



STAG

OWNERS CLUB

ISSUE 521 NOVEMBER 2026

IN THIS ISSUE

STAGS IN DERBYSHIRE / OVERDRIVE MAINTENANCE

MYRTLE CONTINUES / STAGS IN WALES

STAGS IN KENT / STAGS IN THE ISLE OF WIGHT

STAG OWNERS CLUB

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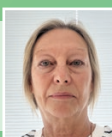


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GENERAL CLUB INFORMATION

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

We seem to be featuring a lot of trips out in this month's issue with lots of areas going to places all over the country.

We're continuing the cover picture theme with a railway station on the front and a landscape view on the back.

We do have a couple of technical articles and also news from Robsport that the hard top plates will soon be available.

The European meeting scheduled for next year we have heard is now totally booked, in fact there's a waiting list of people wishing to attend but all the places have been taken. This is an extremely popular event, especially one so close to home in Holland.

It's that time of year and I suppose I have to mention the 'C' word. Christmas is coming and there is just one more issue of the magazine before Christmas.

Good news for all the area co-ordinators and writers of the monthly report is there is no issue in January so you don't have to send a report, however the deadline is the 10th of January for the February issue.

Carl Fuss

ISSUE 521 NOVEMBER 2026

Front Cover: Tenterden Station

Photo: Worcester Area

Back Cover: In Derbyshire

Photo: Cotswold Area



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WELCOME NEW MEMBERS

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 Nicholas Hewson Lincolnshire
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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

STAGS IN THE PEAKS'

COTSWOLD AREA DERBYSHIRE TOUR 2026

The annual SOC Cotswold Area tour has become one of the highlights of the calendar. It provides an opportunity to enjoy our cars as they were intended, explore new places, catch up with old friends and, if previous experience is anything to go by, discover at least one thing that nobody could possibly have predicted beforehand.

This year's destination was Derbyshire, with the Manifold Inn serving as our base from Wednesday through to Sunday. The Peak District is a region that seems almost tailor-made for Triumph Stags. Spectacular scenery, sweeping roads, pretty villages, fascinating attractions and enough cafés and pubs to keep everyone happy made it a natural choice for our latest adventure.

Wednesday – Heading North

The tour began on Wednesday with members making their way towards Derbyshire via a carefully planned route designed to avoid motorways wherever possible.

Now, any sat-nav manufacturer will tell you their route is the best route. Unfortunately, sat-nav designers seem to believe the purpose of travelling is to arrive as quickly as possible. Stag owners tend to have a rather different view.

The route north had been selected to maximise enjoyment rather than efficiency, and after a pleasant lunch stop and plenty of discussion regarding navigation, fuel consumption, weather forecasts and whether anyone had remembered to pack everything, the group gradually arrived at the Manifold Inn.

The Inn quickly proved an excellent choice of venue. Comfortable accommodation, friendly service and exceptionally good food ensured an excellent start to the tour. It also became apparent that Derbyshire's pubs had much to offer. Considerable research was therefore conducted into the quality of local beer and wine throughout the weekend.

Thursday – Winnats Pass, Castleton and Blue John

Thursday's organised drive followed a route through Chapel-en-le-Frith, Winnats Pass, Castleton, Hope, Bakewell and Monsal Head, with the addition of a visit to Blue John Cavern.

For many, Winnats Pass was immediately declared the road of the tour. Twisting dramatically between towering limestone cliffs before opening out into classic Peak District scenery, it offered exactly the sort of motoring





*Parked at the
Blue John Mine*



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

experience that makes owning a Stag worthwhile. The route proved so popular that some members drove Winnats Pass three separate times during the weekend. No one saw anything wrong with this.

Arriving in Castleton presented a choice. Several enthusiastic members tackled the climb to Peveril Castle and were rewarded with magnificent views over the village and Hope Valley. Others assessed the gradient, considered the available cafés and wisely concluded that tea and cake represented a much better return on investment. Both groups later insisted they had chosen correctly.

The visit to Blue John Cavern added something completely different to the day. Descending underground into the famous caverns and mine workings provided a fascinating glimpse into Derbyshire's geological history. Above ground, meanwhile, a colourful line-up of Stags outside the entrance attracted almost as much attention as the cavern itself.

The day continued through some of Derbyshire's most attractive countryside before returning to the Manifold Inn for dinner and the first of the evening quizzes.

The Quiz Nights

Every evening featured a quiz, and these quickly became one of the social highlights of the tour. Questions ranged from motoring trivia and local knowledge to subjects that appeared specifically designed to provoke debate. Confidence was often high. Accuracy was occasionally lower.

There was plenty of laughter, the odd challenge to the scoring system and more than one answer that demonstrated imagination far beyond the limits of factual correctness. As entertainment goes, it was difficult to beat.

Friday – Treasure Hunt Day

Friday brought the organised Treasure Hunt and one of the finest driving days of the entire tour. With the weather largely playing ball, soft tops were lowered for much of the route as the Stags headed out through Glossop, over Snake Pass, alongside Ladybower Reservoir and onwards through Bamford, Hope and Bakewell.

This was exactly the sort of day for which the Stag was designed. Passengers were tasked with spotting various items along the route and scoring points accordingly. Dry-stone walls, stone bridges, sheep, reservoirs, churches and local landmarks all featured on the score sheets.

What started as a bit of fun quickly became surprisingly competitive. A mileage guessing competition was also introduced, with crews asked to estimate the total length of the route before departure. The eventual results were astonishingly close, with several members getting within just two miles of the actual figure. Not bad considering some of the same people later admitted having occasional difficulty locating the correct turning.

Snake Pass

Few roads generate as much enthusiasm as Snake Pass and it quickly became one of the highlights of the entire weekend. The climb towards the summit offered endless views across open moorland beneath dramatic Derbyshire skies. At the famous bus stop near the highest point of the route, many members paused to admire the scenery and take photographs.

It was impossible not to appreciate why this road enjoys such a reputation amongst motorists.

Ladybower Reservoir was equally impressive, providing both magnificent scenery and numerous Treasure Hunt opportunities. It also provided one of the funniest episodes of the entire weekend.



Snake Pass bus stop



Ladybower bridge

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



The Funniest Things Seen on Tour

One Treasure Hunt category required participants to record the funniest thing they saw during the drive. The resulting entries were outstanding.

One crew reported seeing a cyclist descending a hill at what appeared to be a speed greater than the local 40mph limit. Another claimed to have witnessed somebody driving straight through a red traffic light. No names will be mentioned.

Then there were the ducks. Arriving at Ladybower Reservoir, several crews discovered that a group of particularly determined ducks had effectively assumed control of the car park entrance. For a brief period, multiple Triumph Stags found themselves completely outmanoeuvred by waterfowl.

Eventually the ducks decided they had made their point and vacated the roadway, allowing normal traffic operations to resume.

Then came the footwear incident. One member discovered that the soles of a favourite pair of shoes had decided to begin an independent existence. For most of the day the distinctive flap-flap-flap could be heard approaching from several yards away. A replacement pair was eventually acquired, but not before the incident had become one of the talking points of the tour.



And finally, there was the sheep photograph. While most entrants submitted pleasant countryside images featuring sheep grazing in scenic locations, one competitor decided to photograph the rear end of a sheep at very close range. Technically it fulfilled the brief. Whether it fulfilled the spirit of the competition remains open to debate.

The Great Sat-Nav Crisis

One of the most unexpected challenges of the weekend came courtesy of technology. Several areas of the Peak District demonstrated a complete lack of interest in supporting mobile phone signals. Predictably, the moment signal disappeared, sat-navs became considerably less helpful. Some members found themselves staring at blank screens wondering exactly where they were supposed to be heading. For many, it proved a surprisingly uncomfortable experience.

Fortunately, a couple of crews had packed proper paper maps and calmly reverted to traditional navigation methods. Whilst others searched for mobile signal, these seasoned explorers simply unfolded a map across a table and carried on.

It was rather like watching experienced sailors navigating whilst everyone else waited for Wi-Fi.

Saturday – Something For Everyone

Saturday was deliberately left free for members to explore according to their own interests.

Some headed to Lyme Park to enjoy the magnificent house and grounds. Others visited Heights of Abraham, Cromford Mills, Crich Tramway Village or returned to favourite locations discovered earlier in the trip.

Matlock Bath proved particularly entertaining. One solitary Triumph Stag found itself parked alongside what appeared to be several hundred motorbikes. Despite being heavily outnumbered, the Stag held its own admirably and attracted plenty of attention.

Others chose a more relaxed pace, enjoying local walks, cafés, villages and pubs.

The beauty of the Peak District is that it caters for virtually every taste, whether your idea of a perfect day involves mountain roads, historic houses, industrial heritage, walking boots or a comfortable chair overlooking a good view.

Saturday evening brought the final quiz, more laughter and the inevitable discussions about favourite roads, best attractions and which pub deserved the “most thoroughly researched” award.

Sunday – Homeward Bound

Eventually Sunday arrived and attention turned towards the journey home, with some members returning directly, while others extended the adventure with visits to attractions such as Ironbridge and Bridgnorth.

Even after the cars were safely back in their garages, the tour refused to end completely. The WhatsApp group remained active for days afterwards as photographs were shared, Treasure Hunt scores discussed and fuel consumption figures compared.

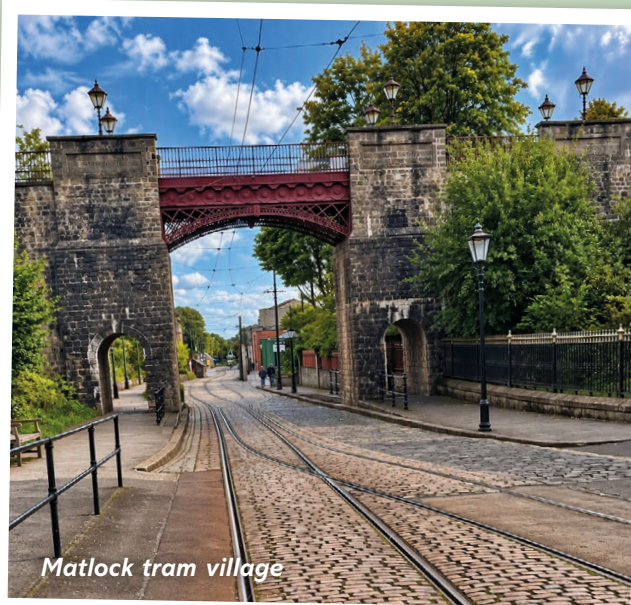
Claims were made. Calculations were challenged. Recalculations were performed. Independent audits may have been required.

Overall

Looking back, the Derbyshire Tour delivered everything we could have hoped for. Outstanding roads, spectacular scenery, fascinating attractions, excellent food, welcoming pubs, open-top motoring and plenty of laughter combined to create another memorable TSOC Cotswold Area adventure.

We discovered that Winnats Pass improves with repeated use. Ducks can successfully control traffic when sufficiently motivated. Sat-navs are not infallible. Shoe soles have a finite service life. And apparently a photograph of a sheep's backside can qualify as a Treasure Hunt entry.

Most importantly, we were reminded once again that while the roads and scenery may bring us to these places, the company of fellow members makes the memories. Roll on the next tour. Where will we go next?



WILTSHIRE STAGS GO TO WALES



Six Stags, their owners and partners met up at Leigh Delamare West bound Services on Wednesday 9th September, there were to be eight, but Robin & Mary were meeting us at Castle Coch, and Chris and Mary were forced to cancel due to health reasons.

The reason we chose this particular week to go to Wales was not because it was Julie's Significant birthday, but it made for a Great Celebration. Coffee and general chat, done, best wishes and congratulations passed on to Julie, we set off down the M4, the weather wasn't brilliant, I think two kept their hood down, the rest of us drove with hoods up, we did get a very short skirmish of rain, just as we came off the motorway, but nothing significant.

Castle Coch (Red Castle) is set in the Fforest Fawr, just north of Cardiff, its conical towers give it a fairy tale look, you can see these towers peaking out from the trees as you cross junction 32 of the M4.

The castle is a 13th century castle restored by the architect William Burgess between 1875 and 1881, financed by the third Lord Bute (who also owned Cardiff Castle), Lord Bute was the richest man in the World at the time, all his wealth coming from Coal.

We all enjoyed roaming the battlements and visiting the small intermit rooms, so beautifully decorated, definitely a must visit place if you are in Cardiff.

We had booked our lunch in The Bear Cowbridge, a small sleepy market town just 13 miles down the A48 from Cardiff, we all enjoyed a really sumptuous lunch, topped off by the owner of the hotel, Julian, coming in to congratulate us on our show of Stags in the car park, commenting that he'd had a Stag, but had sold it, he did point out that he was still friends with the guy he sold it to.

Our stay in Wales over the next two nights was in the Heronston Hotel, near Bridgend, a Great Western Hotel, We took our evening meal at the hotel, and were impressed with the staff who helped us celebrate Julie and John's birthdays, with presents of chocolates and candles in the Tiramisu

Thursday, we travelled back up the A48, and then down the A4226 (5 mile Lane) into Barry and on to Barry Island. A walk down the esplanade to Mario's cafe, where the famous Gavin & Stacy BBC program was filmed, typical tourist photographs were taken, again the weather wasn't brilliant, one might say it was cold and windy but we enjoyed our coffees!



Wiltshire group at Castle Coch



At Mario's Cafe - of the BBC's Gavin & Stacey show fame

Back in the Stags, we set off for a drive around the heritage coast of the Vale of Glamorgan, passing Cardiff (Rhoose) Airport, through Rhoose and on to narrow streets of Llantwit Major, where we took a sharp left down to the Beach, totally different to Barry Island, yes there is a cafe, but other than that it is not commercialised at all. The cliffs either side of the bay just don't look safe, and you could see where the coastal path had been moved in from the cliff edge by about 40 feet. Ray found an information map that showed the direction and distance of places across the Bristol Channel, Weston-Super-mare, being directly across the water at 13 miles distant.

We continued along the coast, passing the International 6th form college St Donats, on to Marcross, and St Brides Major, where we bared left and went on to Southerndown, then along the exposed coast into Ogmores by Sea, eventually parking up in the beach car park above the mouth of the river Ogmores. Every one admired the houses of the village, they are all built on the ground that slopes down to the seas, giving them all spectacular sea views.

By this time in the day, we had braved the windy car park, looking across the river to Porthcawl, with Merthyr Mawr sand dunes to our right, we climbed into our cars and headed to The Ewenny Garden Centre for lunch, a late lunch in their Coastal cafe, as by now it was going on to 3pm.



Parked up at Ogmores by Sea

Interestingly in the corner of the car park was parked an V reg Jaguar XJ40 a TDVI, which I guess had a V Diesel engine, it had obviously been parked up for several months/years, but it still looked in good condition.

This completed our Heritage Coast tour, a total distance of 46 miles, but really interesting.

We finished our day in the Fox pub in St Brides Major, for those rugby fanatics, its owned by Gavin Henson, although he wasn't present, we all enjoyed a very good evening meal, great food and great service, I think we would all recommend the venue.

Friday saw us depart for home, Robin & Mary, headed off to Tredegar Park, John & Julie headed up to the Heads of the Valley road, Eileen and Brian went home via Ross on Wye, Nick and Lois went to the Welsh museum St Fagins, Carol & I visit relatives and headed home on Saturday.

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CONSOLS

Seatbelt Consol

(ROM – 76.25.10 & 76.67.14)

The rear consol was held to the gearbox tunnel by lugs at the front (which fitted under a shaped plate underneath the seatbelt buckles) and a single screw at the rear (underneath the rear ashtray). Removal was quite straightforward – first the inner part of the rear ashtray was gently prised out from the outer ashtray. Then the two small screws holding the outer ashtray in place were removed and the outer ashtray removed from the consol. Underneath was a screw, which locked the consol into place on the tunnel. Once this was removed, the unit could be pushed forward, to disengage the lugs, and then lifted off over the seatbelt buckles. The consol was cleaned, prepped and painted in POR15.

After fitment of the new carpet and after the seatbelt buckles had been installed, the refitting of the consol was the reverse process. For removal and fitting of the seatbelt buckles see 'Seatbelts' later on in this report.

Centre Consol

(ROM – 76.25.01) The central consol was the unit that the lower sections of fascia sat in (i.e. radio and gearstick). To be removed, it was first necessary to prise out the mid panel, in front of the ashtray. This exposed two screws holding the gear lever fascia to the consol and the consol to the gearbox tunnel. Once these screws and the two remaining fascia panels were removed (see 'Dash Fascia' later in this report), the central consol could be lifted up and over the gearstick and removed. The consol was in good condition, just a little grubby, so it was cleaned and the fabric covering brought back to black with Simoniz Jet Black Trim Restorer. Re-fitting was the reverse process.

Dash

(ROM – 76.46.01) When I had the first respray carried out, the garage very kindly over sprayed and hit the dash, by the side of the nearside door. Over the years, I had tried many methods to remove the overspray but to no avail. This restoration finally gave me the opportunity to sort that problem out. To remove the dash, it was first necessary to remove the instrument panel, glovebox & lid, nearside screen demister hose (accessed through the glovebox aperture), bonnet release bracket, parcel shelf,



Seatbelt consol tunnel plate.



