



# STAG OWNERS CLUB

ISSUE 500 DECEMBER 2024



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**NATIONAL DAY 2025 / STAG IN THE WINTER TRIAL  
THE TICKFORD STAG / THE NORTH COAST 500  
ESM IN NUREMBERG / STAG MY WAY**

# STAG OWNERS CLUB

## HONORARY POSITIONS

**President:** Steve Kiefer

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

**Vice-Presidents:** Tony Hart (Founder Member, deceased 2023), John Craddock (Deceased 2024), Steve Kiefer, Chris Liles, Simon Preece, Peter Robinson, Clive Tate, Lesley Phillips

## COMMITTEE MEMBERS



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Email: chairman@stag.org.uk

**Treasurer: Clive Tate**

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**Vice-Chairman: Peter Robinson**

Aslacton, Norfolk  
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**Glyn James**

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

## OFFICERS

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**Marilyn & Peter Robinson**

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**International Liaison Officer**

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**Triumph Forum representative**

**Andy Headly**

**Insurance Valuations Officer & Advisor on MOT requirements for modified Triumph Stags**

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**Security Liaison Officer**

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Email: webeditor@stag.org.uk

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**Paul Smith**

Forum username 'Committee Liaison'

**Modified Stag Co-ordinator**

**Andy Phillips**

Email: modified@stag.org.uk

## GENERAL CLUB INFORMATION

### Change of Address

Please notify the Membership Secretaries, Marilyn & Peter Robinson in writing by post or email only, or from the Members Area on the Website, to ensure that your Magazine is sent to the correct address. It is important to include your POSTCODE.

### Subscription Rates

UK £32, Overseas and Eire £60. Joining Fee £5.  
Digital magazine only £25 No joining fee

### Diary Entries

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

### MAGAZINE Copy Deadline

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

### Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

### Private and Trade Advertising

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

### Back Issues

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

### Technical Queries

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

### Area Co-ordinators

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

### FORUM

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

### Insurance Scheme

The official Club insurance scheme for Members' Stags & other specialist vehicles is underwritten by ERS. Standard benefits include Breakdown and Recovery (including home service) for UK and European Union countries and unlimited Windscreen Cover. Zero administration fees. Complimentary return of cherished salvage (applies to all vehicles over 20 years of age). The scheme is administered for the Club by RH Specialist vehicle insurance. Tel: 0330 912 0018 Email: [rh@ers.com](mailto:rh@ers.com)  
In the event of any query, contact the Club Insurance Officer  
Email: [insurance@stag.org.uk](mailto:insurance@stag.org.uk) and/or Emma Airey  
Email: [emma.airey@rhspecialistinsurance.co.uk](mailto:emma.airey@rhspecialistinsurance.co.uk)

### Data Protection Act

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

### WEBSITE

The Club's email address is: [soc@stag.org.uk](mailto:soc@stag.org.uk)  
and the Homepage: [www.stag.org.uk](http://www.stag.org.uk)  
For any Website issues contact: [webmaster@stag.org.uk](mailto:webmaster@stag.org.uk)



# EDITORIAL

If you look closely on the front cover of this magazine, you will see that it is issue number 500. Quite a landmark number, we certainly have come a long way since issue number one, A4 black-and-white photocopied pages.

Now we have a full colour, A4 magazine, digital download and an interactive version featuring video along with many other enhancements.

This month we feature the latest exploits from Phil and Kieron illustrating what a fine capable car the Stag is. Fourth place overall in a gruelling winter rally is quite an achievement. Well done.

Don't forget to go to the interactive version of the magazine on our website and watch the video of the rally Stag performing in these winter conditions.

A very busy weekend at the AGM, we now have the details for National Day in the magazine and the booking forms will be available on our website in the members area on the 20th of January.

Also this weekend we got news from the German Stag Owners Club about the European meeting next year in Nuremberg at the end of May.

You will need to book directly with the hotel and pay directly to the Stag club in Germany for the other events that are happening at the weekend.

It's going to be a very good one. It's quite an amazing area that I know very well.

If you like beer and sausage, this is the place.

**The deadline for booking is 28th February 2025**

*Carl Fuss*

## ISSUE 500 DECEMBER 2024

Front Cover: The Winter Trial

Pic: Phil Garrett

Back Cover: Morayvia Museum

Pic: Alan Sharpe



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The Old Rectory, Aslacton, Norfolk NR15 2JN Tel: 01379 677735

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# SOC NATIONAL WEEKEND 2025

SAVE THE DATE SAT 12<sup>TH</sup> – SUN 13<sup>TH</sup> JULY 2025



The Stag Owners Club National Weekend 2025 will take place over the weekend of 12th/13th July 2025 at the Shuttlesworth Collection, Alder Drive, Biggleswade, Bedfordshire, SG18 9DT.

## COSTS

Entrance to the event £20 for the two day weekend, including Driver and ALL occupants. This includes entrance to the museum, Swiss Gardens, Engineering workshops and children's play area plus The Country Craft Fayre (normally extra £5 per person). The ticket is valid for a further 30 days to return to the Museum and Gardens.

The online booking form will be live in the members area on the club website on Monday, the 20th of January.

## THE EVENT

- Parking will be exclusive to the Stag Owners Club in front of the hangers on the grass paddock. Members not arriving in a Stag will still be welcome but requested to park in the public parking area.
- Unique photo opportunity in front of the control tower.
- Members can bring their own auto jumble to sell, plus Tony White will bring his selection of second hand spares. Also Michael Moore.
- Club Accessories and SOCTFL.
- Stag Run (Saturday) 30 to 40 mile run around Mid Bedfordshire taking in local beauty spots, nice country roads, through a deer park and local landmarks of the Airship Hangers. With plenty of stop overs with facilities for a comfort break in some pretty towns and villages on route with Café. Public Houses, and garden centres.
- Saturday night Hog Roast and Beer Tent (extra cost).
- Car Rally Plaques.

## ACCOMMODATION

Accommodation at the house is limited so early booking is advised. Rooms available are:

- 4 off Double En-suite with garden view at £100 per night per room
- 8 off Standard Double with En-suite at £95 per night per room
- 2 off Standard Single with En-suite at £80 per night per room

Booking for these rooms for the Saturday night will be via the club website on a first come basis. Booking for Friday or Sunday night is via the Shuttlesworth website [www.Shuttlesworth.org](http://www.Shuttlesworth.org). Any problems contact Georgia French, Weddings and Venue Hire Manager: Tel: 01767 627922 Email: [Georgia.French@shuttlesworth.org](mailto:Georgia.French@shuttlesworth.org)



## LOCAL HOTELS AND GUEST HOUSES

- **The Queen Anne Summer House** [www.landmarktrust.org.uk/search-and-book/properties/queen-annes-summerhouse-13986](http://www.landmarktrust.org.uk/search-and-book/properties/queen-annes-summerhouse-13986)
- **The Keeper's Cottage** [www.landmarktrust.org.uk/search-and-book/properties/keepers-cottage-8764](http://www.landmarktrust.org.uk/search-and-book/properties/keepers-cottage-8764)
- **Warden Abbey** <https://www.landmarktrust.org.uk/search-and-book/properties/warden-abbey-12873>
- **Old Warden Guest House** Clock House, Old Warden, Biggleswade, Bedfordshire SG18 9HQ.  
Tel: 01767 627201 Email: [info@oldwardenguesthouse.co.uk](mailto:info@oldwardenguesthouse.co.uk)  
[www.oldwardenguesthouse.co.uk](http://www.oldwardenguesthouse.co.uk)  
5 bedrooms, 0.8 miles from venue.
- **The Stratton House** London Road, Biggleswade, Bedfordshire, SG18 8ED.  
Tel: 01767 312442 Email: [sales@strattonhouse-hotel.co.uk](mailto:sales@strattonhouse-hotel.co.uk)  
[www.strattonhouse-hotel.co.uk](http://www.strattonhouse-hotel.co.uk)  
30 bedrooms, 3 miles from venue.
- **The Green Man at Stanford** Stanford Road, Stanford, Biggleswade, Bedfordshire SG18 9JD.  
Tel: 01462 812293 Email: [info@thegreenmanstanford.co.uk](mailto:info@thegreenmanstanford.co.uk)  
[www.thegreenmanstanford.co.uk](http://www.thegreenmanstanford.co.uk)  
18 bedrooms 3 miles from venue.
- **The Crown Hotel** 23 High Street, Biggleswade, Bedfordshire, SG18 OJE.  
Tel: 01767 310510  
9 bedrooms, 6 miles from venue.
- **The Kingfisher Hotel** Cardington Road, Bedford, Bedfordshire, MK44 3SA.  
Tel: 01234 270044 Email: [reservations@thekingfisherbedford.co.uk](mailto:reservations@thekingfisherbedford.co.uk)  
[www.barnshotelbedford.co.uk](http://www.barnshotelbedford.co.uk)  
49 bedrooms, 6.5 miles from venue.
- **Highfield Farm** Tempsford Road, Sandy, Bedford, SG19 2AQ.  
Tel: 01767 682332 Email: [contact@highfield-farm.co.uk](mailto:contact@highfield-farm.co.uk)  
[www.highfield-farm.co.uk](http://www.highfield-farm.co.uk)  
4 cottages and 5 bedrooms, 7.1 miles from venue.
- **The Coach House** Market Square, Pottton, Bedfordshire, SG19 2NP.  
Tel: 01767 260221 Email: [mail@coachhousepotton.co.uk](mailto:mail@coachhousepotton.co.uk)  
[www.coachhousepotton.co.uk](http://www.coachhousepotton.co.uk)  
11 bedrooms, 7.3 miles from venue.
- **Bedford Swan Hotel** The Embankment Bedford MK40 1RW.  
Tel: 01234 346565 Email: [info@bedfordswanhotel.co.uk](mailto:info@bedfordswanhotel.co.uk)  
113 bedrooms, 10 miles from venue.

## CAMPING AND CARAVANS

- Tents / Campers/ Caravans at £20 per pitch per night
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More information [camping@shuttleworth.org](mailto:camping@shuttleworth.org).

Booking reference will be available in the new year.



# IN MEMORY OF JOHN CRADDOCK

AN SOC LEGEND WHO PASSED AWAY NOVEMBER 4<sup>TH</sup> 2024

**W**hile a confirmed petrolhead with appreciation of all classic cars, John favoured his beloved Stag.

As a very early member number 1010H (he could have had an earlier number apparently, however he chose 1010, in his own words, 'as I would be more likely to remember it') John has been a stalwart of the Club, heavily involved over the years shouldering responsibility for many areas of Club business.

Launching one of the first club areas, John was Co-ordinator for Birmingham Area with N and Ns at the Spread Eagle, Gailey.

In March 1982 until November 1993 he was the Regional Co-ordinator for the North West.

Feb 1989 until November 1991 he was our Club Secretary  
In recognition of all his roles and enthusiasm John was awarded Honorary status in Feb 1991 as a Vice President.

March 1998 to April 2006 – Publicity Officer continuing when the role changed to Advertising Officer, liaising with the motoring press over club adverts.

December 2001 till June 2008 – International Liaison Officer keeping in touch with the Continental and International Stag Clubs.

In 2017 John took on the role of Regional Co-ordinator for Midlands Area.

John, until quite recently, was actively involved in the large show scene too, attending and helping with major shows such as the NEC and Stoneleigh.

A star is born, John appeared with his beloved Stag in the TV programmes *Cars of the 70s* and *Car SOS*.

A long-term member of the Triumph Stag Club Deutschland, John and his wife, Elaine, were well travelled attending every European Stag Meeting and most of the German Club's Autumn meetings. In addition, even before satnavs, they led friends touring the Continent on what came to be known as "Craddock's Tours". Another nickname he earned, was 'The Whippet' for his spirited driving, as Tony will testify after being tail-end Charlie a few times, he had to work his Stag hard to keep up.

Their last trip was in 2019 following the Ypres European Stag Meeting they toured through Belgium, Luxemburg, Germany, Austria, Switzerland down to Lake Como, Italy.

In recent years John and Elaine have been staunch supporters of the Warwickshire and Leicestershire Area with a round trip of around 80 miles to the N and Ns. To their friends John will be known as the 'Acting Foreman' because, despite little mechanical knowledge himself, he was always present at a breakdown to oversee that the mechanically minded were being accurate.

Cheers John. We'll raise a 175 ml glass of your favourite red, a Shiraz or Spätburgunder. Thanks for the memories.

*Tony & Di Lapworth, Lesley & Roger Phillips*





I was very saddened to hear the news about John Craddock, another one of the old guard who did so much in the early days to give the SOC such a sound basis for the future.

Back when I joined SOC in the early 80s, John gave me a tremendous amount of support and encouragement in getting the Devon area and then the Cornwall area up and running.

I have spent many weekends with John and his wife when they came down to the Devon area to support our Summer events including of course National day 1995.

I look back with very fond memories of John as we had a lot in common coming from the Midlands. To me John Craddock and Ken Hudson were the original elder statesmen of the SOC, never to be forgotten just honoured to have known him.

*Simon Preece Vice-President*



**We are so very privileged to of had the friendship of someone so special.**

Over 15 years ago we joined the Stag Owners Club. Fortunately for us we joined the Warwickshire Area. We met John on our first night, he advised me on what to look for when buying a Stag. The friendship was made!

John & Elaine were the leading force of our group and tours abroad. The European meetings John always led the group with Elaine navigating. Lots of fun and adventure was had every day.

The routes they took us we visited places we would never of seen.

We learnt many things from John and his knowledge of the Stag. Also loved his stories of his National Service, his life was always so interesting. Very sad to have lost an amazing man.

*Teresa & Martin Mills*



**It was with great sadness that I learned of John's passing.**

This news deeply moved my wife and me, and I would like to express my heartfelt condolences to you and all members of your club on behalf of The Triumph Stag Club Deutschland.

I had the privilege of getting to know John and of course his wife Elaine personally on several Stag meetings. I remember the last contact in 2017 on the occasion of our german Stag meeting. His passion for his immaculate green Stag and his humorous nature remain vivid in my memory. He was a valued member and - as far as I remember - liaison officer of your club for long and in this respect he has served the SOC for many years and helped to develop it.

Please know that my thoughts are with you, your club members and with John's wife, Elaine.

*Christian Schluter*



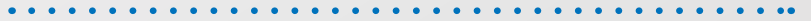


**John (AKA Dad to Derek and I) was cryptic and dare I say very kind in an acerbic way.**

We remember the time in the Netherlands when Derek had 3 punctures on his wire wheels and John the oldest guy on the trip was using the foot pump.

Muttering about Derek not really being his son even though he insisted John and Elaine were the best. Our deepest condolences to 'mum' who always made time for us wherever we met in our staggering globe trotting days

*Julie & Derek Hicks*



**I first met John in 1982 this was a time where our hair was long and petrol was £1.60 a gallon.**

Three 20 something year old Stag owners drove from the South of Birmingham to Cannock to attend the SOC meet at The Spread Eagle on the A5, 3 young lads walked into a room of strangers and a bearded man strides across the pub his hand out stretched, "Hello lads, I'm John Craddock welcome to the club"

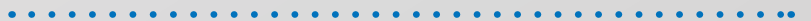
This was the start of the friendship I have had with John that has lasted forever. I have great memories of those monthly meetings, the area concours at the Bridgnorth Motor Museum and Croquet on the Lawns of Moxhul Hall. John was a very thoughtful and caring man a fantastic organiser and motivator, his passion for the success of Club has been evident throughout, he also had a great ability to encourage and guide volunteers to take positions to continue the growth and stability of the Club.

As times gone by and our paths didn't cross so much at events John used to regularly phone me usually on a Sunday evening to generally talk about nothing in particular, he was always very supportive to me on my roles within the club and he would ask, how you getting on, how's the area and always how's the people.

John was a true Gentleman a lifelong friend that I had the good fortune to meet just because of a shared

interest in a car, I miss those Sunday calls, thank you for your friendship, your support and guidance, I will truly miss you John. Rest in peace, my friend.

*Scotty*



**John was such a gentleman**

We have many good memories of John from home and abroad he will be sorely missed.

*Margaret & Dave Buxton*



**Back in 1981 John was the first club officer that I met on attending a Birmingham area SOC meeting, he made me welcome and introduced me to fellow members.**

He was instrumental in getting both Pat, myself and my then very young family involved in club activities. His enthusiasm for the SOC was infectious and inspired me over the Years to take on many different rolls within the club. John will be sadly missed.

*Russell Lewis*





John Craddock's gentle demeanour and relaxing voice has been ever present at SOC events I've attended over the years.

I was proud when I joined him in the role of an Honorary Vice-President. Also, as part of SOC's Marketing Team, John brought his valuable Advertising Officer expertise to our table. His AGM reports were always quietly delivered to respectfully silent members who valued his experience. Our warmest thoughts are with Elaine as she adjusts to Life without this special man.

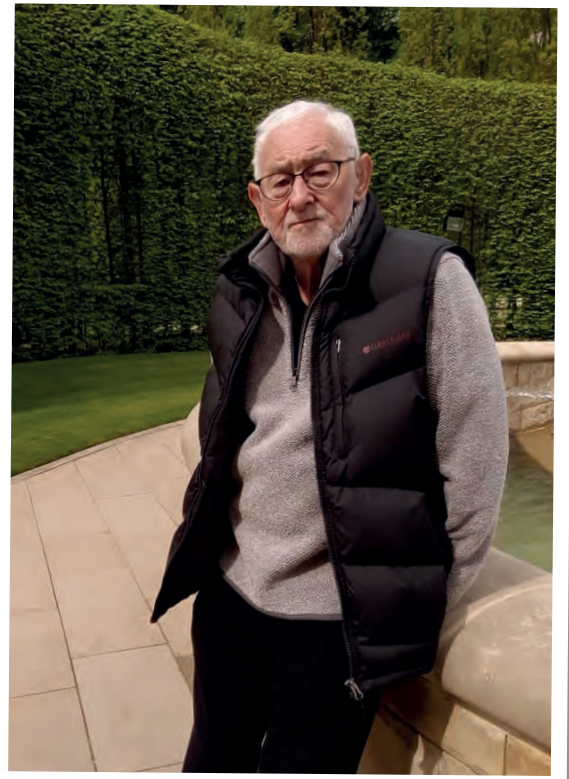
*Chris Liles Norfolk  
Deputy Co-ordinator & National Vice President*

.....

With John's passing the Club has lost part of its very backbone.

Whether as part of the National Committee or carrying out one of the many Club Officer positions he held, John gave huge commitment over many years to making the Club successful and looking out for the interests of Members in the Midlands Region. His appointment as an Honorary Vice President was indeed richly deserved. Whilst we shared an interest in Porsches his first love was always the Stag and the Stag world and our Club will be so much poorer without him.

*Stephen Keifer*



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*\*all advance bookings are subject to a booking fee*

# EUROPEAN STAG MEETING 2025

NUREMBERG, GERMANY FRI 30<sup>TH</sup> MAY – SUN 1<sup>ST</sup> JUNE 2025



It's a great pleasure for us to invite you on behalf of the Triumph Stag Club Germany to the ESM 2025, the 37th European Stag Meeting, in Nuremberg – the city where Triumph was born.

The founder of the Triumph factory in England comes from Nuremberg and Triumph motorcycles were manufactured in Nuremberg. Nuremberg and the surrounding area offer numerous attractions, some of which we would like to show you.

The Arvena Park hotel in Nuremberg Langwasser serves as our starting and overnight location. The program starts on Friday, May 30, 2025 at 11 a.m. with a trip along roads beautifully embedded in the landscape to the Eventhalle in Hersbruck. There we will dine and conduct the official welcome. We will walk to the museum's numerous two- and four-wheeled vehicles on guided tours. With those impressions in mind we will drive back to the hotel to have dinner.

A guided city tour with busses is planned for Saturday. Lunch will be at the Bratwurst Röslein restaurant. We will then be introduced to Nuremberg's old town on foot with guided tours. In the evening, after dinner, the band 'Remember' entertains us and we can dance.

