



STAG OWNERS CLUB

ISSUE 499 NOVEMBER 2024



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ISLE OF MAN / AGM NOTICE

ALASKA / WALES

SILVERSTONE / NORTHERN IRELAND

STAG OWNERS CLUB

HONORARY POSITIONS

President:

Past Presidents: Lesley Phillips, Ken Hudson

Vice-Presidents: Tony Hart (Founder Member, deceased 2023),
John Craddock, Stephen Kiefer, Chris Liles,
Simon Preece, Peter Robinson, Clive Tate

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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.

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SITUATION VACANT

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GENERAL CLUB INFORMATION

Change of Address

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

Subscription Rates

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

Diary Entries

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

MAGAZINE Copy Deadline

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

Your magazine didn't arrive

Contact the Membership Secretaries, Marilyn & Peter Robinson.

Private and Trade Advertising

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

Back Issues

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

Technical Queries

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

Area Co-ordinators

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

FORUM

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

INSURANCE Valuation Service

The Club provides Stag valuations (for a nominal fee) for the sole purpose of insuring under one of the schemes supported by the Club. Valuation Application Forms are available from the insurance section in the members area on the Club Website www.stag.org.uk

Insurance Scheme

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

Data Protection Act

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

WEBSITE

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



EDITORIAL

It's been a very busy month and one of the most popular destinations has been the Isle of Man with the Scenic Car Tours Best of British car show being held there. Lots of you have seem to have gone there with contingents from Devon, Kent and the Midlands and northern regions as well.

Perhaps we ought to consider it as a possible venue for our next AGM. This of course is at the end of this month at Gaydon Museum. It's just for the one day, so please make the effort and come along.

One destination, which surprisingly has been visited by a few Stag club members is Alaska.

We were there for a couple of weeks and I've done a small article on some of the cars we came across over there. Also it appears some members from the Norfolk area bumped into each other up in that part of the world as well.

We certainly get around don't we.

At our last committee meeting it was indicated by a couple of long-standing committee members that they would not be applying for re-election at this AGM. Those committee members are Andrew Smith and myself.

Over the past few years, there has been more and more work taken on by fewer and fewer officials in the club. We do need people to step up especially for the national committee.

The vast majority of the meetings are online teams meetings, so there is very little need to travel, maybe two or three times a year at most. See page 21 in this magazine.

Carl Fuss

ISSUE 499 NOVEMBER 2024

Front Cover: Tour of Wales

Pic: Sandy Gent

Back Cover: At the Isle of Man

Pic: Polly Booker



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WELCOME

NEW MEMBERS

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Mr & Mrs A.Gardner Co. Durham
Mr. D.Page Devon
Mr. M.Stettler Switzerland
Mr. S.Gordon USA
Mr. S.Hill Worcestershire
Mr. L.Norris Australia
Mr. J.Blissett Somerset
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Mr. H.Russell West Sussex
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Mr & Mrs.Hutchings Gloucestershire
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Mr. B.Sharp Australia
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Mr. K.Jones Hertfordshire
Mr. T.Dixon N. Yorks
Mr. D.McCorkell Londonderry
Mr. J.Czyrka East Sussex

THINKING OF VOLUNTEERING BUT AFRAID OF THE COMMITMENT?



Are you afraid that once you put your hand up, you are going to be locked in forever with no means of escape?

Well, we are hoping to change that attitude with a three year term for posts, in particular on the national level. Possibly the first year to get the hang of it, the second year to do it, the third year to find somebody to take over from you. However, if you find that you really love it, then you can stay as long as you feel you want to. On the other hand, if you realise fairly quickly this is not for you, you can step down at any time.

There are lots of volunteering opportunities in the club from being a member of the National Committee to the various posts that all go towards the smooth running of the club and bring benefits to all the members as a whole. If that's not for you then think about your local area you don't have to become a co-ordinator but helping out occasionally organising trips and days out is extremely helpful and does take the strain off the area coordinators.

For more information contact secretary@stag.org.uk

SOC NATIONAL COMMITTEE MEETING

18TH OCTOBER 2024 – MEETING AT THAME, OXFORDSHIRE

- **AGM** At the Co-ordinator's meeting at 2:30pm. Peter Jones, Co-ordinator's Liaison Officer will introduce himself.
- **SOCTFL** progress is being made.
- **Discussion** on a new membership system
- **National Day 2025** National day is now confirmed at Shuttleworth on the 13th of June 2025. More details will be in the December issue of the magazine.