Seatbelt consol – painted.



Seatbelt consol (after).



Centre consol – mid panel losse.



Centre consol – removed.



Dash – speaker and mat (before).

steering column bolts and central consol. There were six bolts that held the dash to the body. The top two were attached to slotted brackets underneath the windscreen and only required loosening whilst the remaining four (two each side) were more interesting. Each side had a short bolt accessed from the inside and a long bolt which was accessed from outside (above the door hinge) and passed through the A-post. With the bolts removed/loosened, the dash simply pulled forward to remove it from the slotted brackets and lifted clear.

Four parts still needed to be removed from the dash – the nearside and central air vents, the (useless!) speaker grill and the rubber mat. Once these were removed, the dash was examined and found to be in reasonable condition, just the annoying paint needed to be removed. Having tried most methods (and not wanting to take a razor blade to it) I finally found my answer in Plastikleen, Plasticprep and Liquid Plastic Soft, all manufactured by Bradleys (but now, I believe, coming under the Frost's logo as Vinyl Kleen, Vinyl Prep and Liquid Plastic Paint Soft Leather/Vinyl Coat). The cleaner removed dirt, grease and silicones and was gently brushed on, rubbed in and then any residue removed with a cloth. The prep was then applied with a clean cloth, turning often. After the prep had dried, the vinyl was left slightly tacky – the bottle stated this was normal. The black liquid plastic was then applied as a spray over the dash. It was important not to apply a thick coat but rather 2/3 mist coats, allowing 10-15 minutes between coats. The liquid plastic was left to fully cure overnight and looked really good, with no signs of dirt, grime or (more importantly) paint!

It's worth noting that, when the dash was refitted, there was a gap at the back of the dash in front of the windscreen. Assuming I had made a mistake somewhere along the line, I spent some time trying to see if I could adjust the fit, which I couldn't. I then put it out on the SOC group chat and received a number of messages back from members who had held a torch in the driver's footwell and then taken a photo from the top down and they all had the same gap! Once back on, the cleaned central speaker grill and rubber mat were replaced.

DOORS

Trim panels

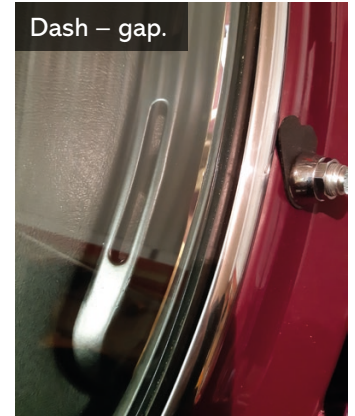
(ROM - 76.34.01) New door trim panels came with the trim kit. Removal of the old trim first required the removal of the ¼ light knob, the chrome cover of the inner handle and the large screw in the centre of the door (located underneath the armrest). The trim door clips were then separated from the plastic retainers in the door (there were fourteen pushed into holes in each door) and the trim lifted up to disconnect from the three brackets along the top of the door and removed. I purchased a set of plastic trim removers of various shapes which made short work of the door clips. As the trim was taken off, the two wires for the door lamp needed to be separated at the rear.



Dash – glovebox and central vent (before).



Paint damage on dash.



Dash – gap.



Dash – upper slotted bracket.



Dash – upper bolt.



Dash – lower bolt.



Doors – trim and treadplate (before).

Underneath the trim was a plastic weather curtain, designed to protect the trim from any water ingress, which was attached to the door frame by tape. During the process of removal, the weather curtains showed their age by falling apart in my hands and so a roll of plastic was purchased to replace them.

The new door trim came without any predrilled holes whatsoever, so holes needed to be cut/drilled for the 1/4 light knob, the central bolt and the inner door handle. This took multiple attempts at lining up, to ensure the holes were in the right place. The trim kit did not contain armrests, so these were ordered from Aldridge Trimming. The armrests were held to the trim by three setscrews which were accessed from the rear of the trim, requiring more holes to be drilled in the trim. The trim was then replaced following the same procedure in reverse, using new clips and plastic retainers (which were simply pushed into the holes in the door).

A-post upper seals

These ran from the top of the A-post down to just inside of the door A-post, above the top hinge. They didn't survive being removed, so new ones were purchased and simply glued into place, taking care to ensure they were the correct way round! The door draught excluder then push-fitted over the top of them.

Treadplates (Triumph)

The sill treadplates were looking a bit sad for themselves but it was just dirt and they came up really nice with a bit of Autosol and some elbow grease. They were held to the sills by three stainless screws each. New holes had to be drilled, due to the outer sill repairs having removed the old ones. As ever, taking lots of photographs beforehand helped with getting the placement correct. New screws were also used in the rebuild.

INTERIOR

Fascia Panels

(ROM – No entry). The wooden fascia panels, of which there are seven, are (in my humble opinion) a big part of the charm of the Triumph Stag, so I wanted to keep them original. The panels were situated in the central consol and the dash. The central consol consisted of the gearstick, mid and ashtray panels. The dash consisted of the nearside air vent, glovebox lid, central air vent and instruments panels. Removing the panels was reasonably straightforward.

Centre Consol

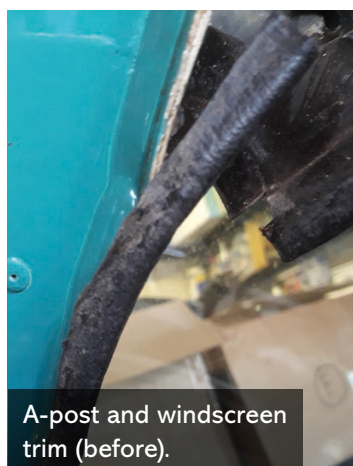
The first panel out was the mid panel between the gearstick and the ashtray. This was simply prised out. Next was the gearstick panel. The lights and window switches had already been removed, along with the gearstick knob. Removal of the mid panel exposed two screws which held the gearstick panel in place. The gearstick panel also had a tab at the front and, once the screws were undone, the panel was simply



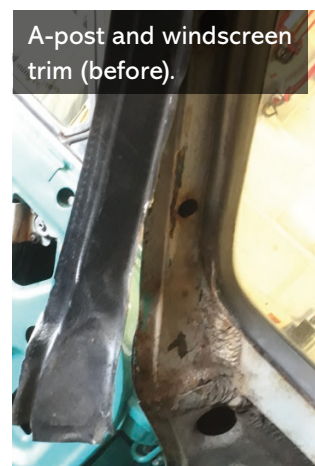
Doors – weather curtain and trim buckets (after).



Doors – trim panel, reverse (after).



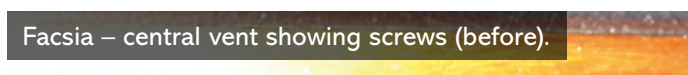
A-post and windscreen trim (before).



A-post and windscreen trim (before).



Treadplate (before).



Fascia – central vent showing screws (before).



Fascia – central vent panel (before).



Fascia – mid panel (before).

moved towards the ashtray and lifted out, over the gear lever. That left the ashtray panel. Removal of the various switches and controls has already been done, as described in the Electrics section earlier.

All that remained to be removed was the heater controls/ashtray. After disengaging the pullout ashtray, there were six screws left to undo, four black ones on the heating controls and two exposed by removing the ashtray. The screws and the small heater control knobs were removed and the panel was lifted away, disengaging from the heater unit behind it.

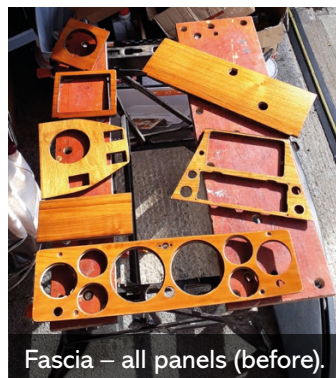
With the panels removed, they were then stripped down. The mid panel had an edge on it which was attached by three small screws on the reverse. The gearstick gaiter was held to the gearstick panel by means of a metal retaining ring, held by seven small screws underneath the panel. There were also two metal brackets that had to be unscrewed and removed. The panels were then put to one side and my attention focused on the dash.

Dash

With the dash still in situ, it was possible to remove the instruments panel (see Electrics section for details of removal of the panel and the instruments therein) and the glovebox lid. The instruments panel only had the offside air vent left to be removed. The vent was held to the back of the instruments panel by four small screws holding a metal plate against the vent. With the screws undone, the vent was extracted via the rear of the panel. Next was the glovebox lid (see Glovebox later on for details of removal). The lid only required two hinges (held on by 2 screws each) and the lock to be removed. The lock (ROM - 76.52.08) had a single screw at the back, holding the cover in position. Once the cover was removed, the lock could be disengaged from the lid and lifted clear from the front.

The remaining two panels, the nearside air vent and the central air vent, required that the dash be removed first to gain access to the rear. The nearside vent was held to the dash by a metal ring pushing against two lugs on the vent. This ring had two clamps which were bolted to the ring and also pushed onto the back of the dash. Once the clamps were removed, the ring was turned to line up the lugs with two small holes in the ring and then disengaged from the vent. The vent was then removed from the front. The vent panel itself was held to the dash by two studs on the rear of the panel that projected through the dash and were held by nuts on the inside. The nuts were undone and the panel removed from the dash.

The last fascia panel left was the central air vent. To remove this panel, it was necessary to first remove the air vent. This was achieved by rotating the top vent, to expose two screws (ROM - 80.15.16). These were undone and then, from the rear, the internal clamp was pushed down and the vent removed from the front. The fascia panel was then lifted away from the dash.



Fascia – all panels (before).



Fascia –central consol panels (after).



Fascia – all panels installed(after).



Dash (before).



Dash (after).



Dash - installed (after).

Cleaning

With the exception of the glovebox lid, all the panels were a bit grubby but in good condition, so just needed a gentle clean up with a household polish and a soft micropore cloth to make them look really good. All the metal parts were cleaned and the decision made as to whether, or not, to prep and paint them in black POR15 ready for the rebuild. The glovebox lock was cleaned using Autosol and then lightly oiled.

Air vents

One of the rotary air vents was found to be jammed solid and would not rotate. It was finally freed up but still wouldn't turn smoothly, so a second hand one was purchased on eBay. All three vents (including the 'new' one) and the ashtray/heater control bezel were cleaned using WD40 and a cloth or (in the case of the central air vent) an earbud. It took a while, but 50 years of grime was finally removed!

Gearstick gaiter

A new, leather gearstick gaiter was included in the interior pack. It was useful to have photographs of the underside of the gearstick panel so I could see how the gaiter was attached. It still took a bit of time to ensure that the gaiter fitted correctly, before the (newly painted) retaining ring was screwed home.

Glovebox lid

The last panel remaining was the glovebox lid. This was in a very poor state and was a Mk1, having a map reading light fitment (which was not connected to anything!). The reverse of the lid was also seriously cracked and peeling off! I dealt with the reverse first, using a handheld rotary tool to sand the old finish off. It took a while, but the finish was much better than using a knife or chisel.

Once I had got the surface to a nice even finish (using fine sandpaper on a block) it was ready for a new wood veneer. I choose an iron-on real wood pre-glued veneer in teak, available on eBay. I put a cloth over the veneer and (having checked and re-checked that the grain was on straight) applied a hot iron. The veneer was larger than the lid, so once it was cooled the edge was trimmed. The veneer needed to be removed over the lock aperture and the hinges at each bottom corner. The lock aperture was achieved by first drilling a hole and then carefully sanding, using the rotary sander, until all the unwanted veneer had been removed. The veneer on the bottom corners (for the hinges) was again removed using the sander. Attention was now put on the front of the glovebox lid.

The panel had come up nicely, but there was still the issue of a Mk1 hole on a Mk2 car! This was dealt with by building up layers of wood filler until the hole was filled and the filler was slightly proud. It was then gently sanded down, allowing for a tiny bit of feathering into the surrounding wood. Wood stain was then applied repeatedly to build up the colour and blend the filler into the surrounding wood. As teak is grained, I used different

Facsia – nearside vent (before).



Facsia – instruments vent (before).

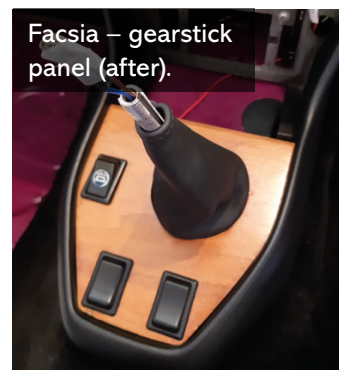


Facsia – instruments vent removed (before).



Facsia – gearstick reverse ring (before).

Facsia – gearstick panel (after).



Facsia – glovebox lid, reverse (before).



Facsia – glovebox lid, reverse (after).



Facsia – glovebox lid, front (after).

colours and blended them into each other to create the grain finish. A finishing touch was a self-adhesive decal that I had found on eBay – what else, but a leaping stag!

Footrest

(ROM – No entry) The footrest was a right-angled metal plate positioned to the left of the pedals in the driver's footwell and was attached to the gearbox tunnel by two bolts at the rear. Once removed, it was cleaned, prepped and painted in POR15. As the carpet had been renewed, large nails were used to punch through the carpet, ready for refitment. The footrest was again checked against the holes to ensure the positioning was correct, before the holes were enlarged to bolt size and the footrest attached back on with new bolts.

Glovebox

(ROM – 76.52.01/08) The glovebox lid was dealt with in the Fascia section, but the actual glovebox compartment was a large, shaped plastic unit sitting inside the dash. It was held to the front of the dash by four screws, one in each bottom corner and two going upwards through the top of the glovebox. There were also a further four screws, two holding the catch plate to the top of the glovebox and two holding the check link assembly to the nearside of the glovebox. With all screws removed, the glovebox was pulled forward, out of the dash. There was a hole cut into the middle of the glovebox roof, to allow for a lamp which was activated by a switch (top right on the front of the glovebox) when the lid was opened. The chrome check link assembly was then unscrewed from the lid and cleaned, together with the catch.

The glovebox had accumulated a bit of dirt but only needed a soapy wash. New screws were used throughout when it was re-installed. I had had problems opening the lid in the past and found that there should have been a rubber buffer over the light switch, which would then press on the lid and assist with opening. These were not available, so a thick rubber grommet was used instead.

Handbrake Cover

(ROM – No entry) The cover had a flared base which meant it was held in place by the tunnel carpet. Once the carpet was removed a Velcro fastening needed to be opened and the cover could then be lifted over the end of the handbrake. A new leather handbrake cover was included in the trim kit and was fitted in the reverse process.



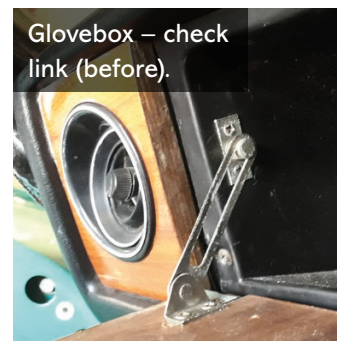
Footrest (before).



Footrest (before).



Glovebox – catch plate (before).



Glovebox – check link (before).



Glovebox – in situ (before).



Glovebox – compartment, removed (before).



Handbrake cover (before).



Handbrake cover (before).



Thought for the Month By Rupert Klaiber

The truth will set you free.
Unless on social media, where you will
be banned for thirty days.

Origin unknown



STAG MAINTENANCE

OVERDRIVE – UNDER PLANETARY PRESSURE



Writing this in the same week as the mesmerizing solar eclipse, an article which incorporates anything annulus, sunwheel and planetary gear related seems particularly apt!

Having owned a number of 1970's cars over the years, mostly Triumph Dolomites and 2000's, I have a good range of experience as to how overdrive units behave under certain conditions. Having recently got my Stag on the road after a major refit, it was time to sort out the most pressing issue with the car.

The Problem

The gearbox was excellent with no bearing noise and with the synchro-hubs working without hesitation. When cold, the overdrive was fine but as each mile progressed, and with the consequent thinning of the oil, it was clear that four issues needed addressing:

1. Slipping, whereby once engaged, and accelerating, the engine revs would rise, without any affect on the road speed
2. A progressively slower overdrive engagement as the unit warmed through
3. An occasional aggressive judder when engaging overdrive
4. At least three impressive oil leaks
5. Before readers write in, the oil level was correct, and I was using EP90 (GL4)!

Removal and Refitting

So much has been written about the removal of engines and gearboxes over the years, and the SOC forum has been incredibly helpful in this regard. I will not go into forensic detail about the removal of the 'box, but to summarize my conclusions:

- Removing the radiator allows the engine and gearbox to be lowered once the crossmember has been loosened, giving better (although still extremely limited!) access to the bellhousing bolts.
- Removing the downpipes on both sides makes access easier.
- Once the gearlever was removed a long extension bar can be offered through the hole in the top of the transmission tunnel to reach the uppermost bolts from inside the car.

The best four tools turned out to be:

- i. Quarter-inch drive bars and sockets reach where space was limited.