On Sunday we drive to the Norisring race track for a photo shooting, directly in front of the Steintribüne and we'll come up with a surprise. We will then take you along side streets to Neumarkt, where the event ends after lunch. In addition you can optionally travel with us to the nearby Maybach Museum and admire the incredible treasures.

Attached is the registration form. We have made an agreement with the hotel that all costs incurred at the hotel (overnight stays, breakfast, dinner, drinks) will be billed directly by the hotel. Therefore, please book your overnight stays at the hotel yourself.

If you would like to stay longer, please feel free to contact us about other excursions.



# PROGRAM AND PRICING

The price per head to attend the ESM (Friday 30th May – Sunday 1st June) is €310 with an additional €12 if you wish to attend the Maybach Museum tour on the Sunday. Registration deadline is 28th February 2025.

The ESM program includes:

### Friday 30th May

- 11am: start at Hotel, drive to Eventhalle Welcome with cocktail
- Lunch inclusive drinks at Eventhalle Hersbruck coffee and cake
- Guided museum tour

### Saturday 31st May

- Guided tour by bus through Nuremberg (90min) lunch with 1 drink at Bratwurst Röslein
- Guided tour on foot through Nuremberg (90min) return by bus to hotel
- Evening event with live music

### Sunday 1st June

- Surprise at Norisring!
- Lunch with 1 drink and 1 coffee at restaurant Sammüller Event folder

Please note: Only the drinks mentioned are included in the price, any additional drinks ordered must be paid for separately.

Please transfer the total amount for the program to our club account by 28th February, 2025! Account details on reverse of booking form. Registration is only valid in conjunction with payment. The booking form is also available in the members area on our website [www.stag.org.uk](http://www.stag.org.uk)



## ESM 2025 binding booking and advanced payment to TSCD Club account.

(see below, please keep in mind to take the transfer/service costs)

Registration to: <a href="mailto:EStagM2025@gmail.com">EStagM2025@gmail.com</a>			
Number of persons	Arrangement per person	Price	Overall Price €
	<b>Program</b> 30.05. to 01.06. / FR - SU	<b>310 €</b>	
	<b>Optional Maybach Museum</b> / 01.06. SU	<b>12 €</b>	

Participant	Name	First Name
1		
2		
3		
4		

Address	
Address	
Phone	
E-Mail	

## HOTEL BOOKING

Hotel is not included in the event pricing – please book your overnight stay directly with the hotel.

### Hotel Arvena Park

Görlitzer Str. 51, 90473 Nuremberg. Tel.: +49 911 89220

Registration to: [info@arvenapark.de](mailto:info@arvenapark.de) quoting code **STAG EURO 2025**

2 nights from 30.05.2025 to 01.06.2025 in Nuremberg / Bavaria.

2x overnight stay inclusive breakfast and diner per person.

### Prices

- Single room (Friday 30.05.2025 to Sunday 01.06.2025)  
**€284 per person**
- Double room (Friday 30.05.2025 to Sunday 01.06.2025)  
**€204 per person**

### Extra night

- Single room incl. breakfast per person **€110 per person**
- Double room incl. breakfast per person **€70 per person**

Please ask hotel for child prices. Dogs can be accomodated (12€ per day) please order by mail at hotel.

Note: Hotel price includes dinner on Friday and Saturday, without drinks.

***We look forward to meeting you at the ESM 2025!***



### **Disclaimer/Privacy Policy:**

Participants take part in the event at their own risk. You are solely legally responsible for all damage and accidents caused by you or the vehicle you use in connection with the event. By submitting this registration, all participants declare that they waive any claims against the organizer and/or the TSCD and/or individual members for damages and accidents of any kind that arise during or in connection with the event.

The personal data mentioned here is collected exclusively for the purpose of conducting our Germany meeting. Data will only be passed on to third parties for the purpose of properly carrying out the event, while preserving interest and to the minimum extent necessary. Consider, for example, passing on the name and address for the hotel reservation.

We intend to create a report with photos about our Germany meeting and publish it in our own media (Stag Mag, possibly homepage and Facebook). In this context, images of recognizable people and vehicles with license plates are also possible. We will not pass the report on to the press, media or other internet portals.

I/we agree to the above by signing this registration.

### **Your hosts and organizers**

### ***Roland und Sylvia Hadamek***

Tel: +49 172 10 88 742

Mail: [ESTagM2025@gmail.com](mailto:ESTagM2025@gmail.com)

**\* CLUB ACCOUNT:** Triumph Stag Club Deutschland n.e.V.  
IBAN DE 70 5125 0000 0001 1811 14  
Taunus Sparkasse / BIC HELADEF1TSK

Date: \_\_\_\_\_

Signature: \_\_\_\_\_



# GRAMPIAN AREA VISIT TO MORAYVIA

**E**arlier this year we took part in what's become known as 'The Great North Run' started by member Alan Smith who had one of the best Stags in the area.

On a lovely morning in May, five Stags met in Morrisons car park in Inverurie. We were accompanied by a TR4 owner who was going to Elgin and joined us for part of the run. We headed North on the A96 then headed across country for a more relaxed scenic route through Insh and Kennethmont to rejoin the A96 at Huntly.

The TR4 left us to go to his meeting with its previous owner and the rest of us went across country on the A920 – a very scenic route away from the traffic on the main road. We went through Dufftown, home of Glenfiddich whisky, and on to Ceaigellachie, passing the Cooperage and their mountain of whisky barrels. We then joined the A941 which took us to Elgin where we stopped for lunch next door to the Moray Motor Museum which is another great place to visit.

After lunch we carried on to Morayvia Aviation and Aeronautical Museum (<https://www.morayvia.org.uk/>) which is close to the ex-RAF Station at Kinloss. We were met by a very helpful member of staff who opened their gates so that we could park beside the aircraft on show. The staff in the museum are very knowledgeable as many are retired RAF personnel who worked as pilots and engineers on the aircraft displayed. They answered any questions that we had.

The museum is a very 'hands on' experience. Our 'Higher Management' weren't interested in the aircraft and spent their time sunning themselves and discussing whatever ladies discuss.

After our visit four of us went on to visit the Highland Classic Car Hire HQ in nearby Forres. Dave Lyons the owner showed us some of the cars which he hires out including a Stag (<https://www.highlandclassiccarhire.co.uk/>).

All too soon it was time to leave and we returned home again over the hills through Dufftown to Huntly then stayed on the main road home. A great day out and highly recommended to anyone visiting the area.

*Alan Sharpe*



# WELCOME NEW MEMBERS

Mr. M.Ball	Hampshire	Mr. A.Skirrow	West Yorkshire	Mr. J.Lloyd	Lincoln
Mr. R.Vernon	Derbyshire	Mr. D.Ure	Australia	Mr. B.Newstead	West Yorkshire
Mr. M.Ferguson	Berkshire	Mr. I.Hunt	Staffordshire	Mr. G.Telfer	Tyne & Wear
Mr. M.Collins	East Sussex	Mr. R.Wise	West Sussex	Mr. P.Hoddy	Australia
Mr. P.Beckett	Essex	Mr. J.Glendenning	Tyne & Wear	Mr. K.Holloway	Leicestershire
Mr. S.Clark	Devon	Mr. R.Bartlett	Essex	Mr. R.Powell	London
Mr. T.Mccombe	North Yorkshire	Ms. L.Campbell	Ayrshire	Mr. F.Selwood	Cheshire
Mr. D.Foster-Bateman	Warwickshire	Mr. P.Jackson	Bedfordshire	Mr. I.Higgins	Cambridgeshire
Mr. J.Lucas	Norfolk	Mr. P.Finigan	Surrey	Mr. N.Suchomski	West Midlands
Mr. A.Rimmer	South Yorkshire	Mr. T.Scott	Australia	Mr. B.Baggs	Wiltshire
Mr. S.J.Taylor	Surrey	Mr. J.Ayllott	Moray	Mr. G.Allen	Kent
Mr. N.Sherwood	Norfolk	Mr. A.Daly	Essex	Mr. S.Welsh	Gloucestershire
Mr. G.Whale	Dorset	Mr. J.Tonkinson	Staffordshire	Mr. P.Gidley	Kent
Mr. A.Costa	Essex	Mr. R.Cleaver	Hampshire		

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## TICKFORD STAG IN 1/43 SCALE

**T**his is a car that has been rarely seen and as far as I know, the Club doesn't know where it is or who owns it – please correct me if I'm wrong.

The information has been picked from the excellent [www.AROnline.co.uk](http://www.AROnline.co.uk).

The real car was converted in 1982 as the owner wanted it to be more exclusive and luxurious than a standard car. The engine was modified, producing 200BHP, the suspension was lowered and dampers updated. Bigger wheels with 225/60 tyres meant the wheel arches needed flaring, other body modifications were front and rear spoilers, the grille blanked out as on the Tickford Aston Martins, a large bulge on the bonnet and all chrome work finished in satin black and the windows tinted quite a dark blue. A Connolly hide interior, Wilton carpets and Burr Walnut dash completed the look.

I seem to remember seeing this car at a motor show, either at the NEC or Earls Court not long after it was built, possibly on the Tickford stand, but can't be sure, although a friend of mine agrees with me and he thinks it was at Earls Court.

Does anyone know the whereabouts of this car? I presume it's still around somewhere, maybe in a private collection, but it would be nice to see it (again?) wherever it is.

The model car was suggested as a bit of a challenge and I couldn't say no, so I used a Corgi Vanguards hardtop model as a base. First problem was, there aren't many photographs around and those that I have found look to have been taken in the 1980s, so not great quality by today's standards. Other than that it was fairly straightforward, create a bonnet hump, fit two separate exhausts, paint the chrome trim satin black and change the wheels, the trickiest part though was creating the front and rear spoilers using a foil takeaway tray. Although all the black trim looks good it does make it more difficult to get it to look right in a photograph.



*Andrew Bradbury*

# RALLY STAG'S WINTER TRIAL



**S**alt, snow and ice are the enemies of most responsible Stag owners, so it is always with some trepidation that we enter the Stag in the Winter Trial rally – which is bound to bring an excess of all three!

Having owned the Stag since 1988 and driven it on the roads, lanes and tracks of three continents the Stag has long since proved that any trepidation or anxiety is unjustified whatever the conditions that might be encountered. So in last year's summer sunshine we completed our Winter Trial entry forms before turning our minds to preparing a Mercedes SLC for a more immediate rally through northern India and the Himalayas and into Bhutan and Bangladesh. We chose not to take the Stag on

that event because each time we rally through India the car returns with dents, bangs and scars and the Stuttgart Mercedes, being a much less elegant car than Michellotti's stylish Stag, seemed a better car to bash and dent.

Once we had quit the heat and humidity of Calcutta and got home to the winter chill we found the fat envelopes containing the Winter Trial rally regulations in the pending post tray. A cold garage is not the most inviting place for a body temporarily acclimatised to a country where low lying areas can reach temperatures in excess of 50°C but, inspired by the accounts in the club magazine of dedicated Stag owners' impressive mechanical achievements, we donned our woolly hats and set to with our usual pre-rally service schedule.

At times ably supervised and assisted by Mike Allen, the club's technical guru, we checked, adjusted, oiled, greased and lubricated. We fitted a carefully rebuilt steering rack and new track rod ends aimed to sharpen up the steering on the ice; our Finnish Nokian snow tyres were refitted (studded tyres are banned) and our light weight GRP hard top installed (weight saving being our constant aim...).

Everything seemed in order and with a week to go all we had left to do was follow our detailed parts and tools packing list, which leaves nothing to chance, and then conduct the final test drive on a rare fine January day. Off we set, or were about to when, on firing up wisps of smoke appeared through the bonnet louvres; probably just some drops of fresh oil or the concentrated antifreeze





spilt on the exhaust. But wait, the wisps of smoke are now coming through the air vents and from behind the dash. It has the smell of a melting wiring loom, an odour which strikes the same fear in a classic car owner as a bush fire must for a marsupial.

It took almost a full day to strip out the blackened, melted and damaged wires behind the dash. Removing the dash, is pretty much impossible in our car with its snugly fitted full roll cage the front legs of which run directly down in front of the dashboard corners; so fingers, hands, arms and necks were contorted to aid the repairs. This disaster was in no way the fault of the men and women from Canley. I hesitate to admit that it was entirely down to us.

At times like these I hear the words of many who recommend that no classic car should ever be modified, it should be kept as the thoughtful Triumph engineers had intended. Good advice perhaps. But in our efforts to be kept better in touch with the moving parts of the V8 we had, as many do, replaced the clock with an oil pressure gauge and replaced the rather vague Stag temperature gauge for one with greater accuracy. In doing so we had carelessly left a disused back light holder dangling behind the dash which shorted on the feed for the voltmeter and created the dead short. A fault diagnosed with helpful telephone advice of Mick Ward of EJ Ward.

Another lesson learnt.

Two weeks later we were in Austria, the Stag fully stickered up by the rally sponsors and the electronic Rally Safe device (to warn of stranded cars ahead) installed along with the rally tracker to monitor our stage times. We were ready for the two and half thousand mile six day rally. The early morning wind was blowing a dusting of snow across the car park at Eagle's Nest, Hitler's Bavarian mountain retreat Kehlsteinhaus, the chosen location for the start of the rally. We had made it up what the tourist brochures described as: "A Very Special Assent, for there is no other road in the world like the one from Obersalzberg to the Kehlstein car park rising 800m in altitude with only one bend." Since 1952, the Kehlsteinstraße has been closed to 'normal road traffic'. But the Stag and the other rally cars are not 'normal traffic'! So, there we were, along with 70 other crews the sound of engines crackling through the freezing air: the Stag burbled, a Stratos's Ferrari V6 coughed and spluttered and numerous rally prepared Escort Mk1s and superbly presented rally 911s provided a noisy echo.

Within moments we were sitting on the start line. A well-prepared Stag leaving a start line is always a sound to behold, for both spectators and competitors alike and the Stag always gets lots of attention particularly when up against some rally cars that were so successfully rallied in period and therefore likely to be seriously competitive. These days fewer people ask whether the car has an original engine or when it last broke down which is gratifying, but as we venture into rural areas of Slovakia there are more people who ask what make it is, a query not helped by the lack of bumpers (the front having the



advantage of displaying the Triumph badge). So, with no cynical Stag comments and only supportive cheers, the marshal thrust the rally maps through our window five seconds ahead of our departure and the Dutch organiser lifted his flapping starting flag and off we roar in search of our first competitive stage.

Great navigation is the key to this event. It is no good driving rapidly, keeping out of the snow banks, overtaking and generally making good progress if we are heading in the wrong direction. Time lost is very hard to make up. So the first rule for crews is for the driver to do what they are told by the navigator and the navigator to give instructions and timings which are correct. Nevertheless staying on the road is also a helpful tactic and our early spin on a patch of hidden black ice on a steep downhill 90' left bend of a 15 mile regularity did not seem an auspicious start, as within the first 100 yards we found ourselves facing backwards. Fortunately a little more application of the throttle and we were facing forwards and making up for lost time. And with six or seven timed regularities and numerous speed stages on the first day of the six day event there would be plenty of chance to make up for early mistakes.

The relentless days and long night stages soon merge into one long fog of ice and snow and gravel. The event feels almost non-stop with only short breaks at lunch or whilst queuing for a run on a circuit. We see two front running 911s in snow ditches, one showing only its exhaust pipes sticking into the air; another disappeared entirely as it went over the icy cliff and down into the trees. We pass a Datsun 240z impaled on a tree on a single-track hairpin, managing to squeeze by without losing too much time. We watch a farting Alfa finally expire on the far side of a circuit; whilst in the pits a band of mechanics bash loudly at a Dutch Daf which had rear ended an Escort. Of course a car delayed is another chance for us to move up the leader board and when the results are pinned up on the rally noticeboard everyone is eager to see the details, each stage and sector time listed along with penalties and delays.

Gradually, as we pressed on and others fell by the wayside we climbed higher hoping to perhaps achieve a top 10 finish. Each day brings a fresh opportunity for success or for disaster and we had our fair share of both.



When mistakes are made hard earned seconds so easily turn into lost minutes. On day three we slithered wide on a bend and became wedged in a soft snow bank, neither our snow tyres nor our limited slip diff helping to get us out. With the clock ticking and other competitors passing us we threw open the boot and got to work fitting the snow chains, not easy on the rear wheel which was wedged deeply in the snow bank and only reached following some frantic digging with the show shovel. We lost two minutes but it felt like a lifetime. A few bends later around the corner came a bright orange 911 driving towards us, surely not lost?

As we passed – just managing to avoid each other – the reason for his unhelpful direction became clear when we saw his skid marks in the snow from a 180' spin; and with such a narrow snow banked track there was no space to turn so he was backtracking to find a turning space. On roads like these the lack of traction and tricky conditions mean speeds are limited, but once the roads open up the clever tyres and driveability of the Stag means more dramatic speeds come very naturally. And the higher the speeds the greater the jeopardy.

On day four, travelling at high speed we hit a large crested bump, hidden in the white out of the compacted snow-covered road. Up we went, the front left-hand wing launching high into the air until the considerable mass of Canley's cast iron block helped reverse the launch and down we came, the front of the car crashing back down with a hard bouncing bang. With no time to stop and with

the wheels evidently still attached to the steering rack on we went. It was a relief to find at the next halt that the damage was limited to a dented lower valance, broken indicator lens and mangled chrome horseshoe.

Or so we thought. As the day went on we could hear a strange tinkling noise from down near the nearside sill, as if someone was tapping a tea spoon on the roll cage. Perhaps nothing to worry about, but strange noises always have a cause, so something to note down for the nightly check over. Sure enough, that night's inspection revealed that the rear subframe bush had been ripped apart. Not in the way that might have been expected with the rubber torn out or damaged but the actually steel canister had sheered straight through at the point the can meets the flange, thus leaving it free to move about in a way it was certainly not designed to do. We still use old fashioned rubber for these particular bushes because of the harsh surfaces the car has to deal with and having replaced them recently we weren't carrying a spare. Perhaps we could strap it up somehow or try to weld up the can without damaging the rubber.

I set to and removed the broken parts whilst Kieron went into the hotel to see if he could find a local garage with a welder, although at 8pm up in a remote mountain hotel this seemed unlikely. Fortunately Stag luck shone down and soon enough we were in the back of a waitress's warm car being taken to her cousin who had promised to open up his garage and crank up his welder. Car enthusiasts world-wide are fortunately able to communicate without a word of English, and so it was with our keen Slovakian garage owner as he began to weld up the bush's canister, taking care not to burn or damage the rubber. A final dusting of primer and the job was done so we got back to the car and put it all back together again. With a sense of relief that the car was repaired before the longest and toughest of the night stages which was yet to come we found enough spare time to get some sleep before the morning's early start.

The night stages are a real highlight. Hundreds of miles of sheet ice and snowy forest tracks twisting through the pine trees, the narrow white band of the spotlights illuminating a sheer cliff face and ice bank on one side and the blackness of the sub zero night air hanging over the empty edge of the cliff on the other. Sometimes there were trees to break a fall, other times just the dark night



air. A good roll cage provides the confidence to gain a few seconds. As we thrash along, sliding back and forth, the navigator has to deal with piles of maps, time sheets and instructions, more being pushed through the window at the time controls. Space must be found to locate maps, speed tables and regularity charts to prevent them from flying all over the car as we crest bumps and slither along snow banks and yet still locate the all-critical time card to wave out of the window as we slither to a halt by an unexpected timing point for an urgent marshal's stamp with the minimum of time loss.

Whilst I simply twirl the wheel and press the pedals Kieron is kept fully occupied and has to plot the route, calculate the length of time it should take and then deconvolute the timing sheets and control the clocks – all in a car which is bumping, lurching and sliding around at speed. The Stag is supreme in these conditions. It may be much less powerful than much of the field, but a powerful, high revving, cammy engine isn't always an asset in the ice and snow. Neither is a cramped or disorganised cabin. The Stag's spacious and well-appointed interior is a nice place to sit when moving so fast. But sitting is not a full-time occupation for the navigator. Periodically we reach a static time control and Kieron has to unbuckle his harness, jump out of the car and sprint to the rally time recorder machine where he can stamp the timecard and run back into the car. Every second counts.