Full minutes are available on the Club Website once approved at the next National Committee meeting.

Carl Fuss, Chairman

NOTICE OF ANNUAL GENERAL MEETING

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

Will be held on Sunday 24th November at the British Motor Museum, Banbury Road, Gaydon, Warwickshire, CV35 0BJ at 10.00 am. **There is lunch provided** at 2.00 pm followed by the co-ordinators meeting

- Forms for election to the 2025 National Committee are available from the Secretary. Nominations must be returned at least 28 days before the meeting.
- Any member wishing to place an item on the Agenda must notify the Secretary **IN WRITING** at least 21 days before the meeting. The agenda item should have a proposer and seconder.
- Copies of the Agenda will be available from the Secretary on request.
- Copies of the draft minutes of the last AGM and copies of the last published Club accounts are available on request from the Secretary.

NOMINATIONS FOR AWARDS

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

The awards which the club presents at the AGM:

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

Nominations **INCLUDING** reasons for nominations to be with Tracey Cooke by 24th October – secretary@stag.org.uk

ELECTION OF CLUB OFFICERS

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

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

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

CO-ORDINATORS MEETING

SUNDAY 24TH NOVEMBER 2024

A meeting of all Co-ordinators (or area representatives) will be held on this day after the AGM. The Co-ordinator's meeting is at 2:30pm where Peter Jones, Co-ordinator's Liaison Officer will introduce himself.

SCENIC CAR TOURS BEST OF BRITISH ISLE OF MAN FESTIVAL OF MOTORING TRIP

Some of you may be already aware of the company called 'Scenic Car Tours'. They often display at the Tatton Park show and we have seen them there many times.

This time, however, one of us paid a bit more attention. Adrian and Sue actually looked at the glossy brochures and long list of tours and they spotted the Isle of Man Festival of Motoring 'Best of British' event to happen September 2024. Deciding it was much too good to miss, six of our local area Stags signed up for the event. (In the end it was five because one of the group had decided to sell one Stag and take apart the other!)

We collected at a rather nice little restaurant in the outskirts of Liverpool for a light lunch and some liquid refreshment (a bit of the theme for the whole trip tbh) and headed for the Ferry terminal. As the whole direction of the tour as advertised was to get 300 British cars over to the Island for a few days of touring and general fun and games it was no surprise to find ourselves surrounded by Morgans, MGs, Aston Martins, Jaguars etc. 37 Stags signed up in total and they and a good handful of TRs made up the Triumph contingent. All safely stowed in the hold of the good ship Manannan (a very impressive catamaran with huuuuge, 38,000 bhp engines) we sailed across the glassy Irish Sea to Douglas, the Isle of Man's main port and capital and arrived at our hotel in time for a quick splash of the face and a quick drinky in the bar.

The first day (19th September) after an excellent breakfast, we were given pace notes and free rein to travel round the island visiting many of the pretty ports dotted around the coast. Seals spotted and queenies

(small scallops) sampled we covered most of the area and headed out for a good (if slightly late) dinner. This was turning out to be a good trip and we hadn't even really started.

On the 20th we were allowed to drive the road known as the SLOC with no speed limits and no obvious edge to the road. Tops down of course.

Saturday we all parked up along the promenade to put on a show for the locals. This was much appreciated and also gave the girls a chance to go into town for a little retail therapy. Unfortunately for some MGs parked just down from us got a generous amount of the Irish Sea splashed all over them and they had to move further down the prom. Dinner that evening was via an Electric Tram ride to the Victory Café near the summit of Snaefell. Pie and mash with excellent entertainment by a local busker, Ruby.

Sunday was the big day when we got to drive the TT circuit with a police escort, driving the iconic course with locals out to cheer and wave. What an experience and all topped off with a Gala dinner back at the hotel.

Altogether such a great way to celebrate just being together driving our favourite open-topped 70s Sports cars. No real problems from the cars either, a permanently open back window and a possible transmission issue grumbling (not the same cars) but the Stags stayed dry throughout with the being ridiculously kind while most of the UK was lashed with driving rain and cloud we had sun and warmth. All cars safely home before the rains started.

Scenic Car Tours get five stars from us, well organised, helpful and friendly with the omnipresent Bob at the helm.

Polly Booker





A delayed report about a trip to the Isle of Man to participate in, with other members of our car club, a Best of British Classic car festival in September.