- ii. Long-reach spanners which enables the bellhousing nuts to be held in place more easily from the top.
- iii. Two trolley jacks so that we could offer the 'box up in the best possible position for alignment with the spigot bearing.
- iv. A piece of rope! I read on one of the forum posts that someone had an assistant sit inside the car with a piece of rope wrapped around the gearbox unit to take the weight whilst refitting. This made the final aligning and the fixing of the first bolt a five-minute job.

Dismantling

Although I have rebuilt a number of engines, I was apprehensive about working on a unit I had not rebuilt before. I should say that this article is not intended to be a guide to rebuilding, though giving my reflections on the experience.

I would encourage anyone doing such a rebuild to have a number of trays/pots to put subassembly parts. Of course, I made sure the exterior of the unit was clean before disassembly. The decision was made not to rebuild the gearbox so once the overdrive was separated, the gearbox was covered up to ensure no workshop dust could contaminate the internals.

I decided not to replace any of the bearings given that the box was so quiet. I had read that there is the potential for some replacement bearings to be of a lesser quality, and so it made sense to take the 'if it ain't broke, don't fix it' approach.



Old cone clutch removed from car.

New Parts

The aforementioned problems led me to believe the issues being experienced were down to the following reasons:

1. Low gearbox oil pressure, causing the overdrive hydraulics to be denied the required pressure to engage. The juddering being a symptom whereby it tries to engage, fails to reach and or sustain the pressure, then cycles through the process in rapid succession. My assumption was the hard O-rings I found throughout the unit would exacerbate this problem.
2. A worn cone clutch which could cause the rising revs, with no effect on road speed.
3. A failed casing or some trauma to the mating faces of the overdrive causing the leaks.

As can be seen from the photograph below, the cone clutch was very worn. Overdrive Services, who were extremely helpful indeed, advised that it might be possible to reuse, but worth changing as the unit was disassembled.

New Items

1. A full gasket set
2. A reconditioned, exchange cone clutch
3. A full set of O-rings
4. A set of four cone-clutch springs
5. New bridge piece nuts
6. Pressure take-off adaptor and gauge



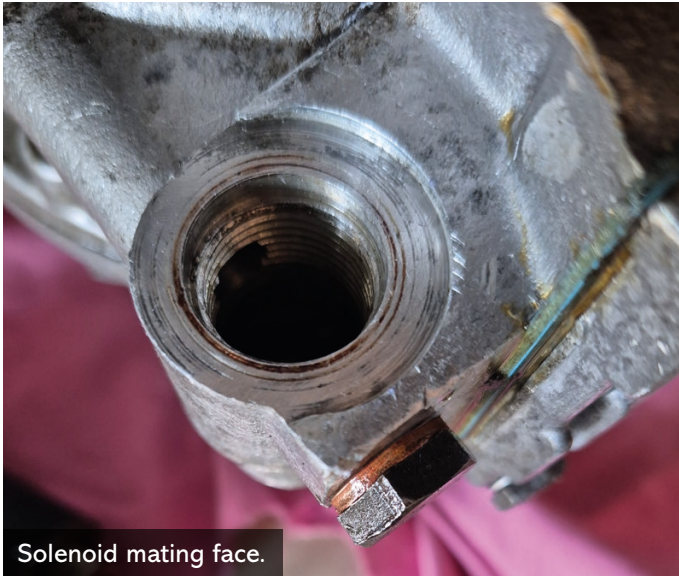
Non-Standard Tools and Consumables:

1. I purchased tool 'L188-2', which is the adaptor to enable an oil-pressure gauge to be temporarily(!) fitted to the overdrive and thus take a reading. A friend kindly lent me a gauge which proved hugely useful during bench testing.
2. A 1-inch (or 25mm) spanner with the sides ground down to enable it to fit in the narrow gap between the solenoid and casting.
3. Cotton buds to clean the bore of the solenoid
4. Stag Wellseal by way of a gasket sealant for the mating surfaces.
5. JB Weld SteelStik.
6. EP90.

Rebuild

Preparation and cleanliness were my mantra here!

I was determined to achieve as close to a leak-free box and possible. Unfortunately, the last person to have worked on this unit (probably decades ago) was rather rough with the mating faces and there were a number of gouges which needed attention. I strongly recommend removing the studs so that each mating surface can be 'dressed'. I did this by very gently stroking a wide, flat file across two surfaces to 'reveal' any high (or low) points.



Solenoid mating face.

This process is made so much easier with all the studs removed. I would stress the intention was not to remove very much material at all, but rather to see where any high or low spots are more clearly. A long, wide file with very light pressure applied on the middle, sprayed with WD-40, across two surfaces and never focusing on one area, will very quickly produce the required results.

On reflection, I should have purchased a new set of studs. The ones I reused had chewed ends (I assume) from a previous rebuild. Luckily, I had some studding of the correct thread from which I could cut to size to replace the worst offending items.

The surface where the solenoid meets the casting was in a poor state. It was clearly one of the areas leaking as a result of the buildup sealant, the remnants of debris and the trauma from the various changes of solenoid over the years. The mating surface was carefully dressed with an appropriately sized file. The result did not have to be completely without any scores, but it was more than acceptable for the washer to seal the unit.

Casting Doubt on the Machining Process

A few months before this project started, the oil was changed, along with a cleaned filter. The speedometer drive seal and O-ring was also renewed. The hope was to correct the faults which have been previously discussed. I was aware of oil dripping out of the rear middle bolt hole when I removed the OD cover (or sump). Most bizarre; indeed, I certainly could not see any reason this bolt hole should be part of an oil gallery and so investigation was needed.

When all the internals were removed from the unit, I held a light inside the casting which revealed a small hole at the base of the thread. I did not measure it, but it was no more than one millimeter in diameter. From looking at the casting, I would imagine that the machine which produced the bolt thread set up too deep, or the operative who tapped the hole went just that fraction too far, piercing the other side of the hole. I decided to seal the base of the hole to avoid the possibility of oil seeping past the bolt head in the coming years.



Base of the rear centre bolt for the cover or sump.

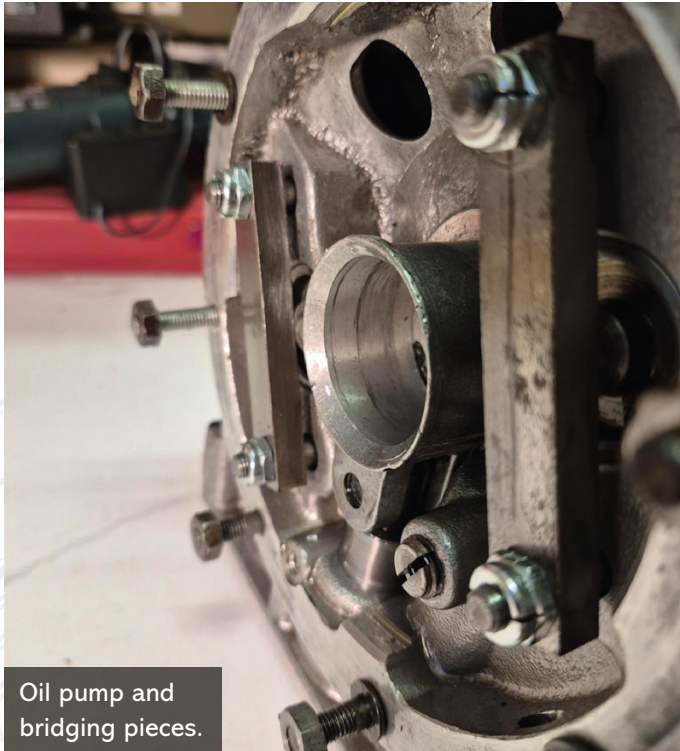
I remember rebuilding a single cylinder engine for someone decades ago, where the gudgeon pin had punched a hole in the side of the engine case. It was suggested to use a metal filler product since the affected area was not under any particular stress. I did the same with the overdrive casting, using JB Weld Steel Stick. This comes in the form of a plasticine textured material which dries to give the required properties. Ensuring the area was particularly clean and free from any grease or oil, only a small area, about 5mm², was covered. I ensured that the product did not penetrate the hole more than a couple of millimeters so that the bolt would not run the risk of driving the filler out.

Testing

Being an Overdrive rebuild newbie, I did not want to risk refitting the unit to the car, going for the first drive and then have a complete failure. Anyone who has fitted a Stag engine or box will agree it is a bit of a faff and the prospect of having to remove it again would not be welcome!

I was keen to bench test the unit, even briefly. I have seen articles/videos of people using a drill to run the gearbox and then supplying 12-volts to the solenoid to engage the overdrive. My 600w, 2000rpm drill was not really up to the job. The first test bench test did not come to anything. The drill was starting to get too hot after a minute or so of running, and the hydraulics system was not priming at the relatively low speed.

I was hoping to hear the drill 'laboring' under the increased load once the overdrive was engaged. This did not happen. I gather it can take 3-4 minutes of running the overdrive before the hydraulics are primed ready to engage. A rebuilt unit will need to expel any airlocks and ensure the hydraulic system is full of oil.



Oil pump and bridging pieces.

I raised the bellhousing by 4/5 inches overnight to allow the oil to fully run into the overdrive end of the gearbox and hopefully counter what I perceived was an airlock. The next day, I topped up with oil – a good sign that a small amount was needed - which reinforced the fact that the oil was filling the overdrive system. I tried again, very briefly, firstly in direct fourth and then with 12-volts to the solenoid. I could tell straight away that it sounded very promising with, I assumed, the building of pressure and the drill working harder.

I should say that if I had not done a bench test, driving the car on the road out of overdrive initially for a short while would prime the unit since the oil pump runs directly off a cam on the gearbox shaft.

A friend of mine had a much more powerful drill and so we used that, having connected a gauge to the take-off. Within seconds the drill note changed, and the gauge flew up to 350psi – a little low, but due to relatively slow drill speed. Seemingly, success!

Performance on the Road:

Once refitted into the car, and feeling confident that the overdrive would indeed engage, my main concern was whether I had managed to remedy the problems of the juddering, slipping under acceleration and leaks. Do not forget that although there were issues, it did work – of sorts – beforehand!

I had a disciplined approach to the test drive as follows:

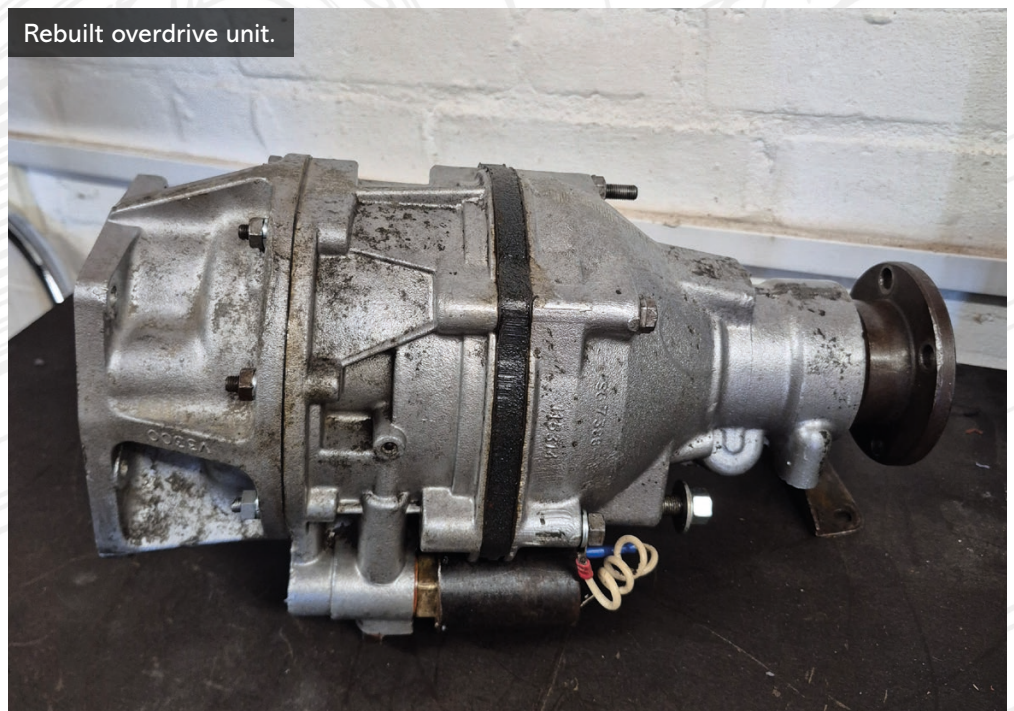
- A short drive (4-5 miles) to ensure that the car drove as expected post major dismantling in terms of engine temperature, clutch operation, mountings etc.
- I let the car cool overnight and then checked the gearbox oil level. It took a small amount to bring up to the filler thread, but of no real consequence.
- I then did a longer drive test drive and engaged the overdrive on the road. It engaged upon request with no hesitation and held the gear under acceleration.

The only surprise was the slightly aggressive engagement and disengagement – more so than previously. I wondered if there was too high an oil pressure. The relief valve had two shims underneath the spring which I left in during the rebuild. I spoke to Overdrive Services to seek their opinion. They explained that the original cone clutch linings used asbestos. The material they now use causes a slightly harsher response. They have had feedback from others that the material causes a more abrupt engagement and disengagement. I was told that this will settle as the new lining beds in.

Thirty miles in, the box is settling down very nicely and the underside is bone dry. My MPG (of hypoid!) has gone from far too much by any standards to nothing. Although not required, out of mechanical sympathy, I have been half dipping the clutch when engaging and disengaging. As I was advised, as the milage increases on the unit, the engagement and disengagement appears to be less aggressive.

All is left now is to enjoy fourth gear, over-drive cruising and hope the efforts stand the test of time. To bring the article full-circle, I hope you reach the zenith from any such planetary projects. The sky's the limit!

Edward McCall



Rebuilt overdrive unit.



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1066 AND ALL THAT

WORCESTER AREA TRIP TO KENT

Is it an “age” thing? I don’t know, but as a group when it comes to our annual Stag holiday, we’re going through a period of ‘exploring closer to home’. Last year we did Northumberland, The Borders and The Lake District. This year, some bright spark said they always wanted to go to Kent.

There wasn’t much initial enthusiasm, after all, Kent is just that place you drive through on the way to Eurotunnel/LeShuttle. But on further investigation we realised there was a lot we were missing and as the idea developed so the numbers interested grew, until finally we had 24 members and 13 cars signed up for it.

Our “hotel-finder-in-chief”, David, was put in charge of finding a central hotel, we didn’t want to move around, it had to have good food, safe parking, with access to all areas and not too expensive. So fairly straight forward and he found the perfect spot in Tenterden, The Little Silver Country Hotel. We took the majority of their rooms and they were very helpful in helping us organise various aspects of our trip like days out and taxis.

So on Sunday the 13th September we all set off for the bottom right-hand corner of the UK. There were 6 Stags, a 1960’s Jaguar, 3 nice Mercedes and 3 modern cars which all looked the same. There is no-way to maintain convoys over such a large distance, and we all have different ‘needs’ when we travel, so making our own way there is the best solution.

There is a big problem with Kent – you can’t avoid the M25! But while it can be slow in places, it does “generally” keep moving. Leaving from different corners of our patch at different times, and different routes, it still amuses me that you can be happily driving along the M25 when a friend drives past with a cheery wave! What are the chances!

Some stopped to see the sights on the way there’ while others went straight to the hotel, but we all arrived safely.

The first day saw many of us go to Rye, a pretty town with lots of history and coffee shops. Janet wanted to go to the beach, but we explained it was a long walk and

that Rye hadn’t been a coastal town for over 500 years. After lunch we all split up with a couple of us driving along the coast to Hastings, an original Cinque port, but probably not quite so pretty as Rye! before driving through the villages and returning to our hotel.

Holidays are not complete without a ride on a steam train and one of the advantages of staying in Tenterden was a heritage steam train that ran from the town to Bodiam, a station just a stones throw from Bodiam Castle. So Tuesday saw us heading for the steam train for the one hour journey to Bodiam. Once there we all split up to do our own thing, pub, walk, castle, but many of us returned together in the afternoon on the same train. Some upgraded to First Class just for the joy of it. Stag people are posh.

Knowing just a little bit about 1066 and The Battle of Hastings, on Wednesday a group of us went to Battle Abbey. Their presentation of the famous battle and the hill side walk where it happened was very well done and I can recommend it to anyone. In the evening we took taxis to a local Italian Restaurant, recommended by the hotel for a lovely meal.

Kent has plentiful attractions, National Trust and English Heritage properties, as well as private gardens and houses, so we could easily have filled more time there but some of us had to leave early on the Thursday, and leave the rest to enjoy the sites, and endure the M25 on the Friday.

We all made it back safely with no problems, well, the Jag did have a problem and refused to start as the light failed one evening. We had plenty of spares for Stags, but not much that could help Petes Jag, and there were plenty of ideas as to the possible causes. It was discussed late into the night and Pete was up early the next morning. And what was the cause? A loose distributor cap. I wish all problems were as easily fixed.