On the final long night more spectators than usual brave the sub-zero temperatures, and gather in large crowds scattered throughout the night stages, standing around the glow of their burning braziers, cameras flashing, perched on step ladders and sitting in trees to get a better view of the cars as we roar by. It's an important part of the rally, when places can be lost or gained and the pace and navigational challenges are relentless. The local police are out too waving us energetically by, encouraging us to keep up the high speeds through small dark settlements and mountain



villages which have been carefully cordoned off. Support for the rally is immense and no one wants to see a slow car. On nights like this there is no chance of establishing the positions on the leader board, but any sign of speedy progress is encouraging; at one time control the marshal shouted that only one other car had dropped less than the 2 minutes that we had dropped on his stage.

The final results are announced at the last night's dinner. In traditional Dutch style this is a grand and extravagant event with a stage of semi-naked ladies in glittering leotards dancing on a vast stage accompanied by a famous jazz band of Dutch celebrities. Finally, from beneath the smoke of the blaze of vast indoor fireworks, the dancing girls wheel out large crates covered in black silk cloths, from beneath which they pull out the results. Given the field of such well-prepared rally cars driven by very experienced crews we were staggered to have reached 4th place overall and first in class, our best finish on a winter rally, sandwiched between a BDA powered Mk1 RS2000 Escort and a rally spec BMW 3.0CSL and having left every Porsche 911 a long way behind.

Once again the Stag proves it is not only a fabulous touring car but also a surprisingly competent rally car.

**Phil Garratt**



*This 7 minute video can be watched in the interactive magazine on our website*

# I WOULD DRIVE 500 MILES...



## OUR EXPERIENCE ON THE NC500



**I**t was Graham and Sally's idea in the beginning and soon there was a WhatsApp group forming to discuss routes and hotels. As the European Stag Meeting was in Creiff, Scotland, why not 'do' the NC500 round Scotland's coast before the ESM?

This write up is our story, the Bookers, some went to other hotels, some ate at different cafés and restaurants and visited different sites but this is just one couples view of the trip.

On Saturday the 6th of May (I think something else was happening that day) six cars and eleven occupants gathered at a garden centre up on the M6 to meet up and fasten rally plaques (kindly sorted by Dave) to our Stags.



After an excellent stop off for coffee we wended our way up the M6 (or A6) towards New Lanark Mill Hotel. A great spot for a short stop with an excellent hotel set in a model village built by a philanthropist Mill owner. A large cotton mill with houses for all the workers, a church and school for the children.

Heading up towards Inverness we set off as a group but soon split into smaller parties. Working within the spirit of the routes (rather than strict adherence to) provided by Graham Hart the Chaddertons and Bookers veered off to see the Lockerbie memorial, a sad little memorial to those who were suddenly wiped from life in a small housing estate into history. Then to the Kelpies and Wheel at Falkirk with some magnificent engineering in steel and water. Contrasts. Settling into the hotels at Inverness the two of us, Paul and I, took the chance to visit the end of Loch Ness cutting its way through the highlands. Peaceful and still we started to find the magic of Scotland.

The next leg took us to Applecross over the notorious Bealach na Bà pass. Sadly mostly covered in mist the atmosphere was slightly eerie but, as the weather cleared, we descended into the astoundingly beautiful scenery of the West coast. Lunch at Applecross was all we could have hoped for and then we were off exploring Shieldaig, Torridon and the Victoria Falls. Stopping at the Gairloch Hotel we went over to John and Sally's hotel for dinner with the best steak ever, even though it took an age to appear.

Stops for the 15th May were Inverewe gardens and the Arctic Convoy Museum where, after thinking we were the only Stags on the route, we met two members of the Somerset and Dorset group doing exactly the same. Stopping off at the site of the ruined Ardreck castle we then gathered all back together at the Drumbeg hotel. A small (6 bedroom) affair with one couple as the whole staff; owners, chefs and Bar-staff. Pool in the bar, a good night's sleep and then another fantastic breakfast!



Slightly marring the enjoyment was the growing problems with Dave's car. First the windscreen wipers, then the starter and finally, the rather large amount of steam issuing from the exhaust pipe. With the help of some expert mechanicking and a surprising amount of spares carried in various boots, Dave's car was able to join us for the rest of the trip even if not much further.

After Drumbeg we started to drive through mist and sea haze towards John O'Groats. In the morning we visited Smoo Cave, a supremely beautiful small cove and atmospheric cave. After an excellent Cheese Toastie we turned East, the landscape became more barren and the weather became less kind and by the time we reached Dunnet Head (the farthest North point on the mainland) there was little to see. On to John O'Groats for a welcome dinner and chat in the bar.

Next morning gave us clearer skies and we could see Orkney when we visited the finger post at the point. You have to really. The curator allowed us the drive right up to the post for photos and we became a tourist attraction, not for the first time, as we set up for the obligatory Stag lineup. It was time to head back South towards our penultimate hotel, the Duke of Gordon, in striking distance of the Dalwhinnie distillery. On the way we had time to drop into Dunrobin Castle (good tea and good shopping), the charming Dunbeath Harbour and a detour to see Seals, Oyster catchers, Eider Duck and a dead whale.

The next day was the start of the ESM weekend itself so I will leave that for others to tell but, would we do it again? Oh yes. And I would drive 500 more (but, possibly back in the other direction)...

*Polly Booker*



# HOW MANY ARE REALLY LEFT?

## PETER ROBINSON TACKLES THE QUESTION



*Is this Stag 'Left' or is it 'Gone'?*

**A**t the AGM last year I was asked to write an article about the number of Stags which are left. But, until now, I have been rather busy writing other articles for the magazine so the issues of 'How many are left' have remained unconsidered.

This morning I have been left in charge of our new puppy while Marilyn is out and about, and whilst observing the destruction of the odd bit of wood, one or two puppy toys and her new food bowl, I can type and I thought of the question 'How many are left'.

So what do we mean by 'How many are left'? Is it, 'How many are currently in use and trundling around the roads as they did back in the seventies'? Is it 'How many are capable of being driven but are temporarily 'hiding'? Is it

'How many could be started and run if the owner bothered to fix a little bit of rust, swap out the rubber parts and make sure that the calipers are not seized'? Or is it 'How many have a distinct presence and can still be identified as a Stag'?. The answer to each is obviously different but let me start and see where we go.

### The Register

In 1989 I was dealing with the Club membership information, within which the known car information was held. This meant that you could only find cars linked to a particular member and was quite useless as a tool for gathering information about cars and production history. Thus, a specific Stag register was set up in which each individually identified car had an entry and the entry contained all the information that we could glean about the car – original production information, past owner and modification information and current specification and ownership information. Obviously, this Register was only as good as the information which members gave us to enter into it but it was a definite improvement.

That Register now has just shy of 19,000 individual Stag entries, which, bearing in mind that only 25,955 Stags are believed to have been built, is actually a very representative database.

I must admit that the 'real' figure is probably a little less than that as around 2,000 entries are by registration number only and for these we do not have a corresponding commission number so there may be a small number of duplications where registration numbers



*Currently SORN, but will it be 'Saved'?*

have been changed and we have the car down under two different 'identities'. But, in reality we have some details of at least 17,000 different Stags with additional information on maybe 2,000 further cars.

### So, How Many Are Left ?

Obviously, as we have been gathering information for over 40 years, not all the 17,000 Stags will still be on the road, or even, still here in any form at all, because some will have been scrapped. And it should be noted that the car information spans the whole World such that only about 15,000 entries refer to Stags in this country (out of just over 19,000 originally built for the UK market).

Perhaps it is easier to attack the problem from the other side.

The How Many Left website ([www.howmanyleft.co.uk](http://www.howmanyleft.co.uk)) show that there are currently 6,100 Stags currently taxed in the UK and a further 2,400 Stags subject to SORN. Do not bother to look at the 'howrareismycar' website as it tells us that there are just 1,121 Stags left – which is, well how should I put it – *total rubbish* (I was thinking of a slightly ruder phrase but I have changed it in the interest of not upsetting my female readership).

Not all the SORN cars will still be around but in exchange, there are still Stags in garages and front gardens which were never SORNed as they were not on the road when SORN started in January 1998. I have three in my garage and each is restorable so each could be said to be 'in existence'. There will be many more around the country.

As for the figure of 6,100 taxed Stags, despite 'tax' being rated at zero, and now not needing an MOT, there will be others, probably within the SORN category, which are roadworthy, or soon to be roadworthy, but not currently taxed – maybe under restoration, or sitting next to a E-type which is this year's choice of transport.

My answer to the original question is therefore that, in the UK, there are somewhere over 10,000 Stags still 'in existence' but that only around 7,000 are 'fit for the road'. Of the others, maybe half will ultimately be restored and the others will be broken for parts or just scrapped as being too far gone. Which means that we will ultimately end up with a UK Stag population of between 8,500 and 9,000, or just short of 50% of those built for the home market.

### What about the rest of the World?

Of approximately 7,000 World market Stags, the majority went to either the USA (2871), or to Australia (1700).

The figures for How Many Left ? in Australia are well known as John Powell did a superb job of haranguing all the State Departments until they told him their figures and then he put it all down in a spreadsheet. John was very proud of his figures which showed that nearly 60%



*I doubt this one made it back from the dead – but all is not as it seems.  
Can anyone fill in the story ?*

of the Stags which made it to Australia could currently be accounted for. That's 984 known to still be in existence.

The situation in the USA is not quite so rosy as it was in the USA that Stag was never really either understood or supported and it gained a poor reputation. This led to a greater than normal scrap rate and it is calculated that under 1,000 Stags are left over there.

Europe is difficult to assess and I really do not have any definitive figures to support any assessment. However, it can be assumed that around 2,000 Stags went to Europe and I have details on about 1,000 of them. It is difficult to make any real statements as I would expect that there are more than my 1,000 out there but that some of my 1,000 will have been scrapped. However, if I were to stick my neck out I would say that the whole thing would nett back to that 1,000 cars, or roughly 50%, which is very much in line with the rest of the world.

### In Conclusion

Of the 25,955 Stags built there are currently around 50% left in existence and, as those in not such good condition are eventually given up, we will be left with somewhere between 11,000 and 12,000 or, in percentage terms, just under 50% of those built.

**Peter Robinson**  
Registrar

### Thought for the Month

**Rupert Klaiber**



"Because half a dozen grasshoppers under a fern make the field ring with their importunate chink, whilst thousands of great cattle, reposed beneath the shadow of the British Oak, chew the cud and are silent, pray do not imagine that those who make the noise are the only inhabitants of the field"

*Edmund Burke, 1790*

# KNOW YOUR STAG #30

## 2024 CATCH UP

I have covered nine topics during the year and I try to catch up in the December article and share some of the e-mails which I have received after the articles have been published.

### Wheels & Tyres

These topics generated quite a bit of comment. Thank you to all who sent me photographs and numbers gleaned from Stag wheels

Philip Webb, Franek Low and Brian George sent me photos of the little black rim applied to the alloy wheels when new, I procrastinated for a while over which photo to include here but eventually decided on one of Brian's as the use of a wheelie bin lid as a framing for a Stag alloy wheel tickled me.



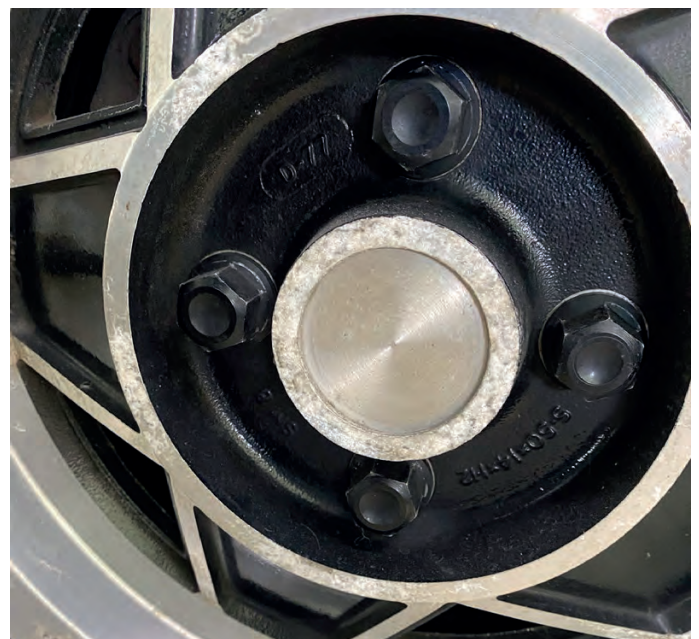
*It is a wheelie bin lid isn't it Brian?*

Franek also sent me a photo of the back of his spare wheel – untouched since 1976 and still fitted with a Michelin XAS tyre, and this was painted all black.



*Franek's photo of the back of an original alloy wheel – an area which is basically ignored by most of us, but this is what it should look like.*

Unfortunately, nobody commented on the finish originally used on the steel wheel nuts so that query will have to keep running. And nobody noticed that the photo I used of an alloy wheel was not quite 'as original' in that the black pint on the centre boss had been extended over the front face of the boss whereas, when new, that flat face was left as a polished surface, as shown below (and as seen on Brian's earlier photo).



*The correct finish for the centre boss of the alloy wheels. Thank you Philip for the photo.*



The numbers stamped or cast into the wheels raised a few questions. David Green informed me that his wires were stamped with the letters/numbers XA 492 and also:

**MADE IN ENGLAND RSM 97 51/2J x 14 H1**

I know that not many of you will have the original wires on your cars but I believe that these were in fact made by Dunlop in England and that the Dunlop reference number was XA 492. The 51/2J x 14 is obviously the rim size but I have yet to crack the RSM 97 and the H1. Any ideas ?

Ian Robertson confirmed to me that his aftermarket alloys do not have the date code cast into the wheels but they do carry the casting references

**SCP ET25 5.5J x 14 x 1.12 375Kg 313250**

Whereas my original alloys carry the casting references

**SMA 5.50 x 14 x 1.12**

I have also been told that the original wheels can carry the letters GKN or CCI instead of SMA – which may be the clue to what these mean.

My guess is that the three letters refer to the manufacturer or the supplier. SCP is probably SC Parts Group, a company which specializes in the supply of parts for British classic cars. GKN were the original manufacturer of the 'Kent' alloys for Stag but I can only guess at who CCI or SMA may be.

I believe that the 375 kg is not a reference to the weight of the wheel (some wheel !) but of the load capacity of the wheel i.e. a total load capacity of 1500Kg for the four wheels on the car. I know that the Load Capacity does not just consider the static load but on a basic level, as the gross laden weight of Stag is quoted as 1700Kg (and the load on the rear wheels would be even higher if the car was towing a caravan or trailer) then I wonder whether these wheels are actually suitable to be used, or am I misunderstanding the term 'Load Capacity'. In this, I note that the Michelin tyres which sit on my own Stag are rated at a load capacity of 560Kg each.

ET25 refers to the wheel offset – in this case 25mm but I am still puzzled by the 1.12. Anyone out there who can fill in the gaps ?

Not quite so many unknowns with the tyres but I must admit to using the wrong terminology when looking at the measurements around the outside of the different tyre sizes. I referred to the 'rolling radius' when I should have referred to the 'rolling circumference' and our South East Regional Coordinator, Mr. Kiefer, calculated that by my reckoning the tyres on a Stag would be 13 feet from top to bottom. OK, I never claim to be infallible (far from it!) so, if you have cause to read that article again, please remember that when I say 'rolling radius' I mean 'rolling circumference'.

Shades of Monty Python there, I think I will have to put a bucket over my head for an hour or so.

Quite a few of you wrote to confirm the use of Michelin and Avon tyres on their Stags but John Florence was kind enough to tell me that, although I have inferred that

Stag never had Dunlop tyres fitted as original equipment, his 1975 car was originally fitted with Dunlop SP Sport 185/70 tyres. I am therefore going to say that John's experience is the exception which proves the rule.

### Gauges, Clocks & Eyeballs

I think that I dealt with any issues here within the June article as you all raised so many things that I had to do an article 24a as an addendum. Thank you all for your input.

### Ziebart

Not much was said on the Ziebart article but Cas Smith sent me a copy of the Ziebart certificate for his car. I think that it shows that Cas's Stag was originally supplied through Ketteringham Motors, a Standard-Triumph dealer in Neasden, and that the Ziebarting process was carried out by Yofine Limited of North Harrow on 25th November 1976. His car was first registered on 1st December 1976. I therefore assume that the process was specified by the first owner as part of the original order and that the dealer taking the order arranged for the Ziebarting before delivery.

**ZIEBART** Guarantee No. 101025 / Z10  
 DATE 25 Nov 1976

COMPANY NAME & ADDRESS  
**YOFINE LIMITED**  
 139 BLENHEIM ROAD  
 NORTH HARROW, MIDDX  
 Tel - 01-427 1550

VEHICLE DESCRIPTION: Registration No. **PLT 58R**  
 Year: **76** Make: **Triumph** Model: **Stag** Body: \_\_\_\_\_ Class No.: \_\_\_\_\_ Mileage: \_\_\_\_\_

Vehicle Inspected by: **CB** Inspected by: **CB**  
 Special Note: \_\_\_\_\_ Sealant Batch No.: \_\_\_\_\_

V.A.T. REG. NO. **219 4342 50**  
 AGENCY: **Ketteringham Motors**  
 ORDER NO. \_\_\_\_\_  
 NAME OF CUSTOMER: **MR PETER DOBLING**  
 ADDRESS: **16, LITTLE POTTERS**  
 CITY: **BURLEY HEATH COUNTY HANTS**

ZIEBART INSPECTIONS	
2 years or 20,000 miles From date/mileage of address	4 years or 40,000 miles From date/mileage of process
Station Inspecting: _____ Date: _____ Signature: _____ Inspector: _____	Station Inspecting: _____ Date: _____ Signature: _____ Inspector: _____
6 years or 60,000 miles From date/mileage of process	8 years or 80,000 miles From date/mileage of process
Station Inspecting: _____ Date: _____ Signature: _____ Inspector: _____	Station Inspecting: _____ Date: _____ Signature: _____ Inspector: _____

**ZIEBART GUARANTEE**

The above vehicle is certified to have been processed fully in accordance with the official Ziebart Manual using Ziebart sealant. It is guaranteed to the customer named not to rust through from the inside subject to the conditions and exclusions shown for **TEN YEARS or 100,000 MILES** whichever occurs first, from date vehicle first registered new. In the event of rust-through the guarantor undertakes to effect rectification of the affected part or parts, provided that the terms of the guarantee have been strictly adhered to, such rectification to be carried out by the guarantor or his agent. This guarantee shall be enforceable by the customer named only and shall cease to be of effect on any disposal of the vehicle by the customer unless such disposal takes place within thirty months of first registration and the terms of condition 4 hereof are complied with.

**CONDITIONS**

- The guarantee applies to vehicles for normal road use only that are less than 10 months old and have travelled less than 5,000 miles at the time of treatment.
- The attached Registration Card must be forwarded direct to Ziebart (GB) Limited, for registration within 31 days of the date of processing.
- The customer shall make the vehicle available for inspection, and any repainting which may be necessary, at an authorized Ziebart centre at 2 years or 20,000 miles, or later, whichever occurs first, in accordance with the conditions shown above. A tolerance of not more than 500 miles (or 100 miles over 30 days) will be allowed. An inspection fee of £2 per inspection will be made. A single visit to inspect or correct does not constitute full inspection.
- The guarantor undertakes to transfer the guarantee to a second owner within 30 months of the date of first registration of the vehicle. This guarantee shall only be enforceable by the person acquiring the vehicle from the customer named at all the times and conditions of the guarantee have been maintained by the customer named and within fourteen days of acquisition the person acquiring the vehicle registers his/her ownership with Ziebart (GB) Limited upon payment of £5 transfer fee to Ziebart (GB) Ltd.

