This then is my personal experience of swapping from a 1980s Newtronic Systems Ltd electronic ignition system to a Motortronic distributor baseplate mounted with a Powerspark electronic ignition unit.

STEP BY STEP GUIDE

STEP 1

- Pop the bonnet and disconnect the battery.
- Locate and release the two distributor cap clips on either side of the distributor body (photo 1).



STEP 2

- Remove the rotor arm (photo 2).



STEP 3

- Undo the 3 screws that secure the baseplate (photo 3).



STEP 4

- Cut the old wire that runs from the existing electronic ignition in the distributor to its amplifier (photo 4).



STEP 5

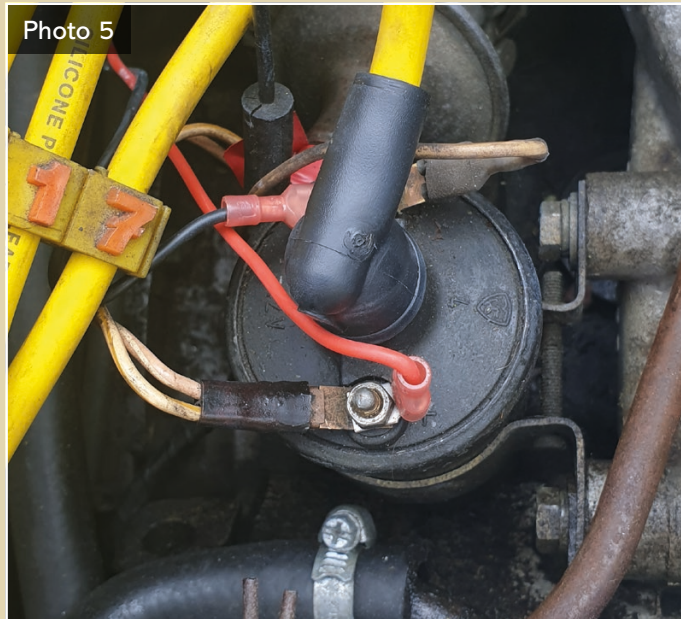
- Remove the old baseplate and its cut cable by pulling the cable back through the distributor body.
- Remove the old rubber gromit from the distributor body.

STEP 6

- Remove the two old ignition systems wires from the + and - spade terminals on the cars coil.
- Unscrew both the + and - terminal nuts on the coil.

STEP 7

- Add the two new spade connectors to the coil that come with the kit (photo 5).



STEP 8

- Remove the vacuum actuator arm screw from the new baseplate (photo 6).
- Install the new distributor base plate ensuring the vacuum advance actuator arm slips between the 2 plates on the new distributor base.
- Screw in the actuator arm securing screw that you removed previously.



STEP 9

- Feed the new ignition cables (2 of) through the side hole of the distributor body and pull the rubber collar into place.
- Connect the +ve (red cable) to the cars coil + terminal.
- Connect the -ve (black cable) to the coils - terminal.
- Check the wires in the distributor aren't catching on any of the internal and soon to be moving parts of the distributor (photo 7).

Photo 7



STEP 10

- Screw the 3 baseplate securing screws back into the distributor body (N.B. The new base plate sits lower in the distributor body so I had to shorten the 3 screws by 50% to ensure they held the new baseplate securely).

STEP 11

- Fit the new rotor arm;
- Refit the distributor cap;
- Reconnect the battery.

You are now ready to start the engine as normal.

KIT AND TOOLS I USED

- Car wing / body protector cover
- 9 inch flat bladed Screwdriver
- Small crosshead screw driver
- Small flat bladed screwdriver
- Thin nose pliers
- Wire cutters
- Blue Tack (I used this on the end of the three screws that secure the distributor base plate so that the small flat bladed Screwdriver held the screws securely when offering them back to the threaded holes in its body).
- A Small torch
- A couple of small plastic trays to keep safe the various screws, baseplate and new rotor arm separate from the items you remove.

Stephen Roberts



Thought for the Month

By Rupert Klaiber

The less talent they have, the more pride, vanity and arrogance they have. All these fools, however, find other fools who applaud them.

Erasmus 1509



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THE STAG BRIDAL CAR ...BUT ONLY JUST!

The real relationship between my Stag and youngest daughter is really connected with the ESM's. Being a real 2+2, the Stag offered a very comfortable seat for a youngster to accompany her parents to the ESMs.

Carina, the daughter in question, accompanied us on a number of ESMs, one in particular was when Carina became Miss England and then Miss UK in 2014 and appeared in the July 2015 magazine at the ESM in the Netherlands – strange, next ESM is in the Netherlands. Much water has passed under the bridge since then, but the Stag is still running well and Carina got married to John on August 8th this year in Montreux, Switzerland. With her love of the Stag continuing, she asked if I would drive her in the Stag to the church. Of course, I was delighted and honoured.

Three weeks before the day, I decided to get the Stag ready having never had a problem starting him, named Stanley, in the garage. It didn't start. A Stag story from beginning to end. Thought, petrol or electrics. I remembered, I had not heard the click, click of the petrol pump. I asked Sue, my wife to tap the petrol pump while I tried the ignition. Eureka, it started. Now the question, do I assume it would not happen again? I was sure the petrol pump had not been changed and I always carried a spare. I decided to change it. The instructions said, disconnect the low voltage to the distributor and turn ignition on to check for petrol leaks. My, non-Stag helper, disconnected the HT, not the low voltage, which meant while I was looking for petrol leaks, voltage was on the distributor without the engine running.

During my last large service, I had reluctantly given in and changed the ignition to electronic. When I finally connected everything up and tried to start the engine, it did not start. The petrol pump clicked, but no action!



I phoned the garage in the UK which had fitted the electronic ignition and they told me where they had got it from. I contacted them, paid express delivery and 2 units arrived in 2 days. On the instructions it said DO NOT leave the ignition on without running the engine, otherwise you can burn the electronic chip in the distributor. I fitted one of the units, not easy. I removed the coil to gain access to the 2 screws to move the distributor for timing. Lo and behold, it fired up.

Carina was very happy, I was very relieved, and we had a beautiful drive from the Château du Châtelard, where we were staying and had the reception, to St. Vincent's Church, both just above Montreux, Switzerland,

A true Stag story with a happy ending, thank goodness!

Mark Tyrrell

EUROPEAN STAG MEETING 2027

YOUR EXCLUSIVE INVITATION



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

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

A little luxury is allowed once in a while

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

What you can expect

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

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

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

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

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

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

Intrigued?

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

The ESM 2027 Organising Committee

ESSEX TO SCOTLAND 2026

THE ROAD TRIP OF A LIFETIME



Two years ago, Ray and I mentioned that one of our dreams was a road trip to Scotland, in the Stag obviously. Mark and Kelly said that it was something they would love to do too, and so a plan began to take shape.

Ray has owned his Tahiti Blue stag for 41 years and Mark has had his Mimosa yellow beauty for around 15 years. After many planning meetings including which spares and tools they needed to take and how many clothes Kelly and I had room to take, we were finally ready to go.

We left Colchester and made our way up the East Coast towards Scotland. We spent a night in Lincoln and then headed onto Whitby for another overnight stop. On route we paid a visit to Mathewsons Auctions of Bangers and Cash fame, Thornton Le Dale is a very picturesque village and well worth a look. After leaving Whitby we made our way over the border into Scotland. Our first stay was in North Queensferry, where our Airbnb was right under the

Forth Bridge, The Old Jail had amazing views and was a lovely house. From this base we visited Edinburgh, the Kelpies and the Falkirk Wheel. The Stags were causing a bit of a stir, lots of interest and photos being taken.

We then went on to Fort Augustus on the banks of Loch Ness, where we stayed in the grounds of St Benedicts Abbey, another stunning location. Driving along the shores of Loch Ness, tops down of course, was breathtaking. We had been advised to visit Dores Beach, and we were so glad we did, a very peaceful and beautiful small beach where Mark braved a paddle in the very cold Loch. The next day we visited Urquhart Castle, dating from the 13th century, another spectacular location.

From there we headed to Balloch, Loch Lomond. We stayed at the Boat Hoose, which was in the grounds of the owner's home. As we pulled in Ray and Mark's faces lit up, the owners rather large garage was open and full of classic cars, including, a 1940 Lagonda, 2 Rover P6, MG Midget, Morris Minor and many more! Steve the owner was just as happy to see us and is eager for classic cars and their owners to stay there. Steve offered any help if needed, check out his website www.drumkinnon.com. We can thoroughly recommend it but be prepared for the tour of his garages which may take some time!

The next morning, we headed to Glen Coe and included a drive along the "Skyfall" road. A single track with passing places, it was quite busy with everyone trying to get a photo where Bond and M stood. A spectacular, if a little hairy at times road. After spending the next day exploring Balloch on foot, we took those beautiful cars on a drive through the Trossachs, stopping at a viewpoint in "Rest and Be Thankful, what a great name. Where we were blown away by the mountains and views. We made our way to Inveraray, on the shores of Loch Fyne, where



*Mathewsons Auctions
(of Bangers & Cash)*



The Forth bridge



View of Loch Ness

we had a lovely lunch and a tour of the very old Jail, where Jennet managed to get herself locked up!

We were now, sadly, nearing the end of our road trip and headed towards the Lake District pausing at Drumlanrig Castle. It also known as The Pink Palace due to the colour of the sandstone it is built from. A very interesting tour of the palace revealed that Neil Armstrong had stayed there in the early 1970s and had planted a red oak tree in the grounds which we duly found. After a stop in the obligatory Gretna Green, we moved on to the Lake District.

From there we made our way to Woodhall Spa, near Lincoln for an overnight stop. The drive was interesting, as we had chosen small roads, one of which was Tommy's Road which we shared with sheep, horses and what seemed like thousands of bikers. Again, the views were stunning. Our last day had arrived, and we headed back to Essex leaving the incredible scenery behind.

We had the road trip of a lifetime and loved every minute. The cars were an absolute joy, countless people making mostly positive comments, we ignored the rest, and people just looking and smiling as we went by. 1644 miles, averaged 28-30 miles per gallon and they didn't falter. Not bad for two 50 plus year old cars... They probably fared better than their owners!

Ray, Jennet, Mark & Kelly



*The Boat House,
Loch Lomond*



*The Old Jail,
North Queensferry*



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BOOKING CLOSES 9TH NOVEMBER 2026 – DON'T MISS OUT!

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 29th November at the at Sedgebrook Hall, Chapel Brampton, Northampton NN6 8BD at 09.00 am. There is lunch provided at 2.00 pm for those who have booked the Saturday night package. If any one who wishes to attend the AGM only on the day the Sunday lunch is available at £20 per head BUT must be pre booked by the close of booking on the 30th October

- Forms for election to the 2027 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

SATURDAY 28TH NOVEMBER 2026

A meeting of all Co-ordinators (or area representatives) will be held on this day at 14.00 and finish at 16.00. Lunch at 13.00. More details to follow.

OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

NORFOLK

Co-ordinator Kevin Mellor **Mobile: 07957 790764**

Deputy Co-ordinator Chris Liles **07885 253525**

Deputy Co-ordinator Peter & Jean O'Neill **07917431285**

Email: norfolk@stag.org.uk

SOCial Meal at Banningham Crown near Aylsham (www.banninghamcrown.co.uk) was so popular last time that Peter & Jean kindly agreed to organise a repeat performance. 38 of us created a real buzz & took over much of their Restaurant with 9 Stags in the car park. A bit of a wait for our food simply meant more chance to chat & to receive tasty, freshly cooked meals. Tonight certainly put the 'SOC' into 'sociable', well done Peter & Jean. Photo: Kevin Mellor.



September N&N A lovely evening for our September Noggin & Natter, which saw 34 of us turn out for another lively and friendly evening. On the car park were 5 Stags, including an impressive red one, owned by new member Mark Carrington of Little Cressingham. He has only owned it for 2 weeks, but has previously owned 2 other Stags. He brought along friend Andy Green, who last attended a meeting about 5 years ago, as he remembered Terry had just purchased his red Porsche. We welcome you both and look forward to seeing you at future events.

The meeting started with the shocking news that Peter and Marilyn Robinson had relinquished their posts within the SOC after nearly 40 years of dedicated service to our Club. I am sure you will agree that their enthusiasm, dedication to their roles and knowledge has been central to the Clubs success and will be greatly missed by all Stag owners. Everyone at tonight's meeting expressed their appreciation for all that Peter & Marilyn have contributed over such a long period. They hoped that a suitable resolution can be found to prevent the Club losing such an important asset.

We then went on to discuss events and shows attended by members during last month. One of the largest was Stalham with Peter & Jean and Gary & Lynne both agreeing that it was a good turn out. Peter & Jean also attended Cromer, Hoveton, Dragons Den Thurton and Bodham. Dragons Den is re-establishing itself as a classic car show and with Bodham being a new show, but still attracting around 60 cars. Both shows are well worth putting in your diaries for next year.