Paul Catterall



SURREY STAGS INVADE THE IOW



Following on from the Romans invasion of the Isle of Wight in AD43 it was now the turn of the Surrey Stag Owners. Our numbers had been reduced in the weeks leading up to planned invasion by five for various reasons but the most significant was the loss of one of our generals who was thrown off a horse just days before our departure, breaking multiple ribs.

Day 1, Friday

The first wave of the invasion force consisting of nine Stags, left the Fairmile Public House in Cobham at 9:15, heading down the A3 to Portsmouth. We were joined by the second wave of seven Stags at the Liphook Services reaching the ferry port in plenty of time to finalise our plans for the day, which was just as well as one of our number got temporarily lost in the notorious Portsmouth one way system.



The crossing was fair with blue skies and flat sea. It looked as though the gods were looking kindly on our little adventure, but on returning to our cars in the bowels of the ferry we found that one Stag was being deluged by water from a faulty sprinkler system.

We disembarked the ferry and headed to Appley Park to reassemble our scattered troops, eat homemade sandwiches and praise the gods for the safe crossing, before heading to Warner's at Bembridge, where we found the locals to be very friendly, with good food and drink. The evening entertainment was a three-piece close harmony group called the Blue Birds.

Day 2, Saturday

After a beautiful sunrise it was discovered that the hotel restaurant didn't open for breakfast until 8:00 so an early start was out of the question. A small cohort left our accommodation at 7:30 heading to Newport Classic car show to secure an area by the river to display our mighty Stags, with the rest of us following on about an hour later having had a hearty breakfast.





On arrival our leader Gary announced that his power steering fluid had somehow vanished. So, it was Robin to the rescue with his mobile workshop. He must have been a boy scout.

The Stags looked proud standing four deep next to the river. Our numbers were boosted by a local Stag owner as well as a few other owners from different areas scattered around the show.

We split up into small groups talking to friends old and new, with some venturing into town and others walking along the estuary. Whilst the show was comparatively small, there was a good variety of vehicles with a warm friendly atmosphere. There was a particularly good showing from the Zephyr and Zodiac MK IV club with about six cars, and I personally can't remember when I last saw one on the road. My personal favourite vehicle in the show for purely technical interest reasons was the Saab 95 three-cylinder two stroke with its fan at the back of the engine, cooling the radiator which was next to the bulkhead. I presume this also acted as the car's heater. It also had its water pump mounted on the back of the dynamo! So, fingers crossed for no water leaks.

Nearing the end of the day one of our members, Theo, had one of the biggest double cone ice creams I have ever seen. After six hours extolling the virtues and dispelling myths about the Triumph Stag to all who would listen, it was back to Bembridge for a well deserved supper, followed by singer, Jeff Hooper who won New Faces in 1974 aged just 15 and his Big Band singing the songs of Frank Sinatra.

Some of our group stayed up until the early hours drinking and dancing.



Day 3, Sunday

After the previous two days of early starts, a well deserved hearty late breakfast at 9:15 was arranged, after which the Surrey Stagers went in convoy around the Island.

First call was Calbourne Water Mill which it is believed to have been in existence for over a thousand years as it was already well established when it was mentioned in the Domesday Book. There you can find craft shops, WW2 memorabilia and explore the workings of the free to enter mill itself. Also on site is a large cafe with plenty of undercover seating, serving many varieties of tea, coffee and homemade cakes.

Next stop, The Pearl Factory, selling you guessed it, Pearl jewellery. But more importantly a large cafe. (I think there's a theme here) with gardens looking over the sea to the white chalk cliffs towards the needles.

Third stop was the Donkey Sanctuary, which would you believe also has a cafe. The sanctuary covers some 5.5 Acres and homes over 100 well cared for animals which were rescued from hard lives.

The final stop was for a photo shoot at Culver Down where yours truly tried to fly a kite and promptly crashed it into some brambles. Too much wind, not enough skill.

Some of our group even managed to fit in an extra stop at the Garlic Farm.

Day 4, Monday

A leisurely start to the day with breakfast followed by a competitive game of Giant Jenga, with lots of laughter and crashing wooden blocks, before heading off to catch the midday ferry home.

We didn't manage to conquer the Isle of Wight, but we had a lot of fun and made a lot of new friends, and now the planning of the 2027 holiday starts.

Many thanks to Matt and Sam for organising a wonderful weekend.

Gerry & Lulu Haynes



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





On the Saturday of the trip we met up with Tony Spalding (formerly Director of PR for British Leyland) at the car show:

"Hi Carl. It was a pleasure meeting you and your colleagues from the Stag Owners Club last Saturday in Newport. You and Robin may care to know that we raised £700 that day for the blind and deaf folk on the Island. Thank you for coming over and making the day such a success. It was a great display of a very fine car. Best wishes to all, Tony"

SOC

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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 09.30 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:

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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

October N&N Chris reporting since Kevin & Jan were at the Home of the Blues ... no, not Ipswich Town FC but Beale Street, Memphis, Tennessee. This meant that Peter became our excellent 'Gob-on-stick' for the evening, with a little support from me.

Anyway, tonight saw over 40 of us, including Guests of Honour new members Steve & Linda Isherwood from Poringland, who showed most of us up by bringing their rare French Blue Stag. Our other new Guests of Honour were Mark & (son) Adam Chambers from Gorleston who also brought their Stag. They had already 'bonded' with Graeme at Peter & Steve's 'Stag-Man Shed' in Hopton. We hope to see you all again soon.

Graeme also brought his Stag tonight as did Aidan to prove LD 25 (believed to be the first Stag built on the Stag-only Production Line back in May 1970) is still going strong. Longer-term members will remember Andy & Jodie Potter who sold their Stag back in the early 2000's but have kept in touch. Memberships may lapse but friendships continue. Tonight Andy brought an unusual raffle prize, a commemorative T-shirt from Norfolk's first hosting of an SOC National Weekend in 1999. We did it all again in 2011 as the internal Norfolk Showground Hall photo shows, but there was FAR more outside. Norfolk SOC doesn't do things by halves!



Mike Peters gifted his extensive SOC Mag Archive to John Flowerdew for safe keeping. It will be joining his similar archives for Jaguars & Hillman Imps! I mentioned a new, online Stag archive www.triumphstag.org. See p.6 of the October mag for more details but this seems to be a potentially hugely valuable reference resource for everything Stag-related. Well done to SOC member Jon Cosson for its creation.

We discussed the national Committee's request for our thoughts on whether continuing National Days in the current format is preferable to instead holding Regional Days around the UK. In our case it would be an Eastern Region Day similar to the one Norfolk hosted in May 2025 at Bressingham, which catered for 7 Areas in our Region. That cost SOC around £250 which, if repeated across the UK would be far cheaper than a National Day ... plus less travelling & accommodation for us all. A Straw Poll tonight indicated a marginal preference for Regional Days but support seemed to grow as we discussed their potential.

Peter outlined recent past events e.g. Felthorpe Airfield with 45 cars & 200 motor-bikes, Strumpshaw Trosh & Thompson Classic Car Meet which was enjoyable per Terry & Colleen. Future events include our December N&N Meal (booking essential if you're eating) & the Norfolk Party in January. Since it is a quieter time of year, we now turn our attention to next year. We have a number of ideas which includes a 'Chase the Sun' drive (i.e. from East to West of Norfolk) for which support emerged, so we will be taking that forward.

However for a successful Events Calendar 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 any of us know. We also need some drives suggested by new people so that we go to different parts of our County. You will get all the help and organisational support you need.

Our chosen charity - Norfolk Blood Bikes. After various (sometimes outrageous e.g. sponsored wearing of Mankinis!) suggestions on how we can raise more money for this year's charity, Peter settled for the safe option of a Christmas Meat Raffle which will be drawn at our December Noggin & Natter. Squares on a grid were on sale tonight for £5 each, with 3 prizes of meat kindly supplied by Terry & Colleen, so you could win your Christmas Day dinner for £5. You can buy squares at our November & December Noggin & Natters, but if you are unable to attend and would still like to buy a ticket please email norfolk@stag.org.uk.

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

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

Natter and Noggin...

Again the night had a lot of members around the tables but the number of Stags in the car park has fallen to a few the picture shows three before it got too dark but Phil did come in a Stag after dark. Since moving venue the attendance has increased and the reserved parking for the Stags is a nice bonus.



Things to think about are events for the Diary next year. These are events mainly that require a club to pre booking for a display area. I will still add the free mid week events to the Diary when I have the information as these seem to be very popular.

Events and car shows

All Triumph Day at Shuttleworth

The weather was not the best on the Sunday with a forecast of rain for most of the day. However Kevin Jones

and Ken Symmonds did go, but attendance was well down on last year. I had an email before the event from the TR club saying they had only 200 cars pre registered and was looking for more to get nearer to the last years number of 350 Triumphs. However due to the forecast and the rain attendance was well down.

Sywell Classic Piston and Props

There are no members from Beds and Northants who have shown an interest so no report

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. Booking is now closed for the discounted price.

Details of menu and price has been circulated on the What's App group and I will be contacting those that have booked to make their menu selection,

What's App Group

Again the group have been very active with loads of request for help and advice along with pictures of members projects. Ray showing his struggles trying to remove the cylinder heads following on with suggestions. Guy has



been very busy help Tony and myself with sorting our cars, But sadly Guy's starter motor failed and needed recovery to get it home and used the time waiting for the delivery of a new starter motor he replaced the connector at the rear of the engine that takes wires to the back of the gearbox. Good practice as Guy done the same to my Stag two week later.

NOTE: May I remind you to keep postings to only Stag related postings, although it might be nice to post 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

- ✚ 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.
- ✚ December 17th Pre Christmas Natter and Noggin might be busy watch What's app for updates
- ✚ January 1st New years Day at Stoney Stratford.
- ✚ January 16th Saturday Post Christmas Dinner at The White Horse PH Newnham Ave, Bedford

BEDFORDSHIRE AREA WEBPAGE

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

CAMBRIDGESHIRE

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

The weather gods who have been smiling upon us all summer continued for another exceptional September day, for our Breakfast Get Together at the Blue Diamond Garden Centre in Huntingdon. We welcomed our new members Dave Sheldon, who has just acquired a Stag in really good condition and Geoff Brown, an existing member who has recently moved into the Cambridgeshire Area. The Garden Centre staff once again looked after us extremely well and we all soon emerged

ourselves in deep conversation, as usual, while our nine Stags slept in the car park.

It's quite amazing how fast the summer has gone leaving just one more event on the 22nd November for our end of year "Lunch & Secret Santa," to be held at The Elm, Abbots Ripton, when most of our beloved Stags are put into hibernation. We can look back at a successful 2026 due to fabulous weather conditions for Stag motoring and great support from our Cambridgeshire membership.

Chris

DIARY DATES

- ✚ Sunday 22nd November End of Year Lunch at Secret Santa, The Elm at Abbots Ripton 12.00noon

SUFFOLK & N.ESSEX

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

Classics at Woolverstone
This is a new event which has replaced Glemham Hall whose organisers always put on a good show so expectations were high. The setting was the grounds of Woolverstone Hall, now a school. Our arrival went smoothly with the route in taking us past the location of last week's show 'Classics under the Orwell Bridge'. Once we had rearranged 11 Stags many times and made a meal of putting the gazebo up, which was spotted by a sharp eyed spectator who posted it on FB much to our amusement at the comments made, we sat down to some coffee and cake on a lovely sunny day with plenty to see and do. The show more than met expectations and we hoped for recognition of our parking efforts in the best





Classics at Woolverstone

club stand competition after our win last year. All the effort setting up was in vain. No luck this time (something to do with the judge having his Stag on our display), cheers Stuart you are always welcome. We had a great day and I'm sure we will return next year.

The Maldon Classic Car Show was another fantastic day out, with 11 Stags in attendance, including five from our region and the remainder joining us from the Essex Group. It was great to see such a strong turnout and it provided an excellent opportunity to catch up with familiar faces, while also getting to know members of the Essex Group, many of whom we were meeting for the first time.

Held at the beautiful Promenade Park, with stunning views across the River Blackwater, the venue provided a wonderful setting for a classic car show. With around 500 vehicles on display, there was an impressive variety of club stands, individual exhibits, and even some beautifully preserved vintage double-decker buses. There was certainly plenty to see throughout the day and something to appeal to all.

The weather was kind to us for most of the event, remaining dry and pleasant throughout the day. The only interruption came during the awards presentation, when a sudden downpour prompted a mass dash back to the cars as owners hurried to put their hoods up. Fortunately, the shower was short-lived and did little to dampen spirits.

A particular highlight was seeing Mick awarded a

trophy for his Stag, a well-deserved achievement and great recognition for him. Live music throughout the day helped create a relaxed and enjoyable atmosphere, adding to the character of the event. No review would be complete without a mention of Jennet's bacon turnovers, which once again proved extremely popular and were enjoyed by many throughout the day.



Maldon Classic Car Show

Overall, the Maldon Classic Car Show was a thoroughly enjoyable event, combining, excellent company, a diverse range of vehicles, live entertainment, and even a trophy-winning Stag. Many thanks to everyone who attended and contributed to making the day such a success.

Sywell Classic: Pistons & Props



This event had much promise and reasonable interest so we booked a room at the Aviator Hotel on site hoping to have a club stand possibly joining with the Beds area. Unfortunately this proved too challenging due to the over complex booking system and after some dropouts we ended up with just two Stags. So we booked in the pole position parking which was like a car show and only a short walk to the main event. We had a great weekend and really enjoyed the show which included air displays by vintage aircraft, demonstration runs by dragsters, motorcycles and cars of all types. Maybe one for next year.

By the time you read this it will be time to book your place at our Christmas meal. We will be collecting Deposits and menu choices at the November N&N.

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

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

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

DIARY DATES

- ✔ 4th November N&N The George. Hintlesham IP8 3NH
- ✔ 2nd December Christmas Meal at The George. Hintlesham

(Booking and Deposits to me no later than 4th November.)

SUFFOLK AREA WEBPAGE

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

HERTFORDSHIRE & N. LONDON

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

Hello again. As mentioned last month, another brunch had been planned for the Sunday morning in mid-September. However on this occasion we had decided to try out a new location. Halton village has an impressive tennis centre with a great cafe. Normally cooked breakfasts aren't provided on Sundays, but with special dispensation and as we could meet the minimum number of covers required, (10 in case you were wondering!) our motley crew were able to partake of an excellent breakfast. It transpires that the location would also be good as a set off point for drives round the countryside, which we could plan for next summer, ending at a nice pub in either Herts or Bucks for drinks or a late lunch. The only downside is that this location is at the most North Western part of our area and may be a bit too far for some members to get to? The A41 does though provide a speedy connection so hopefully we'll get a few more people for the next one?

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 our WhatsApp group notices.

The next event was our October meet at the Golden Eagle with a dozen members, (and 4 Stags in the car park) again enjoying Chris the landlord's offering of Chicken Thai curry followed by Lemon cake! The discussion was lively and entertaining as usual and included where we will be going for our late, late Christmas Bash! It was suggested that we might want to bring it in a bit from previous years to the middle of January rather than the last Saturday, but the venue we've used for the last 2 years has proved very popular and so we will probably book the Marchmont Arms in Hemel Hempstead again.

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 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.)



- ✚ Saturday 16th January – Our area late, late, Christmas Bash at the Marchmont Arms, Hemel Hempstead. HP1 3AT. Time TBC.
- ✚ Thursday 4th February – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✚ Sunday 8th February – Triumph & MG Spares Day, NAEC, Stoneleigh Park, Warwickshire. CV8 2LG.

ESSEX

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

Hello Stagers. We are nearing the end of the year so quietening down but as you will see, we have recently been busy and looking towards next year.

Chris's Long Weekend was a great success from what I hear and well done Chris and Lorraine! See following report from Chris.

6 car's left Essex and met at the cafe on the lake, Maidenhead, which is part of a Hospice, and the coffee n cake was very good. We then continued along the M4 to the Pit Stop Transport Cafe, Chippenham, for our lunch, then onto our hotel, the Webbington, Axbridge, near Western-Super-Mare.

Saturday we had a short drive to the helicopter museum where a guided tour had been arranged which was excellent. Then another short drive to Murtel Farm, the home of Thatchers Cider. After lunch and of course cider the (alcohol free) kind, at the Railway Inn. Then back to the hotel for a swim for some, and rest for others.

Sunday, a drive route was provided around the Mendips, which included Cheddar Gorge, finishing at the Old Station Pub, at Hallatrow. This had lots of interesting things around the bars, from old treadle sewing machines, model trains, car parts, and a large model aeroplane etc. Our lunch was served in a Pullman carriage, which was

decorated superbly authentically, set in a beautiful garden, all adding to a lovely long lunch. Then a drive back to the hotel, after stopping off for a walk around a reservoir. We spent the evening in a private bar just enjoying each other's company.

Monday after breakfast was the parting of the ways, each making their own way home or on to other destinations.

September was the Maldon Classic car show which unfortunately I was unable to attend but from what has been reported there were many Stags as we parked up with the Suffolk area. Weather was threatening at first but the day brightened up.