**CLAIMS PROCEDURE**

In the event of dissatisfaction the customer shall make the vehicle available for inspection at the guarantor's premises and produce to them the guarantee fully validated. In the event of liability under the guarantee, the guarantor undertakes to effect repair work of reasonable design, at market value and will not accept claims for work of work carried out by other parties, nor for costs of delivery and collection, in the event of dispute between the parties names an independent estimator acceptable to both parties shall be appointed.

**EXCLUSIONS**

The guarantee does not apply to exterior rusting caused by paint chipping, sandblasting, areas damaged by overzealous negligence or collision, or to areas incapable of treatment onto the metal due to form or other manufacturing tolerances.

Signed by Ziebart Dealer: \_\_\_\_\_  
 RETAIN THIS DOCUMENT! IT IS VALUABLE

*Cas's guarantee for the Ziebarting process carried out on his car in 1976.*

Cas has further reported that the process seemed to have worked, as the car was virtually rust free when it was resprayed in 2004.

## Seat Belts

Mr Allen, our technical person down in Kent was first to comment on seat belts as he has a different type of top fixing and cover to those which are featured in the article



*Mike's different style of top fixing and cover – does anyone else have the same in their car, or is Mike's an 'oddball' ?*

A number of you confirmed that the separate style of centre catch with the white surround was fairly extensively used during production but Matthew Taylor informed me that his early car was not fitted with inertia reel belts but with static three point belts. I would think that this was a very rare fitment but I always maintain that you could have got nearly anything fitted by the factory or by a dealer if you knew who to contact and what the part number was. Matthew made the interesting comment that the seat belts were an 'extra' to the sales invoice, but I suspect that they were one of those 'extras', like 'delivery', 'road fund duty', 'number plates' and 'fuel' which were a standard charge to the invoice and which you were charged for separately whether you liked it or not.

Front static belts were not actually illegal in 1971 so it is possible that they were fitted and it would be expected that the 2000 range belts would fit the Stag so, if you had a 'thing' about inertia reel, then I suspect that a Stag could be supplied with these belts – but the fitment would have been very rare – unless you know different. E-mail me if these were original fitment in your Stag.

Tony White bothered to call me to say that he has found a number of Kangol fitments on Stags which have passed through his hands – can anyone provide photos of Kangol belt fitments ? Steve Duckworth, Martin Wells and Jim Collins all took the time to send me information to support the article but I thought that I would finish with one of Martin's photos of the actual belt material. This is the same as all the belts which I have here – except for LD7's belts, which are a weird and wonderful mix and cannot be trusted for anything – but maybe the 'knobbly' material which is shown in Mike's photo above was more widely used than I have given it credit for. What do you all think?



*Martin's photo of the seat belt material – the three stripe design will be familiar to all of us – but was it the only material used on Stag belts for the seven years of production ?*

That's all for this month. I now have a two month break – Brilliant ! But it will be partly taken up in a cold and draughty garage taking photos of dismantled engines for next year, so if anyone thinks to bring round a couple of hot mince pies and a tippie of something warming, then feel free.

**Peter Robinson**

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# WILTSHIRE AREA CHRISTMAS QUIZ

Answers on page 64

1. What is the length of the Stag boot rubber seal?
2. How many body panels does the Stag have in common with the Triumph 2000?
3. What was the typical mortgage rate in 1977?
4. What was the price of a Triumph Stag in Australia in 1977?
5. What was the average price of a pint of bitter in 1977?
6. What is 63p worth in old money?
7. Name the comedian who lived on the Isle of Man and owned a Rolls Royce.
8. What is the record average speed for the Isle of man TT circuit 37 miles?
9. What was the standard tyre size for the Triumph Stag in 1977?
10. Which motorway was completed to J49 Pont Abraham in 1977?
11. Which car didn't break down in the final episode of the Grand Tour?
12. What was the most popular car in the UK in 1977?
13. What was the date in June 1977 that the last Stag was rolled off the production line?
14. Which well known film did the Stag appear in in 1971?
15. What company currently owns the Triumph brand?
16. What were the interior standard colours in 1977?
17. What is the average house price in 1977?
18. How many Stags survive in the UK today?
19. What was the major celebration that occurred in 1977?
20. How much can you self value a triumph Stag for Agreed Value insurance with RH?

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# I DID IT MY WAY

## JAMES MCCOLL'S STAG RESTO-MODIFICATION

*James McColl describes the restoration and upgrading of his Triumph Stag and what motivated him to do it. He created his version of the car that might have been built, if things had been different in the 1970s.*

**R**ather than just describing how my Triumph Stag came about, I will also explain why and what motivated me to embark upon, what became, a lengthy and ambitious project.

I mention some people who inspired me and influenced my approach to classic car ownership. I enjoy making design changes and applying radical thinking to make all manner of things look and work better; I just can't help it. That has applied to houses mostly, but this story is about the achievement of my vision of transforming the performance, comfort and reliability of a car that I always desired.

I fantasised about a British Leyland that was unencumbered by industrial unrest, budgetary constraints, poor quality-control and competing companies in the same group. Oh yes, and one other absurdity, access to 21st Century technology! The Stag is a very elegant design with Italian flair, being penned by Giovanni Michelotti but it was made by a mass-producer, not an Aston Martin, Bristol or Morgan. The reasons for its poor reputation for reliability are well documented but it could and should have been so different. In those days, before the Japanese led the way with quality, there were always going to be compromises and flaws, which seems such a pity considering the Stag's beauty. I decided, therefore, to turn my fantasy into reality

by transforming a deserving, neglected car with a blend of higher-quality components and modern innovations.

If Stags were rare, I might have taken a more conservative approach but there are plenty about and felt that I could afford to experiment without damaging our motoring heritage. I took encouragement from Jay Leno who carries out 'restomods' on some cars in his huge collection and does so just because it pleases him to improve the vehicle that left the factory. He recommends the application of products such as Wilwood brakes (more on that later) and Tremec gearboxes, to make them more satisfying and safer to drive. Whilst I respect the 'as-it-left-the-factory' concours approach, there are no rules to say what is right and what is wrong. It is purely personal preference.

Anyway, my story begins in the early 1960s, before the Stag was conceived. I lived with my Mum and Dad in Puttenham, near Guildford, in a pretty cottage that needed some 'tlc', which they renovated to a high standard over a few years - the die was cast. They did this several times over and always worked hard. Sadly, we lost Dad in 2012, but until the last few months of his life, he was a 'human-dynamo' who had a brilliant mind which he combined with practical skill. Mum was and still is, full of good ideas and always comes up with sensible ways of doing things. I learned so much from them over the years.

On one autumn day in 1963 when I was nine, Dad came home from work in a gleaming black convertible with the registration number SMH 45. He explained that it was a Triumph Roadster 1800 and was beaming from



*The nine-year-old James is at the wheel, and I remember that it felt good. My mother is in the passenger seat. We were parked at the 1964 White Waltham Steam Fair. A wonderful day.*

ear to ear as he showed us around it. Dad said that in 1946, when he was a teenager, he saw his first Roadster; it was plum red and parked with the top down, outside the Weston-Super-Mare Winter Gardens Pavilion on a very warm day and at that moment, vowed that he would own one – one day!

We went out for a spin that evening; I was sandwiched between my parents on the leather bench-seat, progressing to the rear dickey-seats for short journeys. Those seats were even fitted with airline-type lap belts. Rear impact protection would be quite another question, but it is easy to criticise when we compare with today's safe but soulless cars. We took the Roadster to Cornwall and Somerset over the next couple of summers, which was fun. We would meet up with aunts and uncles in the west country and my cousin, Sue-Jane, still shares happy memories with me of riding in those dickey-seats. Dad kept it for about four years, mostly for weekend use and it always looked stylish. It was, however, heavy to drive and none too quick but we all felt rather special in it. Dad was always pragmatic and had the reality lived up to his dream, he would have kept it. I though, was inspired, and as they say, "the fruit rarely falls far from the tree".

It is now August 1970. I am nearly 16, sitting in my dentist's waiting room and have just read an article about the new Triumph Stag in Autocar. That was it; love at first sight. I had to have one, one day, just like Dad with the Roadster. Seeing and hearing my first Stag on the road soon after, reinforced the ambition.

In 1972 I attended college and got a Saturday job in a garage next to Godalming station. It was the early days of Concours Motors, which became later a Peugeot main dealer

in Haslemere, but at that time, its purpose was to service the vehicles of local people. In parallel with that, the company would restore a few classic vehicles and sell some low mileage, used modern cars. I had the time of my life. Everyone teased and got teased; practical joking was compulsory but the attention to detail and customer service was exceptional. Even though my mornings were spent removing rubbish and grease from the floor, ramps and benches; tidying-up tools and collecting parts, sandwiches, pasties and cakes and making tea, the afternoons were always spent valeting and delivering cars back to their owners and that was when the fun began.

This is a 'well-heeled' area and some of the cars I drove were a teenager's dream and I still can't believe my luck that I was actually entrusted with the following, amongst many others: Jaguar E-Type and XJ6, Aston Martin DBS Vantage, Rover

P5B coupe, Rolls-Royce Silver Cloud, Alfa-Romeo Spider, Reliant Scimitar GTE, Ford Capri 3-litre, BMW 2002 tii and on one occasion, a 1956 Bentley Continental fastback, and amazingly, I drove them all responsibly. Why risk a great job?

The funny thing about the Bentley is that its registration number was 10 JML. When driving down Godalming High Street a friend spotted me, I stopped briefly and he suggested that the plate must stand for James McColl Loony! I thanked him for his observation with a two-fingered salute as I wafted away in the beautiful car, but on reflection, he might have had a point. A recent Google search showed that the Bentley was the Earls Court Motor Show vehicle, whose first owner was the managing Director of H.J. Mulliner. Provenance indeed. I remember the grey paintwork was looking a little tired at the time and the bonnet 'B' had been over-polished, but it looks fantastic now, as you can see in the picture, having received a major renovation. Dukes Auctions sold the car for £300,000.



*The 1956 Bentley Continental fastback driven by a very youthful James. Image reproduced with the kind permission of Dukes-Auctions.*

On one sunny Saturday morning in the summer of 1973, a rather distinguished looking gentleman visited the garage. He 'oozed old-money' with a rather dignified appearance, being dressed in slightly shabby tweed – ahead of his time for the Goodwood Revival! He had brought in his red, 1966 Ferrari 275 GTB4 long-nose, registration number YN 4. It was up on the ramp and one of the mechanics was touching-in some underseal. With the ramp lowered, he then started to adjust its multiple carburettors, while the gentleman looked on. Distracted from my chores, I sauntered over. "That's a beautiful car sir!" "Yes my boy, I am rather fond of this one. Whenever I decide to buy a new car, I travel down to the factory and Enzo always sorts me out a good one!" We chatted some more about his previous car, a 250 GT Lusso. This man has style, I thought. After he had driven off, I asked my boss, Bernard Smith, who he was. "Oh, his name is Mr Baring. He's something in the City!" Yes, I think we can all agree upon that, can't we?!

YN 4 was advertised for sale in 2013 in Octane magazine by the Hairpin Company, which confirmed my memory and was priced at £895,000 and today that would be a bargain with similar models now achieving sums in excess of £2m! Sadly, I did not get to drive that car – there are limits. This chance meeting reinforced my ambition to own the 'weekend-car' of my dreams for tinkering with and touring. It was not going to cost that much though!

On another memorable Saturday in 1973, there she stood – CXD 62H, a dark blue automatic Triumph Stag. It had been in the garage during the week. Unfortunately, I do not recall why exactly but suspect it was for replacement head-gaskets. Bernard asked if I could take it back to its lady owner. "My pleasure!" I reversed out,



*The 1966 Ferrari 275 GTB4 not driven by James! Image reproduced with the kind permission of The Hairpin Company.*

very carefully and headed off. I cannot recall where the house was or how I got back but can still remember that wonderful exhaust-note and wishing the car were mine. With knowledge gained since from Chris Liles of the Stag Owners Club, the car is extant and a rare pre-production model. Amazingly, I spotted a picture of the car on a Stag Facebook group and it is now owned by Ian Howe. I contacted Ian to tell him about the article I was writing. He was delighted to hear from me and sent a recent picture he took of his wife standing next to their gleaming car. Ian is a proper classic car enthusiast, a very practical and interesting man. You can imagine that we spoke on the phone for quite some time. He and his wife enjoy it clearly and I find that very gratifying. I understand that, like all Stags, CXD does have its idiosyncrasies but that's all part of the joy of ownership. It is an important, early Stag and very desirable.

I repeated the experience a few weeks later in a green, overdrive model, KPC 206K which, according to a DVLA search, is also still with us. Sorry Bernard, I now admit that I stopped by my home to show-off that car with the top down and gave a young lady friend a lift to the station.

The Stag seemed to have it all, combining elegance, good performance (for its time) and luxury; not many cars came with electric windows and power-assisted steering as standard in the 1970s, but more importantly, they made one feel special and still do.

However, you will not be surprised that this was the time when I became aware of the Stag's reputation for unreliability, mostly because of overheating problems. I knew something was wrong and struggled to understand how such great looking and sounding premium cars could be allowed to leave the factory with major faults developing at low mileages, but that is what happened back then.

**James McColl**

*Part two in the February issue.*



*This recent image is reproduced with the kind permission of its owner, Ian Howe. Standing next to his lovely wife, is the first Triumph Stag that James drove in 1973.*

# SOCTFL NEWS UPDATE

SOCTFL: A COMPANY LIMITED BY GUARANTEE



## **S** OCTFL a Company Limited by Guarantee. What does that mean for you?

At the SOCTFL AGM in April, a member asked if possible to produce an article for the magazine explaining the meaning of a company limited by guarantee. Needless to say the answer was 'yes'

To start with, it's useful to know a little of the history of why, and how, The Stag Owners Club Tooling Fund Limited (SOCTFL) came into being. So here goes...

Following the ending of production of E type Jaguar, and Triumph TR6 in 1975, and then the Triumph Stag in 1977, people began to realise that these models would become very collectable. The club's founding managers recognised that obtaining spares for the car would become increasingly difficult to source, and so a spares officer for the club was appointed. He was allocated some working capital and this was traded to give a stock value at about 18 times the initial capital.

Eventually the club formed a company, limited by shares. And transferred this stock to the company. The company initially had a small group of shareholders, and one of the shareholders held some shares in a trust for the SOC.

Over time difficulties arose and the club distanced itself from the company.

Some shareholders sold or returned their shares to the company, and the 'traded stock value' was repaid to the club. As a result the club no longer had any control over the company.

However, the club members still wanted their surplus funds to be used to ensure a supply of spares, and they needed the subsequent tooling that would be required to manufacture those spares. So the powers that be took professional advice, and decided to try again, with a company limited by guarantee.

So what's the difference you may well be wondering, and how does it affect the club and its members?

Firstly, and most importantly, both entities are limited liability companies. Therefore the personal assets of its Owners/Members whether they are shareholders or guarantors are protected should the company be liquidated.

Secondly, the assets of the company are owned in a different way.

### • **Company limited by share**

Individual shareholders own a portion of the company and its assets, they are free to trade these shares with others, thus the company can become unequally balanced in terms of ownership and control.

### • **Company limited by guarantee**

In this type company, the company and its assets are owned equally by the guarantors. The number of guarantors is flexible and the assets are not tradable.

### • **Stag Owners Club Tooling Fund Ltd (SOCTFL)**

Often referred to as the Tooling Fund, is a limited by guarantee company.

So what does this mean for you the SOC members and SOCTFL guarantors?

Well, on joining the club you agree to be a member of SOCTFL and your liability – which is limited to 10p – is held by the club as part of the club joining fee. Whilst you are a member of the club, you own an equal share in the company, and its assets.

As members, you are encouraged to help/participate with the company's activities and dealings. You also have the right to attend the company AGM where you can vote on proposals and the election of its officers (Director equivalent). You can also become an officer by being elected to that position.

### **How does SOCTFL operate?**

The company objectives are to develop and facilitate the manufacture of parts for the Triumph Stag.

To do this we work in conjunction with SOC who supply our funding.

The tooling fund has an agreement, known as the terms of reference which lays out the guidance as to how both parties should operate.

We hope you now have a clear understanding of the meaning of Company Limited by Guarantee as a result of this article but if you do have any questions please contact us or discuss things with your area co-ordinator.

*Noel Sargent & Russell Lewis*

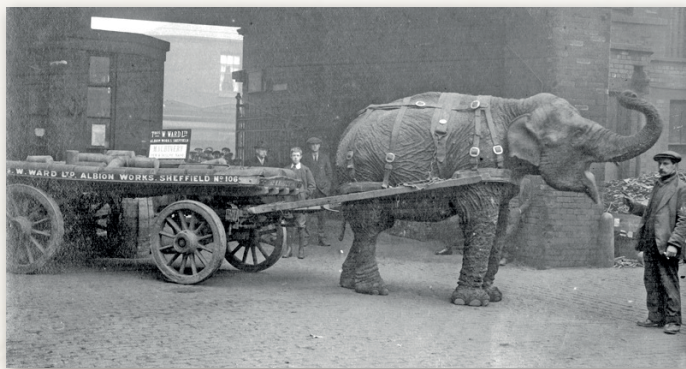


# THE CLUB STAG ARCHIVE

## The Triumph Story, Part 11 – The War Years & Resurrection

**T**he first months of World War 2 saw Triumph at an all time low. The receivers had sold the company to Thos. W. Ward Limited, a Sheffield company specializing in scrap metal. How ignominious, to be considered as on the scrapheap !

Having said that, Ward's were good at what they did. The company was incorporated in 1914 and became known for employing 'Lizzie the Elephant' for haulage duties during WWI.



*'Lizzie Ward' at work.*

The company operated dismantling yards at all the major ports in the UK and was responsible for scrapping some very well known ships including HMS. Dreadnought and HMS Prince of Wales, the cross Atlantic steamer Luciana and the German battleships Helgoland and Westfalen. After the war they purchased 115 vessels from the Admiralty and 1,000 tanks as well as the Palestinian pipeline and the Lartigue Railway, a monorail railway system which ran between Ballybunion and Listowel in Southern Ireland.



*The Listowel to Ballybunion Railway at Lisselton, Ireland. Dismantled in 1924.*

They dismantled many well known heavy engineering works and in 1937 were the dismantlers of the Crystal Palace after the fire which led to its closure.



*Thos. W. Ward Ltd. appointed to dismantle the Crystal Palace in 1937.*

All these projects were run from a head office in Sheffield which still remained recently, although it seems to have suffered the same fate as the companies which it had dismantled as Ward's was acquired by Rio Tinto Zinc in the sixties and in the view of the head office below the 'For Sale' boards are prominently displayed.



*Albion Works, Savile Street, Sheffield from where the fate of Triumph Company Limited was decided between 1939 and 1945.*



## Standard Motor Co. Involvement

There really was not much for Triumph to be doing during the war as it's assets were very quickly sold or reallocated such that all that was left was a pile of drawings and a trade name.

However, this is where the Standard Motor Co. comes back into the picture.

Can you remember back to before WWI when Standard occupied small premises opposite the Triumph Cycle Co. Works on Much Park Street and when Siegfried Bettmann was acting Chairman of the company? Well, Bettmann was rather 'retired' by the War but, like the War was the making of the Triumph name due to the sale of many motorcycles, Standard also did well out of the War as it was heavily involved in manufacturing aircraft for the war effort such that in 1916 it replaced its factories in the centre of Coventry with a new premises in the fields just to the West of Coventry. Thus the first buildings of what became the Canley complex were built and fully occupied with 'war work'.



*The original Standard Motor Co. buildings at Canley in about 1920. They expanded quite a lot in the next 40 years.*

The buildings were slowly added to as Standard stayed with relatively simple staid motor cars during the twenties and thirties, not making the mistakes that the Triumph Board had made. Indeed, within a month of the failure of Triumph in 1939, Standard Motor Co. Ltd. announced a profit of £322,492,

During the thirties the founder, Reginald Maudslay, had given way to a commanding presence by the name of John Black – an ex-army Captain who had joined the Hillman motor concern and had married one of the Hillman daughters and then jumped ship for Standard. By the late thirties Standard were therefore 'shaken but not stirred' and were ideally placed to assist when the government started to plan for WWII. They were in the first tier of volunteers for overseeing the 'Shadow Factory' scheme whereby alternate manufacturing premises were built outside the main towns and cities to be operated by senior companies with experience of serious manufacturing.