Dates for your diary, we have a Quiz planned for Sunday 8th November at Little Melton Village Hall. This will start at 2:30pm, please do not arrive before 2pm as we have to allow the football to finish. The quiz has kindly been compiled by Ted.

Its the time of the year when shows etc start to become fewer, which means we now turn our attention to next year's events. We have a number of ideas which includes a 'Chase the Sun' (i.e. from East to West) event proposed by Peter, this was well received at the meeting so we will be taking that forward.

However we need your help and support. If you know of any locations suitable for a start or end point for a run, a hidden attraction or simply a place of interest please let me know. We also need some drives organised by new people so that we go to different parts of our county. You will get all the help and support you need.

Our chosen charity - Norfolk Blood Bikes. After various (sometimes outrageous) suggestions on how we can raise more money for this years charity, Peter has settled for the safe option of a Christmas Meat Raffle which will be drawn at our December Noggin & Natter. Squares on a grid will be on sale for £5 each, there will be at least 3 prizes of meat kindly supplied by Terry, so you could win your Christmas Day lunch for £5. Tickets will be available at the October to December Noggin & Natters, but if you are unable to attend and would like to buy a ticket please email me.

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/> put NR9 into search box and visit local website for menus etc. 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: in addition to our Co-ordinator & Deputies as above, our Team also includes ...

• 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/>

BEDFORDSHIRE & NORTHANTS

Co-ordinator Roger Kennedy *Mobile: 07816 271237*
Email: rogkennedy44@aol.com

Deputy Co-ordinator Kenneth Symmonds 07305361682
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Deputy Co-ordinator Guy Foster 07774 688994
Email: bedsnorthants@stag.org.uk

Natter and Noggin...

At August Natter and Noggin Guy's and Ken's Stags were already in the car park when I arrived, and to my surprise there was a helium balloon tied to one of the chairs. On asking I was told it was for me for my birthday which was coming up the next week, but they had got the year wrong. As I had said I was going to be 80 next year it was thought that this birthday was my 80th but I am only 79! Ken produced a lovely birthday cake that his wife had made with a big Stag logo and Happy 80th birthday Roger iced on top. Thanks to Guy and Ken for the thought and everyone enjoyed a piece of cake.



Events and car shows

Flitwick Car Show 16th August

As I was marshalling at this event I turned up at the field at 6:30am and I arrived in my unfinished Stag to set up the Stag Beds and Northants parking area, then went marking out the field and onto Marshalling Cars arriving. Soon the Stags of Simon, John, Guy and Nick were lined up next to mine. Later Ken arrive with his friend in the TR6 and parked up with the other visiting cars. Apparently, my car attracted a large amount of interest as it had no interior trim or chrome.

All Triumph Day at Shuttleworth At the time of writing, this event will be on the coming Sunday and I



have been informed that 200 Triumphs have already been booked. Report in the next magazine.

Sywell Classic Piston and Props

This has not attracted anyone from Beds and Northants to enter but Suffolk and Notts and Derby have shown an interest in going. Today I have had notice of information for club entries, a bit late with only two weeks to the event.

Post Christmas Dinner

I have booked our post-Christmas dinner for Saturday 16th January at the White Horse, Newnham Ave, Bedford. The pub have agreed to provide their Christmas menu and are offering a 10% discount if confirmed booking before the end of October

Details of menu and price has been circulated on the What's App group but if you are not on the group and wish to go please contact me.

What's App Group

This month has been active again but the main topics have been the replacement of Guys ignition switch failure and replacement, Howard's tale of woe re his carburettor not being balanced, a few pictures of cars attending shows and notice of the menu for the post-Christmas Dinner.

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

Bedfordshire Web Page

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

Note to new members please let Russell have pictures of your cars and some information about the cars. Or any reports on trips to shows and events.

DIARY DATES

- ✔ October 15th Natter and Noggin White Horse in Newnham Ave Bedford MK41 9PU. 7.30 onwards
- ✔ November 13-15th NEC Classic Motor Show
- ✔ November 19th Natter and Noggin White Horse in Newnham Ave Bedford MK41 9PU. 7.30 onwards
- ✔ November 28/29th SOC AGM and Dinner at Sedbrook Hall Northampton.
- ✔ January 1st New years Day at Stoney Stratford.
- ✔ January 16th Saturday Post Christmas Dinner The White Horse PH Newnham Ave, Bedford

BEDFORDSHIRE AREA WEBPAGE

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



Bottisham Airfield and Museum.

CAMBRIDGESHIRE

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

The scorching summer weather continued for our final classic car show for this year. Held at the Bottisham Airfield and Museum. The show was well received by our members who put on an impressive display of 14 Stags in line, which stood out among the vast display of over 300 classic cars, motorbikes and military vehicles. The gazebo was erected in record time providing the necessary protection from the sunshine and our members wasted no time catching up with their news.

Bottisham Airfield Museum was opened in 2009 to commemorate the role of the airfield at Bottisham in World War Two. It is the only UK museum dedicated to the Royal Air Force, United States 8th Army Air Force and Belgian Air Forces. The Museum, Flying Tractor Café and Shop are run by volunteers who were all keen to share their knowledge on the history of the airfield.

There were plenty of classic vehicles to view, whilst strolling the airfield and listening to live music from the 1940's, creating an atmosphere of days gone by.

As the summer fades into the past and we welcome Autumn our next event is our popular QuizNite with Quizmaster Jeff Boston at the Admiral Wells pub on Wednesday 21st October. This evening has always been well supported by our members and their partners.

I look forward to another successful night.

Chris

DIARY DATES

- ✦ Wednesday 21st October QuizNite at the Admiral Wells, Holme
- ✦ Sunday 22nd November Cambridgeshire Area Year End Lunch at The Elm, Abbots Ripton.

- ✦ Wednesday 20th January 2027 Area AGM at the Admiral Wells, Holme

ESSEX

Co-ordinator Andrew Smith Tel: 01702 511234
Email: essex@stag.org.uk

August was our area BBQ at Ricky and Maggie's and what a day it was. Thank you both for being excellent hosts. Sun was out, open top picturesque drive up to north Essex and of course, excellent company. Ricky spent ages at the BBQ and it was appreciated by all. Lovely strawberries Maggie to round the feast off. Thank you both very much

By now, Chris's Long Weekend will have taken place, report to follow. Thank you, Chris,

Last month was the Maldon Classic car show which unfortunately I couldn't make but report to follow.

This month we have our traditional Night Run and for those of you who are on the email mailing list you will have received details. This is our last run of the year sadly and no idea where this year has gone

We are coming up to the time of year where I am inviting potential suggestions for next years events, could



be an idea or maybe somewhere you have been during 2026 that could be a good day, not too far and within budget. Drop me an email if you have ideas or even better, you would be happy to organise with my help.

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

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

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

DIARY DATES

- ✔ October 1st – Club night, Old Windmill
- ✔ October 17th - Night Run
- ✔ November 5th – Club night, Old Windmill
- ✔ December 3rd – Club night
- ✔ December 12th - Christmas meal, raffle and awards

HERTFORDSHIRE & N. LONDON

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

F Hello again. Despite recent heat waves, it seems the events calendar in our area is slowly winding down towards autumn. The only event in last month's calendar was the Redbourn Classics Motor Show held as usual on Redbourn common. This is always a fun family event centred around several hundred classic cars, bikes and what-have-you parked up on the common. Unfortunately I couldn't make it this year, but our trusty area roving reporter(!) Graham was there and apparently had a great time, adding, "It was huge. Bigger than last year, I saw at least 3 Stags. It was nicely busy, so easy to get around and see everything. A really enjoyable trip out!" Thanks Graham.

Two days previously we'd had our September meet at our Woodman Inn location in Breachwood Green. Nine area members, (but only one Stag in the car park) joined in a great night of lively conversation and excellent food. It was a sign of the season though that darkness had fallen by the time we left. "Winter is cummin'!" as someone famous once said!!

As I write this report, our next Sunday brunch has been arranged for this coming weekend at a new location, so I'll give you an update on how that goes next month. Quite a few of our event ideas are thought up and booked, sometimes at short notice, so to have the opportunity to be involved, look out for them on the WhatsApp group notices. If you're not already on the area list do please send me a text or give me a ring.

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

Peter Goodman

DIARY DATES

- ✔ Thursday 1st October – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 5th November – H&NL monthly meet from 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)
- ✔ Friday 13th - Sunday 15th November – Classic Car Show at The NEC, Birmingham. See the WhatsApp group updates on those going and when.
- ✔ Thursday 3rd December – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 7th January – H&NL monthly meet from 7pm at The Woodman Inn, Brookmans Park, AL9 7TT. (Food orders must be made by 7:25pm, if you want to eat, but you don't have to.)

SUFFOLK & N. ESSEX

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

F Following on from a great day at Helmingham the rest of August was busy with three more shows around the county.

Alder Valley

This is the third year we have been to this one and 9 Stags attended what is a lovely little show organised by the church benefice which unfortunately I missed. The refreshments were first rate on another gloriously sunny day with music, 40s dancing and a very diverse display of classics to look round. What a super day out.

Stonham Barns Classic car show, at this ever popular show we were back in the same spot as last year but with slightly fewer cars so we fitted in nicely. The showground was packed with cars of all types making an interesting display, there was a car boot sale and a small retail park so plenty of interest for everyone. It was good to see Derek and Julie who joined us for a short while. Yet another glorious day out.

Classic & Sports Cars by the Bridge

Classics By The Bridge has been running for three years now and with the famous Bridge over the Orwell as



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

a back drop provides a stunning location. We had a good turnout with 11 Stags and thankfully space for the gazebo as it was another hot sunny day and the shade was very welcome. Sharing the site with the Suffolk Food Hall there was ample opportunity for a bit of retail therapy too.

Next we are off to Woolverstone Hall then the week after the ever popular Maldon Motor show. Something about this next time .

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

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

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

DIARY DATES

- ✦ 7th October N&N The George. Hintlesham IP8 3NH
- ✦ 4th November N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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



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OUT & ABOUT

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Barlow Carnival 2026

I arrived on a dull overcast morning onto the show ground with Lyn arriving about 15 mins later. The parking attendant allowed enough space so that we were parked together which prompted many comments throughout the day of his and hers Stags. At first we did correct people saying that we are friends but not as they imagined but as the day wore on we just said yes.

As usual the show was very well attended especially as the sun came out later as the day became very warm and pleasant.

The main event was the floats from various organisations around the area the parade of bands, floats and carnival queens took about 1 hour to pass the village hall and into the showground. To top off the afternoon the Barlow Red Barrows performed their usual routines much to the crowd's amusement, but with safety in mind they did not use their smoke displays due to the dryness of the grass.



The Red Barrows

Halfway through the afternoon a lone Hurricane from the Battle of Britain Memorial Flight did a very quick flypast much to the crowd's delight.

We didn't win any rosettes this year but the best in show was a beautifully restored MGB, reluctantly I think I agreed with the judges.

When I left the showground there had been an accident in the direction I needed to travel so I had to take a long

detour which took me all around the back roads of Barlow.

As usual a very good well attended show which hopefully we can attend again next year.

Ian Sherratt

Gloucester Goes Retro And Pershore Plum Festival including Berkeley Castle

A mixed collection of us 2 each from Notts Derby and Warwickshire and 1 from Kent, we all arrived in Gloucester on Friday, for us, we arrived late morning so spent a few hours at the Historic Dockyard and the Cathedral which are well worth visiting, the Cathedral is stunning, the dockyard being very well restored and a great place to sit and watch the world go by. The Gloucestershire Regiment Museum looks interesting, but that will have to wait for another time.

Friday evening, myself and Viv met up with Roger and Lesley, Dave and Margaret, Tony and Di & Martin and Cathy for meal in the pub next door.

Saturday morning we all drove in to Gloucester and parked up in the streets along with everyone else, Notts Derby members Paul and Lesley joining us along with a few more local Stags. Cars were parked up by age (roughly), a couple of car clubs in the dockyard and military vehicles out side the Gloucestershire Regiment Museum. There was a stage with local bands playing, mainly 40s and 50s music while we were there which suited Viv who likes her Lindyhop dancing. The weather wasn't great, but not as bad as forecast, we got lucky!

Sunday was a free day and we had arranged to meet close friend Valerie (admittedly at very short notice) as she lives not too far away and was recovering from a minor operation. Valerie and her late partner Chris were very much involved with Triumph saloons for many years and she is also on the committee of The Friends of Berkeley Castle and invited us all to her house for coffee, then a short drive to the castle. Nigel and Cathy were heading back to Kent, Roger and Lesley had visited before, so headed home to Stratford. The rest of us went to Valerie's house, drank her coffee and headed to Berkeley Castle. Here she gave us an unofficial guided tour of the castle and as an extra bonus there was a jousting event. We spent about two and a half hours in the castle and as Di couldn't manage some of the steps, she was given a free guide book, so she could see what we were looking at, something they do for all visitors who have mobility problems.

Now I have seen the castle, I understand Valerie's enthusiasm for it, it's a fascinating place and one I would visit again without hesitation. It was interesting to see all



the work that has been done using money raised by The Friends of the Castle, something that should be promoted. We had lunch in the Kitchen Garden cafe, the food and the service by the staff was exceptional, the prices very reasonable, it's worth going for the cafe alone.