Last month we had our traditional Night Run being our last run of the year and with 11 Stags, report to follow.

Next month will be a report following Bob's organised tour of PA Woods Rolls Royce workshops on the 28th. Thanks Bob.

OK so next month, can't believe I am typing this in October, but next month is our Christmas do and so you will all have received an email for names and numbers. I am also inviting any feedback for annual awards where you feel a member deserves to be recognised for scenarios or stories, you all know how it all works by now, please drop me an email.

I am inviting potential suggestions for next years events, which 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.

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 along 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.

OUT & ABOUT

M I D L A N D S

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NOTTS/DERBY

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Thoresby Park Classic Car Show
September 27 2026

We arrived at the park in good time with hoods down on a cloudy overcast day with a promising weather forecast of light rain around midday then fine and warm, how wrong can they be. Then all hoods were raised as it rained quite heavily for a short while and it never did warm up throughout the day.



This is the first time we have visited this event for a few years and only 3 cars from our area turned up but we were joined by the West Yorkshire group of about 9 additional Stags which made for quite an impressive lineup. There were other Stags scattered around the show, one in particular caught my eye as its number plate was exactly the same as mine except for being 3 numbers newer, mine is DUY 736S and its was DUY 739S. Talking to the owner he had only just acquired it about 4 months ago and it looked to be in good order.

One particular car caught everyone's attention was a Mercedes 300SL Gullwing, from a distance it looked perfect, close up it looked perfect as well, but the electronic instrumentation gave the game away, in spite of this it was still superb.

Despite the weather there were a good number of traders around the area selling all sorts of goods and we all found one item that we desperately needed so we were all happy.

We ended the day enjoying some good food finished with a mixture of strawberries, raspberries and ice cream.

As always it is good to catch up with friends and have a good natter so it was a very good day out apart from the weather but that is to be expected in late September.

Ian Sherratt

Statfold Road, Rail & Ale - Sunday 13th September

It's raining – my car doesn't go out in the rain! That was 5 years ago. I am less precious about my car now, if I am caught out in the rain, it's going back to a dry airy garage. Today it is raining before I even set out. However the forecast is good for this afternoon and my Stag won't dissolve in the rain, as a fellow Stag owner told me! The wipers were going at double speed on the M42, my car has never been so wet and dirty

Later the sun did come out and the event was great and well organised, lots to see and do. Amongst the very varied classic cars on display was Dame Vera Lynne's Ford Escort, I met the new owners who have restored it to its former glory

A very worthwhile day out and a full clean and polish for my car - mud, soot and sawdust (I was parked near to a steam wood sawing machine) removed!

The vintage Fairground brought back many memories, does that mean I am old? No, just classic! The railway museum was full of enthusiasts with their model railways,



many wonderfully restored engines and of course the steam train ride around the perimeter of the park.

Let's not forget the ale! Beers, lagers and ciders to suit all tastes, we sampled one or two while we watched the displays in the main ring, the favourite being the dancing diggers!

The Let's Do It Girls go to Southwell Ploughing Match

Another glorious day out with the sun shining in late September – we were truly blessed! Today the "Let's do it", formally the "Razzle Dazzle" Girls decided to enjoy a very rural event.



We had to queue for about a mile to get in, stopping and starting the whole time which my Stag doesn't like. I was watching the temperature gauge, but thankfully not a problem.

Aside from the ploughing competitions with horse drawn, vintage and modern day tractors, there were lots of agricultural activities on show.

Nicky Fletcher

Hardtop Project

Due to loss of storage of his hardtop, which was kept in his Mum's garage Malcolm Williams offered his hardtop on our WhatsApp group FOC to whoever collects it. I have a hardtop, but it is very rough round the B post fittings, badly repaired in the past and rusted away again, so no real clue as to what it should look like! My thought was I could possibly make one good one out of two, mine being very good at the front and not too bad at the rear. Malcolm's has been in a dry garage for 25 years, so although scruffy, it is in quite good condition, only the front above the windscreen needs work. It has been repaired in the past using steel as there are no holes for the missing side trims and going round it with a magnet only found filler at the front edge, where it only fully held in parts.

So a little project. Will I ever use it? Probably not if I'm honest, but it was supplied new with a hardtop, so it makes it a "complete car", it just needs painting the right colour.

While it was on the car I did try a local bodyshop, where I had taken a relatives car earlier in the summer and they had done a really good job, but sadly they have since closed down. Another didn't want the job as it would be too drawn out, whatever that meant and two more wanted £800+ to paint a stripped down hardtop, any welding costs would be on top of that, so for the moment I will just see if I can get it to fit properly, which at the moment it doesn't, then make a decision on what to do with it.

Andrew

October Meeting / Christmas Fuddle

A good turnout of 29 members, so quite a busy evening, it's nice to see some more recent members again, turns out we hadn't frightened them off!

We also had the best meeting ever for our monthly raffle, £48.00 collected, a great result.

The Christmas fuddle was something we talked about, with the usual food volunteers stepping up again, but

we are always open to offers from any members, please contact Phil in the first instance, or Margaret for more information. In the past we have still had the monthly raffle, but with the sheer number of prizes it was taking up too much of the evening, so more recently we (Rachel) have put together hampers, with food, drinks, decorations, any small gift donated by the members, there were 9 last year. If you would like to donate something to put in them, or money so Rachel can fill any gaps in, again please contact Phil.

The fuddle is for all Notts Derby members and their families, not just for those who help out with food etc. There will also be a chance to vote for the Notts Derby Member of the Year.

Our December meeting and Christmas Fuddle is on Wednesday 2nd December at the United Reform Church Hall, Melbourne, DE73 8GJ

All members and families are welcome to come along
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 2nd December, see above for the venue

Events and Shows for 2026 / 2027

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, Northampton

📌 7th February 2027 MG and Triumph Spares Day, Stoneleigh Park

NOTTS / DERBY AREA WEBSITE

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

SOUTH BIRMINGHAM

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

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

Noel's Notebook

The 1st of October marked the end of summer and the beginning of Autumn. At least as far as the Met Office is concerned. The same could be said of the classic car fraternity and the events calendar. So it is time to think about preparing our cars for the winter. However, it's not all doom and gloom. We enjoyed a very good summer and are looking forward to the next big event, our Christmas Dinner.

Indeed plans for this event are already in train. The date has been set for Friday 11th December, the venue being the Fox Inn, Chaddesley Corbett, and the time 7:00pm. Leia is already gathering a list of names of those wishing to take part. No doubt it will be very well supported and be an excellent evening as always. Something to really look forward to!

Messing about with the settings on stag's radio the other day I accidentally changed the display language from English to Russian. Since I have no Russian language skills it seems that the only way to get back to English is to reset it back to factory settings and reinstall my setting. What a faff.

To add to my woes the remote lock on the passenger door has stopped working so the door card will have to come off to investigate the cause of the problem. To add to my list of irritating issues I need to find the cause of a rattle emanating from the driver side door. Can anyone tell me why things often arise in threes?

Mind you speaking with Chris at our N&N he told me about some work he has done on his Stag and how one thing has led to others. That prompted a discussion about delivery charges and why a light one pound part becomes a seven pound part because of the delivery charge. Nothing like a good moaning session!! Thanks Chris.

Noel Sargent.

DIARY DATES

- ✔ November 3 N&N Fox Inn Chaddesley Corbett
- ✔ December 1 N&N Fox Inn Chaddesley Corbett
- ✔ December 11 Christmas Dinner Fox Inn Chaddesley Corbett

SOUTH BIRMINGHAM AREA WEBPAGE

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

WARWICKSHIRE / LEICESTERSHIRE

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We're starting to tail off a bit now but still doing the odd bit here and there. Since inheriting the Membership responsibility my time is more limited than it was of course, but Di and I did manage a few days away in Torquay last week. A busy few days indeed. We managed to fit in lunches and dinners with an old school friend of Di's, a cousin of mine and we had a nice, relaxed lunch with Peter T from the Devon area who is working on the new membership system with me. We didn't talk much shop either, which was the plan.

Haven't had chance to look at the Stag yet with its blown gasket issue. Clive suggested that it might only be inlet manifold gasket trouble so I might go down that route first. We have over the last few weeks managed to get Sam's GT6 windows in and all seals, so progress at last.

Because we didn't go to Germany this autumn to meet up with our friends in the German club, we managed to attend my local town centre show with 3 other Stags and Dave and Steve Buxton in their Aston DB4 and TR3 respectively. Lovely day with good friends. The Hinckley show attracts 700 exhibits and is one of the largest shows around.

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 be added just let Di know dragonsnap192@outlook.com

November 2026.

- 📅 13th-15th – NEC Classic Car Show
- 📅 28th-29th – AGM Weekend

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

WORCESTERSHIRE

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

September started with a couple of shows, both local villages. The Peopleton Show is a week after The Pershore Plum Fayre and has been gaining in popularity. It gets sold out quickly and they have a reserve list, so you have to book early, which we did. So even though we signed up, it is a shame that only a couple of cars from our area were able to make it. Again the reports were that it was a great day out, so let's try and make this a permanent fixture on our calendar.

Turnout was also poor at the Malvern Village Show where the classic cars are organised by our own Howard.

It's a great setting, under the Malvern hills and a busy show with live music. It's not far from the centre of our area so we should be able to do better to support one of our own members.

The rest of September was dominated by our trip to Kent (see separate report), and while it was difficult to get numbers for the local shows, when it comes to a holiday in Kent, there were 24 of us in 13 cars. What a great turnout.

DIARY DATES

- 📅 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
- 📅 6 Feb - Breakfast N&N and Annual Award Ceremony

WORCESTERSHIRE AREA WEBPAGE

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

SHROPSHIRE & SOUTH STAFFORDSHIRE

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Deputy Co-ordinator Steven Ellison: 07710 642963
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HOWDEN



OUT & ABOUT

N O R T H E A S T

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NORTH YORKSHIRE

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The weather has been exceptional as we head towards the Autumn. Things are slowing down a bit although we still have opportunities to meet up and enjoy each others company. We have some outings planned for over the Autumn and Winter months to keep us out of trouble!

Our final run of the year was 17th September starting and finishing at Brymor Ice cream, with a fantastic turn out of 9 Stags. As usual we had great support from West Yorkshire SOC and also were joined by a lovely couple from Durham SOC in their Magenta Stag. All the team at Brymor were amazing and looked after us extremely well, bringing in extra staff to accommodate the early breakfast rush. We set off in a slight drizzle with the tops up and after 20 scenic miles, congregated on the green at Reeth. The next 20 miles had the most wonderful views across the Yorkshire Dales despite the rain, and we ended up at The Dales Bike Café, Grinton for lunch. Finally, we returned to Brymor where we all enjoyed their wonderful ice cream to finish off the day. Thanks again to Melanie and Ian for taking the bull by the horns and leading the second string of Stags.

The September N&N was again at The Punch Bowl, Marton Cum Grafton, and most members enjoyed a tasty dinner before we got down to business. There were lots



of ideas thrown in the pot and it's nice to see members getting involved. But of course we would love to see more of you there.

John and I joined Northumbria SOC on their flagship run to Lemington Hall. Thanks to Roland and Brian for organising a fabulous and interesting day out. This privately owned hall is not usually open to the public, however, the owner made us all very welcome and provided hot drinks and scones to keep us going, as well as a private tour of the Hall. Northumbria SOC will be joining us in September next year for a run through the Yorkshire Dales.

Our planned October outing to Thorpe Perrow Arboretum has now moved to Sunday 1st November. We plan to meet at Tates Garden Centre, Ripon at 10am for breakfast, followed by a short drive to Thorpe Perrow. We will have time there to enjoy the gardens and Autumn leaves. The birds of prey display will be at 1pm for those who are interested. Afterwards we aim to continue on to a local pub for a late Sunday lunch, venue to be confirmed. The gardens and lunch venue will be dog friendly, however, dogs are not allowed in the birds of prey centre. Don't worry if you don't want to bring your Stag out this late in the year; come in any vehicle you choose. It's all about meeting up with other like-minded members and having a good time.

In December we are planning a treasure hunt around Masham. Again, we will meet up for breakfast before travelling to Masham where we will engage in a walking treasure hunt around the town (nothing too strenuous). As always, there will be a lunch stop where we will see who has managed to solve all the clues. Details will follow shortly.

There is also an opportunity to visit Castle Howard in December. The stately home will be decked out in all it's



glory for Christmas with a Dickens theme. This Victorian makeover brings the works of Charles Dickens to life through installations, soundscapes and projections. There is also a grand Victorian carriage on display. If you would be interested in an NYSOC group visit please let me know.

DIARY DATES

- ✔ Wednesday 18th November N&N 6.30pm for dinner, 7.30pm for meeting, The Punch Bowl, Marton Cum Grafton
- ✔ Saturday 28th - Sunday 29th November SOC AGM & social dinner
- ✔ Thursday 10th December Castle Howard – A Dickens of a Christmas. Meet at 10.30am
- ✔ Wednesday 16th December Christmas Get Together 7pm Christmas Dinner, The Punch Bowl, Marton Cum Grafton
- ✔ 20th January AGM 6.30pm dinner, 7.30pm meeting, The Punchbowl, Marton Cum Grafton
- ✔ Saturday 13th February Treasure Hunt of Masham. Meeting at Tates Garden Centre, Ripon 10am – lunch venue TBC
- ✔ Saturday 10th April Cobweb Run. Meet at Tennants Auctioneers cafe 10am
- ✔ Sunday 25th April Drive it Day
- ✔ Friday 28th - Sunday 30th May European Stag meeting

NORTHUMBRIA

Co-ordinator Roland Tate
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Deputy Co-ordinator Brian George
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Lemmington Hall, in the wilds of Northumberland near Edlingham, was the venue for our last stately home flagship event of the year on 13 September.

With 24 fabulous classics on display (including a mint 1964 Jensen Interceptor, Malcolm's iconic Lotus Esprit and Keith's dignified Jaguar Sovereign oozing old-school authority) we joined with our friends in the TR Register and we were particularly pleased to welcome Lorainne and John Holliday from North Yorkshire Area – thank you both for making so much effort to be with us! And again Maurice & Stella making it in their daily driver for the umpteenth time pending frustratingly slow bodywork. Helen, owner of the estate, was amazing, welcoming us all so warmly in this first ever visit by classic cars. She gave us an interesting talk about the history of the Grade II listed Georgian mansion used for defence against Border Reivers in the 15th century, derelict in the 19th century, restored in 1913, visited by Jim when used as a Sacred Heart convent after WW2 and now Helen's private home. We then took a tour of the building including the ballroom, pele tower and 'priest hole'. Our homemade scones with jam & cream were still warm and our hostess provided tasty surprises along with tea and coffee in the entrance hall. Our day continued with a drive to the Rockinghorse café in Rock for light lunch before heading home. We raised £300 for our hostess' chosen charity and returned to Lemmington a few weeks later to present a framed mounted memento of our visit.

On a bright sunny Sunday 4 October we had 13 members' classics out on the road for our last organised drive of the year. Special mention to new member Rab who drove his 'ink blue' (very nearly sapphire blue) Stag all the way from the Scottish border to meet us at Northumberlandia then convoyed with us back north up the coastal route to Beadnell as if this were perfectly



Lemmington Hall

normal behaviour - his commitment and enthusiasm is worthy and we hope he will continue to inflict it on us! Ken & Pam and Nick & Judith joined us from the far north at our chosen café, The Courtyard in Beadnell, for N&N where we had reserved tables, bacon butties and drinks. Kevin & Christine arrived in their daily driver pending Spitfire tinworm removal in Backworth. One hapless member even arrived in Beadnell with no brake lights, a triumph of optimism over wiring in the illumination department. Amazingly Ian produced a spare brake-light switch with the casual confidence of a man who carries half a parts department in his boot, while Brian unveiled a toolbox so well stocked with spanners he could have serviced a frigate. The member who turned up entirely unilluminated at the rear and who drove home smiling will not be named, mainly because he's writing this.



Northumbria N&N in Beadnell

We trust Colin has decided the way forward for replacing his headlamps – and next time we see Rab's Stag we will admire his new cream leather interior.

Your team has been conducting recces for next year's club drives, taking tea in fabulous stately homes and assessing lovely gardens in the name of research. Picking the right country roads is a delicate business; enough character to be interesting but not so much hedge-encroachment or pothole enthusiasm that your Triumph will file a formal complaint. It's looking like a cracking year ahead – 2027 diary dates in the next magazine.

Roland & Brian

CLEVELAND & CO DURHAM

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Just a couple of things that happened at the end of September. On Friday 25th we returned to our evening meetings after the summer, this time at The Three Horseshoes, Running Waters. Ten of us enjoyed an evening of eating, drinking and chat, there's always something to talk about, this time the ESM in May was high on the agenda with eight of those there booked to go.

Then on the Sunday we had the annual trip to Beamish Museum for the NECPWA Rally. With a less than favourable forecast, there were only five stags at the rendezvous in Durham City for the short drive to the museum. However, the weather was fine up until about three o'clock when we had a short shower, the gates were opened early so that when we left just before four it was fine again.