We have all been busy bees since returning home. We had a very smooth sailing across from Heysham to Douglas. About 320ish cars attended of many makes. There were a lot of MGs and Morgans (3 and 4 wheeler) but the Triumph Stags had the largest number of one make and model. We had 10 Stags attending from Kent.

On the Friday the Sloc Mountain road was closed for the cars to have a clear run up the mountain, twice, followed by a drive to the motor museums at Jurbey.

On Saturday all the cars were parked up along the seafront in Douglas for a car show then in the evening some attended the Pie in the Sky event, travelling by tram up the mountain to have a pre-ordered pie followed by live music.

On Sunday we gathered at the TT grandstand in Douglas to join a police escorted TT circuit motorcade to Ramsay. A lot of the locals came out of their houses and others just lined the streets and waved (some even cheered) as we all passed by, waving back at them. I found myself developing a royal wave after a while. When we reached Ramsay there was time for a comfort break and coffee before setting off again. Unfortunately the weather had become a bit murky so the car hood was put up. The TT mountain road was closed for us all so it was possible to drive as fast as we liked around the mountain roads, releasing the drivers' boy racer instincts. The bikes do about 190 mph when racing but of course our speeds were a lot less than that. We headed for Creg-Ny-Baa where an afternoon tea awaited us – all the stops were timed as obviously we set off in stages. We all then returned to the TT grandstand pit stop before dispersing.

On Monday we caught the ferry to Liverpool, again a smooth crossing, and our group went our separate ways with us staying in Liverpool for a couple of days with another couple from our group.

Mary Hewett



Thought for the Month
Rupert Klaiber

“Those who understand the past will be the pioneers of the future”

Oliver Zipse

SURREY STAGS GO TO STUDLEY

DEDICATED TO ALICE (WHO THE ... IS ALICE?)



For our annual weekend away together, this year 28 of our Surrey Stag Owners went to The Warners Hotel at Studley Castle in Warwickshire, Friday 6th to Monday 8th September 2024.

It was a very soggy start for us all, resulting in two Stags deciding to stay at home due to a leaky roof and insufficient windscreen wipers. However, that didn't stop our committed members joining us in a Jaguar and a modern car to follow us up and work as a backup car for the rest.

On Friday we met at Oxford services at 11am to the delight of many onlookers thrilled to see 13 Stags all lined up. We left the services in convoy to Studley Castle with hoods up as the weather took a turn. On arrival at the castle the sun came out for us and we had a very pleasant lunch sitting in the gardens enjoying the amazing views. In the evening we met for drinks and dinner and enjoyed the

'70s Themed entertainment with lots of great music from the disco & a live band, although nobody knew who Alice was. Merrymaking continued into the small hours.

Saturday: We were all up bright and raring to go, and enjoyed a great breakfast. It was a dull and misty start, but this didn't deter us and some of our lovely group of members wiped down the cars ensuring that the Stags looked their best, ready for a lovely drive out to Stratford Upon Avon – newly named Ay-Von after one of our members!! We managed to get parked altogether to the delight of many tourists, and then made our way along the river to be greeted by many geese and swans. We headed to the snack barge to collect our pre-ordered cream teas for the wonderful boat trip through the historic lock and along the Avon Canal.

After the trip a few of the members went to explore the town to see the many sites that Stratford has to offer whilst the rest went to have a ride on the historic chain link ferry back across the Avon to the car park.

On our way back to Studley, some of us stopped at the aptly named The Piston Club at The Stag for light refreshment and a catch up. A very fitting and unique find!

In the evening, we all met for drinks and dinner suitably dressed in the colours of our own Stags, much to the amusement of our waitress and other residents. Seeing the lengths that our group had gone to including yellow nails, orange hats and shoes etc., they asked us if it was a fancy dress night! We looked a very colourful bunch indeed and the laughs just kept coming! We were treated to excellent food and the sounds of the disco together with a Billy Joel tribute Band. The hardiest of us stayed up past midnight.





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



Sunday Morning was a very wet start to the day, but the smiles kept coming during the prize giving for the Best Dressed from the night before – Theo was announced as the best dressed male for being totally dressed in orange and Caroline for her lovely bright yellow dress with nails and bag to match.