If any local Areas want to visit Berkeley Castle as a group, it is a very good day out, please let me know and I will pass the details on to you, or if an Area is having a weekend in Gloucestershire, this place is well worth considering as a visit.

We finished the day by calling at the Anchor Inn at Epney, another of Valeries recommendations and another good one.

Monday was an early start and a 40 minute drive to Pershore for the Plum Festival. As always the Stags were parked in front of the Abbey, I'm guessing about 30 or so and we were back in the company of Roger and Lesley and Paul and Lesley. There were plenty of other clubs as well as individual cars, not sure how many but a visitor commented there were around 500, who knows, there were a lot.

We walked into the town and round the market stalls, trying not to buy too much plum related food, but as in previous years we bought quite a bit! We watched the live music, the stage being in the area next to the cars and where most of the hot food vendors were, so more temptation.



The variety of cars was very wide, vintage Bentleys, Austin Healeys, the most Renault Avantimes I have ever seen in one place, a couple of huge Cadillacs and a number of cars we had seen in Gloucester including a beautiful 1 off Rover 75 convertible.

Towards the end of the day, fish and chips was in order, giving the traffic time to calm down a bit as we were near the M5 on Bank Holiday Monday afternoon. We left around 6.00pm, avoided the M5 up to the M42 and arrived back in Dronfield by 8.00pm, a weekend round trip of about 360 miles.

Andrew Bradbury

September Meeting

Quite a low turnout this month, very different to last month when it was standing room only. We had a quick run through of what events are left, including a couple of new ones to try, 12th and 13th September was Shardlow Historic Meeting at the Clock Warehouse, our old meeting venue and on September 20th a Classic Car Show, at Lagan Tapas, Findern. Did anyone go? If so, how was it? Sadly we were away so couldn't attend either.

We had the usual raffle and first ticket pulled out by Jan, was Mike, will he be the new Frank?

We have also got a couple more new members, so hopefully we will see you at a future meeting.

New members

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

WhatsApp Group

If anyone who hasn't already joined and wants to join our area WhatsApp group please get in touch with Andy Williams on 07917 876292. There are currently 38 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 meetings is on Wednesday 4th November
Events and Shows for 2026

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

DIARY DATES

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

Booking is direct with the organisers where contact
details are supplied

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

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

📅 13th - 15th November Lancaster Classic Car Show NEC

📅 29th November SOC AGM, Sedgebrook Hall, Northamp-
ton

NOTTS / DERBY AREA WEBSITE

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

SOUTH BIRMINGHAM

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

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

Noel's Notebook

Well the heat wave subsided at the end of
August much to the relief of many of us no
doubt. In fact the weather forecast had changed so much
leading up the August bank holiday that our members
who Gary had booked to attend the Pershore Plum Festival

event wondered if it was destined to be a wash out.
However the weather gods had a change of heart. The
event went ahead and everyone who went along had a
very pleasant time. No rain and comfortable temperatures.
There were the usual large number of Stags on site
as well as many, many other makes and models. Gary
was captured on camera giving a tutorial to a group of
youngsters and referring to his notes (ie. His mobile!).
Rumour has it that he is working on his Phd covering the
virtues of Stag ownership. Benefits and tribulations.

We had similar concern weather-wise over the Rubery
Festival event on 6th September. Although our display was
a small one all those who participated all had an enjoyable
time. The wide range of exhibits ranged from a beautiful
1973 Bristol to a 1928 Standard Big 9, a 1962 Austin
A35. Roy's Stag is off the road due to a water leak so he
brought along his lovely Mini and Gary's Stag was also
unavailable so he arrived with his Astra. Both of these cars
received a lot of interest from the festival goers as indeed
did the other vehicles. Everyone enjoyed themselves,
chatting amongst themselves and letting visitors sit in
their cars. A real treat for the kids too. One young lad
asked if I would start my car so he and his cousin could
hear what it sounded like. Happy to oblige I started up and
gave it a blast on the throttle. That surprised them and
woke up everyone else!

In last month's report I mentioned that Alan and
Scotty were about to change the drive shaft and Quiller
shaft bearing. Pleased to report that the work has been
completed and Alan is delighted with the results. Now I
know Scotty is a fast worker but changing a quiller shaft
bearing in 2.5 hours has to be some kind of record!

Starting my car to get it out of the garage to get it
an overdue wash and polish the week before the Rubery
event I noticed that the alternator was charging at 17.5
volts. Clearly the voltage regulator has gone 'kaput'.
Getting it out proved to be right faff, as indeed did the
refit but with help of my son we succeeded. There is an



Gary giving his tutorial

excellent auto electrics repair company in Redditch that repair the fault in a couple of days so all good know.

Noel Sargent.

DIARY DATES

October 11th Breakfast Club Shelsley Walsh WR6 6RP

SOUTH BIRMINGHAM AREA WEBPAGE

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

WARWICKSHIRE / LEICESTERSHIRE

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September's always busy and this year is no exception.

Three days away in Gloucester over the Bank Holiday weekend and a 3 day break at the Chatsworth Country Fair.

Gloucester was a little damp on the Saturday but not as bad as the forecasters told us. Sunday, thanks to Andrew Bradbury, saw us starting the day with a coffee at Val's (a rally colleague of Andrews) then onto Berkeley Castle where Val gave us a personal guided tour as she is a leading member of the 'Friends of Berkeley Castle'. Super host and a lovely venue. Monday and after breakfast, we sped off to Pershore for the end of the Plum Festival classic car show. Forecast wasn't good again BUT true to form, the forecasters got it a bit wrong and we had a super day finished off in our traditional style with a fish and chip picnic supper sat in our camping chairs facing the Abbey in the sunshine.

The Stag has been a little off colour of late and on Saturday it became clear what the problem was. Not long after leaving the Premier Inn on our way to Chatsworth, Roger got on the walkie talkie and asked if I'd got the choke out. I was pushing out some noxious fumes apparently. The Stag wasn't much better either. Blown head gasket, but a dose of K Seal and all is good again. Good for now maybe, but I will change the gaskets in the next few weeks. She's done 60,000 miles and 14 years since the last change, so not bad.

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

Tony and Di

DIARY DATES

WARWICKSHIRE - Every FIRST TUESDAY evening of the month at THE SPARROW, Combe Fields Road, Ansty, Coventry CV7 9JP, from 6:30pm, unless otherwise advised below.

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

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

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

Recurring events.

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

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

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

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

October 2026.

Nothing Planned as such, but watch for last minute deals.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

SHROPSHIRE & SOUTH STAFFORDSHIRE

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We held our last meeting on Tuesday 11th August at the Edmond Lion. We had a good turnout of members, 7, 6 of whom brought their Stags to the Edmond car park as can be seen on the photo.

There were 16 people who sat down to the meal, 8 members, one of whom was his first visit to our N & N,



plus two visiting members from the West Sussex branch who had come to Newport area on holiday, staying in their sons house who are both under graduates at the nearby Harper Adam's University. The two boys had visited us at an earlier N & N.

Members have been active visiting a number of Classic shows during August and early September with their cars, enjoying the sunshine and explaining the virtues of owning a classic car, particularly a Stag to inquisitive visitors, and the advantage of being a Club member, tapping onto the wealth of knowledge to be had at the regular N & N.

With Schools returning for the first term of the new school year many of our members are taking advantage of this quieter time to go on holiday in September which resulted sadly in us having to cancel our N & N for that month.

We look forward to meeting everyone in October.

WORCESTERSHIRE

Co-ordinator Paul Catterall **Mobile:** 07443 871543
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Deputy Co-ordinator Rodger Robertson:
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After a quiet June, July was really busy with something going on each weekend.

It all started with Highnam Court, near Gloucester, a popular show, especially when the weather is good, and this year it was. More than 30 Stags were



The Bidford Show

entered, making an impressive display all parked up in the Rose Garden. There are extensive gardens to walk around, live music, food and we all get a cream tea and a glass of bubbly.

The following weekend a group of us went to Apley Farm Shop, near Shifnal for their annual show. This is becoming one of those very popular shows with a huge field of cars. The weather was great, if a little windy, and someone's umbrella flew across the bonnet of Nigel's Stag. Luckily no damage was done.

On Saturday 18th July, Pete, Lesley and myself went to a local show at Bidford-on-Avon. Its use to be a much bigger show with steam engines but is now a much smaller affair. However it is in a great location right on the banks of the Avon. We met up with 2 other "famous" Stag owners, Lesley and Roger (Phillips) who allowed us to share their sun umbrella. A nice relaxing afternoon.



At The Pershore Show

The following day was Classic Nostalgia at Shelsley Walsh hill climb. It's no wonder that this show is so popular, not only do you have all the classic cars in the field next to the world famous hill climb, there is also a great selection of classic race cars going up the hill. Add to this the live music, bar and food, you have the perfect day out, all topped off with a fly past by the Battle of Britain Hurricane doing figure of 8's over the show ground.

We finished the month with Christine and Tony's charity Cake and Coffee afternoon where they raised over £1400 for the MacMillan Cancer Charity. Well done to all involved.

Our August N&N was our annual trip to The Fleece at Bretforton for a meal. This is a 15th century pub owned by the National Trust, and they have a lot of traditional events. On the night of our meeting there was some Morris Dancing and we managed to get quite a few of our members doing some of the traditional dance moves and banging sticks as is the way. Fortunately no major injuries were sustained, although I did leave with a sore finger where Robin hit me, probably because he had a bigger stick than me!!

August is also our BBQ month. We all go off to Roberts, park up in the orchard and have a BBQ on his lawn. What makes this special is that we meet up with Roberts friends and neighbours, and John does all the cooking. It was a glorious spread, everyone brought something and the weather was perfect. This is now a permanent fixture in our diary.

August Bank Holiday is the Pershore Plum Festival, a major event which includes a huge classic car show in the Abbey grounds. There were at least 30 Stags from the local areas putting on an impressive display at the entrance to the site.



September will be our last N&N at The Crown and Sandys. We have a couple of options going forward so look out for my emails to check where we are.

DIARY DATES

- ✦ 1 Oct - 8pm N&N, Bluebell Farm Dining and Carvery, Worcester WR4 0SX
- ✦ 5-12 Oct - Food and Wine trip to Spain
- ✦ 31 Oct - Breakfast N&N Bluebell Farm, Worcester WR4 0SX
- ✦ 6 - 9 Nov - Murder Mystery weekend
- ✦ 21 Nov - "Last run of the Year"
- ✦ 28/29 Nov - Stag Club AGM
- ✦ 4 Dec - Christmas Dinner, Ombersley Golf Club
- ✦ 9 Jan - Breakfast N&N and our local AGM

WORCESTERSHIRE AREA WEBPAGE

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





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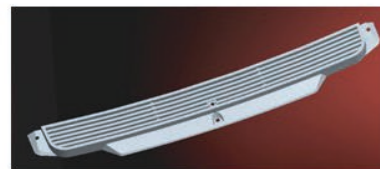
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OUT & ABOUT

N O R T H E A S T

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NORTH YORKSHIRE

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Now we are in September, and October is fast approaching, it's starting to feel a little Autumnal, with cooler temperatures and the usual wind and rain. It's nice to see some new members joining the North Yorkshire SOC and we would always welcome you all to any of our events.

Our last run of the year will be the Brymor Run where we can enjoy the fabulous Yorkshire Dales countryside and a final summer ice cream. We will let you know all about it in the November edition. Meanwhile, we have been out and about checking out the route and have seen some spectacular scenery. We even came across a remote memorial bench to take in the views. We are really lucky to live in God's own county and never tire of all that is on our doorstep.



and most enjoyable. Going forward, we will usually hold the N&N every third Wednesday evening of the month at the same venue and always with the option of having dinner there too. We will meet up for dinner at 6.30pm (optional) and then 7.30pm for the N&N. Please do come along and meet up with our members. We're a friendly bunch and it's a great opportunity for members new and old to get together.

For October we are organizing a social day out to Thorp Perrow Arboretum when the Autumn colours should be out in splendour. There is also a 'birds of prey' centre there, café and small garden centre. We are still looking for a good venue where we can end the day with lunch/afternoon tea for those of you who would like to continue. Details will be sent via email and WhatsApp as usual.

December is fast approaching, and yes, I know it's only October, but with places booking up fast, we have made a reservation at The Punch Bowl, Marton Cum Grafton, for a Christmas dinner get together on Wednesday 16th December, 7pm. We will have exclusive use of the Car Clubs room and I'm sure this will be a fabulous evening for all.

Finally, a shout out to Tim at Willow Triumph, Darlington. John called in looking for a driver's side wiper arm and pantograph and, after disappearing into his secret store, came out with said item. Brilliant service and very reasonably priced.