Three Shadow Factories were built in the Canley area. Standard Aero No. 1 was built near to the existing factory with a frontage on Fletchamstead Highway. This later became 'Fletch South' and was utilised for many office and production purposes after the War.



*The two shadow factories fronting on Fletchamstead Highway. The first Shadow Factory is in the foreground and the Hobson carburettor factory towards the top left. The main factory is partly in shot to the right.*

Standard Aero No. 2 was built about two miles to the West on a golf course fronting Banner Lane. This was used for the sub-contract manufacturing of Ferguson tractors after the War – an incredibly lucrative pastime in the late forties and fifties.



*The Shadow Factory built on Banner Lane in wartime camouflage. Banner Lane itself is on the left and the ten silos at the rear of the buildings were aero engine test cells.*

Finally, HM Hobson was employed building carburettors in new premises to the North of the main Fletchamstead factory (see photo above). This later became 'Fletch North' and the head office for Ferguson. Later it was the Engineering Department for Standard-Triumph where the Stag prototypes were built.



*'Fletch North' as seen in the mid-fifties while it was being used as the head office and workshops for the Ferguson business. Production of tractors was being carried out by Standard-Triumph 3 miles away at the Banner Lane Shadow Factory.*

During the War, the main Canley site (including the new Shadow Factory) was employed in the manufacture of Bristol Mercury VIII aero engines, fuselages for the Bristol Beaufighter and the complete De Havilland Mosquito, among other things, while Banner Lane was erected to specifically manufacture the Hercules 14-cylinder, radial aero engine which powered many wartime aeroplanes.



*One of the stranger products of the Canley Shadow Factories, a WWII Beaverette Mk IV. Used to defend military installations, such as airfields, and by the Home Guard.*

Sir John Black (for he had been knighted during the War) was certainly not a man lacking vision and during 1944 he was looking around and thinking of how to utilise these new factories when hostilities finished. And his eyes alighted on the idea of a sporting range of automobiles and the name 'Triumph' which conjured up all the things which 'Standard' did not. This was not totally out of the blue as Standard had been supplying SS Cars in the factory next to the Triumph Gloria factory in North Coventry with all the chassis and engines for their SS and Jaguar cars and he had been sorely annoyed when Jaguar had started to make their own engines.

Anyway, Sir John had factories to fill with new products so on 24th November 1944, Standard Motor Co. concluded a deal to purchase whatever remained of Triumph Motor Co. for £75,000. To facilitate the operations, a new company,

The Triumph Motor Company (1945) limited, was formed as a wholly owned subsidiary of Standard.

### The BO Morris Connection

I will pause the direct story at the purchase of the Triumph name (and very little else) by Standard and I will continue the story next month. However, to finish the story of 'the old Triumph' I will touch on BO Morris.

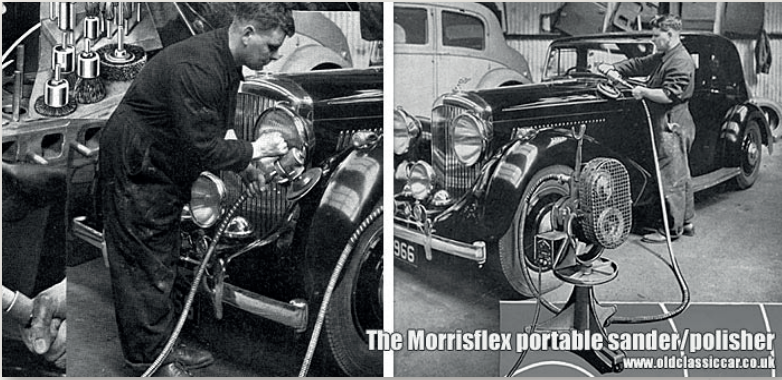
What I love about Coventry is the inter-relationships between companies and premises and people and companies. It does make life rather complicated to explain but BO Morris is quite simple so I will digress for just a little while.

When Standard took over the Triumph assets, one of the assets was the remains of the old Dawson Car Company premises on Clay Lane in Coventry. This had been let to the government for the use by Armstrong Whitworth and it had then been damaged by bombing.



*Triumphs as far as the eye can see – Clay Lane in the late twenties, but it was all finished in 1939.*

It wasn't much use to Standard so it was sold to a company by the name of BO Morris Ltd. who proceeded to make their unique 'Morrisflex' polishing and grinding machines in the premises until at least the sixties. To be honest, I am only telling you this because I am so excited about finding the story of this company, and their strange machines, which I used to come across regularly in my job as a factory valuer.



The 'Morrisflex' grinder/polisher (it depends on what end fitting you have for its actual purpose) was a large flexible shaft handset with different attachments, run from a stand-alone wheeled power unit. And it was all built in an ex-Triumph factory!

I used to see units in factories that must have been at least forty years old, but they were still valued as there was nothing else like them to be bought anywhere.

Having finished this year's articles with the failure of our hero company and touched on the story of its new owners, 2025 is due to bring a whole new (and exciting) chapter in The Triumph Story. See you in February

**Peter Robinson**

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# OUT & ABOUT

## E A S T E R N

Regional Co-ordinator:

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Mobile: 07816 271237

### NORFOLK

**H**alloween Drive was devised by Steve Bradbury with help from his daughter Gemma & on the day he was accompanied by Andrea. His car was suitably scarily dressed as were some of the attendees. Aside from Steve's car (which even had spiders on the wheels!), six & a half other Stags attended carrying Graeme, Terry/Colleen/Val, Andy Jary, Stu/Ross, Simon/Marie & Kevin/Jan. The 'half' was Don who turned up at the start to say hello then disappeared! Other cars were Jeff/Mags in their MGTF, Ray/Marion in the Porsche, Martin/Monica in the Merc & Richard/Anne in the Golf.

Leaving from the Copper Beech pub/diner ([copperbeechpubnorwich.co.uk](http://copperbeechpubnorwich.co.uk)) at Longwater, our varied convoy journeyed to Moulton Garden Centre ([moultonnurseries.co.uk](http://moultonnurseries.co.uk)) near Acle for refreshment & retail therapy. Then onwards to the Bridge Inn ([aclebridge.co.uk](http://aclebridge.co.uk)) near Acle. Steve (with booking assistance from Kevin) was thanked for successfully entertaining 21 members to a great day out. As Stu & Graeme commented, the clement weather meant cars all stayed relatively clean too – is this a bonus of Global Warming?! Photos by Mags.

November N&N Over 30 of us enjoyed the Village Inn's seriously good value food – in fact most of us now turn up around 6-6.30pm to eat together before the 8pm meeting starts. Incidentally, please don't think we have a Top Table etc. Formalities are restricted to Kevin standing up & the rest of us sitting quietly giving rapt attention to his every word ... yeah right!!

Kevin told us Val's recent MacMillan Coffee Morning funds have now been boosted by the proceeds of a couple of our raffles plus some generous individual donations were given to Val tonight which has taken the total raised to over £500 – well done Val.



In discussing forthcoming events, Kevin reminded us that Tuesday 7th January N&N is our annual Team elections – want to join our Team during 2025? Then simply chat informally with any of us about what you feel you can bring to our Area. Also, there will be NO raffle tonight due to proximity to the Norfolk Party. Instead, please bring an extra special item to the Norfolk Party since at that raffle we want to raise mega-funds for MacMillan Cancer Support – none of us know if/when we will need them.

So, all that remains is for your local Team of Kevin & Jan, Peter & Jean plus Chris & Sue along with Ray & Steve to wish you merry Christmas & a staggeringly good 2025. Your next year's diary needs to be noted that 18th May is Eastern Region Day & Harry Webster Celebration at Bressingham Steam Museum. Also, on 3rd August we will be celebrating 45 years of Norfolk SOC – wow! More details of these & other 2025 events are already on our Google Calendar (contact Kevin for access if required – a (free) Google account is necessary). We already have plans laid for an in-house event every month supplemented by the multitude of shows etc. However, we will still find room for that event YOU have been considering. Make it your New Years Resolution to explore viability of your event idea with one of us. You will get back from Norfolk SOC what you put in – so let's make 2025 a memorable year for us all.

First Tuesday each month - Noggin 'n' Natter 8pm+ Village Inn, School Lane, Little Melton, NR9 3AD just outside western edge of Norwich Southern Bypass. Browse <https://www.stonehouserestaurants.co.uk/> then put NR9 into search box and visit local website for menus etc. Park behind pub, use rear entrance & our room is first on right through the doors. We're a sociable bunch of mainly couples so please join us 6.30pm onwards to sample very good value food pre-meeting (no need to book).

Norfolk Area Team: Email: [norfolk@stag.org.uk](mailto:norfolk@stag.org.uk) which goes to Co-ordinator & Deputies ...

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

#### NORFOLK AREA WEBPAGE

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

Kevin Mellor

Mobile: 07957 790764 Email: [norfolk@stag.org.uk](mailto:norfolk@stag.org.uk)



## SUFFOLK & N. ESSEX

**B**y the time you read this we will be meeting up for our Christmas meal and final N&N of the year. This year has really flown past and with a glorious summer to make the most of our Stags; we had some fantastic events and drives out, at least two a month except for August when we were out every weekend. Back in July a number of us travelled to Kent for the national weekend which was a great trip



November saw a very well attended N&N with a good number of us enjoying a meal we welcomed new members Roy and Daphne. Then the business was dealt with. this was mostly arranging our Christmas meal which should be quite an occasion with over 30 booked in.

I am starting to look for dates for the calendar for next year so if you have something in mind please let me know. The European Meeting is in Germany next May and we have a good number interested so I'm looking forward to this one. A very special thank you goes out to all who helped out by organising drives and show attendances. Not forgetting those who made cakes, biscuits and bacon rolls to sustain us on our outings.

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

Tim

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

We meet up on the 1st Wednesday of the month from about 8pm (6:30 for a meal) at The George Pub, Hintlesham near Ipswich IP8 3NH. Please come and join us for a chat and a drink.

### DIARY DATES

- ✔ 4th December N&N The George. Hintlesham IP8 3NH Christmas meal pre booked only
- ✔ 8th January 2025 N&N The George. Hintlesham IP8 3NH
- ✔ \*\*January's N&N will be a week later than usual\*\*.
- ✔ 5th February N&N The George. Hintlesham IP8 3NH

### SUFFOLK AREA WEBPAGE

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

*Tim Hart*

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## ESSEX

**B**y the time you read this, we will soon be having or have had our Christmas. Thank you Marilyn for organising the raffle, really appreciated. Hope those who took the lucky Naff bags enjoy the contents.

I would like to take this opportunity to thank Bob for Drive it Day, as he did before, giving us a great cross country route and lunch venue. Weather was on our side this year and everyone clearly enjoyed themselves. Bob has already kindly offered to organise next years, thank you Bob.

Marilyn and Laurie too for an ever challenging Quiz night and Easter eggs, thank you

Thanks to Ricky too for an excellent Picnic run, blessed with sunshine too, not sure how you ordered that.

Denis gave us an excellent Night Run, great route and venue, Thank you

With area members clearly being involved in events has proved to be a great success and it would be fantastic

if anyone else in 2025 would like to come forward with suggestions and of course I would support with any organising. I say this, as already mentioned, with area members involved it is healthy and works well as this way it not only makes our area even stronger it ensures input from members on best events for the year for all to enjoy. With work getting in the way of my social life and time any support appreciated. Thank you.

Last month was the annual nomination month for area coordinator and thank you all for your backing for another year.

Please note there will not be a December club night as it is too close to the Christmas meal.

There will be January club meeting (2nd) as normal and we should all be sobered up by then to drive after the festivities.

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

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

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

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

*Andrew Smith*

**Tel: 01702 511234    Email: yellowstagv8@gmail.com**



Thinking ahead

Christmas and the New Year, is there any interest in having a celebration meal after Xmas (to help with not clashing with family and office parties?). Also, perhaps you could be thinking about what events you would like to go to next year and if you want an area stand at the show. Therefore, please let me have your suggestions plus ideas for run outs, places to visit.

I am thinking of running a couple of run outs on Sundays with a lunch stop (will need to pre book the lunch ) but watch for information in coming months, but the next magazine will not be until February so I will be posting on Whats App

Bedfordshire Web Page

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

### DIARY DATES

- ✔ December 19th Thursday Xmas Drinks
- ✔ January 1st Wednesday New Years Day at Stony Stratford
- ✔ January 16th Thursday Natter and Noggin
- ✔ February 20th Thursday Natter and Noggin
- ✔ March 20th Thursday Natter and Noggin
- ✔ March 30th Sunday Run out with a Lunch Meet at Woburn Car park at 10.00am
- ✔ April 17th Thursday Natter and Noggin
- ✔ April 27th Sunday Drive it Day
- ✔ May 15th Thursday Natter and Noggin
- ✔ May 18th Sunday Eastern Region Day and Harry Webster memorial day
- ✔ June 19th Thursday Natter and Noggin
- ✔ July 12/13 Saturday & Sunday Stag National Weekend at Shuttleworth
- ✔ July 17th Thursday Natter and Noggin
- ✔ August 21st Thursday Natter and Noggin
- ✔ August 22-24th Fri-Sun Silverstone Festival

### BEDFORDSHIRE AREA WEBPAGE

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

*Roger Kennedy*

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## BEDFORDSHIRE & NORTHANTS

**T**he October natter and noggin was well attended again but only a couple of stags in the car park  
All Natter and Noggins will be at Red Lion Elstow MK42 9XP 7:30pm onwards. You do not need to turn up in a Stag to join us just be interested in a good chat.

Events and car shows

October /November has seen little in attendance to car shows. That said I did get to the Emma's café in Woburn for a Sunday breakfast meet but only a couple of classic turned up along with a lot of motorbikes and the usual boy racers in the loud Escorts and little Cleo's some interesting Mustang's and a McClaren and three supped up Nissans I had a good three days at the Classic Car Show at the NEC on the SOCTFL stand and welcomes Ken, Guy and Sons plus Ray and Son who are hoping to inherit dads Stag. As mentioned in the Nov Magazine my Stag did pass its MOT but what are the chances of a Stag being MOTed before mine when I arrived. See Picture



## HERTFORDSHIRE & N. LONDON

**H**i everyone, I'm pleased to start this month with confirmation that our second 'breakfast meet' organised by our events coordinator Mary, took place on Sunday 27th October at the Red Lion at Water End and was even more successful than the first meeting, the previous month! Numbers increased to 13 and because the sun graced us with its presence we got 5 Stags in the car park too. Unfortunately one Stag had to go before we got back outside to take the above picture, but don't worry, you'll be in the next one! As Christmas is fast approaching and people's calendars are filling up, we've decided to put these meets on hold until the spring, (probably late February but TBC) and we will definitely be continuing them through next year as they have proved so popular!

November's meeting was dry and saw 8 of us toddle along to the Golden Eagle where my 'eagerly anticipated' quiz was snapped up. Winners this year were Gerard and Jac and I apologise again for forgetting the prize, but I promise to bring it along next month! The conversation afterwards turned to other subjects including the Classic Car Show at the NEC, a few of us were visiting the next day. It was incidentally a great show including the SOC and SOCTFL stand in Hall 5. On a larger area than previous years, with 5 beautiful condition Stags on it, they showed the Stag's versatility with a choice of either an open top, a soft top or a hard top. We also discussed our upcoming area late, late, Christmas Bash (meal) which has now been booked for the 25th January at the Marchmont Arms in Hemel Hempstead. Mary has circulated the menu on the area WhatsApp group and requires a £5 deposit and menu choices from all those intending to come. For those that want to, please make yourselves known to Mary or myself and if you missed the menu or are not on the WhatsApp group we can easily forward it on. Previous events have been very enjoyable and proven not to be missed!

As there is no magazine in January, this newsletter should also serve as notice that our area AGM will take place at the February meeting on 6th February 2025 (before some of you get your magazine?). Paul Harrison, our Area Coordinator for the past six years, is stepping

down. Paul took on the role after the previous coordinator moved away from the area and without Paul's willingness to take on the responsibility at that time the area may well have folded. However, the last few years have seen a bit of a renaissance with new members turning up to club nights and events being created that Paul has helped coordinate as a key contact for the area. I would like to take this opportunity to thank Paul for his time and dedication to the area and look forward to still seeing him on club nights. Paul has asked me to include the following:

"After several years of being your Area Coordinator and having spoken with Peter Goodman, I have decided not to stand for re-election in February 2025. I have enjoyed every moment of being your AC. I shall continue to be an active member of the H & NL area and look forward to seeing you all soon."

As I have been Deputy Coordinator during this period, I intend to stand as Coordinator this time, but I would also invite anyone else who would like the opportunity to serve in that role, to stand as well.

One last item to note is that because the January meeting (2nd) is so close to New Year's day we've found in the past that people would prefer to slip it a week, so for January only, the meeting will be on the second Thursday (9th).

You are most welcome to join us at our meetings held on the first Thursday of each month at The Golden Eagle, Ashley Green, a village between Chesham and Berkhamsted and only half a mile from the A41. The pub has excellent beer, food (with an adventurous menu) and atmosphere, especially on club nights! What are you waiting for?..

Peter Goodman

### DIARY DATES

- ✔ Thursday 5th December – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.
- ✔ Thursday 9th January – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW. - (Second Thursday, NOT First, for this month only.)
- ✔ Saturday 25th January – Area Late, Late, Christmas Bash at the Marchmont Arms, Hemel Hempstead. - Please advise Mary or Peter if you're intending to join us.
- ✔ Thursday 6th February – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

Thursday 6th March – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW.

*Paul Harrison*  
*Mobile: 07710 316558*  
*Email: p\_harrison63@hotmail.com*

## CAMBRIDGESHIRE

A quiet month, it seems a long time since our October N&N at The George and Dragon at Elsworth which was very well attended with Sunday lunch enjoyed by all. This should have been our Treasure Hunt, but the route agreed was found to be flooded as the date approached and alternative routes were also suffering, so the event was postponed until next year and better weather.

Just to remind all Cambs. members that at our January N&N we will be electing a New Co-ordinator, as I will be retiring, we also need to elect Deputies. I hope to remain active and will assist your new appointee. No venue is yet booked, so the date and meeting details will be advised by e-mail.

Kath and I wish all of you a Very Merry Christmas and Happy New Year, let us look forward to a Staggingly Good 2025 – Rod

## DIARY DATES

Details of future events are listed below, other events are notified by email and WhatsApp. To get information on these, I need members email details and if you want to be on the WhatsApp group mobile number and your permission.

Future Events: Please contact the Co-ordinators for full details

- N&Ns – Our monthly gathering, when members gather for drink and chat, many also enjoy a meal. It's a chance to meet fellow Stag owners and their partners, to talk over Stag problems, if any any, and plan future events. The day and venue for these changes, so please check the magazine or email updates.
- Classics on The Green at Barrington Don't forget the New Year Day's, gathering. This officially starts at 12:00, but I suggest an early arrival The Green soon fills with cars.. Postcode: CB22 7RZ. N.B. This meeting is subject to the condition of the Green – check the Facebook page – Barrington Classics for information.

*Rod Kennedy*  
*Tel : 07501 448516*  
*Email: cambridgeshire@stag.org.uk*



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# OUT & ABOUT

## M I D L A N D S

**Regional Co-ordinator:**

**James Scott** [scottygsxr@gmail.com](mailto:scottygsxr@gmail.com)

**Mob: 07970 206829**

### NOTTS/DERBY

#### **A**n Autumn Day Out

It was a glorious, late October Sunday when Mike and Jan decided to take their Stag for a spin, heading up to Chatsworth House for a day of adventure in the beautiful Peak District. With the top down and the sun warming their faces, they cruised through the town of Belper before continuing along the A6 towards Bakewell. Passing through the charming village of Pilsley, the rolling hills and golden leaves created a stunning backdrop, and soon they found themselves on the Chatsworth Estate, where they marvelled at the sight of deer grazing in the fields and flocks of sheep dotting the landscape. Chatsworth House itself was magnificent, standing proudly against the autumn sky. On their return journey, they took the A6 back home, passing through Matlock and Matlock Bath, which was, as usual, bustling with motorcycles and a few classic cars—more than 20 in total, all out for a leisurely drive on such a perfect Autumn day.