No wiping down of the cars today and sadly, all hoods remained up! The hardiest of us went for a lovely organised drive out to Bourton on the Water via Broadway to explore the lovely village. The less hardy chose to go to the British Motor Museum at Gaydon, National trust houses or a more local trip out. We all had a wonderful day in our chosen activity.

In the evening it was back to the restaurant for a fancy/ loud/exotic shirt night and all the members lived up to their promise again to the amusement of the other guests. We were then treated to the sounds of a Suzie Quattro tribute act and danced and enjoyed each other's company some way into the night.

Monday: checkout day. We all felt the weekend had gone far too quickly, but we still had celebrating to do! It was Keith's Birthday so what a good excuse to meet in the lounge after breakfast to have coffee and eat a yellow Stag-themed amazing and delicious cake. As the sun had started to

shine it was decided that we couldn't leave before causing havoc once more by lining up all 13 stags in front of the castle for an iconic photo, with great interest from all those coming and going. This proved to be a great picture and a happy memory of a fantastic weekend, indeed thanks to Matt & Sam for all their hard work organising it all, one of the Best Yet!

We then finished with a big group hug saying we can't wait for more trips and antics next year! We then headed off on our individual chosen routes home. All smiling!

Von Searle & Sam Gravett



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TYPICAL BRITISH SUMMER

THE PIECE HALL STAG EVENT 2024



The iconic Piece Hall in Halifax, built as a cloth trading market selling pieces of cloth in 1779 hosted its 2nd Stag event on what was a truly awful summer's day.

There were 18 Stags and an E type in attendance. I know the Jag is a little embarrassing but Ian does have a Stag being renovated at the moment.

The numbers were down from last year which was a little disappointing. Had it not been my local show I probably would not have gone because of the weather. There was still a steady flow of people braving the elements to attend the event.

The event organisers were really good, putting up a gazebo for everyone to shelter from the pouring rain.

Being in the town centre there was time for the ladies to experience some retail therapy and have a chin wag in Marks and Spencer, other shops are available too!

The best thing about the show was not having to get up at the crack of dawn and still being the first there. That presented a great opportunity again to get a photo of Dotty DTO 308L by herself in the magnificent building. Hopefully the weather will be better next year.

Ricky Pollard West Yorks Area



REPORT FROM SILVERSTONE 2024

The SOC attended all three days of the festival, with a hard standing area allocated close to the Wellington Straight and the bus terminal to take you around the circuit.

Friday was dry and sunny although the night before had rained hard making the area full of puddles, but it soon dried out through out the day.

Saturday was a day of rain with the organisers struggling to clear the water off the track making the decision to cancel the first two races and all the spectators over crowd the stands that were covered. The racing that did take place made for some very interesting racing with some close encounters between the cars and a few red flags to terminate some of the racing.

Sunday the weather improved and dried out the track making for a full day of racing, with an on track demonstration of Ayrton Senna Formula one cars and my favourite race, the grand masters, before finishing with the Mustang race.

Roger Kennedy





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EAST SUSSEX MID WALES TOUR

"EIGHT WENT OUT AND EIGHT CAME HOME"



Three red, three white, a yellow and a green" – sounds like a nursery rhyme chorus, or maybe the recipe for an Italian bean casserole! But, on this occasion, it describes the procession of Stags on their annual pilgrimage from East Sussex to the wonders of mid Wales and the Brecon Beacons!

Annual pilgrimage might be a bit of an exaggeration. Last year was the inaugural adventure, but such was its success, the fixture is already a favourite in our calendar!

The trip was organised by Gary and Mandy Mountford, and our destination and hosts the Hadley family at Llanerchindda farm, near Llandovery. This specialist venue is well known amongst motoring and outdoor pursuits organisations where every visitor is made to feel that their wishes and needs are prioritised. The itinerary for each group is thought out carefully and, where possible, tailored to suit the cars, the drivers and the co-pilots, not forgetting the three little dogs that accompanied us on this trip.

This year's tour began with a memorable journey through magnificent scenery taking in the historic Elan Village, Devils Bridge, Tregaron and the Llyn Brianne Reservoir. A round trip of 95 miles. The dams and reservoirs of the Elan Estate are situated within an area of outstanding scenic beauty which came as a surprise to no one, despite the skies being somewhat overcast with occasional spots of rain. The splendour of the scenery meant the weather played second fiddle and the tour offered us several pit stops to gasp at the natural beauty of the mountains and the astonishing talents of the Victorians who somehow built the Llyn Brianne Reservoir and Devil's Bridge. Despite – or perhaps because of the

rugged terrain – the area is renowned for its mining activity. Silver, lead and zinc have all been excavated in the valley of the River Ystwyth since Roman times but all that is left of the industry now are the impressive man made viaducts, reservoirs and bridges which have become part of the cultural landscape and heritage of the area.