In August we swapped our usual Sunday lunch meetings for an evening N&N. Our first evening N&N at The Punch Bowl, Marton Cum Grafton was well attended and went down a storm with everyone who turned up. Some members took the opportunity to have dinner before the meeting and reported that the food was very good



WEST YORKSHIRE

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As the season draws to a close and October approaches, many of us are preparing to put our trusty steeds—or perhaps Stags—away for the winter. It is also a time to reflect on the events we have enjoyed and the new friends we have made along the way. That is one of the pleasures of owning a respected classic such as the Triumph Stag. Conversations with the public may begin with the familiar overheating issue, but they soon turn to how much people would love to own one and what it might cost. That is the £20,000 question, and the answer is always the same: it depends on your budget and how much work you are willing to do. First, do not restrict yourself to a particular colour; instead, decide which colours you would not want. Second, focus on condition. Paintwork, re-chroming, engine rebuilds and soft-top repairs can all cost thousands, so consider every expense and spend wisely. Third, do not expect to make a profit if you eventually sell. I would never consider selling mine, because I cannot imagine a better way to meet and socialise with such a wonderful community of Stag owners and club members.

Several events held last month were attended by members of our group. Among them was the Locke Park Car Show in Barnsley, a well-established and highly popular event that regularly attracts hundreds of vehicles and large numbers of visitors. In addition to the impressive display of cars, the show usually features tombola stalls organised by the Yorkshire Thoroughbred Car Club, helping to create a lively and welcoming atmosphere.

Members also visited Fort Paull in Hull, a historic defensive site constructed on the orders of King Henry VIII to safeguard access to the River Humber and the port of Kingston upon Hull. Although the accompanying car show was comparatively small, the venue proved well worth visiting and served as an excellent reminder of the remarkable places that can often be found close to home.. A small car show but worth a visit, it's amazing what you find on your doorstep. The guys from Bangers and Cash came to The Yorkshire Show ground in the same month, a two-day event as a car show as well as an auction taking place on both days. A firm favourite of ours has to be Burley in Wharfedale show although we are limited to only 15 cars as the show takes place on the local cricket ground but it's also the village open day with bands and event as well as food stalls of all kinds for sale, this to attracts lot of visitors. Finally this month some of the gents of our club attended York & District Model Engineering Society which seemed to be based around 7-gauge trains and the making of, which also attracted mainly the men.

While these events were taking place, four members of our group embarked on a considerably more ambitious journey, choosing to take their cars to Italy. We hope to receive a full account of their travels upon their return,



unless, of course, they decide to join the distinguished ranks of our "special correspondents" and reserve their stories for a future club report. An even more adventurous undertaking is being made by Jack Bradley, who is taking his Stag to Greece for an extended stay. This represents a particularly courageous venture, as Jack has relatively limited experience of working on Stags and is travelling without formal support. He may be accompanied by his partner, Jackie, but the pair will nevertheless be responsible for managing the journey and addressing any mechanical difficulties that may arise along the way. Before their departure, club members offered practical assistance by preparing a list of recommended spare parts and essential items that could prove useful during the trip. Naturally, we hope that none of these provisions will be required and that the journey proceeds safely and without incident. Jack kindly indicated that he would remain in contact and provide occasional updates during their travels. On behalf of the entire club, we wish Jack and Jackie every success, a safe and enjoyable journey, and a rewarding stay in Greece. We look forward to hearing about their experiences and, above all, to welcoming them back next year.

LINCOLNSHIRE / HUMBERSIDE

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At the time of compiling this report, our group are looking forward to a Sunday morning, meet up at the Walled Garden, Baumber (between Lincoln and Skegness on the A158). This is scheduled to take place on Sunday 20th September.

In the last report, it was mentioned that we may share experiences when purchasing our Stags..... so here goes the first one

TRIALS & TRIBULATIONS on PURCHASING that TRIUMPH STAG Article No.1 - Ian Butler

Right from the time of my formative years in the 1970s, when the unmistakable shape and sound of Triumph Stags were occasionally heard, I was intoxicated, and was determined to own one. I had passed my driving test a full year before I had saved up enough to put myself in a position to buy a good example. The year was 1979, and insurance quotations were an eye watering £460.00 to £500.00, £3021.00 equivalent today. One insurer suggested I should buy a blue one rather than a red example though it didn't alter the quote!!

I was 19 in 1979 and to help me navigate the daunting prospect of looking for a good example, my Dad, who originally trained as a mechanic and then became a transport manager, was a willing passenger on viewings.

The first car viewing almost put me off buying a Stag

altogether, advertised in the 'Exchange and Mart' and was located in Hatfield. The car in mimosa yellow had evidently been re-sprayed, much of the paint seemed to have found its way onto the rear tyres. The engine sounded like a bag of nails and on opening the boot I was met with an image of a sawn off shotgun displayed on hessian sacking. The guy who was selling the car offered to take me for a test drive. I quickly made my excuses and that was the end of that. Other viewings followed then came one 1974 example, in French Blue with an automatic transmission. I did turn a few good ones down previously on the basis that they were not manual with overdrive, which was what I really wanted. So, I decided that the next one which presented in good condition, I would consider even if it were an automatic. This was purchased in Cambridgeshire from a garage. On the return journey home to Lincoln, I was following my dad, who was driving the Stag as I was not yet insured and to my horror and disbelief, the Stag was 'crabbing' noticeably to the left.

An inspection on the ramp revealed, that the rear offside subframe was bent from a side on impact. I did get it sorted, but it was an annoying additional expense.

Thoroughly enjoyed the car for three years, before I had to downsize when I went to university that wasn't a logical decision as I ended up with a TR7!

So, I was Stagless from 1982 to 2009 when the bug (it never leaves you) struck again and I bought another Stag. That particular story will be for another time.

DIARY DATES

♥ Saturday October 24 (provisional) East Kirkby Visitor Centre. Former RAF East Kirkby.

We have made enquiries and we could be accommodated. There is a taxi run by the Lancaster Bomber 'Just Jane' in the afternoon with the option of a group tour of the visitor centre which comes at a reasonable cost of £15.00 as one payment for the entire group. More details to follow.

NORTHUMBRIA

Co-ordinator Roland Tate
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Deputy Co-ordinator Brian George
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Sunday 23 August was fine and sunny when we joined forces with a few members of the TR Register for a Club run converging in two convoys from north and south on the impressive Croxdale Hall estate just south of Durham. Croxdale Hall, a superb backdrop for a summer gathering, is a Grade 1 listed private stately home which stands on a bluff above the River Wear just south of Durham; the seat of the Salvin family since the early 1400s. Never before visited by classic cars, it sits in a Grade II listed historic park of 500



Northumbria members at Croxdale Hall

acres with an 18th century walled garden. The house was originally Tudor and altered in 1760.

12 months earlier the owner had been our guest at Windlestone Hall and our visit to Croxdale Hall this year resulted from that meeting. After a most interesting short talk, almost everyone took advantage of the optional full guided tour of the property by the owner. It felt like being in Downton Abbey. A grandchild's cricket bat in one bedroom and a fully working Roman Catholic chapel dating from 1807 down the corridor reminded us behind the grandeur this was still very much a lived in home. These days there are very few staff and one wonders how large estates like this, with over 4 million bricks in the garden wall needing pointing, survive financially.

Warm homemade scones with jam & cream aplenty were consumed outside the stable; we walked freely around the gardens and it was a pleasure to have full access to the owner of what must be one of the last great ancestral estates in the North East. He did us proud. The TR Register was also very helpful with the arrangements and both our Clubs worked together to keep costs down and members were proud to make a £465 donation towards the running of the estate.

One TR6 suffered an ominous high pressure water leak and it was good that several members helped and the car made it safely home. After the visit, several cars headed north on the A68 to a reserved table and lite bite at the Brockbushes Farm Shop & café where we discussed how we could improve convoy discipline and enjoyment.

It would be great to see more of those members' Triumphs we rarely see – indeed some we have never seen! There seems to be quite a few of our classics under maintenance with jobs taking a long time to complete. Feel free to share frustrations and ideas to see if we can make

things better. Work is ongoing on our 2027 programme with more opportunities to get your Triumph out of the garage and show it off - your good ideas for short or longer drives are always welcome. I will soon be booking my ferry tickets from Newcastle to Amsterdam for the SOC long weekend in Holland next May - it may sound like a long drive but we are blessed with a convenient ferry right on our doorstep. Let me or Brian know if you would like to join the party – we have a great additional pit stop planned at one of the best classic car showrooms in Europe one hour after we disembark the ferry!

Roland & Brian

CLEVELAND & CO DURHAM

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On Sunday 23rd August we had five Stags and one Scimitar GTC meeting in Durham City for our drive out and Sunday lunch. After greeting and coffee it was time to get going with Brian leading the way to our destination, The Cross Keys at Eastgate in Weardale. It was a lovely drive in the sunshine over Muggleswick Moor arriving in good time for our lunch booking. Dick and Sue had come directly from Barnard Castle to meet us making fourteen in total. Afterwards most of us went on to Eggleston Hall Gardens to sit in the sun with a drink and while away the afternoon, which was all very enjoyable despite the service being pretty poor, I don't think we'll



be revisiting! All in all, a very relaxing day, a nice mix of driving and socialising.

The following Saturday, which was Bank Holiday weekend, just two stags went to Croft Circuit for Coffee, Cars and Track. This was only the second of these events to be held so was a relatively small gathering, maybe it will grow in size going forward? Starting with a refreshment meeting in the Hanger50 café, then the chance to drive, or for those wanting some exercise, walk the track or just

watch what was going on.

Looking forward to the Autumn and Winter now, we will be having our regular meetings on the last Friday of the month, always looking for suggestions as we try and move around the area. For December we expect to have a Christmas lunch on a Sunday afternoon during the month, all welcome to join in, just let us know as booking in advance required

Mike & Brian

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OUT & ABOUT

N O R T H W E S T

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MANCHESTER / CHESHIRE

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Deputy Co-ordinator Paul and Polly Booker: 07703 858150

Following the peak months of our season, August was much quieter from an SOC point of view. A number of our members were taking holidays including myself and Lyn. We headed off to Scotland for a week and were fortunate to have a glorious spell of weather to enjoy the magnificent scenery. We spent the first half of the week near Stirling before heading off to the Highlands and Loch Ness. The run across country was everything I had hoped for but would have been even better had we done the trip in the Stag, rather than the modern alternative! But hey, that's life when you need space for a big dog and a full weeks luggage....

September seems to have whizzed past, but hopefully I will have a couple of items to report on next month as we have a show planned and hopefully a late season run out before the clocks change.

A bit of my time has been taken up assisting with the sale of a couple of Stags which have now been finalised, both now having gone to new homes. One is staying local, but more about that next time.

I have been instructed by members to book a repeat trip to Tyn Y Cornel hotel in Snowdonia for our January night out so plans are underway for this and hopefully we will have another successful visit. I am now asking for deposits to confirm the booking and there may still be places available if you contact me quickly.

Our regular monthly meeting takes place on the 2nd Sunday each month at The General Elliot pub, Croft, Nr Warrington, WA3 7DE, at 4.00pm. All are welcome, so please pop along and say hello.

Please keep me informed of any news or activities, or call me if you need any further information

Nick Rowland

DIARY DATES

- 📌 October Sunday 11th Meeting at The General Elliot
- 📌 November Sunday 9th Meeting at The General Elliot
- 📌 November Sat/Sun 28/29th SOC National AGM Weekend, Northampton

MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

NORTH WALES

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We had a blank weekend mid-August, which would have been Tatton Park. Spies who attended tell me that there were lots of empty spaces in both the club and individual entry areas. It will be interesting to see if we get a stand at Tatton next June!

The Bank Holiday weekend saw a low turnout at Capesthorpe Hall on the Sunday, but a very good attendance of exhibitors and the public at the Prestatyn show on Bank Holiday Monday. This event is in the Town Centre car park and the High Street, and attracted over 300 cars.

The following weekend, on the Saturday, some of us attended the Village Show at Llandegla, a nice low-key social event. Julia was in her Spitfire 1500, as her Stag has timing chain problems. On the Sunday, Jo and I were the only two Stags at Arley Hall on a day that had showers in the morning, but dried up later. What a difference the weather makes, last time I went to this event a couple of years ago, it was packed on a scorching hot day!

The early September meeting was well attended, with several new members, not unfortunately Stag owners! It does seem that, in rural areas, an amalgamation of several clubs seems to work well. At the end of the day, we all have a kindred interest in preserving and using classic cars and the greater numbers generates vibrant social interaction which encourages the attendance of spouses and partners.

For the November meeting, I offered to give a brief presentation of my days at Triumph and the testing of cars in the Engineering Experimental and Development Department.

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

TED ROBERTS DOING THE THING HE LOVED HILLCLIMBING AND CLASSIC RALLYING
R.I.P. TED KEEP THE PEDAL TO THE FLOOR



NORTH LANCASHIRE

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Deputy Co-ordinator Phil Benson: 07938 823454
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One of our well regarded members Ted Roberts died earlier this year and his funeral was held on the 6th August. I was well attended including 15 of us from the Stag Club most attending in their Stags. Ted was well known amongst the classic car fraternity with his very presentable and nicely set up Delft blue Stag which he used regularly for our club events as well as classic rallying and competitive hill climbs. He was technically competent and known for his enthusiasm in helping other club members maintain and repair their Stags. He will be sorely missed. I have included 2 photo's one of Ted hill-climbing and one of his engine bay with his modified air inlet system of which he was very proud

As you may have noticed there was no write-up for North Lancs Area last month. I did write one and in my elation of remembering to meet the new deadline for submission didn't attach it to my email, I only attached the photo I wanted to include result no write up. So this month I am including a cut down version of last months article.

