

THE  
COURIER  
395

The logo is a shield-shaped emblem with a red border and a blue and white interior. The words "THE COURIER" are written in a stylized, gold-outlined font across the top. The number "395" is centered at the bottom of the shield.

May 2013



## STAG Register



[www.tssc.org.uk/stag](http://www.tssc.org.uk/stag)

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### Ben Broadbent



## 'Frugal' Restoration - 2

**H**ello, hope you are all well. This month **Sue Franklin**, the TSSC AO for Devon, reports on the further restoration of her Stag 'Frugal'. I'm so grateful to Sue for providing this report at a moments notice. (I'm otherwise occupied with family health issues, a big thanks to Sue).

Just after Easter the phone rang – it was Ben Broadbent asking if we had done any more work on our 1972 Stag known as 'Frugal'. Coincidentally, we were about to collect her from phase 2 of her restoration by **Andy Moss** in Plymouth. Since my last ramblings about the car, just after Stafford last year, we continued to use her round and about Devon, taking in longer distance runs to Taunton and Exmoor, before last winter's appallingly wet and icy weather intervened. We had already arranged for her to go back to Andy in the New Year for works to the engine bay and interior. I wish we were able to do the work ourselves, but we simply do not have the facilities available, nor I must admit, the expertise, so Andy was the obvious choice again.

Since he last worked on her, he had taken the brave step of moving into a unit at Plympton, Plymouth where he is operating as

AM Restorations - [www.amrestorations.co.uk](http://www.amrestorations.co.uk), where he is now packed out with Stags and other classics, including dare I say, the odd MG or two.

The day came to take her in for further surgery – she must have known – as when the time came she moved not. The clutch was stuck solid. John tried several times to no avail before we gave up and rang Andy. His response – 'keep Sue out of the way 'cos this is a bit brutal but it will work'. It did, but John had to reverse all the way down the lane to the house until it let go with a big bang.

Problem solved.



Although the carpets were not too bad, (picture 1) the seats were so collapsed I had to drive her sitting on a booster cushion before I could see out and to stop the seat belt garrotting me. The



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instrument panel, and all the woodwork, was in need of a lot of attention (picture 2), particu-

larly the offside of the panel where water had ingressed and rotted the rear of the veneer. In conjunction with Andy, he re-veneered the panels, using the one piece of light walnut veneer he had, and made good where necessary. (picture 3)

They then went back to Andy's where the instruments themselves were tidied up, and put back in place.

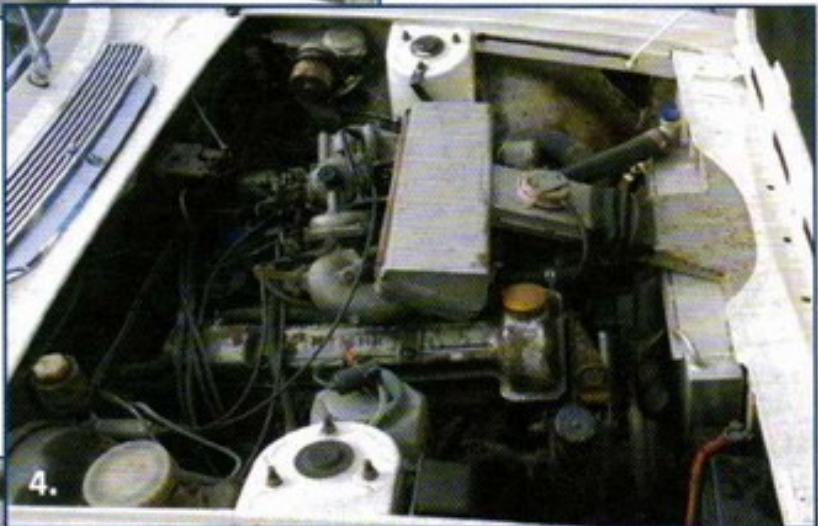
The engine bay was transformed, from a pretty tired looking bay, (picture 4) to something we can be proud of, now boasting the correct coloured air box and labels as well as replacing various cable ties, which were holding in the battery and expansion bottle, with retaining straps. (picture 5.



2.

larly the offside of the panel where water had ingressed and rotted the rear of the veneer.