Our lunch stop was at the world famous Devil's Bridge Falls, which have been attracting visitors since the 18th century, perhaps most notably William Wordsworth. There was little time for poetry though as the drivers were keen to try out their brakes, their nerves and map reading skills as they wound their way through Tregorn and onto the aptly named Abergwesyn, which means 'Mountain Road.' One of our party said it was possibly the best five miles of mountain road he had ever driven. The remoteness, the spectacular landscape, the steel of the water, the colours of the heath and highland peaks silenced even the chattiest of companions. One co-pilot said she was convinced we must have taken the wrong turn and we were completely lost. She was sure that the instruction, 'at the junction after the phone box, turn right,' could not apply to terrain so utterly isolated – imagine her amazement, when we rounded yet another hair pin bend and there below us, in all its bright lonely magnificence, was the iconic red box!

The next day offered us a completely different set of delights! The route was through gentler roads crossing the river Towy, and by the Dolauhirion Bridge, passing through historic villages and towns finishing up at the Carmarthen Museum for a welcome coffee stop and comfort break.

The main attraction though, was a visit to the historic Pendine Sands. For so many years, this seven miles stretch of beach has become synonymous with the history of motor racing. Pendine was at the heart of the early days of rallies, hill climbs and speed trials and land speed records were chased, won and lost here. So many cars (and hearts) were broken on these iconic sands.

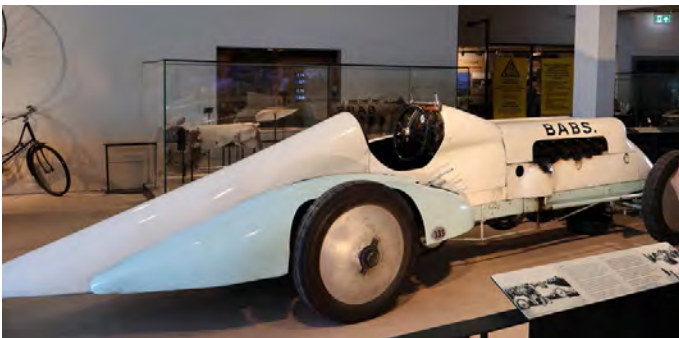
Some of our group chose to walk some of the seven miles of hard, flat sands and this was especially popular with our four-legged companions. Others had the treat of going around the newly opened Museum which houses fascinating information and an array of interactive exhibits. Visitors on the day we were there were able to see the legendary 'Babs' landspeed record car and "experience" the thrill of racing along the Pendine Sands. It was a, 'close



your eyes, feel the wind on your face and hear the noise of the engine', kind of moment. All of this was made available as part of the trip and special parking at the museum was organised by our hosts at Llanerchindda farm.

Our two days of motoring around the lovely Welsh countryside was steeped in motor racing folklore, breathtaking scenery and drives to whet the appetite of any petrol head. For me, a mere co-pilot, one of the highlights was an optional sidestep at the end of day two. Some of the cohort chose to return to base, visiting the speed museum; but for me, the thoughtful hosts at Llanerchindda had included a quick stop off at Laugharne and a visit to Dylan Thomas' Boathouse and writing retreat. Who knew that was on my particular bucket list? I told you the team at Llanerchindda farm think of everything!

Sandy Gent



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06/12/23

MYR 431P 'MYRTLE'