JULY INFO

Instead of July's meeting we had a short run before all getting together for an evening meal it was enjoyed by everyone

3 of our members went to Slaidburn Steam, its a small village show with a history of steam engines attending but with the nice weather we were having the show was very busy.



We also attended Fylde vintage steam show because of the weather even more entries than usual this show gets better every year.

3 of our members went to the afternoon car show at Wray again the weather was really good so lots of cars there.

As we had a break in our programme we had a run on quiet roads to the Dalton Arms at Glasson Dock where we had booked in for lunch. Followed by a run back to end the day with coffee/ drinks in the late afternoon to finish what had been a perfect top down day in the sunshine around 18:00.

On the 2nd August we went to Hebden Bridge vintage weekend, in excellent weather 5 of us attended from North Lancs

Tip for anyone working on their carbs:- Dont rush putting the air filter back. I did and being short of time before going on our evening run had to go in my daily car. I started the car to find a rubbing noise when the engine was revved. When investigating the following day I found the rubber bellows between filter and body was only fitted correctly to the top edge of the cold air inlet the lower edge you cannot see was trapped in the inside. The rubbing noise was the front of the bellows vibrating as air rushed past it not obvious as the noise transfers through the inlet and could still be heard through the exhaust.

AUGUST INFO

We have not done many events this August, Hebden Bridge on the 2nd we had 4 stags there although there was 13 present at this popular event the show ground was full with lots of excellent cars with sunshine most of the day.

On Sunday the 9th we had 2 different events Trawden Agricultural show which 3 of us should have attended but I was having ignition problems so had to give it a miss but after the show we all went for a meal, from the comments it was another good show, at the end of the day Aaron was having brake problems master cylinder seals bad, car had been serviced and brakes bled by local garage it now needs new master cylinder. Competent local garages who will take on a stag are in short supply these days.

Also on Sunday the 9th some of our members travelled to Grange over Sands for Classics over Sands show from feedback a very busy show again, the good weather

contributing to a good day out.

On the bank holiday Monday the 30th August 2 Stags 4 members went to Stanley Park at Blackpool, not as full as expected possibly due to the poor weather forecast but from reports the weather was sunny until 15:00 so a good day was had by all in a good location.

On the same day Keith took his Stag to Capesthorpe Hall from reports not the best of days but he came away with a first place in Sports and convertible class well done Keith

NOTE!!! As the evenings get darker I will ask everyone their thoughts on lunchtime meetings with maybe an evening one occasionally for members who still hold down a job

Our Monthly meetings are held 2nd Tuesday of the month (Except July) if you are not on my mailing list check before you come over winter (see above note)

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

Everyone welcome

I was going to put a list of events here but when you are reading this in October the only one left is our Christmas Meal anyone not on my mailing list that would want to attend let me know, it is usually the first Sunday in December. Further details nearer the time.

NORTH LANCASHIRE AREA WEBPAGE

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

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OUT & ABOUT

S C O T L A N D A N D

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

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

NORTHERN IRELAND

Co-ordinator Position Vacant

Contact The Co-ordinator Liaison Officer for further information

Deputy Co-ordinator Brian Linden: 0797 9954381

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After our first venture of the year to Oxford Island our second venture to Armagh Planetarium on 22 July was again a low key event. We were experimenting with mid week events in the hope of increasing participation. Holidays and illness took their toll and we had four Stags there but at least those who were there enjoyed the event, know a lot more about our night skies, and spent a considerable time together.

Our planned visit to the Mid-Ulster Garden Centre at Magherafelt on 16th August has been put back to a later date, but nevertheless Peter and Una made the trip.

Our final Stag event of the season was to Bangor Castle and Gardens on Sunday 6th September. Thanks to Olivia and Jeff Alcorn who planned the event and made all the arrangements. Illness and commitments to the end of season celebrations of other clubs again took their toll, but by pairing with the Newtownabbey and District Old Vehicle Club we had a very pleasant event. Visiting the splendid Walled Gardens and then getting pride of place at the static display in front of Bangor Castle, visiting the Museum, and enjoying a late lunch with friends old and new, made for an excellent event.

With small numbers, continuing illness of several members, the geographical spread of our members, and the onset of late nights, we will discontinue our scheduled monthly meetings for the present..

PLEASE use our WHATSAPP PAGE, 'STAG OWNERS CLUB NI ' to keep in touch.

GRAMPIAN

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Deputy Co-ordinator Danny Stroud: 07823 539047

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The Rally season is coming to a close. The latest rally for us was a visit to Fyvie Castle for the Morris Minor Rally. We had a good turnout including a beautiful Mk III Spitfire belonging to Danny Stroud. It has a fastback hardtop and, as it's for sale, drew a lot of attention. As usual we 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 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. All welcome.

Website: www.grampianstags.net

EAST OF SCOTLAND

Co-ordinator John Lewthwaite Mobile: 07791 136599

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Acouple of Stags attended the annual classic show at Linlithgow in West Lothian at the end of August. This isn't the traditional field full of cars, but a moderate number of cars arranged on roads and pavements around the town centre (a hundred yards from the Palace, birthplace of Mary Queen of Scots). A rather





Classic show at Linlithgow
in West Lothian



The Biggar Show



damp day, but plenty of interest in the cars from people who'd come to see them and also from some locals who were a bit surprised to see their high street packed with interesting vehicles.

Too late now to enter the "Steam, Steel, Road & Rail Gala" at the Bo'ness & Kinneil Railway on Sunday 11th October, but it sounds like a grand day out as a visitor. As well as the steam locomotive rides there's the Museum of Scottish Railways, O-Gauge Model railway and Vintage Vehicle Rally, all in the same place.

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

WEST OF SCOTLAND

Co-ordinator Willie Clark **Mobile:** 07939 928839
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We eventually got the passes through for Biggar, which meant we were able to attend the show on the 16th of August. The organisers for this show, for some reason only known to themselves, leave sending

out the passes until the very last minute. We had a nail-biting wait for them to get here, as we knew, we had to get them back into the post asap to make sure some of our members received them in time. Thankfully most of our group were able to meet up on the Sunday morning at Cairn Lodge Services, where we could hand them out. After a dry spell of weather (which is rare in Scotland) we woke up on the Sunday to rain. There is a saying in Scotland if you wait for 20 minutes the weather will change. This time it was right and it changed to dry by the time we got into the event. We had a brilliant turnout of 16 cars on the stand making it a great day catching up with everyone. This year the show actually felt larger than in previous years as it had over 800 vehicles on show along with 80 trade stands. With the sun making a very welcomed appearance and plenty of visitors to the stand, everyone had a really enjoyable day out.

Our next big show will be in September at Scone Palace, this event always attracts a large amount of cars, trade stands and visitors making it a very popular day out.

Our meetings continue to be held on the 1st Tuesday of each month at the Redhurst Hotel. We look forward to seeing you all there for a natter.

OUT & ABOUT

SOUTH CENTRAL

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

COTSWOLDS

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Deputy Co-ordinator Mark Jackson

Email: cotswolds@stag.org.uk

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

August brought our Concours d'elegance or most desirable car award after the photograph based online judging process. Popular with the majority, this relatively new format allows broader participation as any car attending during the previous year qualifies to enter and presence is not required on presentation day.

There was interesting fluctuation of favorites as the votes came in, with an initially popular choice suddenly losing ground. The final top three featured Andy and Louisa in third place, Rupert a surprise second and recent members Barrie and Pat gaining first position. Congratulations to the winners and thank you to all who took part.

Our meeting run took us to the Cotswolds and wonderful views following a 600' climb out of Winchcombe, a cross country jaunt to Moreton in Marsh and an usually reasonably priced lunch at the Inn on the Marsh.



The Bank Holiday weekend brought numerous Stag and social opportunities. Despite a weather forecast of doom, the streets of Gloucester hosted many and various marques, including Cotswolds, South Wales, Warwick and Leicester Stags among those identified or whose owners I met. The friendliness of owners was appreciated by a local Stag owning non-member now intends to join the Club.

My car of the day was a Rover 75 cabriolet, custom



built and commissioned by an enthusiastic owner who has, apparently, also created a coupe version. An internet search should reveal more information.

Many thanks to the Cotswolds Area members who represented us both in Gloucester and at the Pershore Plum festival on the following Monday.

JET AGE MUSEUM VISIT 1000 Saturday 17th October

Numbers please, if you have yet to respond, for this morning visit to the museum of aviation history in Gloucester, including a workshop tour subject to appropriate staff availability.

There is a cafe on site, a donation is suggested as entry is free and a row of Stags will be appreciated as our visit will be advertised by the museum. No doubt we can form an impressive display!

DIARY DATES

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

📅 Saturday 17th October Jet Age Museum, Staverton GL2 9QL

📅 28th / 29th November SOC AGM and Social Weekend Northampton

COTSWOLD AREA WEBPAGE

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

WILTSHIRE

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

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Our September Natter and Noggin meeting was as early as it can be on 1st September, just eight of us around the table, with no partners, welcome to new Nick, this means we have three nicks attending on a regular basis.

Chat varied from fixing speedo's, that not the ones you wear, John Garnett, has a long story about how to fix his speedo, to long to explain hear, if you get the chance ask him about it, bottom line I think he has three used speedo's for sale on E-bay.

The other subject was the discussion on how classic car values in general have dropped, and specifically Stags, we were of the opinion a Stag valued at £25k five years ago was probably now down to £18k - £20k, this led us on to the discussion on car insurance, valuations for guaranteed values, who provides professional values now? With the insurance companies accepting self valuations up to £30k, is there a need for professional valuation? Then the conversation moved on to how much one spends to restore a Stag, which can amount to a figure well above £30k, but that probably doesn't reflect in the value of a Stag at the point of sale.



Great news for Nick and Lois, they collected their Stag from the garage in Calne on Saturday, just three days before the Wiltshire Stags go to Wales 2026, the garage had it just on 2 years, Nick had started the car back in spring of 2024, ready for the season, only to find a stream of steam emitting from the exhaust, although, the block itself was Ok and just needed a light honing, but like all garages, the proprietor shares his time between classics and moderns, hence the time period, plus it sat in line with John Goffs Stag which was having a full engine rebuild.

What was 5 Zero's, now under new ownership and called Concourse House, organised a British Classic car day, it turned out to be the wettest Saturday since February, so with the expectation of over 100 vehicles, only 15 were present, common sense prevailed and they dropped all the entrance charges, what cars were there were quite interesting, a couple of 1920/30's blown Bentley's and very nice E-Type, sadly no Stags as we'd left them all at home in the dry.

We have a Run and Sunday lunch planned for the 27th Sept, meeting at the coffee shop at Bowood house at 10:30, ending with a Sunday Lunch at The Forge & Pheasant Hathon Park Estate, its looking like there's going to be a great turn out, I think we have around twelve cars signed up.

We have another Run & Sunday Lunch planned for 25th October, organised by John & Julie Garnett, watch this space for details

Our Wiltshire Stags go to Wales has taken place, I think a separate report is more appropriate, just to say the Seven Stags, owners and partners all enjoyed their 3 days in Wales, sadly Chris and Mary couldn't join us, we all wish Mary well

Our next Natter and Noggin meeting will be the first Tuesday in October 2026, the 6th meet at the Milkchurn SN12 6AD for 8pm

Please check our online diary as to where and when

our monthly meeting will be. Sunday lunch meetings are more popular during the winter months

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

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

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

WILTSHIRE AREA WEBPAGE

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



Happily all is not lost, as we still have a couple more runs on the calendar for this year, plus September's long weekend jaunt to Somerset's Cricket St Thomas.

The monthly meeting at the Empress of Blandings was a somewhat subdued affair, many members having been deterred from attending by ongoing major road closures to the West and through the New Forest. However, we did get to welcome new member Roger, who has acquired a recently recommissioned Stag, back on the road after four years in the garage, as a retirement present to himself! Let's be honest, it has to be better than a gold watch, eh?

DIARY DATES

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

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

SOLENT & NEW FOREST AREA WEBPAGE

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

OXFORD

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

As the driving season begins to wind down and thoughts inevitably turn towards winter maintenance and next year's adventures, the Oxfordshire Area continues to enjoy a busy calendar and a steady stream of new faces joining the fold.

We're delighted to welcome several new members this month. Neil Hosler has now been confirmed as the owner of Kim's former Stag, the car Stephen mentioned in last month's report, and we look forward to seeing both Neil and the car at future events. Mike Stevens and Marilyn Mowatt have also recently made contact and joined our ever-growing WhatsApp group. One of the great strengths

As well, the best laid plans, and all that.... On a sunny Sunday morning, our group met up in a very crowded Wickham Square, ready for the day's adventure. When we set off, the intention was to have a break for refreshments at the Waitrose Estate and Farm Shop at Leckford and then visit the nearby Waitrose Water Gardens and then onward to Silchester Roman Town for a stroll around the ruins.