To finish of the year, we have our Christmas Lunch at The Old Mill, Metal Bridge, Durham on Sunday December 6th. Our Table is booked for 1pm.

Mike & Brian

LINCOLNSHIRE / HUMBERSIDE

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

Our group met up on Sunday 20th of September at the Walled Garden at Baumber (on the A158 between Lincoln and Skegness). After Paul had reported problems with his isolator, he managed to rectify the problem and made it to the gathering. Mark Sparling joined the group for the first time in his green Stag soon advising of his experiences..... proving that everyone has some knowledge to add. The 4 acre brickwork walled garden was built in the first quarter of the 19th century as the kitchen garden for the Stourton Hall estate. Following the demolition of the house in the 1950s the garden fell into decline. A complete restoration was started in 2006, resulting in the reopening in 2016.

Again, we were very fortunate with the weather and with five Stags in attendance, (plus a heavily modified Stag, in the form of an MGZT 260 Mustang V8) we took advantage of the hospitality offered in the tea room by way of a full English breakfast. plenty of parking and good access off the main road made for a very pleasant experience, with a return visit recommended.

TRIALS and TRIBULATIONS on PURCHASING that TRIUMPH STAG.

Article No.2 - Simon Rivers

A Scottish Stag comes home

It's November 2024, and Storm Bert, 'a multi hazard, explosive cyclogenesis' is doing its best to inflict heavy rain and high winds across Lincolnshire. Scotland, however, is bearing the brunt of it, with a healthy dose of snow added for good measure.

Just the time to catch the train up there and look at a Triumph Stag, I mused.

I would never advise a one-way ticket to view a car, but as I'd employed that tactic previously when I purchased my Supra from Wales, I went with it, and after a 10 minute test drive, we were left contemplating whether it really was such a good idea to drive a 51-year-old car nearly 400 miles back home.



than thinking." well, if we don't buy it, exactly HOW, are we going to get home?"!

DIARY DATES

✦ Saturday 24 October - Lincolnshire Aviation Heritage Centre, East Kirkby PE23 4DE.

This is the last available Saturday this year to experience the runway, taxi run provided by 'JustJane' an iconic Lancaster from WW2.

We have been offered a group tour by the Aviation Centre for a one-off payment of £15.00. There is also the opportunity to have a Stag photo shoot in front of the Lancaster on the runway.

WEST YORKSHIRE

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I hadn't driven a manual for 15 years, but somehow managed to mash my way through the gears, through the snow, and ice, with a next to useless headlights." you're very brave driving that in this!" , remarked, a Triumph Spitfire owner at the services, who, needless to say, was NOT out in his pride and joy in these conditions.

We reached Penrith and decided to call it a night. In the morning, we continued, refreshed, for uneventful further four hours home.

In hindsight, it was probably quite lucky. We made it back at all, as I have, since discovered the Stag had a Federal distributor fitted, and, not, surprisingly, the timing was all over the place – I wondered why it topped out at around 55mph!

It's been 'fun' working on her for the past two years and (maybe) validates travelling so far, and paying a bit less due to the car's remoteness. However, I would always advise looking at a few cars and comparing them, rather

Here we are as the nights are drawing in, the nights getting longer as the days getting shorter. The car shows and events will be at the time of reading this at an end, our cars some of which maybe tucked up in hibernation until spring. While this may give us time to do any remedial work that maybe needed. It also gives us time to reflect on the wonderful spring and summer we have had and the many events that have taken place, the run out's, places visited and the people we have met along the way. Here in West and North Yorks have grown in membership some of which may take advantage of the events which are held at every opportunity, some wish to do there own thing but safe in the mind that if at any time, they're in the need of help or advise there is always some one in the club that can put them on the right road. But while mentioning North Yorks John and Lorraine once again exceeded expectations with another run around the dales with the number getting greater with each run and



Thoresby Hall Show

more attendees from West Yorks, a very well done keep up the hard work here to next year. The last show some of our group attended was at Thoresby Hall near Clumber park Nottinghamshire with over 500 cars in all classes there was 10 from our group but I counted another 10 in the field which if I do say is an excellent turn out for one model of car Over the next few months, we hope to be organizing some lunches just to keep everyone sociable, at our December Noggin and Natter we tend to put on a spread of culinary delights for members to share, just a note all are welcome to attend. We have got one final car event on the 31st of October which some of our members will be traveling to Doncaster to see a Vulcan bomber and hear the roar of the engines when they get fired up.

The next winter warmer to be organised by Melanie Leedham is as: The WYSOC Winter Warmer will take place from 26th to 29th January 2027. This year, we will visit Cheshire with excursions to Chester Zoo, the National Waterways Museum, Cheshire Oaks and Jodrell Bank. We will stay at Thornton Hall Hotel & Spa on a bed, breakfast and evening meal basis. If you are interested or have any questions, please email Melanie at melanieleedham49@gmail.com

At our last meeting Alan and Helen Clarke gave a short talk about their recent trip 3 Stags and a TR go to Italy of which I'm sure one of them will be writing an article for the magazine, but as for our other member the intrepid young Jack Bradley with partner Jackie for whom their journey to Greece a report as follows: Hi just a catch up of our life in exile from the UK. Pleased to say that just about everything has gone to plan

We travelled from Rotterdam to Austria with no problems then onto the Italian lakes for 5 days

Then ferry from Venice to Corfu and 2 days on the island. Unfortunately, it rained like hell and my phone packed in (water damage) we then drove to the Greek mountains to Sunday village population 12. But has 2 pubs and 8 churches. There are no menus in the pubs or price list you just get food put before you. Too much I may add. We then drove to Athens driving around such a tightly packed city in a 52-year-old car and a very dated sat nav was a challenge. We are now staying in Varkiza about 6

miles outside Athens on the coast. This is my favourite place. it is real Greece no Brits to spoil it. We are going to one of the Islands next week and another trip to Sunday village is planned. Glad to say the car is working perfectly. So many people stop us and say I remember that car (older people that is)

I do not want to rub it in, but the weather is just perfect not too hot. But we go swimming in the sea most days. We are missing a few things in the UK well people

I will write again soon

Jack and Jackie

Ps Meteora was amazing, but we only spent a few hours there. Also, I would like to leave the car in Greece and fly back to the UK in December but in order to do that I have to drive to Albania for 1 day then drive back to Athens to reset the car import clock. Brexit problems me thinks



Jack and Jackie in Greece



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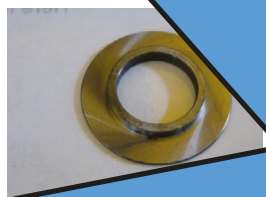


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Gear-

B POST LOCKING PLATE



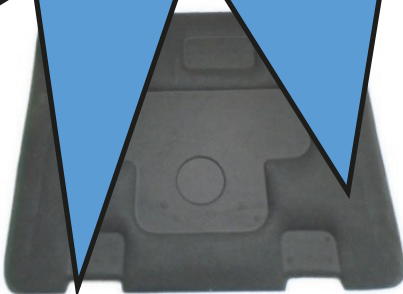
AVAILABLE SOON

Wind-
screen Rain Gutter



Window Glass Channel
Part No 717080/1/2

Under Bonnet Sound Deadening Pad
Part No 910733



Splash
Panel

Rear Inner Wheel
Arch L&RH



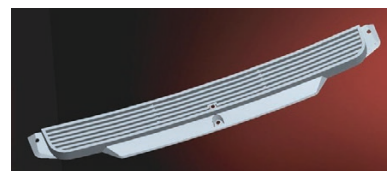
Rear Wing Repair Panels L&RH
Part No 907074/5



Rear Deck Panel
Part No 907153



Door Bottom Repair Panel L&RH
Part No 923360R/1R



Air Intake Grill
Part No 908388

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Members to maintain and restore their cars

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by giving your membership number when ordering or collecting*

OUT & ABOUT

NORTH WEST

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MANCHESTER / CHESHIRE

Co-ordinator Nick Rowland *Mobile: 07736 809013*

Email: manchester@stag.org.uk

Deputy Co-ordinator Paul and Polly Booker: 07703 858150

We had a good turnout of members at Cholmondley Castle show on 20th September and there seemed to be more traders attending than last year so lots of opportunity for spending money! It was a shame to hear from Ron that his Stag had been involved in a collision and disappointingly, written off by his insurer, however he has bought it back and is seeking someone local to get it repaired and back on the road. Obviously, it will be a specialist job but hopefully resolved before too long.

The following Sunday 27th, Will picked me up early and I joined him on the Walled Towns Run from Denbigh via Conwy and Beaumaris to Caernarfon. Despite the forecast we didn't do too badly for weather although we nearly got blown off our feet during the lunch break and it was certainly not fit for a picnic! - off to a fish & chip shop then.....Always a well organised run and we could enjoyed the moors and coastline scenery.



Vera and Malcolm, a sale was agreed and I am pleased to advise that it will be staying local. Vera and I had a last run out in September and trekked down memory lane again for a lunch stop at Tittesworth Water in Staffordshire. A week later, with guidance from Vera, the new owner and I managed to lower the hard top from its storage point in the garage and on to the car. Ian Crompton is the man tasked with taking care of it for the foreseeable future and he has a need for it since the loss of one of his cars in a fire earlier this year and the recent sale of his white Stag. I am sure that he and Kath will enjoy putting it to good use and go on many more adventures, though perhaps not quite as far afield as its earlier years!

Plans for our night out & meal in January are now firmed up and rooms are confirmed. Our numbers are slightly down on last year so there may still be places available if you contact me quickly. The Tyn y Cornel hotel certainly suited us earlier this year so we are looking forward to a repeat visit.

Please make sure you also put Sunday 14th February in your diary for our area AGM meeting, otherwise you could get nominated in your absence, to take over as Coordinator.....

Regular monthly meetings take place on the 2nd Sunday of each month at The General Elliot pub, Croft, Nr Warrington, WA3 7DE, at 4.00pm. All are welcome, so please pop along, say hello and join us for a drink or meal.

Nick Rowland



It was only a matter of time until the legendary yellow Stag RKY 166R went off to a new home. After over 45 years of "worldwide" adventures and enjoyment with

DIARY DATES

- November Sunday 9th Meeting at The General Elliot 4.00pm
- November Sat/Sun 28/29th SOC National AGM Weekend, Northampton
- December No meeting
- January Sat 23rd Night out & meal Tyn Y Cornel
- February Sun 14th Area AGM at The General Elliot 4.00pm

MANCHESTER / CHESHIRE AREA WEBPAGE

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

NORTH WALES

Co-ordinator Nigel Cross **Mobile:** 07766 696393
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Not a lot to report this month as the show season has wound down. There were 7 Stags more or less together at our last event at Cholmondeley Castle on 20th September, including two Area Coordinators. The

show was quite large for late season, but the attendance and the number of traders was down on what it has been some years, in spite of reasonable weather.

The "last Thursday of the month" run was on the Wirral. We met at the Daleside Garden Centre at Queensferry and lunched at the Cottage Loaf at Thurstaston. 23 of us in about 15 cars, including 3 Stags, enjoyed a run around the southern end of Wirral, including the front at Park Gate.

I missed the October meeting as I was on holiday in the Lake District.

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.

NORTH LANCASHIRE

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Email: phil.benson@sky.com

Triumphstagshop

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Looking for low miles, low owner, original Triumph Stags, or ones that have been rebuilt. Top prices paid - quick, hassle free, private and confidential sale guaranteed. We also have customers waiting for Stags to rebuild, or ones that have been in storage and that need a bit of work. So if you have one that you are looking to sell please let us know.



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OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

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WEST OF SCOTLAND

Co-ordinator Willie Clark Mobile: 07939 928839

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I can't believe how fast this year has gone, as I write this the show season has now finished and the nights are really drawing in. Our last show of this season was held at Scone Palace on the 12th of September. As this is known as the Farming and Yesteryear show, there was also a vast collection of tractors, military vehicles, lorries and motorcycles to view, not to mention a great selection of classic cars. Set in the grounds of Scone Palace and Racecourse its always a very well attended and popular venue. We were keeping everything crossed for decent weather as the days before it we had torrential rain. Thankfully luck was on our side and we all enjoyed a lovely hot sunny day with great company.

We are still hoping to get in a run before we lose all our daylight, although as this is Scotland, we also have the



Scone Place Show



Scottish 4 seasons in one day weather to contend with, which makes organising stuff very challenging.

By the time this goes to print it will be November, therefore, as usual we will not be holding any further Tuesday meetings until next year. Our Next meeting will commence on the 1st Tuesday in February 2027.

Show organisers (with the exception of Biggar) are sending booking forms out really early. I know that Glamis usually has the form out by December. Therefore, we have to be ready to return them quickly to ensure a stand at the show. It would be appreciated if you already know which shows you wish to attend you could let me know ASAP. I want to make sure we don't have any delays in returning the forms and getting in to the venues.

Although no confirmed dates yet we will be booking the usual shows: Bridge of Allan, Errol, Moffat, Glamis, Biggar and Scone.

Thank you for your support

EAST OF SCOTLAND

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Deputy Co-ordinator Alistair McKinnon: 07778 642456
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Our monthly club nights at the Hawes Inn (South Queensferry) continue to be well attended. Please note that the meeting on November 9th will be the last one of the year, because on Monday 14th December we'll be having our Christmas lunch at Whighams Wine Bar in Edinburgh New Town. All are welcome of course – please let me know if you'd like to come (there will still be time to book places when this magazine comes out).

The next club meeting will be on 8th February, starting at around 8pm.

GRAMPIAN

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Deputy Co-ordinator Danny Stroud: 07823 539047
Email: dannystroud@sky.com

That's the show season over and time to put the Stags away for a while and do some maintenance done. Our last show was a new one at the Grampian Transport Museum in Alford where we had a good turnout with 5 Stags on display and we found one in one of the Museum's halls being restored. Hopefully we'll see it on the road next year.



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

Website: www.grampianstags.net

NORTHERN IRELAND

Co-ordinator Position Vacant
Contact The Co-ordinator Liaison Officer for further information
Deputy Co-ordinator Brian Linden: 0797 9954381
Email: bflinden@aol.com

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

OXFORD

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

As the classic car season begins to wind down, Oxfordshire members have continued to make the most of every opportunity to get their Stags out on the road. Before reflecting on another enjoyable month of motoring, however, we must pause to remember one of the area's founding members, Martin Hatton, who sadly passed away recently.



Martin was a familiar and much-loved figure within the Oxfordshire Area, having owned and enjoyed his Stag for more than 25 years. Always cheerful, friendly and enthusiastic, he was one of our most regular attendees, rarely missing an opportunity to join fellow members at events and gatherings. His presence will be greatly missed, and our thoughts are with his family and friends at this difficult time.

Back on the road, October's monthly pub meet saw a welcome return to The Lamb at Chalgrove, one of the venues on the furthest reaches of our area. Despite the journey, it proved well worth the effort, with three Stags turning up for an enjoyable afternoon of conversation, cars and camaraderie. The autumn sunshine was still very much in evidence, encouraging Jimmy and Richard to continue flying the flag for open-top motoring long after many would have reached for the hardtop.



Away from our regular pub meets, Oxfordshire members were also well represented at the ever-popular Haddenham and Thame Classic Vehicle Gathering at Broadmoor Farm. While I was unable to make the trip myself, Aide and Gary continue to be enthusiastic supporters of this growing event. Meanwhile, Stephen Dance remains a familiar face at the Millets Farm Classic Vehicle Meet, ensuring the Oxfordshire Area is regularly represented among the impressive array of classic machinery on display.

Although the calendar has been a little quieter this month, the enthusiasm within the group certainly hasn't diminished. With winter approaching and a December gathering looking unlikely, our next meeting will probably be the penultimate Oxfordshire get-together of the year. It will provide an ideal opportunity to look back on the highlights of 2026, celebrate another successful year of Stag ownership and discuss ideas for the season ahead.

As always, fresh ideas, new venues and event suggestions are very welcome. If there's somewhere you'd like to visit or an event you'd like the area to support in 2027, please share your thoughts via the WhatsApp group. The Oxfordshire Area has always thrived on member participation, and everyone's contribution helps keep our programme varied, interesting and enjoyable.

Oxfordshire Area Meeting Venues Visited in 2026

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

With a little luck, a few more crisp autumn days and perhaps even some unexpected winter sunshine, there's still time for a few more memorable miles before the covers go on for the season. Happy motoring!

OXFORD AREA WEBSITE

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



WILTSHIRE

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Deputy Co-ordinator John Garnett **07484 260374**
Email: garnett936@btinternet.com

There were eight Stags out on our September Sunday run followed by a Sunday lunch at The Forge & Pheasant, Corsham. The run commenced at Bowood House coffee shop, and continued via Calne, then Melksham and on to the Hartham Estate, just outside Corsham, and the Forge & Pheasant, not your typical village pub, but more like a stately Home. Jeff, who had organised the day, had agreed, for all our Stags to be parked on the gravelled frontage of the main house. Quite a display I must say. In a dinning room that probably would have fitted a village pub in, we all enjoyed a great Sunday lunch,



Our October Natter & Noggin was quite low key with just seven member and one Stag in the car park, well it was raining and dark.