#### **November Meeting**

We had a turnout of 18 people but a fairly quiet meeting other than discussing the Christmas Fuddle and ideas and thoughts for days out, events, road runs, etc for next year, so if anyone has any suggestions or wants to

get involved, please speak up, we want to hear from you.

Margaret also mentioned that Nottingham Forest are 3rd in the league, so I thought I ought to mention it, although that could have changed by the time you read this!

Andrew

#### **New members**

For anyone who has recently joined the Club or hasn't got round to attending a meeting or event, please be assured we would love to see you and you will be made very welcome. Phil and Andrew's details are in the coordinator's directory should you want to ask any questions or want any information. Phone calls, messages and emails are welcome.

#### **WhatsApp Group**

If anyone who hasn't already joined and wants to join our area WhatsApp group, please get in touch with Andy Williams on 07917 876292. There are currently 29 of us in the group.

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

Our next meeting is on Wednesday 5h February

PLEASE NOTE THAT THERE IS NO MEETING IN JANUARY



## 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

- ✔ 9th February MG Triumph Spares Day, Stoneliagh Park, Warwickshire
- ✔ 15th June Crooked Spire Classic Parkside Run, Chesterfield. Approx 100 miles.

## NOTTS / DERBY AREA WEBSITE

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

*Phil Gunn*

**Tel: 07542 338100** [nottsderby@stag.org.uk](mailto:nottsderby@stag.org.uk)

## SOUTH BIRMINGHAM

### NOEL'S NOTEBOOK

In October we sadly learned that one of our members, Leo Harris, had passed away. A long standing member of the club he died peacefully at his home aged 91. Leo was a true gentleman who enjoyed life to the full and an enthusiastic stag owner who will be very much missed by all who knew him.

Our thoughts are with his family and friends at this time as they come to terms with their loss.



*Les Harris*

In other news our November N&N meeting was well attended. Lots of chatter, catching up, and banter flying around all making for a most enjoyable time. The only down side was the very cramped space that was available to us. The recent refurbishments at the Robin Hood have made for much smaller rooms and the move to Wednesday evenings means we now share the facilities with the local Aston Martin club. As a result the pub is full to overflowing meaning standing room only for many of us. Clearly not an ideal situation. However, Scotty believes that he may have found a potential alternative venue that is planned to become available early in the new year. From his description of the potential facilities it is certainly an option worth trying out. Let's hope the pans for the venue come to fruition.

Some of our members went along to a relatively new event at the Stoke Prior Sports and Social Club near Bromsgrove on Saturday 2nd November. Feedback for those who went along indicated that was well worth the visit. More than 60 vehicles were on show from a variety of makes and models that added greatly to the interest that the show generated.

This years Christmas Dinner is on Saturday 14th December and at the time of writing 35 people have booked to attend. The venue is the Fox Inn at Chaddesley Corbett 7.00 for 7.30pm. Should be a good night if last year's is anything to go by!

Please note that this is a black tie event that resurrects the tradition from earlier years. Like some others Scotty is worried that his dinner suit may have shrunk in the wardrobe, but then again maybe not.

Finally may I take this opportunity to wish everyone a very happy Christmas and New year. Let us hope that 2025 is good year, that our cars behave themselves and we can enjoy another year of fun on the open roads.

## DIARY DATES

- ✔ December Saturday 14th Christmas Dinner, The Fox Inn, Chaddesley Corbett, Kidderminster DY10 4QN  
Noel Sargent.

## SOUTH BIRMINGHAM AREA WEBPAGE

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

*James Scott*

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## WARWICKSHIRE / LEICESTERSHIRE

We have lost one of the best, John Craddock who sadly passed away on 4th November. There'll be tributes elsewhere in the magazine for a well-loved character and stalwart of the Club, our area and the wider classic car scene in general. We are all still coming to terms with the loss. Our thoughts are obviously with Elaine at this enormously difficult time for her. We are full of fond memories of our times together both in the UK and abroad at numerous shows and social events and these times will be recounted for ever, I'm sure.

I'll keep the rest of report short,

We've just finished the NEC show which went well. Overall impression although quite busy on Friday and Saturday the Sunday was quiet. No doubt they'll claim record attendance. Full report later when I find time to write it. My 2000/3000 was on the 2000/2500/2.5 Register stand and caused a lot of interest. Apparent I could have sold it 10 times over. I've only just finished it, so I'm very unlikely to let it go just yet am I.

Small amount of progress on the GT6. We spent two days battling with new headlight bowls and eventually gave up and put the old ones back in. Why don't the re-



*The Worcestershire Area Murder Mystery Players*

manufactured parts fit? Because they haven't got SOCTFL behind them maybe!

We have two special birthdays in December. Pauline Hartwell is 60 and Fran Phillips 70. I have to say that neither of them look their age. (hopefully, I've got away with mentioning ladies ages, but we'll see.)

Best wishes for the festive period from all of us in the Warks/Leics Area.

See you next year.

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** –Our regular monthly meetings will be held on the first Tuesday evening of the Month at the THE SPARROW, Coombe Fields Road, Ansty, Coventry CV7 9JP from 7pm, 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 7pm, unless otherwise advised below.

**SOUTH WARWICKSHIRE** –Meetings are now fixed for the SECOND FRIDAY of the month at the GILKS GARAGE CAFE, Banbury Road, Kineton, CV35 0JZ. From 6pm-8:30pm. Any one-off changes look out for emails.

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

### Recurring events.

1st Sunday of the Month – Middleton Hall nr Tamworth. - £5 per car. Just turn up? (Starts again April 25)

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

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

✔ Dec 3rd – Sparrow Christmas Meal – Let Di know if doing Xmas menu.

✔ Dec 13th – GILKS cafe – NO MEETING FOR US as Mog-

gies have booked the whole place.

- ✔ Dec 17th – Charnwood Arms Christmas Meal. Let Di know if doing the Xmas Menu.
- ✔ February 2025 Sunday 9th – Stoneleigh Triumph/Mg Spares Day
- ✔ February 2025 Monday 10th - Drive Your Triumph Day – Watch for emails regarding plans.

## WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

*Tony Lapworth*

Tel: 07906 971960 [tony.lapworth@outlook.com](mailto:tony.lapworth@outlook.com)

## WORCESTERSHIRE

October is our “Murder Mystery” month. It all started 16 years ago when a group went down to Falmouth for a weekend break, and to fill the Saturday evening Jane organised a Murder Mystery, just for a laugh. She's been doing it ever since. This year we were at The Speech House in The Forest of Dean. Most of us arrived on Friday afternoon and after dinner, 6 of us went to The Severn Bore pub on the banks of the River Severn, to see the famous “Severn Bore” which was due at about 21:15. On a scale of 1 - 5, this was expected to be a 4, so worth seeing. The pub is well placed to view this natural spectacle and has a viewing platform with flood lights. As the time approached, surfers were seen entering the river to take advantage of the wave, one could only imagine they were dreaming of surfing all the way to Worcester!! As it turned out, they only did about 50 metres, climbing out of the river directly in front of us full of excuses as to why the wave was so poor.

The Saturday was a lovely sunny day, Nigel and Debbie organised a glorious run finishing at The Fountain Inn for lunch.



The murder Mystery evening was hilarious, as usual, with everyone dressed appropriately for their character. This year, Bob was the lord of the manor and had murdered his butler.

Sunday's weather was terrible, and we stayed in the hotel before driving to The Anchor Inn at Tintern Abbey for Sunday lunch. A great weekend.

On Wednesday 30th October, Julia and Andy organised a run to Batsford Arboretum to see the autumn colours. We left Evesham Country Park at 11.00 for a pleasant drive through the Cotswolds to Batsford where we enjoyed our walk through the park, followed by lunch in the cafe.

#### DIARY DATES

- ✔ 6 Dec - Christmas Dinner, Crown and Sandys
- ✔ 2025
- ✔ 11 Jan - Breakfast AGM
- ✔ 8 Feb - Breakfast N&N - The Oak
- ✔ Feb (TBA) - Snowdrop run
- ✔ Feb (TBA) - Skittles against the Cotswold Area
- ✔ 8 March - Breakfast N&N - The Oak
- ✔ March (TBA) - Run out to Berkeley Castle
- ✔ 2 Apr - N&N The Oak
- ✔ Apr (TBA) - Midlands Air Ambulance Car display
- ✔ 20 Apr - Worcester Area Drive-it-Day
- ✔ 27 Apr - 2 May - Spring break, The Old Hall, Caister-on-Sea
- ✔ 8 May - N&N The Oak

#### WORCESTERSHIRE AREA WEBPAGE

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

*Paul Catterall*

*Tel: 01386 48333 knightsyard@btinternet.com*



## SOUTH CHESHIRE / NORTH STAFFORD

*Judy Harrison*

*Tel: 0161 748 4608*

## SHROPSHIRE & SOUTH STAFFORDSHIRE

*Steve Ellison*

*Mobile: 07710 642963 steven.ellison@icloud.com*



# OUT & ABOUT

## NORTH EAST

Regional Co-ordinator:

Graham Falshaw [meredies@talktalk.net](mailto:meredies@talktalk.net)

Tel: 01977 677733

### WEST YORKSHIRE

Well, as I have mentioned in my emails and on our 'What's App' group, I am sad to announce the loss of one of our members. Ken Roberts, was the guy who gave his time and allowed us the use of the De-Lacy clubhouse



He had been unwell recently but appeared to be stable having spent some time in hospital and then released to home. Unfortunately, he had to be readmitted to the hospital on Friday 11th October and passed away suddenly in hospital on Monday 14th October.

Ken had been our chairman for many years and was heavily involved in the day-to-day management of the Motor Club. He could always be relied upon to turn out to support our events. He was also an active member of the West Yorkshire Branch of the Triumph Stag Owners Club and was instrumental in bringing their monthly gatherings to our clubhouse. All of us will greatly miss him.



All though we are still in November some of our male Stags are golf-orientated and travelled to Fuengirola Spain for 6 days and 4 rounds of golf while the ladies Stags spent some time in Barcelona. I can not make any reports about any of the parties because we all know what goes on in Spain stays in Spain. But a big thanks to Graham Wilson for another well-organised trip from all the lads.



Now the year is nearly at an end we in the West York area still have some social events lined up, an evening meal followed up with a walk around the 'Glow event' at Harlow Carr courtesy of Jennifer and Maynard, we also have another lunch at Drax social club organised by Dawn Bowles, we hope this will be a chance to meet all of our new members that have joined the club this year

As a note I mentioned when some of our group had a Euro trip in May of this year when sadly my car was involved in a rear-end shunt, my car is now well on with its repairs and hopefully, by the time you read this, I will be putting it back together after yet another full respray but a great job done pulling the damage out and only a rear bumper needed to replace.

#### INTERCAR CLUB QUIZ AT NETHERTON

In addition to our own club nights, we join 6 or 7 other clubs for monthly quiz nights at the Netherton Sports and Social Club throughout the winter season from October to April - except December. The Quiz starts at 8.00pm

There is also a raffle on the last Monday of each month.

All proceeds are donated to charity - which the quiz participants choose annually. (This has been the Yorkshire Air Ambulance for the last few years.)

Netherton Sports and Social Club is at 139 Netherton Lane, Netherton, WF4 4HQ

Noggin and Natter at the Delacy Club, The Old North Road, Brotherton, WF11 9ES. 1st Tuesday of the month 7.30 pm for 8.00 pm start

Wayne Day

Email: [westyorkshire@stag.org.uk](mailto:westyorkshire@stag.org.uk)



*Dirk Winter's red Stag and Kevin Robson's late porcelain white Spitfire at Path Head Water Mill – photo Kamil Mazurek*

## NORTHUMBRIA

Our last drive of the year to a historic venue had to be hastily rearranged and we were most grateful to Les Maddison for the introduction to his volunteer friends who keep a wonderful historic site open to the public. 18 SOC members (including Eric's fine inca yellow TR6 which was out with us for the first time, our very own magnificent trio of Spitfires and Les' expensive Bentley) joined 8 TR Register members (with TR4s, 5, 6s and 7s) and a beautiful red Bristol to create a magnificent display of 27 classic cars. We assembled in Westerhope and drove in convoy over Newburn Bridge on 26 October to visit a beautiful hidden sanctuary - the 18th century completely restored Path Head Watermill located in the remains of Path Head, an old village near Blaydon that time has passed by on the historic turnpike road between Gateshead and Hexham. Its water wheel is once again working alongside a visitor centre and coffee shop where the lady volunteers worked extremely hard to keep us all fed and watered. In the 18th century hundreds of horses pulling wagons laden with coal and ores from as far away as Alston would pass through the village of Path Head

on their way to the Tyne for onward shipment by boat to London. The horses needed feeding and the watermill was built to grind the animal feed. However by 1828 the mill was no longer required because the Victorians built better roads and steam engines were replacing the horses. The mill was used as a farm building, was derelict by the 1970s then restored by the Vale Mill Trust with the help of grant funding. Simon, the chair of the Trust, gave us all an interesting talk about the mill and we were able to make a small donation to the Trust.

In addition to the many public car shows in the NE next year we have scheduled several special visits to interesting places (please note a couple of date changes). Members from anywhere in the UK are welcome to come – contact us for details!

### DIARY DATES 2025:

- ✔ 27 April – 'Drive it Day' visit to 17th century country house near Alnwick for cream tea
- ✔ 18 May – drive to Greek Revival style grade 1 listed country house north of Newcastle, castle, gardens and tea room
- ✔ 29 May to 1 June – ESM in Nuremburg Germany – contact RT to discuss joining group ferry trip (Newcastle – Amsterdam) if interested
- ✔ 8 June – Thirlestane Castle car show with East of Scotland Area
- ✔ 15 June – drive through wilds of Northumberland to 18th century castle and tea room near Scottish border
- ✔ 6 July – flagship event – longer drive (possible overnight stay) to fabulous private estate with café near Keswick; view owner's private classic car collection – joint event with Lancashire Areas and members from Cumbria.
- ✔ 27 July - drive through spectacular Northumberland countryside with TR Register; park for photos in front of the fabulous 17th century grade 1 listed private country house incorporating a 14th century pele tower near Whittingham in north Northumberland for coffee & scones, private tour led by current resident who is a historic car enthusiast, small museum and unique photo



*Northumbria members' cars at Path Head Watermill*

opportunity from the castle roof.

- ✦ 17 August – flagship event – 16th century recently restored grade 2 listed country house in County Durham once the home of a prime minister and used as a WW2 PoW camp – joint event with coffee & scones with Durham & Cleveland Area
- ✦ Sept TBC – drive to historic country house near Kielder built in 1719 designed by Capability Brown – the ancestral home of a Border Reiver family who have lived there since the 14th century.  
Roland & Brian

*Roland Tate*  
[rolandtatetcf@gmail.com](mailto:rolandtatetcf@gmail.com)

## CLEVELAND & CO DURHAM

**W**e had a small turnout for our Friday night meeting on November 1st at the George and Dragon, Heighington which was our first since May this year. Those who made it enjoyed the evening together, thanks to Eric and Anne who did the organising.

At the end of another year, it just remains for me to say thanks to those who have joined in with us and to wish everybody a Merry Christmas and Happy New Year  
Mike

## DIARY DATES

- ✦ I am looking at having our area AGM late January or early February, so anyone interested in being there, please let me know so that a date and place can be organised.

*Mike Reeve*  
Tel: 01642 710101 [michaelreeve121@btinternet.com](mailto:michaelreeve121@btinternet.com)

## NORTH YORKSHIRE

*Andy Maughan*  
Mobile: 07762 543920  
Email: [asmaughan@ntlworld.com](mailto:asmaughan@ntlworld.com)

## LINCOLNSHIRE / HUMBERSIDE

**New Co-ordinator required**  
Please contact the Regional Co-ordinator

*Graham Falshaw*  
[meredies@talktalk.net](mailto:meredies@talktalk.net)

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# OUT & ABOUT

N O R T H    W E S T

Regional Co-ordinator:

Jeff Booth [jeff.booth1@btinternet.com](mailto:jeff.booth1@btinternet.com)

Tel: 077 1000 1893



*SAL at speed on The Mountain closed road*

## MANCHESTER / NORTH CHESHIRE

**O**ur final run out of the year was a repeat visit to the Anson Engine Museum in Poynton for another of their occasional steam days on Saturday 26th October. Three Stags met up south of Northwich and enjoyed a bright sunny morning pottering through Cheshire to meet up with the other four people who travelled direct to the museum.

This venue is a real testament to those involved in the running of it and the volunteers who spend so many hours renovating some very significant examples of British industrial heritage. There are long-standing local connections with machines manufactured in the north west which spent many decades powering vehicles and manufacturing processes all over the UK and well beyond. After reaching the end of their working lives much has been rescued from potential scrapping to be refurbished and brought back to life as a working piece of history. To see displays of some of the earliest internal combustion engines in the same room as a massive Deltic locomotive engine, a Formula One Cosworth motor and a modern W12 Bentley (or VW!) engine is quite remarkable. From the age of steam to the present day, all under one (or more) roof. A

fascinating day out, highly recommended.

Our final monthly meeting of the year took place at Rixton on Sunday 10th November which a great turnout of members enjoying a good social gathering with the added bonus of lots of early Christmas snacks and nibbles.

The only item up for discussion on the day, was to choose a venue for our post-Christmas night out on 25th January 2025, from a couple of options which we had researched. This is now firmed up as The Whitehall Hotel, Darwen, BB3 2JU. All details have been circulated by email and by the time you read this we should have all those interested, signed up and paid for either overnight stay or meal only. If you have not seen anything in your email box and would still be interested in joining in, there is the possibility of late additions to our numbers.

We are not planning to hold a regular meeting in either December or January, so the next time we are at Rixton will be Sunday 9th February, which will include our Area AGM.

It is therefore the point in the year when I wish you all well for the coming Festive season. and thank you for joining in this years events which helps keep up our interest and enthusiasm for the good old cars we love. We take plenty of memories with us and remember those members who we lost recently, as we look forward to more adventures in 2025



P.S. I have published another pic from the IOM Festival, just another example of what a great trip we had.....

Nick Rowland

#### MANCHESTER / NORTH CHESHIRE AREA WEBPAGE

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

Nick Rowland

Tel: 01606 624054 manchester@stag.org.uk

## NORTH LANCASHIRE

**W**eather has gone cold so last night's meeting was not as busy as normal only 8 of us but still a good evening.

Nothing to report on the show s as we have almost finished our program for 2024, only our Christmas dinner on the 8th December.(by the time you read this it may have already been held)

We normally don't have a meeting in January but as our Christmas dinner is only 2 days before our December N&N we have decided to cancel the December meeting and have one in January instead as it is far enough away from the New Years celebrations. We can start planning our events for 2025 in time for our AGM in February

#### NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

Tel: 01772601164 d\_haughton@btopenworld.com

## NORTH WALES

**T**here is not much to report this month other than that there was another successful multi-club meeting on the first Tuesday in November. Fifteen present this time, which included 4 Stag owners. Unfortunately, I missed the October run-out, which included a visit to the Llangollen Motor Museum, and was organised by Stag owners Jan and Geoff.

As the year-end approaches, some meeting dates are varied. First-Tuesday-of-the-month meetings continue as usual (3rd December, 7th January) at the Northop Hall Cricket and Hockey Club, but the December run-out will be on Thursday 12th December instead of 26th! Contact me for details.

As this is the last magazine until February 2025, Suzi, Jo and I would like to wish all members and their families a Happy Christmas and Best Wishes for the New Year.