After driving through beautiful Hampshire countryside we got to the Leckford Estate where there was much quaffing of tea (and quite a hefty consumption of scones).



Some then went to the delightful water gardens.

However, there was a disappointment as there had been a serious accident on the M3 which had gridlocked traffic around Basingstoke and so the decision was taken to abandon that part of the route and return home without getting stuck. Ah well, it's a route in the bag for another day.



of the Oxfordshire Area has always been the willingness of members to share knowledge, advice and occasionally the odd spare part, so we hope our newcomers will quickly feel at home and become part of the conversation.

Our August club night saw a welcome return to The Ben Jonson at Weston-on-the-Green, a venue that has become something of an Oxfordshire favourite over the years. Good food, friendly service and a relaxed atmosphere provided the perfect setting for an evening of Stag chat.

Adding a touch of history to proceedings was the return of Corinne, one of the founding members of the Oxfordshire Area. Listening to stories from those early gatherings at The Chequers back in 2018 was a reminder of just how far the area has come. It scarcely seems possible that we are already looking ahead to our tenth anniversary. Corinne recalled the first anniversary celebrations, complete with a specially commissioned cake, and while those memories brought plenty of smiles around the table, they have also raised expectations for what will undoubtedly need to be a suitably memorable tenth birthday celebration!



Away from our regular meetings, members have continued to fly the Oxfordshire flag at events across the region. Stephen reported back from the Thame Steam Rally where, despite space only being available for two Stags, there appears to be scope for a much stronger Triumph presence next year. With Stephen involved as a volunteer, it may well become another regular fixture on our calendar.

A run to Winchester Auto Barn organised by Jimmy Brady once again demonstrated that some of the best motoring experiences come from the journey rather than the destination. Setting off from Oxford, the small convoy followed the Thames Valley through Pangbourne before arriving just ahead of some less-than-cooperative weather.

The Stags enjoyed plenty of open-top miles before the inevitable scramble for soft tops on the return journey. It seems no British summer would be complete without at least one roof-up stop, but fortunately that did little to dampen spirits.

Although family commitments and school holidays limited my own opportunities to get out and about during August, I did manage to attend the Aynho Classic Car Show in early September. Joining Gary, Stephen, Simon and Steve, we assembled an impressive display of five Stags, all arriving within a short period and parking together.

As always, the cars attracted considerable attention throughout the day. Countless conversations were sparked by memories of past ownership, restoration projects and family motoring holidays. One of the real pleasures of exhibiting a Stag is seeing just how many people still have a connection with these cars more than fifty years after they first appeared.

Richard Green Snr, who remains an active club member, brought along a selection of recent SOC magazines. They proved to be an excellent talking point, particularly with several visitors who recalled receiving the magazine many years ago when both the publication and the club itself were considerably smaller. One former owner spoke enthusiastically about returning to Stag ownership, a reminder that once you've owned a Stag, the attraction never really leaves you.

The Oxfordshire Area continues to thrive because of the enthusiasm of its members. Whether it's attending local shows, organising scenic drives, sharing technical advice or simply enjoying a meal together once a month, there is always something happening. With our tenth anniversary now appearing on the horizon, the next few years promise to be every bit as enjoyable as the last.

For anyone considering joining us, our meetings take place on the last Thursday of each month at 6:30pm, rotating between The Lamb at Chalgrove, Sturdy's Castle near Kidlington, The Ben Jonson at Weston-on-the-Green and The Packhorse at Milton Hill. The venue sequence varies depending on availability and member attendance, so the best way to keep up to date is through our WhatsApp group. New faces are always welcome, whether you own a concours-winning Stag, a restoration project, or are simply thinking about becoming part of the Stag community.

OXFORD AREA WEBSITE

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

THAMES VALLEY

Co-ordinator Position Vacant

Deputy Co-ordinator Position Vacant

Contact The Co-ordinator Liaison Officer for further information

OUT & ABOUT

S O U T H E A S T

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SURREY

Co-ordinator Gary Sorfleet **Mobile: 07768 454579**

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Deputy Co-ordinator Matt Gravett: **07711 379026**

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In August the drought was taking its effect and hardly a blade of green grass to be seen, just brown fields and plenty of dust. There were serious concerns about the fire risks outdoors, but the Surrey events still went ahead thanks to the careful safety planning of the organisers.

9th Aug: Cranleigh Lions Classic Car Festival

This is the first of the shows in August and always a great day with around 1400 cars, many of which we would like to add to our wish list, but you know it won't happen. We had over 20 stags all lined up in a row looking brilliant in the bright sunlight. It was nice to see new members and ones we had not seen recently. One of the problems we had this year was that it was so hot everybody was looking for shade, but the gazebo can only take so many so not everyone could get in, so next year we may need another.



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

15 Aug: Capel Classic Car & Bike Show

The Capel show is always another one we look forward to, not as big as Cranleigh but much more compact with around 700 cars, we were joined by the West Sussex group again this year, it's nice to catch up with members from other areas. We had an impressive line up of Stags all gleaming in the sun. Again, it was a really hot day but it didn't stop us from enjoying a good day out.

23 Aug: Picnic at Shamley Green

Keith and Caroline invited the Surrey SOC members



The Capel show



Picnic and fishing at Shamley Green

to a picnic in the grounds of their home and to do a bit of fishing in the lake that had never been fished before. Again, this weekend was warm, so we lined all the Stags in the sun then made our way to the shade of the trees. We had a wonderful day just unwinding and chatting in the field with the members. As for the fishing we failed to catch anything all day, but we didn't mind as it was a perfect day out with friends. We would like to thank

Keith and Caroline for their hospitality and for making it a glorious day to remember.

DIARY DATES

- ✦ 11 Oct: Gatwick Aviation Museum, Charlwood (please let me know if you would like to attend). This invite has been extended to other SOC Areas too.
- ✦ 19 Oct: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✦ 01 Nov: Autumn Tints – Drive Out
- ✦ 22 Nov: Breakfast & Xmas Shopping at Garden Centre – Drive Out
- ✦ 23 Nov: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.
- ✦ 05 Dec: Christmas Dinner/Party – Thatcher's Hotel, East Horsley
- ✦ 21 Dec: Monthly Social Meeting – The Fairmile, Cobham, 7.00 p.m.

Looking ahead to May 2027

- ✦ European Stag Meeting 28th – 30th May 2027, Netherlands. Details of Hotel bookings are in the July 2026 Club magazine and website. If you would like to join the group going from the Surrey Area, please let me know. If you would like to join us for any of the other events, let me know and I will let you have more details. I will continue to send regular emails to keep everyone updated too. If you are not receiving regular SOC emails and would like to, please give me a call and I will do my best to sort it out.

Hope to see you all again soon.

SURREY AREA WEBPAGE

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

KENT

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Deputy Co-ordinator Jon Moss:
Email: jonathan-moss@hotmail.co.uk

Deputy Co-ordinator Don Perrin: 07775 611130
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Firstly, my thanks to Don for running the meeting in my absence, we were in North Yorkshire doing a weeklong trip in the Stag.

The meeting was attended by a good number of members despite several regulars being absent. A review of Motors by the Moat was given, along with another couple of local events.

We now have details of our ESM pre-trip to Belgium with 10 cars taking part before joining our other members at the ESM to take our total to 12 cars. The treasure hunt arranged for September 27th looks to be well attended and I am sure it will be enjoyed by all. My thanks to

Jonathan for his organisation of this event.

The Christmas party booked for December 12th has become a problem due to a failure by the hotel to reserve enough places for all those wishing to attend, however I am sure that those early birds who paid their deposit in good time will enjoy the event. We will not be using this hotel next year! My thanks go to Vicki for all her work in organising the party and the hotels failure is not due to her efforts.

The Wagon and Horses have advised Mike that they are to stop food on Thursday nights which will affect our dining club meeting, the option is Thursday Lunchtime or Friday night. Mike has a very large list for email for this event, although its almost always the same 15-20 people that attend and we propose to rationalise the list to remove people that never reply. We will need to make a decision for the February meeting as they close for the whole of January.

Some dates for next years diary have started to appear, Bromley Pageant is on Sunday 18th July.

Further details will follow. Tickets for Faversham Festival of Transport on Sunday 16th May 2027 are now on sale. This is always a very popular event and sells out quickly, I have already sent an email to all members with details of how to book.

Now is the time to start thinking about next years programme and information on any shows/events that you have please bring it to the December meeting. Perhaps we could restart some breakfast meetings?

KENT AREA WEBPAGE

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

WEST SUSSEX

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We met up on the A24 for the convoy to the Capel Show, which is always one that we look forward to. On arrival space was quite limited and we had to shuffle around to fit all the cars in, but we were grateful for the gazebo on a hot day. Good to see some old friends and ex Stag members that I haven't seen for a while. If there was a negative point, it would be the booking for the show, everybody paid different amounts and they debited my account twice. It is worth being aware of this for next year. We were set to go to Barns Green the following Saturday, but the weather changed and the rain arrived heavily. We have been there before with the field rapidly turning to mud and the pub is just not big enough to accommodate everybody. It was unfortunate as the meeting takes quite a lot of time to set up and the

proceeds go to charity. The following day we set off for the Hellingly Show which is named The Festival of Transport. The show had plenty to see although the layout was a bit muddled with no real format that was obvious, but there was a good variety of exhibits & autojumble to browse through.

We are joining Surrey area for a visit to the Gatwick Aviation Museum on October 11, cost is £10ph pay on the day, but we do need numbers for parking space reservations, let me know asap if you would like to attend.

We have booked our Christmas dinner, it will be at the Roundabout Hotel at West Chiltington on Saturday December 5 at 12.30 for 1.00pm. The cost will be £39.95ph for a 3 course meal. We are having the meal for lunch instead of an Evening Dinner due to it's location as those who have some distance to travel can do so at a more reasonable hour. If you would like to join us, please reply to Philip Kerrey whose contact is in the magazine.

We are re-introducing club night from October, it will be held at The White Hart in Henfield from 8.00pm on October 6 and every 1st Tuesday of the month until further notice.

Bob

DIARY DATES

- ✔ October 6 clubnight at the White Hart in Henfield from 8.00pm
- ✔ October 11 Visit to Gatwick Aviation Museum.
- ✔ November 3 Clubnight at the White Hart in Henfield from 8.00pm
- ✔ December 5 Christmas dinner at The Roundabout Hotel in West Chiltington from 12.30pm

WEST SUSSEX AREA WEBPAGE

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



Kevin's Stag

and was always cheerful and upbeat. He had a cheeky sense of humour, despite his underlying health issues which – outwardly at least – he didn't let get him down. I hope we gave him the opportunity to forget his troubles for a while at least while he was out with us. The last time we saw him was at the Bromley Pageant and he was on fine form that day.

Rest in peace friend.

Not a staggering amount else has happened of note in the last month. After a hectic July, August was noticeably quiet. No bad thing – it gives Chris and Mike a bit of respite from trying to organise us herd of cats! A few events we had planned for September seem to be struggling a bit at the moment. The Lunch at the Moto Torque Café we had to cancel as they weren't prepared to take a group booking, and I think we are looking for a new venue for one of our food nights due to it closing!

Aside from that, the ad-hoc meets are still going on, so there is usually something going on most weekends if you are looking for a bit of classic car action.

Best Wishes

Dave H

DIARY DATES

- ✔ Oct. 1st 7:30pm – Monthly meet at the Bo-Peep (BR6 7QL)
- ✔ Oct 15th 7:30pm – Club Meal – Indian Planet Spice ?
- ✔ Nov 5th. 7:30pm – Monthly meet at the Bo-Peep

EAST SUSSEX

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Deputy Co-ordinator Paul Vincent 07775 949697
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Y'know, Stag owners are a resourceful lot and if proof were needed, you only have to hear about what happened on this summer's five day trip to the Brecon Beacons. It was turned nine o'clock at night on our first day and the group were wining and dining at the stop-over hotel in the Midlands, when the

SOUTH EAST LONDON

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This month's SE London area report certainly isn't the one I was expecting to write.

It is with great sadness that we have to announce the passing of one of our more recent regulars – Kevin McCarthy. He had only been a regular in our area for a year or so, but was certainly a colourful character and well liked. After major surgery for bowel cancer, he bought his Stag as motivation to keep himself going, which I think is quite an impressive undertaking. His Stag was a credit to his perseverance. It had a Ford V6 and he always referred to it as "Old Smokey". (I jokingly named my Stag "Old Steamy" in return).