We discussed and agreed the date for our Christmas meal, Tuesday 8th December, at the Castle & Ball Marlborough

We also agreed our first meeting date of 2027, Sunday 10th, January, John Goff has agreed to organise it. Followed by the February meeting which will be our AGM which will be on the first Tuesday.

We discussed the idea of an area National day in place of a UK wide National day in 2027, we had suggestions of an area meet at the Atwell Museum, Calne or the Haines

motor museum, Sparkford, near Yeovil.

As usual, quite a lot of chat about our cars, both John's, Goff & Garnett, have issues with engaging reverse when the car is warm, suggestions vary from the selector at the gear lever end to the selectors within the gearbox, I suspect a gearbox removal approaching, our new member Nick, who has been restoring his car across quite a long period, was suggesting, much to our amazement, a paint job, from bare metal to finish, was costing circa £30k John is still chasing a speedo issue, which looks to be the failure of the elbow that attaches the speedo cable to the gearbox, Meanwhile Nick, Nichols, Stag, having spent nearly two years off the road is, in Nick's words, "running as sweet as a nut".

Our next Natter and Noggin meeting will be the first Tuesday in November 2026, the 3rd 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 different.

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

WILTSHIRE AREA WEBPAGE

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

SOLENT & NEW FOREST

Co-ordinator David Small **Mobile:** 07792 177389
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Deputy Co-ordinator Ian Knight **0790 4022781**
Email: ianknight.stag@gmail.com

This month saw five brave Stags set off, courtesy of David and Sally, on an adventure Westwards for a long weekend at Cricket St Thomas in Somerset. Further details are to be found in a separate article in the magazine.



Our monthly run started in a very civilised way, with nine cars, eight Stags and an XK8, meeting at the Alma Inn, Upham for a hearty breakfast. We then set off in very agreeable weather for a pleasant drive through the Meon Valley, reaching Petersfield, then on across the South Downs to our destination, the Roman Villa, Bignor. We pulled in to the car park to be greeted with the sight of Roman Gladiators going at each other in the picnic area! It was nearly enough to put you off your sausage roll! Unfortunately, nobody manages to take a picture of them, but we all enjoyed the spectacle, followed by lunch, then setting off home, hoping to avoid the nearby traffic from the Goodwood revival, just down the road.

The monthly meeting was rather quiet, however, plans are already in the pipeline for next year's calendar, with monthly runs, plus events and excursions taking shape. Watch this space, and keep an eye on the web page!

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/>

COTSWOLDS

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Deputy Co-ordinator Mark Jackson

Email: cotswolds@stag.org.uk

SATURDAY NOVEMBER 28th A run followed by social, skittles and lunch at the Farmers Club, GL2 9RG.

The intention is to continue our established meeting format through the winter, with no obligation to use your Stag and participation in any pre-lunch run being entirely optional.

My apologies for omitted text last month: The Concours award was presented to Barrie by last year's recipient, Peter. The wooden spoon went to Mark, whose car gained the fewest points but is nevertheless as reliable as all the others.

Many thanks to John and Teresa for representing us at the Stanway House classic car gathering which saw a wide range of period marques in a lovely setting, very much enhanced by the glorious fountain, the tallest gravity fed water column in Europe.

The main event for September was undoubtedly our Derbyshire jaunt which hopefully is reported elsewhere in this issue, kindly written up by Mark. We proved once again that Stags thrive on use and are very capable grand tourers, Reg and Ann having joined us from a Northumberland tour and Mike and Hilary off to Cornwall for a week shortly after our return.

Many thanks to Carole and David for creating and leading our end of the month run. Based on their extensive local knowledge, the route between Whitminster and Oakridge Lynch included three fairly challenging climbs totaling over 1800', much scenery, a fairly fast section and The W climb out of Nailsworth. Not to be confused with the nearby Ladder, a much earlier route sometimes used for Trials, The W is a series of steep hairpin bends and would have been great fun but for the straining lycra



holding us all up.

I did wonder, briefly, why we went all the way to Derbyshire when an hour of local driving can provide similar pleasure in roads undriven and pubs unvisited, but undoubtedly the company and social aspect makes a few days away so appealing.

JET AGE MUSEUM VISIT SATURDAY 14th November

Postponed from last month due to local traffic issues, there is probably still time to sign up for both this and the preceding (optional) breakfast at the nearby Aviator. Both venues are on the periphery of Staverton airport.

DIARY DATES

- ✔ Saturday 14th November JetAge museum visit 1030
- ✔ Saturday 28th November Skittles meeting, Farmers Club, Gloucester GL2 9RG

- ✔ 28th / 29th November SOC AGM and Social Weekend Northampton
- ✔ Saturday 19th December Monthly meeting

COTSWOLD AREA WEBPAGE

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

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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KENT

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Deputy Co-ordinator Don Perrin: *07775 611130*

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Hello all, time is flying by and we have more or less reached the end of our season, I hope you all made full use of the fantastic summer that we have had and made full use of your stags. We have had a busy year with as usual too many events to try to attend and it comes down to your favourites in the end.

Wendy and a friend and myself and Mary recently spent a few days in North Yorkshire at The Fat Lamb, a very nice pub rural that specialises in Classic car group tours, with a local classic car group that go under the splendid name of the South East Classic Car Appreciation Society. I managed to add 1100 miles to the speedo and am very close to going around the clock. I have attached a picture of the view from our room.

The last club event of our season was the treasure hunt which attracted 11 cars and 24 people for a very enjoyable day driving the lanes and finished with a meal at the

Crown pub at Mundy Bois. My thanks go to Jonathan for organising this day and congratulations to Neil and Sylvia on winning the event. Next years hunt will be run by John and Janet Anstiss who were somehow "volunteered" for the honour under a scheme devised by Jon. Neil and Sylvia and myself and Mary took part in a tour of Kent event organised by the Blackpalfrey Motor Car Club of Kent on Sunday 4th October in aid of Demelza House charity. Starting in Sellindge we travelled some 90 miles mainly on small lanes with grass growing in the middle, following the road book (not always precisely) via a coffee stop, Lunch at Broome Park (a 17th century mansion set in 250 acres) and afternoon tea at Quex Park. Some 70 classic cars took part of all makes and models. With the hood down on a beautiful sunny day it was a very enjoyable trip but very tiring.

Our monthly meeting was well attended and I am pleased to report that we have finally settled the arrangements for our pre ESM tour of Belgium before departing to the ESM and on route taking in a Guided tour of the Circuit de Spa-Francorchamps with a trackside lunch. We have 9 cars on the tour and a total of 12 cars at the ESM which is fully subscribed. The Christmas Party is booked for December 12th and that is also full.

Our monthly dining club meeting on the 4th Thursday at the Wagon and Horses Charing will need a new venue for 2027 as we have been told that they will no longer be serving food on Thursday evenings. We have started the hunt but we have until February to make a final decision. Mike Allen who runs this event for us has a very long email list and many on the list do not now attend. If you would like to remain on the list, please email mike at michael.allen@stag.org.uk otherwise you will be removed from the list, although you are welcome to rejoin the group at any time.

I am hoping to have a video to show you at the November meeting which should raise a few eyebrows so please put the date in your diary (November 9th) now. Please start thinking about plans for next year to bring to the meeting, we already have some dates fixed.

Derek Hewett

KENT AREA WEBPAGE

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



EAST SUSSEX

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Deputy Co-ordinator Paul Vincent *07775 949697*

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And just like that, the season is almost over! It's been a busy year continuing well into autumn with trips to the Gatwick Aviation Centre, Hastings Classic Car Show and the annual Autumn Tints run at the end of October. This year's East Sussex route is being organised by Gary, Geoff, Paul and Terry and there have been several outings to check out the road plan. Somehow, these recces always seem to necessitate a pub lunch to discuss mileage, maps and itineraries. They assure me, it's all in the name of research and essential for the smooth running of the event!



In other news, we are delighted to have a winner in our midst! September saw several of our Stags cross the water for the Isle of Wight Classic Car Show. It was a very good two day event, well attended and the sun shone – especially for Geoff Allchorn's yellow peril: his 1973 Stag which won on behalf of the SOC for the 'Best Group in Show' trophy! It's a prestigious win and Geoff had a moment in the spotlight with local media asking for interviews and photographs, well done! Geoff says:- "The reality is that Gary Sorfleets' Surrey group had put on a splendid display on the Saturday with (I think) 16 cars from them alone. Unfortunately, they were touring the island on the Sunday so I rather stole their thunder!" He says that for those who missed out, he will happily sign autographs at any of our regular breakfast meetings!

Meanwhile, the discussion is already turning to the winter months. The Christmas bash will be held again at



the East Sussex Golf National. It was a lovely occasion last year and so there was little hesitation in choosing it again for this year's venue. We are also having a meal at our regular haunt, The Green Man at Ringmer. It's another opportunity for a seasonal get together, but, it also shows some appreciation for landlady, Belinda, who is such a hospitable host. She regularly turns out early for us on event days and lots of members are very grateful that she will open up 'the facilities', especially on cold mornings!

Finally, a couple of mentions in dispatches: our hard-working leader, Gary, has had a tough summer after an accident to his foot! It stopped him driving, eating and generally knocked him for six! We were all concerned but he was back to his more usual self at the last breakfast meeting. In fact, it was clear when the banter started up about 'toe-ing the line' that we all knew he was getting better! Good to see you on the mend, Gary, just don't put your big foot in it anymore! Finally, finally, it's au revoir to Kevin and Richard! They are off to Fort Lauderdale for the winter with Dylan, their lovely poodle. None of us are jealous of course; we'd all prefer the cold, grey drizzle of an English winter to the Florida coastline with its sunshine, palm beaches and golden beaches. By the way, does Dylan need ALL his luggage allowance? Have fun guys, and see you in the spring.

DIARY DATES

- ✔ Breakfast meeting: 14th November, Green Man, Ringmer
- ✔ No breakfast meeting in December because of the Christmas Dinner Dance

EAST SUSSEX AREA WEBPAGE

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

WEST SUSSEX

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SOUTH EAST LONDON

Co-ordinator Chris Skinner *Mobile: 0796 1058188*
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Email: selondonstag@aol.com

Report from Area Coordinator: Chris Skinner
 Purely by coincidence, this is the first area report I have written since last November's magazine!

As you all know, Dave H writes the majority of our reports these days and does an excellent job of it. On that point, I feel I should clear something up for those of you who read the SEL Peak District write up in a previous issue. Contrary to what the published version implied, that report was actually written by Dave, not me. So whilst I appreciate all the positive feedback, all credit must go to Dave for that one! I'd like to also add that it was Dave who visited the hospital on that trip, not me (although I was there with him), so again any well wishes should be sent to Dave rather than me.

Moving on to what we did in SEL this month:

Fuel Road House (a car themed café) was a suggestion from Mike H and organized by Mike C. As you can all tell I've got much better at this delegation thing! We met there in the morning and had a nice, albeit pricey, breakfast. It was a decent run out for those who took their stags and the weather stayed dry which is always a bonus. I think we may go again one day but all agreed that the kid's breakfast was the way to go, as it offered far better value than the adult one.

Onto future events, we have our Christmas meal booked at the Bo Peep for December's Club night. I'm told menus will be available soon so by the time you read this, I will probably have sent it to you already. As usual, I'll put a poll on our WhatsApp group to get attendance numbers. If you haven't done so already, please vote on the poll and get your menu choices back to me ASAP.

DIARY DATES

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

SURREY

Co-ordinator Gary Sorfleet *Mobile: 07768 454579*
Email: surrey@stag.org.uk
Deputy Co-ordinator Matt Gravett: 07711 379026
Email: m.gravett108@gmail.com

What a great year for Stag drivers! The hot dry summer encouraged lots of members to join our events, and we had even more "Staggers" on our weekend away trip in September than ever before. 16 gleaming cars made their way to the Isle of Wight for the car show, island tour and a weekend of laughs and great company. We also discovered a few keen walkers amongst us and will keep this in mind for future events. Special thanks to Matt & Sam for organising the weekend and to Gerry and Lulu for the full report on page 24.

Unfortunately, a few of our members have had some health problems this year and have had to miss out on some of the events. Here's wishing all those ribs, backs, hips, knees, digestive systems etc a full and speedy recovery! We have missed you and look forward to seeing you again soon.

DIARY EVENTS

- ✔ 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.
- ✔ 18 Jan: AGM – The Fairmile, Cobham, 7.00 p.m.

If you would like to join us for any of the events, please let me know and I will let you have more details. I will continue to send regular emails to keep everyone updated. 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/>

www.staghoodfactory.co.uk

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OUT & ABOUT

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

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

SOMERSET / DORSET

Co-ordinator Garry Martin **Mobile:** 07974 051764
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Deputy Co-ordinator Ken Hames: 07494 226970
Email: ken.hames@hotmail.co.uk

Nick had posted on our WhatsApp that he was going to Berwick St John Country Fayre on the 19th Sept and as the weather was looking OK and I had never been to this event, I decided to take a look. It was a typical Country Fayre with the customary exhibits of steam, classic cars (including a couple of Stags), tractors, Shire horses, many stalls, etc, but not too crowded as some shows have become. We met at the beer tent, for a beer and a chat, before finding some food, then another stroll round the show. It is biennial so maybe something to consider in 2028.

The next day was our Sunday Lunch, this time at The Shrubbery in Ilminster. We had three Stags present and as we were a relatively small number we had our own room with a round table, much easier to chat over. Everyone enjoyed the meal and thought it was one to consider for a

repeat visit.

Rob and Angela joined the Festival of Motoring on the Isle of Man again, must be at least their fourth time at this event so they must really enjoy it.



North Down Cider Farm

With nothing planned for Sunday 3rd October and the weather looking good, I posted an event Janet had found at North Down Cider Farm with classic cars, Brass Band, pizza and cider. Mark and Sam had popped into The Oily Rag breakfast car meet at Weymouth football club and after, joined us at the cider farm where an interesting mix of vehicles and enthusiastic owners had gathered. Although it was October, the weather was extremely warm and ideal top down Stag weather.

Our next Sunday lunch will be on Sunday 15th November, which is also the 50th birthday of my Stag. Venue TBD but please let me know if you can join us.

We have a date for our pre-Christmas lunch which is on Saturday 12th December at The Trough, Yeovil. If you can join us, please let me know as there may be space.

CORNWALL

Co-ordinator Chris Sharp **Mobile:** 07870 279771
Email: cornwall@stag.org.uk

Six Stags and a Jaguar met at Trelawney Garden Centre, where Christmas has and well and truly arrived, ready for an excursion up north to Bude. We rarely visit this part of the county and so this was a welcome trip. It is a 100 mile round trip from Truro, 130 from Saltash, so we all put some decent miles on the cars, no bad thing.

Laura and Vince devised a lovely route, which must have taken a good deal of research, through Polzeath, Delabole, Tintagel, Boscastle, Crackington Haven and Widemouth Bay before arriving at the wharf in Bude. There was a brief stop in Tintagel for essential people maintenance and only two bonnets were raised which I think is a good result.

The eagle-eyed amongst you will notice that there are five Stags, rather than six, in this picture taken at Tintagel. Elwyn fell victim to the Delabole triangle and was next seen in a VW at Widemouth Bay. Witchcraft is celebrated in Boscastle.



As we headed towards the sea, HMS Queen Elizabeth could be seen looming on the horizon, probably preparing for an amphibious assault on Devon. While the rest of Cornwall was bathed in glorious sunshine, it was mainly overcast on the north coast. Never mind.

Once we arrived at Bude Wharf, we met Malcolm in his lovely white Stag, relatively recently acquired, and Phil, whose car is in several bits but progressing towards re-commissioning.

The cars attracted quite a lot of interest whilst parked on the wharf with many people stopping for a chat. The ice cream in Bude is exceptional, as is the Lego selection in the toy shop.

All in all, this was an excellent day out, well organised and attended. Many thanks to Laura and Vince and everyone who came along.

Planning for next year's trips will be starting soon so if there is anywhere or anything you would like to do, visit or see, please let me know.

DIARY DATES

- ✔ November 1st – Sunday lunch, St Newlyn East - Organiser Chris Hastings
- ✔ November 1st Hawkins Motors, Blackwater car show - Organiser Nick Fletcher
- ✔ December 12th - Christmas Dinner - Location Plume of Feathers, Mitchell - Organiser Mark C-T. Closing date for orders is Sunday 29th November
- ✔ January 3rd - AGM 10.15 for a prompt 10.45 start. Location TBA

DEVON

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

As the number of shows reduced, September turned out to be a month for runs. For the first weekend of the month Leah and Si organised a run for us from Ashburton to the Burrator Inn. The weather gods were good to us and the route took us over some fantastic roads on Dartmoor. I know that we all have our favourite roads, but I am going to make a bid for the stretch of the A3221 from Two Bridges to Yelverton. Driving West on this stretch of road on a sunny day (Don't leave it too late or that lovely sun will be in your eyes) has to be one of the great joys of Stag ownership, reasonably quiet, sweeping bends and rollercoaster straights, let me know if you have a favourite stretch of road in Devon and then we can try and stitch them into a 'best of' run. I digress; Leah and Si's route led us to the lovely Burrator Inn where we were treated to their great Sunday lunch.