Nigel Cross

Mobile: 07766 696393 northwales@stag.org.uk

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# OUT & ABOUT

## SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark [wos-stagclub@hotmail.com](mailto:wos-stagclub@hotmail.com)

Mob: 07939 928839

### EAST OF SCOTLAND

**I**nstead of the usual December club night we'll be having a Christmas lunch in Edinburgh on Wednesday 11th. An Italian in the New Town this time, with pre and post-prandial refreshments probably on Rose Street. All are welcome of course – this magazine will probably land on mats or in computers just before the event, so any last-minute revellers who wish to join us can very likely be accommodated if you contact me asap.

Please note that as usual we're not having a meeting in January, but will kick things off again on Monday 10th Feb at the Hawes Inn, South Queensferry, at around 8pm.

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

*John Lewthwaite*

*Mobile: 07791 136599 [eastscotland@stag.org.uk](mailto:eastscotland@stag.org.uk)*

### WEST OF SCOTLAND

**W**e don't have much to report as the season is now over. However, we have had a note from one of the shows we attend that things are getting really busy at the events. Therefore to avoid disappointment they will be sending out the booking forms really early in January next year, which means for us if you would like to attend any events please get your name over to me asap. We will be booking all our shows next year as soon as we can.

Monthly meetings will resume again in February at our usual watering hole.

We would like to thank everyone for their support throughout the year and look forward to a successful 2025

All that remains now is to Wish everyone a very Merry Christmas and a Happy New Year.

*Willie Clark*

*Mob: 07939 928839 [wos-stagclub@hotmail.com](mailto:wos-stagclub@hotmail.com)*

### GRAMPIAN

**W**inter is on its way so it's time to keep our Stags nicely wrapped up in the garage. This is a reminder that we don't have a monthly meeting in December as it clashes with Christmas activities. Wish you all the best for the festive season.

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

Website: [www.grampianstags.net](http://www.grampianstags.net)

*Alan Sharpe*

*Tel: 01467 621189 [alan.sharpe@btinternet.com](mailto:alan.sharpe@btinternet.com)*

### NORTHERN IRELAND

**E**nd of another year for SOC Northern Ireland. Wishing everyone a Merry Christmas and a Happy (and drier!) New Year

*Brian Linden*

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# OUT & ABOUT

## SOUTH CENTRAL

### WILTSHIRE

It must be the Start of Winter, as our November natter & noggin meeting was held during the day, a Sunday afternoon at the 5 Zero's supper car storage cafe. A great turn out, on my last count, it was 16 of us, with five Stags in the car park. Nice to meet Brian and his Great nephew, our latest Stag owner to join us. Even though the food service is a little slow, you would have to travel along way to get a better bowl of cheesy ships with bacon bits. Its a great venue, even though we've been there several times, a browse around the super cars, the Ferrari's, the Lamborghini's and the Aston Martins, absolutely brilliant.

Ian and Julie had driven down in their Stag, what was special, was that this was their first proper run out in their car following a full restoration, the car looked really smart in its new coat of Magenta, Ian enjoyed demonstrating his projected Stag profiles beamed from the bottom of the opened doors....We all want them now!!

During October, we had a great run from the Rowdy Cow, Devizes, down to The Bridge Inn at Woodford, there were five Stags and a Mercedes, parking was a little bit of issue at the pub as other punters had moved the bollards reserving our parking, I can't repeat what the landlady was going to do with a bollard, however the Sunday lunch was excellent, enjoyed by all, being close to Salisbury, we did around 60 miles on our drive back home.

John Garnett and I joined the Oxford Stag area for a visit to the BMW Mini factory, thank you Richard for organising the visit, it started in their small museum, where, as well as a split screen Morris Minor, there were several original Mini Models and all the versions of the BMW Mini, interestingly, there was an Electric Mini, which had a label that said it could only be charged in the UK, so we're not sure what would happen if you took it



to mainland Europe. We were shown the Mini in White assembly hall, where all the work is done by robots, creating over 1200 welds before the car moves into the paint shop and then the assembly hall, this is where many hands put together the car, all very impressive.

On our way home we called at Cotswold Body Repair, near Witney, where John's Stag is being repaired following its argument with the rear of an arctic trailer. Having been straightened, the car is now in the assembly stage, although Mark, the owner made the point about how poor the panel fit is and that the amount of fabrication needed was ridiculous, the panels were supplied by Rimmer Bros, be warned.

A reminder our Christmas Dinner will be the Castle & Ball, Marlborough, on the first Tuesday of December.

We agreed that our January meeting will be a Sunday lunch on January 12th at a Pub to be decided, keep an eye on our Wiltshire Diary

Details off all the our events and venues that we will be attending as Wiltshire SOC are included in our online 2024 Diary <https://www.stag.org.uk/wiltshire-area-welcome-page/wiltshire-soc-diary-2024/> this can be found on the Wiltshire Web page on the main SOC web site.

Please check our online diary as to where and when our monthly meeting will be, Sunday lunch meetings are becoming more popular during the winter months You will need to log in using your Membership No and password

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

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

#### WILTSHIRE AREA WEBPAGE

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

Glyn James  
Tel: 01367 810569 [wiltshire@stag.org.uk](mailto:wiltshire@stag.org.uk)

## COTSWOLDS

**S**ad to hear that we have lost John Craddock, a true car enthusiast and extremely active Club member and officer over many years. Indeed, one of the first to welcome me when I first attended an AGM as a novice Coordinator many, many years ago. Peace be with you John.

DECEMBER MEETING SATURDAY 28th

Anticipate meeting at the Greyhound, Longlevens, GL2 0XH for an 1100 departure, subject to conditions. Details and destination to be advised by email.

Evidently the sun really does shine on the righteous as our autumn colours meeting run in October was just about perfect. The muddy river Severn almost became attractive as Mike and Caroline commented that they lived only a couple of miles away but had driven more than ten to cross the water at Gloucester. With sun on our backs a delayed departure didn't really matter, and eventually five Stags and a Jag followed the river for a while before traversing the forest to the river Wye. Just enough leaves had dropped to open the riverside views as we entered Wales and headed downstream to a busy Tintern where we met more of our gang who had travelled direct, making us fourteen for lunch. The Anchor Inn served us well, helped no end by early arrivals John and Helen kindly reserving a large table.

This meeting format continues to please, though may be reduced to travelling direct as the weather deteriorates and Stags are taken off the road. The time will also come when Mark and I run out of destination ideas, so on the basis that others must also have favourite driving routes and watering holes, do please share them. I am aware that not everyone can attend on a Saturday, so we may have to consider some variation next year.

Depending upon whether one is buying or selling, Stag values are important and I hoped that exposure on The Grand Tour might firm up prices for the sellers. General chat suggests that this is not the case and causes me to wonder how many cars really do change hands for the £30000 self assessment valuation which RH (and others) offer. With spiralling insurance costs, more of us are



At Tintern Abbey



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



shopping around and cunning policy wording may catch out the unwary, so do make sure your valuation is agreed rather than market and that salvage is retained.

Some of our stalwarts ventured to the local apple harvest celebrations in October but failed to all meet up due to multiple venues, and I reminded myself that I must book a visit to Hellens in Much Marcle, parts of which date back to the C12th. Whilst on the subject of old dwellings, I was impressed by Northumbria Area's October publishing of multiple 2025 diary dates for their ongoing country house visits - so much better than being hidden on a website.



The Mini Factory in Oxford

### NEW YEAR'S DAY 2025

Hopefully there will be a choice of classic car gatherings, though nothing published at the time of writing.

SUGGESTIONS WELCOMED PLEASE for venues to enjoy our January meal and to hold our obligatory Area AGM in February.

Meanwhile, we have had an enjoyable, sociable and active year and that is thanks to your involvement!

Rupert Klaiber [rupertk@hotmail.co.uk](mailto:rupertk@hotmail.co.uk)  
 Mark Jackson [cotswolds@stag.org.uk](mailto:cotswolds@stag.org.uk)

### DIARY DATES

- ✔ Wednesday 25th December MERRY CHRISTMAS!
- ✔ Saturday 28th December Lunchtime Meeting, venue to be advised
- ✔ Wednesday 1st January HAPPY NEW YEAR
- ✔ Saturday 25th January Lunchtime meeting and meal, venue tba
- ✔ Monday 10th February Drive Your Triumph Day
- ✔ Saturday 22nd February Cotswold Area AGM

### COTSWOLD AREA WEBPAGE

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

**Rupert Klaiber**

**Mobile: 07745 495264 [rupertk@hotmail.co.uk](mailto:rupertk@hotmail.co.uk)**

## OXFORD

**F**or the latest meeting the Oxfordshire area decided to have a change of location, and our meeting moved South of the area and took place in the Greyhound, Near Wotton, a venue that has been used previously due to its ideal location situated directly off the A420, South of Oxford. The change of location was appreciated by all of the 9 members who attended and it's likely to be used again.

This decision to select alternative locations is a result

of some analysis done using the active members list, looking at the spread of the area, and adding pins to a map visualizing the spread. This also extended to mapping the 38% of our members who regularly contribute to the area through the active WhatsApp group and found almost a mirror of the total spread.

This visualization allowed a good discussion around potential future meetings and there was a feeling we could select a number of locations across the area and alternate throughout the year at these points giving every member the opportunity to benefit from a location closer to their home address. At the next meeting we'll aim to select these venues and build them into a 2025 calendar so it's easy to identify the date and location of each meeting in advance so its easy to plan.

I will endeavour to share the location pin analysis on the website, but in the meantime the WhatsApp group is likely to remain the best way to stay in touch with the dates and locations of each meeting.

Wednesday Nov 6th saw a group of 15 members on a tour of the Mini Factory in Oxford, and the group included Phil and Kieron's Rally Stag, which looked great in the car park outside the Mini plant.

The tour itself was very well organized, and proved an enjoyable insight into how a modern factory operates and our tour guide Mike was a man with a lifetime worldwide experience in the motor manufacturing industry, and source of so much information.

The tour took in the majority areas of the site starting at the production facility where we saw the body components pressed in Swindon from 40% recycled steel, fully automated robotics assemble the body, to individual specification and pass it on for final spotwelding together. Every spotweld is recorded and traceable.

From here we went onto the paint process where the specified colours are applied after thorough cleaning and sealing and then further checks on paint quality.

The assembly processes are all timed to within a 60 second window.

Further down the line the shell meets its engine,(choice of 3 versions) all complete with front suspension and



Phil and Kieron's Rally Stag

brakes etc. Dashboard, sunroof (if specified) are fitted, and the roof lining is automatically and precisely coated with glue, ensuring no excess to clean off afterwards.

The waste water from the paintshop is reprocessed on site with minimal waste pollution.

The plant also produces the new Cabriolet version, they are having a few production issues with the mechanism for soft top, perhaps same as Stag 40 years ago?

Finally the cars are individually inspected, and dispatched for delivery, some by rail to Bristol or Southampton for export, or UK distribution.

The other main highlight for the Oxfordshire area during November was a presence at the Classic Car Show at the NEC with our area immaculately represented by Gary, who got his polish out to get his Tahiti Blue Mk1 Stag gleaming and up to the show to be take its place on the SOC stand. The car was complete with the beautifully restored hard top, showcasing the all-round appeal of the car. The car enabled Gary to present his 'labour of love' and in addition to the lovely hard top it allowed him to showcase lots of other upgrades and improvements that has been added to his car, all contributing to a fine example showing what is possible with the car. Gary even tells me the car attracted interest from the team representing the Corvette magazine, which highlights the cars broad appeal.

As the year draws to a close there is not a huge number of activities going on with probably the January Scramble at the Bicester Heritage the main one on 5th January. There will be a couple of members in attendance, so the Stag will at least be presented in some capacity, but overall the event does divide opinion on its value for money, which is probably valid, but there is always lots on show so always worth a visit or at very least an event worthy of a bookmark within our area.

With the next, last Thursday in the month slot, being the day after boxing day its unlikely that there will be an official area meeting in December but this may change as a few keener members will no doubt try a few other locations across the area, so keep a look out on WhatsApp

for more details which remains the best way of keeping informed of movements in the Oxfordshire area, so if anyone wants to be added just drop me a line and I'll make this happen.

#### DIARY DATES

- ✔ Brackley Classic Car Show – 29th December 2024
  - ✔ Bicester Scramble – 5th January 2025
- Richard Green

#### OXFORD AREA WEBSITE

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

Richard Green

Tel: 07796 946078 [oxford@stag.org.uk](mailto:oxford@stag.org.uk)

## THAMES VALLEY

What a wet and miserable October we have had to endure. Very little going on because of that, but we did manage to fit in a weekday lunch at the Longbridge Mill, Sherfield on Loddon.

Four Stags were in attendance on a fresh but sunny





*Meeting up at Raines Vineyard near Hinton Ampner*

Friday, three of which went topless for the journey. We met up at the venue at 1pm and after a short chat went in for a leisurely lunch. Food and company were top notch which I am sure all in attendance will agree. Would be nice to see some new faces at these meets although I do recognise that not all members are free from work commitments, these lunch meets work out nicely and are enjoyed by all,

Our regular monthly meet is at the Shire Horse, Littlewick Green, nr Maidenhead on the second Tuesday of the month, if you fancy a bite to eat aim for arrival around 7pm, eating however is not compulsory so if you choose not to eat feel free to arrive a little later, your company if even for just a short visit is appreciated. All new attendees welcomed or maybe life's pressures have stopped you attending recently, do come along and support.

Lastly Ian and myself wish all members whether active at gatherings or not A Very Merry Christmas and the very best for the New Year.

#### DIARY DATES

- ✔ Tuesday 10th December - Monthly N&N. Shire Horse, Littlewick Green.
- ✔ Tuesday 14th January - Monthly N&N, Shire Horse, Littlewick Green.
- ✔ Tuesday 11th February - Monthly N&N and AGM, Shire Horse, Littlewick Green.

*David Yapp*

*Mobile: 07970 059716 TVstags@hotmail.com*

## SOLENT & NEW FOREST

**W**ell, the Summer is definitely over, so October saw our last planned run for the year.

This one, again planned by Sally and David, had been held over from last month, and replaced the original one, as the venue was now closed for the season.

So it was we all met up at Hedge End. A total of seven

Stags turning up on a decidedly grey day, determined to have a good time!

After a good natter, we set off on the well planned route and after a ramble through the Meon Valley, arrived at our coffee stop, Raines Vineyard near Hinton Ampner, where we all enjoyed coffee and cake (or something stronger for the navigators!), while enjoying the views over the vineyards.

Our route then took us into the South Downs Park, and then on to the edge of Salisbury Plain, to our destination, Whitchurch Silk Mill. Here we started to split up, with some visiting the Silk Mill museum and others going on to the optional destination a few miles further on, to the Sandham Memorial Chapel, Burghclere, a National Trust property. Here they could view the Stanley Spencer painted memorial to the Great Wars' Salonica campaign.

We are now compiling next year's calendar of runs and events and some good ideas are already coming to the fore. Watch this space!

At November's monthly meet, we welcomed two new members, Rob and John. While chatting to John, it turns out that he obtained his Stag from a distant relative and has recommissioned it and it is now back on the road after spending the last 18 years in a garage! Hopefully we didn't frighten them away, and we'll see more of them both in the future.

#### 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/>

*Ian Knight*

*Mob: 0790 4022781 ianknight.stag@gmail.com*

# OUT & ABOUT

## SOUTH EAST

Regional Co-ordinator:  
Steve Kiefer [schkiefer@aol.com](mailto:schkiefer@aol.com)  
Tel: 01689 854700

### WEST SUSSEX

It gets quiet this time of year event wise, but we were invited by Gulf Fuel to take part in a promotional run, the proceeds will be used in their advertising schedule and for the promotion of the film 'Venom' which is just being released. We had to cancel twice due to the weather raining both times and we had a professional photographer to do the photoshoot attending and it would be better for him to get the good shots. We were told that we could have up to 10 cars, which proved a problem with availability and the changing of dates, but we had seven takers in the end. Gulf Fuel offered us £15 per car in petrol plus coffee but I got this upgraded to £30 per car as there was only seven of us attending and not the ten. On the day we had a further three drop out which left us with four cars but I managed to claim their fuel allowance and we all topped our tanks up. We met at the Gulf petrol station in Wivelsfield Green and finished at the Gulf petrol station in Bexhill, a run of approx. 35 miles each way and we were presented with a goody bag before the run. The photographer took the photos at Wivelsfield Green. The run itself was probably the only sunny day in October, but well worth the wait.

Our November club meet was at Tottington Manor for breakfast and we had a good turnout, we also welcomed along Richard and Judy who have just bought their Stag, but they left before I had chance to get their details, hopefully they will join us again soon.

No club night in December as we have our Christmas dinner on the 7th which has all been pre-booked. There is



an outdoor candlelight carol service at Tottington Manor on December 21st, prebooked with £1 ph admin fee for charity. We attended this last year and was pleasantly surprised as it brought the meaning of Christmas home, worth attending also bar and food available.

We will continue to suspend club night until March/April time and substitute it for breakfast meetings during the





winter months starting on January 5th and February 2nd, both at Tottington Manor and the February meeting will also be our area AGM which we will hold afterwards, so don't all rush off afterwards, we need numbers for both of these meetings to pre-book our space.

Thank you for all your support during 2024 and we wish you a Merry Christmas and a Staggering New Year  
Bob

**DIARY DATES**

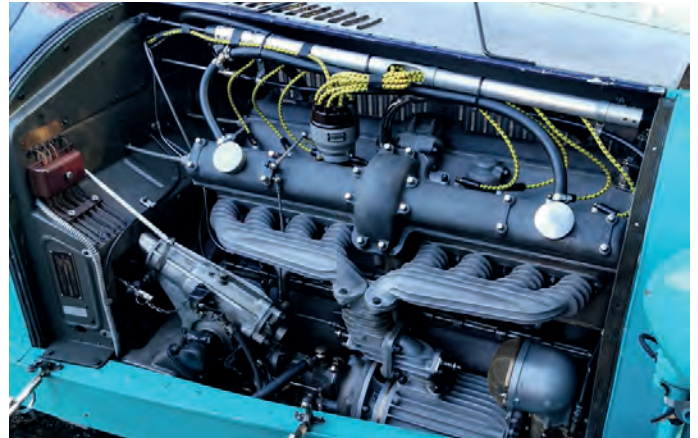
- ✔ December 7 Area Christmas Dinner
- ✔ December 21 Christmas Carol concert at Tottington Manor from 6.30pm
- ✔ January 5 Breakfast Meeting at Tottington Manor from 10.30am
- ✔ February 2 Breakfast meeting at Tottington Manor from 10.30 am followed by our area AGM. Let's have your thoughts.

**WEST SUSSEX AREA WEBPAGE**

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

**Bob Heritage**

Mobile: 07802 246236 westsussex@stag.org.uk



building. The car park was rammed with some interesting cars – I was quite taken by a very old Alfa Romeo – after a quick google, I think it was an 8C – It had a stunning straight 8 engine and it sounded amazing when it left. It was how old cars should be, it was a bit muddy, suggesting that it is actually driven, rather than being a trailer queen. I have a video of it leaving, but sadly video doesn't work very well on paper!

29th October This isn't Stag related, but Mike H. went to prison! Yes you did read that right – although thankfully he wasn't an inmate. He is in a band and was booked into a rather unusual venue to play to the inmates. They did let him out again afterwards though! He said he had a power cut at home a few days later, I wonder if he upset someone when he was in there, hmm!

2nd November – Bletchingley Arms Breakfast meet. Also one I attended. There was an interesting Rolls Royce Silver shadow that I hadn't seen there before – yellow and painted as a tribute to John Lennons car, it was very well done, but doesn't really seem appropriate for one of these grand motors.

7th was our monthly meet at the Bo-Peep. I didn't do an accurate count, but I think there were about 16 of us there, including a welcome return by Martyn whom we haven't seen for a considerable time. Nice to see you out and about again.

We also had a good discussion around the plans for next years trip away and we now have an outline plan of what we would like to do. It is looking like Warwickshire, following loosely in the footsteps of the Surrey groups trip reported in the November magazine.