We investigated various alternatives – stick on veneer, refurbished own panels etc, before we had a bit of a brainwave and contacted a local bespoke furniture maker whom we knew. He had never before worked on instrument panels but was happy to give it a go. Working in con-



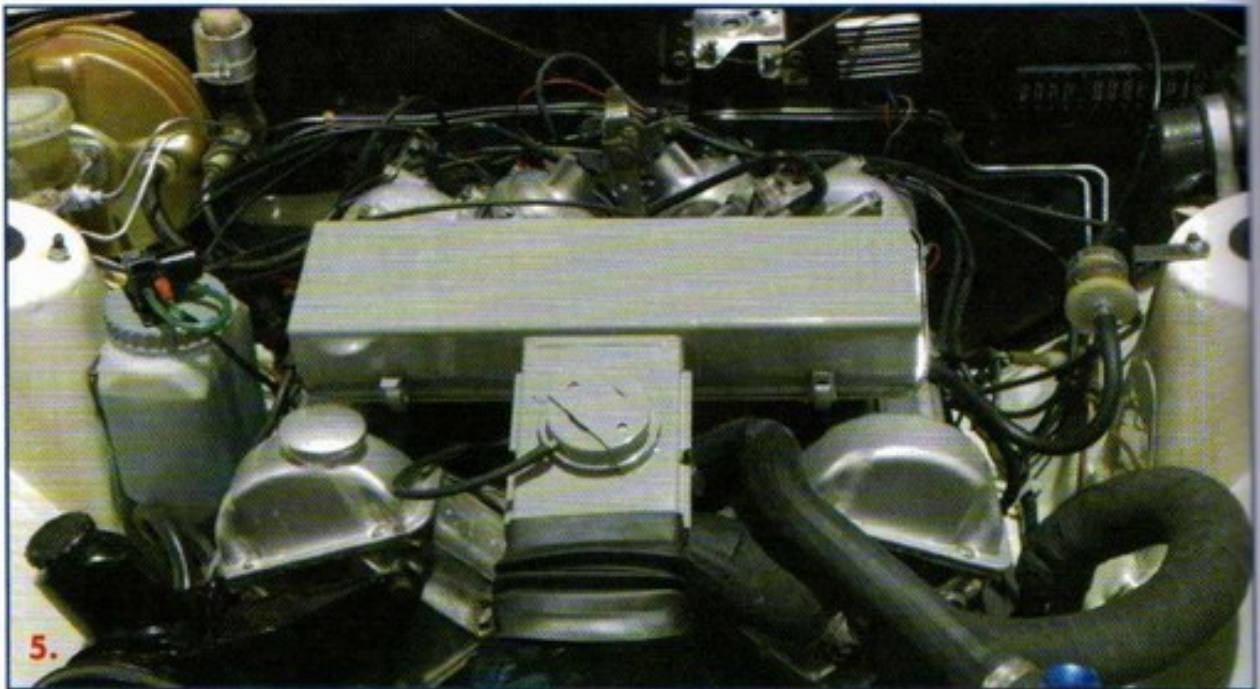
4.



3.

overpage) Almost all done, when Andy rang to ask if we had had any trouble with the brakes or the wiper motor? Not before, but water had got into the wiper motor, sticking the brushes, which at least was one job John was able to fix himself. The brakes were a different matter – requiring a new master cylinder and brake hoses. Still, I was glad it happened in the garage and not when I was driving the car – I do prefer to have brakes!





So, at the beginning of April, she came home – not this time to sit lonely in a shed up by our stables, but now warm, still in the shed but now on rubber matting and in a Carcoon (inflatable tent) to keep the dirt and the cats off – why do cats think our cars are irresistible?

Straight away pressed into service to take a friend's son to his wedding, backed up by my 13/60 Herald, (picture 6) and the plan is to take her to our Drive it Day outing in North Devon before travelling to the Isle of Wight for a week. She is booked to go to STAR90 in May and back to Stafford in August. So if you see 'Frugal' round and about the country this year, you will know she has received a bit of

TLC over the last year or so! For the first time, I can drive her without my trusty booster cushion which is something of a novelty.

Thanks Sue, that great news to hear that 'Frugal' is restored and ready for action. It will be great to see 'Frugal' at Stafford in August.

I very much appreciate that Sue provided this article at very short notice.

**Calling all other Stag owners;** your contributions are very much appreciated, needed and underwrite the continuing promotion of the Stag model, so contact myself with articles about your Stag's. Keep those V8's purring!

Ben