The group was small but talk of journeys made and journeys planned whiled away a pleasant couple of hour before we all headed back via our own routes over Dartmoor. A Sunday run to a lovely pub for lunch is always a great pleasure, watch your email for other lunch fuelled Winter runs.

Towards the end of the month we congregated for one



of my favourite events of the year, the TSSC organised Tour of Devon. I can't remember how many of these I have done, but I can say that I have never had to put the roof up and that this year was no exception. Jon Chartres is the Mastermind behind all of the route planning and this year he arranged two starts; an East Devon start and a West Devon start. From each start there was a South route and a North route, and each route has a lunch stop; in Slapton in South Devon for the South routes and at the Valley of Rocks for the North routes. All the after-lunch routes then converged on Whitehouse Services on A30 East of Okehampton. Following the plot so far? The great joy of Jon's route planning is that you keep meeting different people in different cars. I will use myself as an example. I used the East start at Tesco's in Exeter. At our start there was a wide variety of Triumphs which included Stags, TR6's, a TR7, a Vitesse, a Bond Equipe and even a stray MX5 which was standing in for a poorly Triumph. At the designated start time we split about 50:50 with one group heading South and me joining the group heading North to The Valley of Rocks with Martin driving the lead Stag with Laura as a faultless navigator. A varied route led us to the Valley of Rocks where we met up with the group that had started in the West and headed North. Some of us treated ourselves to lunch in Mother Meldrum's tea rooms whilst other tucked into pre-prepared picnics. After lunch it was time to the newly formed group to head South via Jon's route to Whitehouse Services where we met up with

the group coming from the South. I don't know how many completed the whole route, I know that all of those who went East/North did, we had a great drive and had plenty of time to share stories. I'm already looking forward to next year.

Our next Noggin & Natter is on Wednesday 11th November at The Star Inn on the corner of the old Liverton Road and Benedicts Road in the picturesque village of Liverton (TQ12 6EZ)

DEVON AREA WEBPAGE

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

SOUTH WALES

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Deputy Co-ordinator Terry Dunn: 07884 964225
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Firstly, we must congratulate Chas for completing the CT 10 Countries run – that's 2000 miles and ten European countries in 6 days! The event is organised by Club Triumph and took place between Monday 7th September 2026 and Saturday 12th September 2026. The run started close to Sedan in France (picture posted in last magazine after 350 miles) and finished at Rolduc Abbey, Heyendallaan in The Netherlands.

The event takes place every two years and the following report has been mainly compiled from Whatsapp messages we received from Chas during the run. We have not had chance to talk to Chas yet but he reported that his Stag did not miss a beat so congratulations to our team of dedicated engine builders in South Wales SOC, Bob, Ian and Terry, who had rebuilt the engine for Chas.

2026 Ten Countries Run

On 8th September Chas and co-driver travelled from Sedan (France) To Biberach (Germany) and then onto Lienz in Austria when he reported as follows:-

"Quite a day today. Over the Alps into Austria up to



2500 metres. On the way down the brakes faded to nothing and because of the heat, the wheel nuts all came loose! Over 1000 miles now done. Italy tomorrow!

He must of made it to Merano in Italy ok as our next message was received on the 10th saying he had " been filling up with 100 octane fuel and the engine loves it and purrs along with the odd, happy burble".



He then drove onto to Andermatt in Switzerland finally reaching the final destination of Rolduc Abbey in the Netherlands. Yes he made it !!! That's 2100 miles!!!

The final message from Chas to Bob, Ian and Terry was "Never missed a beat even on the high passes. Used neither oil nor water. Well done to the three of you for a terrific build".

This proves, in Bob's words, that "a well maintained Stag is as good as or better than the rest out there to confound the doubters".

Gary Ross

Next up this month was the classic car show in Cowbridge and Colin has kindly written a report as follows:-

Coffee & Cars at the Bear in Cowbridge

The last Sunday in September marks the last car event of the season, at least for me. Cowbridge is a well-heeled market town in the Vale of Glamorgan not far from my home in Cardiff. The weather was fine to start with but rain was promised, nevertheless I decided to take the Stag. After all, being out in the rain is not much worse than having a good car wash!! Either way the car would be scheduled for a wash at the end of the day, whatever, the weather.

I was planning to meet up with club members Kelvin and Kevin and after a few Whatsapps I caught up with them at the free coffee and biscuit stand on the High Street, outside the Bear Hotel. The show is organised by the owner of the Bear Hotel but effectively it is a street show where participants can come and go as they please. This means parking can be a nightmare and if you arrive later than 8.30 am you just have to squeeze into the odd parking space and it is not possible to park together as a club which we would normally do. Looking around the show I concluded there were more Astons, McLarens and similar supercars than the classics which I prefer.



*Kelvin and Kevin standing by
Huw's Stag at the Cowbridge show*

In all I saw 3 Stags - my own (White), and Huw & Helens "French Blue" Stag. I also saw a Maple Stag driving around the town, but I did not recognise that one. Fortunately I caught up with Huw and Helen who I also bumped into near the coffee stand. Sorry if I missed anyone else from the SOC Club.

With me at the show was a friend of mine and when he saw a very nice Austin Healey 3000, he confessed that as a teenager he had "cut up" a similar one, just to practice!! Silly boy. I was well impressed by a Ford Capri 280 Brooklands but the car I really liked was a Citroen DS. I also fancied a Sunbeam Tiger but I don't have the room and it would not go down well with Jill if I were to make an offer.

Many of you know Kelvin who is a lover of Sebrings and outside the Bear Hotel was a Sebring Speedster in black. This car was completely electric and we were talking to the owner who had just joined the Sebring company and he was opening a factory in Ebbw Vale on 1st October, building the Electric Speedster. Let's hope he can make a success of it in this difficult financial climate.

Finally the picture you have all been waiting to see is a Stag picture, so please see attached (hopefully). I could not find Huw and Helen to have their picture taken so I had two substitutes in the shape of Kelvin and Kevin who stood in for them!! When I got home I managed to wash my car, dry it and put it away before the rain.

Colin Evans

Final item to report this issue was the following quiz night organised by Andrew.

Tuesday 6th October Video Quiz

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

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

The film I chose was filmed in the valleys of South Wales near to where I live and was raised, it was an insight of how coal mining was still a major part of the valleys

economy but how this was gradually being replaced by modern manufacturing factories. It also showed how people enjoyed their leisure time back in 1957. Long before television became popular people used to socialise much more than they do now

There was a reasonable turnout of members including member Brian Dryburgh and his wife Sue who had the highest score. Quite surprising as they are not from this part of the world.

Huw and Helen won second prize which was a very interesting book about formula 1 racing kindly donated by Bob and Cherry.

Much of the story depicted the sites of some of the hundreds of coal mines and coal tips which were part of the landscape of the Valleys at that time and as the opening scenes overlooked the mining villages which I believe to be of Merthyr Vale and Aberfan. I took the opportunity to remind the attendees of the tragedy which happened on 21st October 1966 at the village of Aberfan when a tidal wave of coal slurry destroyed Pant Glas primary school killing 116 children and 28 adults and the aftermath of how Lord Robens chairman of the NCB and others tried to pass on the blame. Even today 60 years later there are many hundreds of dangerous coal tips high above the villages of the Welsh valleys.

I think everyone who attended enjoyed the evening and hopefully I will be asked to do another quiz next year .

Andrew Puddifer (5912)

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

- 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
- January 5th 2027 South Wales SOC AGM Crow's Nest Cwmbran

SOUTH WALES AREA WEBPAGE

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

BRISTOL

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A more compact report this month as, sadly (in many ways), we accept that Autumn is well and truly upon us and thoughts have very much turned

to readying our beloved Stags for the expected cold and wet winter months ahead. The last few weeks have seen a small, but enjoyable, flurry of activity as our members attended the rapidly decreasing number of shows and/or events available to us to parade our pride and joy's.

One event worthy of specific mention is a Sunday Breakfast meet at a highly prestigious local golf club – the Kendleshire in Coalpit Heath, near Bristol. This was our first year of attending this event and we were really pleased that six Stags managed to drag their weary owners out of bed for an 8:00am start on a Sunday morning. The weather was excellent, the coffee was strong and the surrounding grounds were something to behold as an eclectic mix of classics interrupted the rather startled early morning golfers. I suspect that a number of tee-times were missed as the cars attracted a lot of grunts, sighs and, no doubt, hushed whispers of envy and longing from said golfers. Naturally, the six Stags stole the show and a photo of them in line is included below.



Kendleshire Breakfast Meet

Those of our group who were present caught the first glimpses of Mark and Christine's newly refurbished Stag, Janet, that was mentioned in last months' Out & About report. She can be seen as the third car from the left in the photo and gave us all the opportunity to pore over the marvellous outcome of their long-drawn-out restoration trail. Well worth getting up at such an ungodly hour just on its own.

The nights are certainly drawing in, and our attention turns to the remaining activities for the year. After the success of the two quizzes earlier this year, we are aiming for a hat-trick of triumphs (shameless pun) as we look to provide one final brain-teaser for 2026. The specific subject matter and format of the quiz is being kept very much under wraps by Sarah and Matt, collectively our quiz master and glamorous assistant – not necessarily in the order one might expect. Matt, take a dignified curtsy.

DIARY DATES

- Monthly N & Ns for what little remains of 2026, we have our last evening N & N coming up on Wednesday, 4th November at 7:00pm for a 7:15pm start.

✦ The following month is our Area Christmas Lunch, to be held at our N & N regular haunt on Wednesday, 2nd December from 1:30pm. Here's hoping for a record-breaking attendance this year.

BRISTOL AREA WEBPAGE

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

WEST WALES

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Email: gerald@geraldblainassociates.co.uk

Unfortunately, after the lovely long hot summer, with a host of shows and events we attended, things have taken a downward turn in terms of weather, as well as events, for September and October. The planned Carmarthenshire County Run on 13th September was held, and a decent number of cars did attend, but unfortunately as it was a very wet and miserable day numbers were very much down on previous years. I was the only Stag owner to attend with my car, and paired up with a mate of mine in his TR6 for the run, but after we drove from Whitland to Carmarthen, we took a detour from the planned route which was due to take some winding country roads to Llyn Brianne reservoir and dam, and we continued on the main road to Llandovery for a nice coffee and cake at the West End Cafe, before making our own way home.

On the weekend of Saturday and Sunday 26th & 27th September, the Pontarddulais Classic Motor Club held their annual show at Pembrey Country Park. Thankfully, the weather on the Saturday was much better, and we had a lovely sunny day for what was a very good car show,



together with a steam rally, with vintage steam engines, models, cars trucks and buses, as well as a good range of craft and trade stalls. We had four Stags present on the Saturday from both West and South West Wales areas, and Clive and Lesley kept us very well supplied with bacon and sausage baps and tea and coffee. Thanks to both of them for providing this. Unfortunately, the weather forecast for the Sunday was not looking good, and I didn't attend for the second day. I believe that two Stags managed to brave the weather on that day, but four others decided not to attend.

The final show for this season is due to be held on Sunday 11th October, with the Towy Valley Vintage Club holding their annual "Crank Down" at the National Botanic Garden of Wales. Unfortunately, I am unable to attend this event, but there are a few members from West and South West Wales who are hoping to attend. Hopefully, they will be able to give us all a report of the event in a future magazine.



The Pembrey Country Park

Our N&N for October will be held on Tuesday 13th October and we have arranged to meet at The Lost Coins pub in Haverfordwest. As our summer season of evening drives has now ended, this will be just an evening for food and chat. The November N&N will be held on Tuesday 10th November at a venue to be arranged. I will send out details nearer the time, but please get in touch with me if you want to know further information.

It's usually at this time of year that we look ahead at plans for forthcoming events over the next few months, so I have started to make arrangements for these. As in previous years, our December meet will take the format of our Christmas Meal, and once again we have decided to join up with South West Wales for a joint festive celebration. Following last year's very successful event, we have decided to return to the White Hart Inn in Llandeilo on the evening of Wednesday 9th December. Clive is very kindly organising this again, and I will be sending out details to members by email, but we need to know of who wants to join us, so please contact me or Clive to let us know as soon as possible. (Please note that this event is in place of the normal N&N for December.)

Then looking ahead even further to after Christmas, we will be holding our AGM for the West Wales area on Saturday 23rd January 2027. Once again, like last year, we will be holding this at a breakfast meeting at the Roadhouse Restaurant near Whitland at 10.00am. Please put the date in your diaries now, as time flies over Christmas, and it will soon be here. At this meeting we will be officially appointing/electing the Area Coordinator and Deputy, and also starting to plan our calendar of shows and events for the West Wales area for 2027, so please put your thinking caps on for ideas for next season. It would be good to see lots of you at our AGM, and may I remind you that all SOC members and their spouses/partners (who are joint members) are welcome and encouraged to attend. Again, I will be sending out further details and reminders nearer the time by email.

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

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

DIARY DATES

- 📅 Tues. 10th Nov. N&N tba
- 📅 Wed. 9th Dec. Christmas Meal White Hart Inn, Llandeilo
- 📅 2027
- 📅 Sat. 23rd Jan. West Wales AGM Roadhouse Restaurant, Whitland.

SOUTH WEST WALES

Co-ordinator Clive Perman **Mobile:** 07702 323491
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Deputy Co-ordinator Ant Foster: 07710 253051
Email: oilman151@hotmail.com

The South West Wales group meet on the third Wednesday of the month. From May we normally have an evening run with a normal meeting places of junction 47 M4 and Pont Abraham Services. Should anyone like to join us you would be very welcome but please contact me to check the meeting place and time in case it has changed. This year we have decided that through the winter we will not have a single venue but will try different places. If anyone would like to join us over the winter, please contact me first so that I can inform them of the venue. This month has been a little quiet as Lesley and myself have been away to Portugal. Due to the holiday I missed the Paul Sartori Run which is around Pembrokeshire and from what I understand it was an enjoyable day and the weather was dry. On the day of the run and the continuing with the water/cooling issues we have had in South West Wales this year it continued when on the run Maurice had the bottom hose come loose and lose water. Thankfully no damage occurred and he was able to refit the pipe refill the water and continue with the run.

I did return from holiday intime for our N&N which Anthony Foster had arranged (thanks Anthony). Anthony had arranged a short drive and the venue for food. Meeting at M4 junction 47 there were four of us but unfortunately there were only two Stags. As this will be the last evening dry on a N&N evening it was a little disappointing that we only managed the two Stags but as I have mentioned previously there are a number of cars undergoing repairs hopefully next year we will be back to full strength. The drive took us up over Betwys Mountain and down to the observation point and with a dry evening the view was exceptional. The only downside to the drive was the other Stag developed a water leak and was losing water when we pulled into the car park at the observation point. Investigating the leak it appeared to be in the "v" of the engine. Julie and Steve decided to continue on the drive and fill the car at the restaurant before going home. We continued on the drive only to be met with an accident which had closed the road. We had to turn around and make our way back the way we came to get to the restaurant on time. At the restaurant we were greeted by very good service and great food. The venue was Tarfan Morlais in Llangennech. We have been here years ago but it closed and was closed for a while but I will say we will go back.

Pontarddulais Classic Car Show held each year in Pembrey Country Park on 26th & 27th September. This is a two day show and we hoped for 5 Stags on the Saturday



The Pontarddulais Classic Motor Club held their annual show at Pembrey Country Park.

and 6 on the Sunday. The weather on Saturday was good with a slight breeze and plenty of sunshine the one down side was we only managed 4 Stags as one didn't turn up. The weather forecast for Sunday however was bad with rain most of the day due to this two Stags decided not to come on Sunday the others thought that they would decide on Sunday morning. On Sunday morning some phone calls and texts later and only two of us were brave or stupid enough to go. On the way to the show I had a shower of rain so not too bad. The around 12.00 noon we had a heavy downpour and we all sheltered in the cars, 20 minutes later and the rain stopped and 15 minutes after that we were in T shirt weather glorious sunshine and warm. Over the two days we had bacon and sausage

butties cooked by yours truly and no one died so a big bonus.

I will say that this year there seems to be a theme for breakdowns or unreliability due to water leaks/problems. I can't say that it has been down to the exceptional summer as some of the issues were outside the heat waves we had. Clive Perman

DIARY DATES

- ✔ Crank Down 11th October
- ✔ N&N 21st October
- ✔ N&N 18th November
- ✔ Xmas Meal 9th December
- ✔ AGM 17th January 2027

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

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

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

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

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

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




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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.

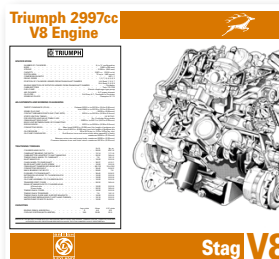
£45.00



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.

£17.50



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.

£25.00

Tel: 01926 354680 or email: info@clubaccessories.co.uk

www.clubaccessories.co.uk



A view in Derbyshire