**SOUTH EAST LONDON**

**T**his one won't be quite as long as last months – thank goodness I hear you all say!  
I'm terrible for not making notes of what we actually do during a month, but we seem to have done quite a bit between us! I don't know who went to what, but trawling through the WhatsApp group, I've come up with this list:

- 13th October – Forest Row Breakfast meet.
- 17th October – SE London Curry night.

I did go to this and there was a good turn out and the food was great!

- 26th October – Breakfast at The Moat at Wrotham
- 27th October The Wheatsheaf Pub at Bough Beach

I went to this one. It isn't one I've been to before but will most likely go to again. Beautiful old oak framed



9th Nov. I went off to the NEC to the big classic car show. Loads to see as you would expect. I went with a friend and we didn't manage to see everything. The last hall was the one including the Stag stand, we couldn't leave without popping in to say hi, before we had to dash off to catch the train home. We had a good chat with Lesley, Roger and a chap from SOCTFL who's name escapes me! There was a lovely selection of Stags on the stand including one in Topaz, which most of you will know is most likely the colour mine will end up after it is restored.

9th – Breakfast meet at The Moat in Wrotham.

3rd. November Ardingly Autojumble.

9th November Titsey Brewery. A few of the gang went to this one, which is a free, but ticketed event. The weather was a bit poor so I gather was not particularly well attended.

Reading back, that's quite a lot for what I thought was a fairly quiet month! We have a few more interesting things coming up, which will have been and gone by the time you read this. We have our first ever bowling night on the 14th Nov. I shall be going, but it is almost guaranteed that I will come last – I have no coordination at all when it comes to throwing, catching, hitting or kicking a ball – which pretty much rules out most ball sports for me really! On the 7th December we have our Christmas meal. This is a few days after our monthly meet, which is on the 5th. Dec.

#### DIARY DATES

- ✔ Jan 2nd – monthly meet at the Bo-Peep (BR6 7QL)
- ✔ Check the WhatsApp group and Spond for any breakfast meets in January.
- ✔ Feb 6th – monthly meet at the Bo-Peep

*Chris Skinner*

*Tel: 0796 1058188 chris1976stag@gmail.com*

## KENT

**M**erry Christmas & A Happy New Year to all readers! We had 20 regular attendees at our November Meeting at the Dog & Bear Hotel, Lenham, plus it was good to see Bob Moreton returning too.

We don't have a meeting in December due to the Christmas Party which will be on Saturday 14 December at the Bell Hotel Sandwich, nor is there a Dinner Meeting at the Wagon and Horses, Charing in December or January. Mike Allen is looking for an alternative venue for January as the Wagon & Horses is closed for the month, so further news regarding that venue will be notified by email. Thank you to Viki and Paul O'leary for organising the Christmas Party.

However, our own AGM will be at the Dog & Bear, Lenham commencing at 8.30 pm on Monday 13th January 2025. If you wish to stand for Co-ordinator or as one of two Deputy Coordinators please let Howard know prior

to the meeting. Also we need nominations for Kent Area "Member of the Year", prior to the AGM.

Kent Area had a good representation at the National AGM held at the British Motor Museum, Gaydon, Warwickshire, and also the National Co-ordinators Meeting. Further news will follow these important National Events.

Another note for your diary is the National Day 2025 which will be held at the Shuttleworth Collection in Bedfordshire on Sunday 13th July 2025. The Shuttleworth Collection is a working aviation, automotive and agricultural collection located at Old Warden Aerodrome in Bedfordshire and promises to be a great day out and just over two hour's drive from mid-Kent. We could have a good run out on that day.

As we come to the end of another year, I would like to thank our Deputy Co-ordinators, Derek Hewett and Jonathan Moss for their help and support, and also their wives, Mary Hewett and Lesley Moss who have also made a valued contribution to the success of many events and tours, particularly the Isle of Man trip. I would also like to thank Mike Allen who successfully organises the dinner evenings on the fourth Thursday with a minimum of fuss. Lastly and by no means least, I would like to thank the Kent Area membership, especially those who actively participate in our events. See you all in 2025!

*Howard Gilbert*

*Tel: 01622 583846 kent@stag.org.uk*

## SURREY

**T**here is not much to say this month as we seem to be between events at the moment, lots going on at the end of the month (November), monthly meeting, breakfast at Haskins then our Christmas Dinner at the Thatchers Hotel in East Horsley, you can read about these in the February magazine.

#### DIARY DATES

- ✔ Our AGM will be at the Fairmile on the 20th January. The meeting will start at 8pm so please arrive a little earlier, if you would like to put your name forward to be the next co-ordinator or Deputy co-ordinator please let us know at the meeting other than that we will be discussing ideas for our events for 2025 so if you have any suggestion's please let us know.

So for the time being all we can say is have a wonderful Christmas and we will look forward to seeing you all soon.

#### SURREY AREA WEBPAGE

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

*Gary Sorfleet & Matt Gravett*

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## EAST SUSSEX

**A**t the October breakfast meeting, it was so wet only one Stag turned up but we had a car park full of other vehicles and at least 30 or so happy punters!

The following day, it was still raining heavily but despite 'Storm Ashleigh' doing its best to upset our 'Autumn Tints' run, 11 Stags turned out and there were another dozen or so cars enjoying Pete and Marion Coleman's trip through beautiful Sussex countryside. Once again, Pete and Marion produced a carefully planned route with easy to follow directions setting off from Ringmer, taking in Chailey, Newick, Fletching, Maresfield, Crowborough and Jarvis Brook ... and that was all before the first coffee stop! The weather brightened up as the day went on and all the Stags performed well, despite the conditions. A smashing Sunday roast was on offer to finish off the day at the Hare and Hounds in Framfield. Sadly, Pete and Marion have announced that this would be their last hurrah for



the Autumn Tints runs and our chairman, Bryan Gregory, thanked them for all their efforts and expressed the appreciation of all of us for the excellent days out they have organised over the years. If there was a 'lifetime achievement award' for 'Autumn Tints' and 'Drive it Days' alone, I'm sure Pete and Marian would be the cup winners!

In other news, Bryan announced his programme highlights for next year. He suggested the following events would be prioritised and information will be gathered as soon as it is available:

Eastbourne's Magnificent Motors, Broyle Show, Motors by the Moat, Festival of Transport, Bromley Pageant (at Ardingly next year) and Bexhill 100.

Of course, we are lucky enough to have other shows and events in our region but this will be the starting point for the new year diary.

As always, new ideas and suggestions for days out and weekend jaunts are always welcome. There was some discussion about a possible tour on the continent and two of the day trips (sailing club and Gatwick aviation) were so popular this year that there will be enquiries made about return visits.

Meanwhile, we have had a few new members over recent months and we welcome them all and hope they will enjoy what the club has to offer in the coming years ahead!

### DIARY DATES

- ♥ Christmas Dinner and Dance, Friday, 13th December, Hydro Hotel, Eastbourne.  
Sandy Gent on behalf of Bryan Gregory

### EAST SUSSEX AREA WEBPAGE

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

*Bryan Gregory*  
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# OUT & ABOUT

## SOUTH WEST ENGLAND AND WALES

Regional Co-ordinator:

### DEVON

**O**n a very wet Sunday the Devon SOC joined the TSSC for a joint run from Yelverton over Dartmoor to the Countryman Inn near Okehampton. It was a really nice run and, if the weather had been better, there would have been some stunning views. Despite this it did not dampen anyone's spirits and a good time was had by everyone culminating in a carvery lunch.

Later in the month Si and Leah organised a run together with a visit to the Taunton Motor Museum. A new business so interesting to see. This was another great event but sadly not very well supported by Devon members.

There has been a general falling off of numbers attending events this year which is very disappointing. We had to cancel a lunch that was very well supported last year at the Fisherman's Cott as no one seemed to want to go. Are we putting on the wrong sort of events? Do you have opinions of how to improve things? If so so come along to the AGM in January and let us know.

By the time you read this, we will have had the Inter Club skittles at the Waie Inn. Hopefully we will have had a good turnout.

In December we have our Christmas Lunch instead of dinner - voted for at the last AGM. At the time of writing the numbers are very low.

The AGM is at the Waie Inn on Sunday 26th January 2025. As you know Sue and I are both standing down as Coordinator and Deputy Coordinator. Peter Turgoose has



volunteered to take on one of the roles and will do the membership lists, write the monthly reports and handle all the on line stuff - Facebook etc. Thank you so much Peter. This is greatly appreciated. What we need now is someone to organise the programme. This is not a huge job and the members have historically volunteered to organise events throughout the year. If you think you could do this and would like more information please speak with myself or Sue. Thanks.

I've enjoyed being your coordinator over several years but now is the time for me to stop. Thank you for your support.

See you at the AGM and Happy Christmas to you and your family.

Kind regards,  
Claire

#### DIARY DATES

- ✦ Saturday 14th December - Christmas Lunch at the Dartmoor Lodge, Ashburton. 1200 for 1230.
- ✦ Sunday 26th January 2025 - Devon Area AGM at 11am followed by lunch (booking essential) at the Waie Inn, Zeal Monochorum, EX17 6DF.

#### DEVON AREA WEBPAGE

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

Claire Purser  
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## SOMERSET / DORSET

Last month was a very quiet month for the S&D Area, just our Sunday lunch N&N to report. Unfortunately, I was unable to attend as I had managed to catch Covid, so thought it best to stay at home. Ken took over the helm and looked after everyone and reported back that there were four Stags present in glorious sunshine, everyone enjoyed the meal and from Ken's photos the puds looked even better, shame I missed it. I will have to make up for it at the Pre-Christmas Lunch.

Our Pre-Christmas lunch will be at The Prince of Wales on Ham Hill on the 7th December, so will probably be over by now, unless you are a digital magazine reader.



Our next event was to be the usual Post-Christmas Dinner in late January. I have suggested Sat 25th January, but I am waiting for replies from members so nothing has been planned yet. Hopefully we might get more interest after Christmas. Don't forget there will not be a January magazine so if you require any information about a Post-Christmas Dinner, contact either Garry or Ken, or check our area website.

### DIARY DATES

During the winter months (Nov to Mar) our monthly Wednesday evening N&Ns will move to a daytime meet, dates and time TBA. Please check with the area website or Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.

✦ Jan 2025 - Post-Christmas Dinner, possibly Sat Jan 25th.

*Garry Martin*

*Tel: 01935 427625 jangarmartin@tiscali.co.uk*

## SOUTH WALES

Quite naturally there is not much happening at this time of the year so as fine weather was promised, I decided to arrange an Ad Hoc breakfast meeting on Sunday 3rd November. I was pleased with the response and we had 5 cars turn up at the venue which was the cafe at the Sunnyside Garden Centre in Langstone near Newport. After a chat and some refreshment we set out on an autumn tour of the countryside to enjoy the fantastic colours on the trees at this time of year. We headed up to Chepstow on the A48 and drove past Tintern Abbey and on towards Monmouth. I headed the convoy at this stage and narrowly missed the sharp turn to our destination, but I made it and everyone followed. We finished up at "The Kymin". This is a folly at the top of a hill with views across Monmouthshire and Somerset. Unfortunately although the



weather was dry it was a little misty so we did not get the full effect of the viewpoint. The Kymin Folly is a monument to the British Navy, with its most famous visitor being Horatio Nelson who it is said spent time staying here back in the day. The picture attached shows two of the cars and the group of members who attended.

Tuesday 5th November was our Noggin & Natter evening at the Crow's Nest in Cwmbran. I was pleased that Andrew P volunteered a transport quiz and we had a really good evening. We had questions ranging from railways, cars and "Thunderbirds". The team consisting of Kelvin, Richard B, Ian H and Ian R won the tin of Stag shortbread biscuits and shared the proceeds of their prize with the room, thanks lads. Many thanks to Andrew once again.

Our Area AGM is planned for 7th January 2025. We will be electing a new Coordinator and nominations are welcome to me please. If necessary I will accept nominations on the day. The official posts are Coordinator, Deputy Coordinator but we will be asking for people to help run the club as well.

We welcome all club members in the South Wales Area or further afield. We keep in touch by email and whatsapp. If for some reason you are not on the circulation list please contact me. We meet every month on the first Tuesday at 8pm, however in the summer, the time changes to 7pm so that we can have one of our evening drives, one way or another we end up at a pub for light refreshment!!

### DIARY DATES

Winter Programme

- ✔ No Noggin & Natter in December
- ✔ Sat 7th Dec Taurus Craft Market GL15 6BU
- ✔ Meet at the cafe on Sun 15th Dec Christmas Lunch at Green Meadow Golf Club, Cwmbran Colin & Jill
- ✔ Tues 7th Jan 25 Area AGM Colin, Gary & Bob.

### SOUTH WALES AREA WEBPAGE

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

*Colin Evans*

*Mobile: 07870 654205 southwales@stag.org.uk*

## WEST WALES

**W**ith the onset of earlier, darker nights now, there has not been much Stag activity for the West Wales area since our last N&N in October. We are however looking forward to our November meeting, despite a few of our regular members being unavailable this month. As it happens, we have recently had a new member join the Club, encouraged by his neighbours Geoff and Wendy Trebirecock, and so we hope to be welcoming Robert and Ruth to our gathering in November.

We are also looking forward to December, and to our planned joint Christmas get-together with the South West Wales area. Clive Perman has arranged for this celebration to be held on Wednesday 11th December at 7.30 for 8.00pm at The Bridge, Llangenech. This event will take the place of our regular N&N for December.

Looking even further ahead to the New Year (I can't believe I'm talking about this already, as it comes round so quickly), I am aware that we will need to be planning our AGM which we are required to hold during the month of January. So, please will you all give this some thought, and I hope to discuss with you a suitable date and venue for this meeting so that it can be confirmed before Christmas. On this matter, may I remind you that we need to elect the area coordinator and deputy coordinator for the coming year, so please also give this some thought, as well as thinking of some ideas for events and meetings for 2025 so that we can put together our proposed diary of events, for approval by the SOC secretary (for insurance purposes). So, plenty to be thinking about over the next month, and I hope to be able to welcome many of you to our AGM in January.

The West Wales Area usually meets for our N&N on the second Tuesday of the month, at various venues, and 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

- ✔ December N&N cancelled, but instead... Wednesday 11th December, 7.30 for 8.00pm - Christmas get-together at The Bridge, Llangenech.
- ✔ Tues. 14th January N&N - venue tbc
- ✔ Also in January - WW Area AGM - date and venue tbc

*Nick Cale*  
**Mobile: 07922 128717**  
**Email: nicholas.cale@icloud.com**

## CORNWALL

**B**y the time you read this, the cut off for our excellent annual Christmas Dinner get together will have passed.

But, if you would like to attend the Cornwall SOC AGM at Carleen Village Hall (TR13 9QP) on January 12th you are most welcome. It is a very informal meet up where we put together the diary of events for 2025. Everyone brings something for lunch at the village hall after the meeting: Savoury, non-savoury and deserts. Laura and Vince organise tea and coffee. 10.15 for a prompt 10.45 start.

### DIARY DATES

- ✔ December 14th - Christmas dinner. Penmorvah Manor Hotel TR11 5ED.
- ✔ January 5th 2025 - AGM Carleen Village Hall TR13 9QP
- ✔ February 2nd 2025 - Country Skittles, Townshend. TR27 6ER

*Mark Colton-Taylor*  
**07900 982762** [cornwall@stag.org.uk](mailto:cornwall@stag.org.uk)

## SOUTH WEST WALES

**T**he South West Wales group meet on the third Wednesday the month. From May we normally have an evening run with a normal meeting place at junction 47 M4. 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.

First an update on my knackered differential, with the help of George and the use of his four poster we changed the diff and I now have a fully operational car. A very



big thank you George. But as normal nothing is straight forward when it comes to our cars, this was no different. Let me explain I have over the last few months had what I thought was a fuel pump issue which culminated in a brand new pump. I drove to George's and put the car onto the ramp. After three days I started the car only for it to cut out and with a lack of clicking from the pump a faulty new pump was suspected. We came to this conclusion due to the poor quality of spares at the moment. Luckily George had a spare pump which he said I could use until I sorted out the new pump, as I started to undo the banjo bolt we could hear air being drawn into the fuel tank followed by a couple of loud bangs as the tank expanded back into shape. Retightening the banjo bolt and turning the key resulted in a working pump and a running engine. Looking at the "plumping" of the tank we could see that the vent pipe was plumbed back into the tank so was not venting to the outside hence a vacuum in the tank which acted against the pump and stopped the pump from working. I've had this car for just three years and had no issues but a few months ago I replaced the split fuel filler seal and by doing so stopped the fuel tank from venting. Plumbing the tank in properly has resulted in no further pump or running issues. This is something that I will remember for future reference.



As we approach the closed season for Stags there was one last show to go to. Towy Valley Vintage Club put on a display in The National Botanical Gardens of Wales called "Crankdown" where there were about 50 cars on display and included three Stags. The gardens are home to the worlds largest single span glasshouse measuring some 110 meters by 60 meters. There is a doubled walled garden and river/lakeside walks. The weather was supposed to be sunny periods but someone forgot to tell the sun as all we had was cloud cover all day and it was cold, very cold. At least it remained dry for the day, which was a bonus compared to the weather on the day before and after. Our October N&N was held in The Bridge

in Llangennech we have been here before and as always the food was excellent and the service was brilliant. 14 of us attended the evening including our latest recruit Reg Whale. A big welcome to Reg who I think enjoyed the evening. While he does not suffer from Stagtitus at the moment he is trying to catch the ailment and become one of the "walking dead" soon. It is strange that within a 4 minute drive from my house there are 4 Stags and a member who is looking to buy. I wonder if this is just a coincidence or is there something in the air where we live?

Clive Perman

#### DIARY DATES

- ✔ N&N 20th November
- ✔ Christmas Dinner 11th December
- ✔ AGM 19th January 2025 TBC

*Clive Perman*

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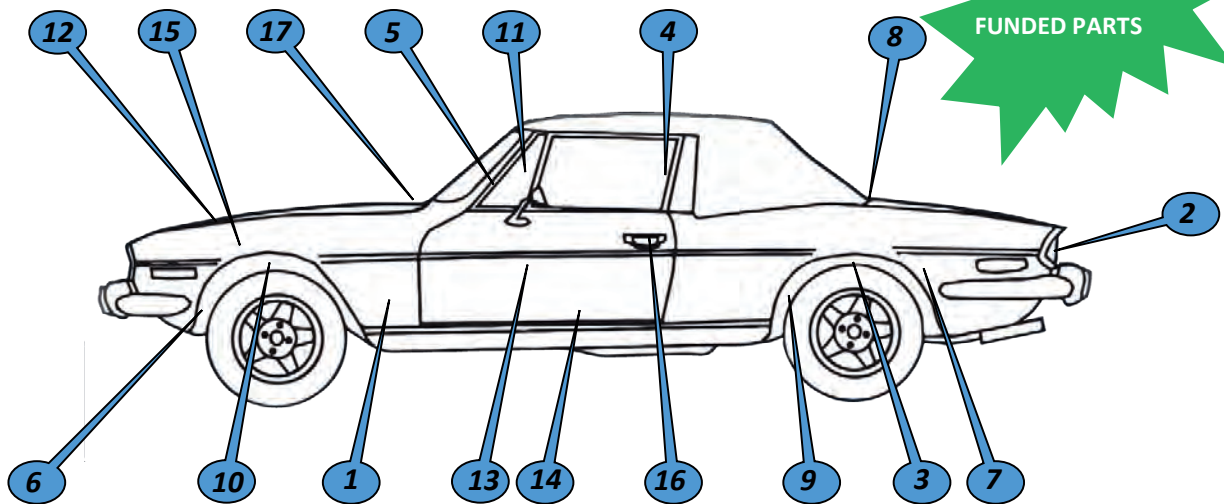
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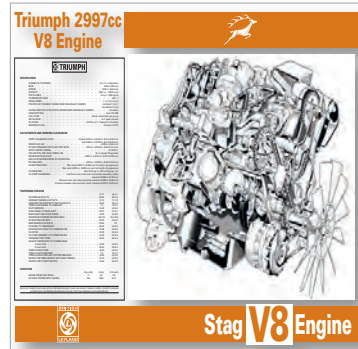
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