It was after purchasing his Stag he became a regular

news came through that our destination in Wales was besieged by wild fires, the roads were closed and in these extraordinary circumstances, our booking was cancelled.* It was quite sobering news, leaving all of us wondering what to do. Of course, the men at one end of the table, set about resolving the crucial issues of the day: what to do about Climate change, the biodiversity crisis and the impact of global warming. Discussions were far reaching and expansive especially as the wine and beer flowed on into the evening. Meanwhile, Claire, Mandy and Kathy bothered themselves with the far less important dilemma about where all eighteen of us were going to stay for the next few days! Interrogation of the internet and frenzied searches seemed to be fruitless at first but at the eleventh hour (quite literally), a ten bed Air BnB was found in Chepstow and that's where the adventure continued the following morning! A full report (or as much as I'm allowed to divulge) will be followed up in a future issue!

Meanwhile, back in East Sussex, the club was represented at all the usual summer events. August is always a busy month and a highlight this year was the Bexhill 100. Twelve cars turned up and other members visited throughout the course of the day. There was the usual banter amongst the various groups attending and some debate about the proposed charging of a £5 entrance fee for this event next year! It will be interesting to see if this affects attendance numbers.

Onto September already, and the Laughton Autumn

Show and the Hastings Classics in October are priorities for the diary. Reports will appear about both these shows at a future date.

Meanwhile, there is a plan for some of our club members to travel over to the Isle of Wight for the annual Classic Car show. You could say, it's an ambitious trip from East Sussex. High mileage, overnight stays, ferry rides and a degree of planning is required. What does that remind you of? Let's just hope there aren't any wild fires!

*Thankfully, our destination hotel was not too badly affected. Certainly, no harm done to persons or property. A number of North Wales Firemen took over our accommodation whilst they were in the area so we were pleased that our bacon and eggs didn't go to waste!

DIARY DATES

- ✔ Breakfast meeting: 3rd October, Green Man, Ringmer
 - ✔ Breakfast meeting: 14th November, Green Man, Ringmer
 - ✔ No breakfast meeting in December because of the Christmas Dinner Dance
 - ✔ Hastings Classic Car Show: 10th /11th October
 - ✔ Autumn Tints run: 18th October
- Sandy Gent on behalf of Gary Mountford

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OUT & ABOUT

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

SOMERSET / DORSET

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Nine Stags met at The Crown, Marnhull on Sunday 23rd August for Sunday Lunch and the start of Kens Mystery Tour. After a very good lunch, Ken led us through the Dorset lanes to Shaftesbury and up Zig Zag hill. Once up the hill, we ventured slightly into Wiltshire to Win Green, the highest point on Cranborne Chase and with the good weather we had excellent views in all directions. As we had been promised a cream tea later, we thought a little exercise was required and walked to the clump of beech trees by the trig point. Back in the Stags for more scenic roads before we arrived at Ken & Liz's home for an excellent cream tea and cakes. Many thanks to Ken, Liz and family for organising the day and their hospitality.



Ken's Mystery Tour

I went along to the monthly Saturday morning car meeting at Sturminster Newton on the 5th September and there was another grand display of over 300 classics. Only two other Stags there this time, Tim with his Stag and one I had not seen before but I managed to catch up with the owners just as they were leaving and was pleased to meet members Steve and Sandra from the East of Dorset. It was good to meet up and hope to see you at more of our outings.



Sturminster Newton Show

Paul had posted on our WhatsApp about a car meet on the 6th September at Hatch Beauchamp Village, which was where the old Thornfalcon Show started many years ago. There must have been over 200 vehicles present and a good turnout of Stags, seven in total including mine. I met up with members Paul & Jean, Jane & Mark, Mike & Jackie (but in their "Herbie" due to Stag EWP problems) and Jon (who had brought along his early Bitter, a CD type, I think, a car I had never seen before). I did manage to chat with the other Stag owners whose Stags looked in very good condition.



Hatch Beauchamp Village Show

Also on the 6th was Oily's car meet at Weymouth and Pete had gone along and reported an odd mix of classics, moderns and motor bikes and as well as parking next to a hot-rod, a Fiesta and a Kia Stinger, he found a rare Aston Martin Tickford Capri in the mix as well.

Whilst "En Vacances" Rob posted on our WhatsApp



that he had visited an amazing selection of cars at the Traversée Historique de Toulouse and there was even a French Stag there. I did find a video of the event on-line and there was a very varied selection of cars going on the run.

Nothing on our list for the rest of the year but hopefully we might get some suggestions on our area WhatsApp.

A couple of SOC events to consider are the SOC AGM at Northampton at the end of November and the ESM in the Netherlands in May next year. I am hoping to go to both so why not join me.

Any suggestions for our pre and post Christmas lunches are welcome and even better if you are happy to organise one, please let me know.

in November at Hawkins Motors. Entry is free with refreshments available and Nick is helping to organise entries. He will be taking his Stag and the organisers are keen for owners to dress in period correct attire. I haven't bought any new clothes since 1976 so this would be easy.

If anyone is interested in going, please let me know and I will pass it on to Nick.

CORNWALL

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We had four Stags at the September meeting at Launceston Steam Railway. The railway runs for about 2.5 miles through a steep sided valley using locomotives mainly rescued from the slate quarries of North Wales and re-engineered, repaired and maintained by the owners of the railway. Lilian was bought in 1964 for the scrap value of the boiler and restored to working condition. She seems to have some similarities with a Stag in that she uses 25 gallons a trip and is a total loss system. Those who live in the area will be aware that there is essentially price parity between four star and water, so the running costs must be considerable. She is also only allowed to run on imported coal. All makes perfect sense.

One of the other locomotives, Dorothea, took 22 years to restore with the work being done, almost in its entirety, by Kay, the lady driving Lilian in the photo. The before and after photos show what a staggering job this was.

There is a small museum on the site which has many interesting exhibits including a number of lovely old cars. The sun shone and the cafe does a good cream tea. What more could you want from an early autumn Sunday?

Blackwater Car Show - 1st November 0900 - 1300

Nick Fletcher has emailed me with details of a show

DIARY DATES

- ✔ October 4th - Bude Trip - Organiser Laura
- ✔ November 1st - Proposed Sunday lunch, venue TBC
Organiser Chris Hastings
- ✔ December 12th - Christmas Dinner - Location Plume of Feathers, Mitchell - Organiser Mark C-T
- ✔ January 3rd - AGM 10.15 for a prompt 10.45 start.
Location TBA

DEVON

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As I sit down to write this at the end of August I realise that it has been a surprisingly quiet month for organised club activities. I think this is probably a combination of people going off on their Summer holidays and the fantastic weather that we have been having. It seems odd to be blaming the weather for a lack of Stag activity, I wonder if I am the only one who keeps Stag journeys down to a minimum, not through any fear of the car overheating, but from a fear of me over



The Chanters Carnival Classics in Ottery St Mary

heating. That said, mine seems to have run up quite a bill in Budleigh Salterton car park whilst we splashed about in the sea to cool down.

August did have a number of shows that saw some Stag activity. The Exmouth Classic Vehicle Show at the start of the month saw a few making an appearance at the seaside. This is always an interesting show with a real mix of old and new classics. Refreshingly in this day and age, the organisers take a more relaxed approach than many others. A come and go as you please policy means that you are not locked into a full day as an exhibitor, and for the visitors it does mean an ever-changing display of classics to enjoy. It also means that the streets of Exmouth, particularly the road along the seafront, have a constant flow of classics to admire. On the payment side, the organisers ask you to pay what you can afford, which seems to generate a good contribution to the Devon Air Ambulance funds.

The one event with a dedicated Devon SOC area in August was the ever-popular Chanters Carnival Classics in Ottery St Mary. There was an eclectic mix of old, and not so old and despite threats to the contrary, even the weather behaved, with nothing like the rain that was forecast.

As we now begin to drift through Autumn, the number of shows reduces considerably, but there is still plenty to get the Stag out for. The next magazine will cover our run to Burrator for lunch and the fantastic Tour of Devon organised by the TSSC. However, our calendar seems to be lacking N&Ns, is there anybody out there who is prepared to host one in their local hostelry? Just let us know and we will do the rest. In the meantime, I hope you are getting in some skittles practice in anticipation of the three-way SOC/TSSC/Dolomite interclub skittles match on Sunday 29th November in the Waie Inn.

Finally, plans are now well advanced for our tour of North Spain in May next year. We may still have space if you are interested, get in touch before it is too late.

DEVON AREA WEBPAGE

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

SOUTH WALES

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As we come to the end of the hottest summer on record in Wales the weather has reverted to its old ways with lots of rain but still some hot and sunny spells. There are three main items to report on this month. The first was the Runch run organised by Terry Dunn.

Runch Run

Our August Runch on 21st August saw eight Stags, an Audi 90 20v quattro and a modern leave the boating lake car park and travel to Usk via Ponthir, Caerleon, Llanbadock, passing the Greyhound pub, one of our favourites, arriving at The Kings Head Hotel. We were again treated to our own room and the staff served our lunch. Everyone enjoyed the run and although short a few remarked that they had never entered the town on the route we took. After lunch we had time for a good natter before we all left and went our separate ways home. Another excellent day out with good food and friends, what more do you need?

Terry Dunn

Penallt Classic Show

On Sunday August 23rd ten of our members took their Stags to the Penallt Classic Car and Motorcycle Show just outside Monmouth and deep in the Monmouthshire countryside.. This show only takes place very two years and is growing in popularity. There were over 200 cars there plus some vintage and classic motorbikes. I have attended the show since 2005 and it is one of my favourites. The venue is situated at the cricket field and there was a live band playing all afternoon with food and drink available. The show has an old fashioned feel with only one trade stand there and no autojumble. No shelters



Penallt Classic Show

are permitted for those attending and with the very hot weather Terry used his umbrella as a sunshade rather than its usual role of keeping the rain out of his Stag! The standard of the cars was incredibly high. There was a Stag there that has been treated to a £50K restoration with every nut and bolt replaced! There were a total of fourteen Stags on site making us the most popular make and model at the show. A very pleasant afternoon spent looking at all the cars and chatting in the sunshine.

Gary Ross

A number of our members attended the **Pershire Plum Festival** weekend staying in the vicinity for all three days. They thoroughly enjoyed their weekend break which concluded with an excellent classic car show on the bank holiday Monday. This show has been recommended for inclusion in our list of events for next year.

September 1st Final Evening Drive of 2026

Bob and Cherry arranged this run which took us to The Greyhound Pub at Llantrisant near Usk. The Stags left Cwmbran boating lake car park on time at 7.00pm. The run followed the A4042 to Little Mill where the cars turned right onto the Usk Road. After crossing the River Usk and passing through Usk town square, the convoy passed the prison and then made its way to the Greyhound. In total there were eight Stags present including some visitors from Bristol and two moderns. Inside the pub we enjoyed a few drinks and a good chinwag before leaving around 9.30.

Our thanks to Bob and Cherry for organising this run.

Gary Ross

Sadly this was the last evening run of the year with our next meeting being a Noggin and Natter at the Crow's nest pub in Cwmbran. Andrew Puddifer will be running a video quiz.

At the time of writing Chas had embarked on the CT 10 Countries Run with his beautiful black Stag. That's 2000

miles through Europe in six days! We wish him well and will let you know how he gets on in the next edition of the magazine.

We welcome all Club members in the South Wales Area or further afield. We keep in touch by emails and WhatsApp. We meet on the first Tuesday of every month at 7.30 at the Crow's Nest, Cwmbran. In the summer the time changes to 7.00 when we normally have an evening drive which ends up at a pub for light refreshments.

DIARY DATES

- ✔ October 6th Noggin and Natter Crow's Nest Cwmbran
- ✔ November 3rd Noggin and Natter Crow's Nest Cwmbran
- ✔ November 28th & 29th SOC Social & AGM Sedgebrook Hall, Northants
- ✔ December 13th Xmas lunch Green Meadow Golf Club

SOUTH WALES AREA WEBPAGE

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Early pic of Chas and his Stag on the CT 10 Countries Run Here he is in Sedan, France after about 350 miles

BRISTOL

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Here we go, heading headlong into Autumn and in typical British fashion, conversation turns to the weather. After months of never-ending sun, we are now seeing the return of this phenomenon called rain. Whilst welcomed by some (ok, most), there are whispers of regret that we are now approaching the end of the Stag-driving freedom that goes hand-in-hand with glorious weather. In its place are a growing number of sigh-laden commitments to plan the precision fitting of hard tops that have sat dormant for the last 6 months or so. Oh well, no one can say we haven't had a good run at it this year.

As the weather changes and the nights begin to draw in, so the number of classic shows and events begin to diminish. The last month has seen the following events attended by one or more of our group members:

Clutton Flower Show.

Bath Soft Cheese Vintage Car Show.

Horton Historic Vehicle Club, Horton Social Club.

Horton Sunday Breakfast Club at Cross Hands in Old Sodbury.

Most of the above destinations have become well known to our group as 'pots of gold' at the end of classic car 'rainbows' over the years. However, this year our attention was gripped by the intriguingly named Bath Soft Cheese Vintage Car Show. Who'd have thought there would, or even could, be a 'marriage' between the two? But somehow there is. Six of our group, plus two friends, set out to give it the once-over. The resounding feedback was that it was a wonderful event. It was not too large or crowded and had on show a fascinating array of classics across many marques. A thoroughly enjoyable time was had by enthusiasts with an eclectic taste for a mix of classics, cheese, wine and other Somerset delicacies. A great day out!



Bath Soft Cheese Vintage Car Show.

And finally, a wonderful note to wrap up this month's report. Mark and Christine joined the SOC in April but have never been able to bring their beloved 'Janet' along to any of our events. They can now reveal that, after many months and substantial investment in their latest Stag project, they are finally able to unveil Janet in all her glory. Due to pesky holidays getting in the way, we are yet to see Janet in full fettle, although it must be said, she looks magnificent in the pictures we have seen so far, a couple of which are shared below. Can't wait for the next N&N, at which time we all look forward to carrying out a full and detailed inspection of her.



DIARY DATES

- ✔ Monthly N & N's for what remains of 2026 – most on Wednesday evenings. Meeting at 7:00pm for a 7:15pm start:
- ✔ October 7th
- ✔ November 4th
- ✔ December 2nd We shall be holding our group Christmas lunch from 1:30pm on this day.

Events

The tail end of the classic car events season is reflected in the lack of known shows due in October. That said, we continue to be on the look-out for additional smaller shows before the icy grip of winter descends upon us.

BRISTOL AREA WEBPAGE

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



The Cresselly Country Fair

WEST WALES

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The long, hot and dry summer continued for all of us throughout August and just about into September, which has meant it has been an excellent summer for attending car shows and other events with our Stags.

On the weekend of 14th-16th August, I attended the Car Club Fest event at the Three Counties Showground, Malvern, together with a friend of mine in his TR6. I had attended this show two years ago in my classic VW campervan, but this was my first time attending with my Stag and camping in a small two-man tent with my labrador-cross dog, Milo. I have to say, I was somewhat disappointed in the show weekend this time, as it seemed a lot fewer were attending on the camping field, with lots of empty space. There was a massive attendance of TRs on the showfield throughout the weekend, which was not surprising as the event was organised mainly by the TR Register, but I was disappointed by the poor attendance by many other marques and clubs, with certain exceptions such as the Morgan Club. Also, apart from my own Stag, I only spotted two other Stags staying on the camping field, and over the whole weekend I only saw about 6-7 Stags, compared to hundreds of TRs. There wasn't even an official attendance of the SOC, and no Club stand, unlike two years ago. Sadly, although it was an enjoyable weekend event, I don't think I will be attending in future years.

On Saturday 29th August, we had hoped to attend the Camrose Vintage Working Day, with a few Stags from West Wales and South West Wales, but the weather on this weekend proved to be the beginning of the end of the glorious summer, and it was pouring with rain on the day of the show, so sadly we did not attend this year. Let's hope for better weather next year.

Two days later, on bank holiday Monday 31st August,

the weather was very different, and we had a lovely day for the Cresselly Country Fayre, at Cresselly House, near Carew in Pembrokeshire. Here, we managed to get five Stags from West and South West Wales areas, with Clive and Lesley driving all the way from Swansea to join us for the day, as well as Geoff & Wendy, Maurice & Mary, and Bob & Ruth, for whom it was the first outing for Bob's newly refurbished Stag, looking resplendent in its new coat of Triumph New White. It's been a long journey to get this car up and running since Bob bought it 2 years ago, but it's looking great now, and we hope he will enjoy many more outings in it with us from now on.



Paul Sartori Pembrokeshire Car Run

The following Sunday, 6th September, was the annual Paul Sartori Pembrokeshire Car Run 2026, which is a very popular and well supported charity car run around Pembrokeshire, in aid of Paul Sartori Hospice at Home. On this occasion, we had four West Wales Stags in attendance in a small convoy among what must have been over 300 cars of all makes and descriptions. There was also another Stag from the Cardiff area present, who is a member of the South Wales area. Starting from Pembrokeshire County Showground in Haverfordwest, we took an approximately 45 miles route via St David's and Fishguard to end our run at the Dyfed Shire Horse Centre at Eglwyswrrw, where we had an enjoyable picnic alongside our Stags. After the car run itself, the 4 Stags decided we'd call in to the Tafarn Sinc pub at Rosebush on our way home. Unfortunately,

coming over the Preseli Hills, Maurice's Stag decided to blow its radiator bottom hose, resulting in an outpouring of steam from under the bonnet. Thankfully, after an immediate stop without the engine overheating, an emergency repair was quickly and successfully carried out at the roadside, and we were all on our way again.



Last night (as I write this report) we held our September N&N, and what will probably be our last evening drive of this season before the onset of the winter weather and the darker nights. We were once again somewhat low on numbers this month, due to some of our regular members being on holiday, and some others not able to attend due to health issues and not being able to travel distances at night. However, it was great to welcome new member, Scott, in his beautiful white Stag to his first N&N with the West Wales area. It was impressive that he drove all the way from Lampeter to Haverfordwest to join us for the drive. We enjoyed your company, Scott, and hope you also enjoyed the evening.

We started our drive from Morrisons car park in Haverfordwest in what was lovely sunshine. Bob & Ruth joined us but in their Audi TT on this occasion, and we were also joined by two friends of mine in their TR6, but it was only Bob and I who were brave enough (or maybe foolish enough) to start off with our hoods down! We set off from Haverfordwest and all was well until we started to ascend the Preseli Hills, and the dark clouds began to loom, until near the top of the Preselis the heavens opened, and an urgent quick pit stop was required to put up our hoods — Bob with a push of a button on the dashboard of his Audi TT, but me taking a little longer (and wetter) in my Stag! Thankfully, it was only a brief shower, and the rest of the journey was enjoyable, if a little soggy, arriving at our destination of Cenarth for some photos in front of the beautiful Cenarth Falls, before going for an excellent meal at the Three Horseshoes pub in Cenarth. Thankfully, our respective homeward journeys were uneventful but nonetheless enjoyable, with those of us driving back over the Preselis in the dark spotting the sheep's eyes eerily shining back at us from the dark, hedgeless verges as they reflected the light of our headlights.

The next event for the West Wales area will be the Carmarthenshire County Run which is taking place next Sunday starting from Whitland. We are hoping for some more fine weather, and to report on this event in next month's magazine.

On the weekend of Saturday and Sunday 26th & 27th September, the Pontarddulais Classic Motor Club are holding their annual show at Pembrey Country Park, and again I hope to report on this next month.

The final show/display of the year is likely to be the Towy Valley Vintage Club "Crankdown" on Sunday 11th October at the National Botanic Garden of Wales. Further details are available on the TVVC website and Facebook page, and I will send out details by email and on our WhatsApp group.

The next N&N for the West Wales area will be held on Tuesday 13th October at a venue to be arranged. Again, I will send out details nearer the time, but please get in touch with me if you want to know further information.

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

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

DIARY DATES

- ✔ Sun. 11th Oct. Towy Valley Vintage Club Crankdown at the National Botanic Garden of Wales
- ✔ Tues. 13th Oct. N&N tba
- ✔ Tues. 10th Nov N&N tba

SOUTH WEST WALES

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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.

This month we have had a few shows and also a let down as well. The beginning of the month was blessed with plenty of sunshine as we set off to the Gwili Railway Show on 2nd August. The Gwili Railway is a Welsh Heritage railway that runs for about 4 ½ miles from Abergwili Junction near Carmarthen. The show is not big but here is plenty to see including a small museum and a trip on the steam train.

Next on the agenda was the Llanerchaeron House Show near Aberaeron on 9th August. What a show. The weather was very good and that reflected in the number of exhibits on the day there were far more than planned. We had 3 Stags at the show but there were three other Stags there none of which were members of the SOC. The show boasted over three hundred cars of all descriptions along with a large number of classic tractors. During the day exhibits were invited into the arena.

On the 16th August it was the turn of Skewen Motor Club to host their Classic Car Show in Gnoll Park again the weather was superb with sunshine all day long. This is normally a large show and this year it certainly was in fact there were over 600 vehicles on show. Talking to Chris Griffiths he said that they had to close the gates and turn vehicles away as there were so many in the park. Being a large show there is always plenty to see with a number of auto jumbles stands along with the usual craft stands. We did our bit to swell the numbers having 3 Stags and a MGB GT. While Lesley and myself were walking around the show Martyn was approached by two individuals who wanted to know about the SOC and said they intended to join which will be great as it means another two members for Sout West Wales.

Next up was our N&N on 19th August. We had an evening drive up over Betws Mountain the view from here is fantastic when its clear you can see from Gower to the Brecon Beacons. A good turn out for this N&N with 6 Stags and a TR4A. The restaurant that we went to was the Black Horse in Pontarddulais. It's the first time we have used this restaurant and we will probably go there again.

A spur of the moment decision by some of us saw three members attending the Ashburnham Hotel Classic Car Show on 22nd August. This is not really a show but more of a breakfast meeting so you could turn up at anytime between 9.00am and midday. Due to the short notice there were only three of us two Stags and a Morris Woody, I did enjoy the breakfast and there were a number of car coming and going during the morning. Along side the show there were a number of small traction engines and model lorries based on lawn mowers which made the morning more interesting. There was one exhibit that really stood out and that was a Stanley Steam Car from 1911. It had recently been restored and it did look spectacular. It was strange hearing it start off as it sounded like a train chuffing away from you. Very strange. Now we have the let down. We had planned to go to The Camrose Vintage Working Day in Pembrokeshire on 29th August. On the day and after a number of phone calls in the early morning we decided not to go due to the weather, it was

pouring down and windy. It was a pity as the show is very well organised and there is plenty to see to keep you entertained during the day.

As we didn't go to Camrose some of South West Wales went to Cresselly House in Pembrokeshire and joined up with West Wales. A good turnout of Stags with 5 cars. One had just returned to the road after undergoing body work repairs and respray. It did look very smart in its bright white paint. After this year when both areas seem to have had a number of cars off the road it was great to see some of them back on the road and hopefully ready for next year. We are fast coming to the end of our planned shows with just two left Pembrey Country Park and Crank Down in The National Botanic Gardens of Wales.



I would like to add a postscript. On my way to the Gwili Railway Show I was just getting to Crosshands and doing about 60 to 65 mph when there was a loud bang and the overdrive kicked out. I pulled off the dual carriageway into a supermarket car park to look for any damage but could not see any. Starting the car I drove tentatively around the car park and everything seemed fine apart from no overdrive. I continued to the show without overdrive. Back home the next day it was time to investigate. Checking the fuse that was fine but checking there was no power to the fuse. Looking at the back of the fuse box and the overdrive feed wire there was power. Closer examination of the fuse box I could see some evidence that it had melted. Changing the fuse box and I had power to the fuse but still no overdrive. Under the car and looking at the overdrive solenoid the back plastic end had blown out, looking at it closely it appeared to have shorted and exploded. I have never heard of anything like this but I'm wondering if anyone has??

Clive Perman

DIARY DATES

- ♥ Crank Down 11th October
- ♥ N&N 21st October

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STAG – SPITFIRE – GT6 – HERALD – VITESSE – TR6



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

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

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

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

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

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




WANTED

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MISSING ANY MAGAZINES ?



Old SOC magazines for sale £1.50 each plus p&p.
 Just let me know what number you need and I will see if I have it.

Derek Hicks member 2152
derekhicks16@outlook.com

SOC ACCESSORIES & REGALIA



SOC LADIES POLO

This superior quality polo is supplied with contoured ladies fit design. Available in Fuchsia or Royal Blue with embroidered SOC logo.

£17.50



SOC MENS POLO

Quality mens polo shirt available in royal blue, navy blue or burgundy with embroidered SOC logo.

£17.50



SOC BEANIE HATS

Our new beanie is soft to touch and is wonderfully warm and cosy too!

Available in Navy Blue, Burgundy and Dark Grey.

£12.50



SHELL JACKET - Grey

New style soft-shell jacket with grey fleece lining featuring the Stag Owners Club logo.

£40.00



SOC BLACK LEATHER KEY RING

New style quality leather key ring with enameled SOC logo.

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STAG PIN BADGE

Available in a number of stag colours.

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SOC BLACK QUILTED 3/4 JACKET

Our newest jacket is styled on the popular outdoor equestrian-style padded jacket. It is warm and lightweight and features the SOC embroidered logo.

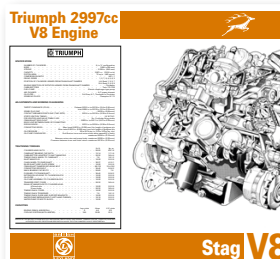
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STAG GREETING CARD

Available in a variety of Stag colours. Sold as singles or a pack of 5 with envelopes.

from £2.00



STAG ENGINE POSTERS

Our Triumph Stag engine poster is laminated so will look good on your workshop wall. It is an accurate reproduction of the original Triumph factory drawing which is stored in the club's archive.

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SOC RUGBY SHIRTS

Get your hands on the our new brushed-cotton superfit rugby shirt with a super-soft finish. Available in burgundy, navy, bottle green and fuschia pink.

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Two Stags enjoying the view in Scotland