THE RESTORATION OF LOVE CONTINUES

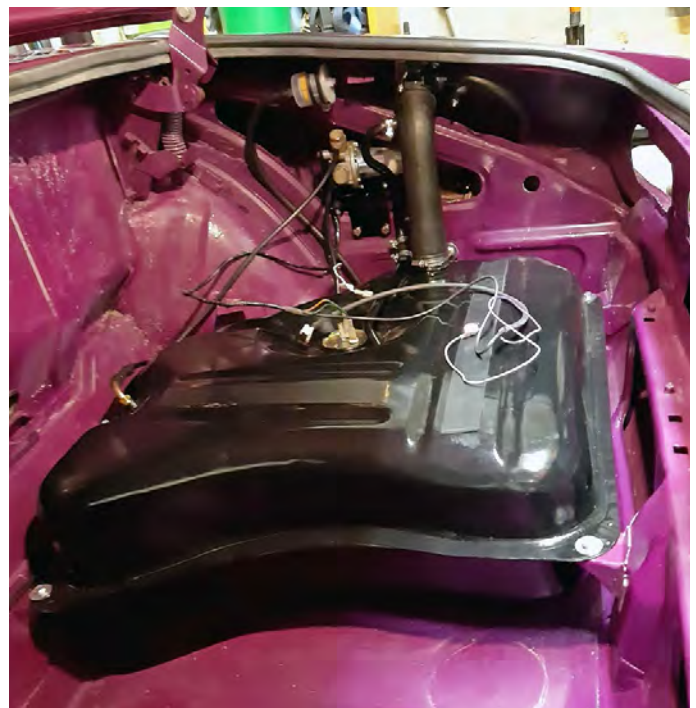
We continue the story of Ian Campbell's five-year restoration of his Mk 2 Stag, 'Myrtle'...

Fuel Tank, Vents & Filler Pipe

(ROM 19.55.01) The battery had been isolated, to avoid any stray sparks, and the tank run as dry as I could get it. Having removed the boot carpets, sides and boards, I started by disconnecting the electric leads from the sender unit on top of the tank. The fuel outlet pipe (at the rear of the tank) was disconnected and plugged. Then the four bolts holding down the tank were removed (the rear O/S one requiring a long extension to get to it!). Working inside the O/S rear wing, the large jubilee-type clip holding the filler pipe to the fuel cap was removed. Once that was off, the tank could be manoeuvred to enable the filler pipe to be separated from the filler cap and then the tank, filler pipe and external fuel return pipe were removed as one unit and taken straight into the back garden!

Upon examination, I discovered that my fuel tank had been extensively repaired in the past so decided a new one was in order. I also made the decision to replace the tank sender unit (the bit inside the tank), all pipework (inside & outside the tank) & all connectors and clips. Once any remaining dregs had evaporated, the external fuel return pipe and internal parts were removed and the tank washed out with soapy water (as I wasn't keeping it) and left outside to dry for a few days (and yes, it did get very rusty inside!) before it was taken down to the tip for recycling. A new tank was purchased from Rimmers and it and the external fuel return pipe were painted before being rebuilt with new connectors, clips, gaskets, filler pipe and internals (sensor and internal fuel return pipe).

Then came an issue! Upon refitting the tank, it was discovered that the front O/S tank flange, that the bolt would go through to hold the tank down to the boot flange, was manufactured incorrectly and the holes did not line up by a good 1cm. After much installing and removing of the tank (and a few choice words!), it was decided to go for a 1/4" rivnut as the easiest option. This involved accurately marking where the hole needed to be on the boot flange and then drilling a hole into the boot flange. The drill needed to be held absolutely upright as the rivnut needed a tight fit. The rivnut was then tapped into place, before refitting the tank. The bottom of the rivnut had an internal thread of 1/4" UNF and, as the 1/4" tank securing bolt was carefully tightened, the rivnut compressed and gripped the underneath of the flange creating a tight fastening.



The new filler pipe needed some encouragement to get onto the tank. The fuel spill pipe and the vent pipe (both running from the fuel cap) were cleaned and replaced, with a new fuel filter on the vent pipe. When everything was refitted and power restored, fuel was slowly added to the tank, with the ignition on. The fuel warning light went off at 2 galls/10 litres – a useful thing to know!

Fuel Filler Cap

(ROM 19.55.08) The chrome filler cap was held to the O/S rear wing by an internal lipped metal ring. Three studs passed through clamps, which pressed against this ring and were held in place and tightened by means of nuts. When the clamps and ring were removed, the cap could be detached from the car.

New studs and nuts were fitted and everything else was cleaned and polished before being refitted with a new gasket. For ease, the cap was refitted after the new filler pipe was installed, although that did make it a bit fiddly getting the bottom clamp in.

Point of note: the old fuel left over was very old and I decided to discard it rather than risk blocking the new jets in the carbs. Looking around, I found a local garage that was happy to take it off my hands to recycle it. Therefore, only fresh, clean fuel was put into the tank. The old vent pipe (running from the filler cap down behind the fuel tank and out through the boot floor) was cleaned and refitted with a new fuel filter (ROM 19.25.01).

Fuel Pump

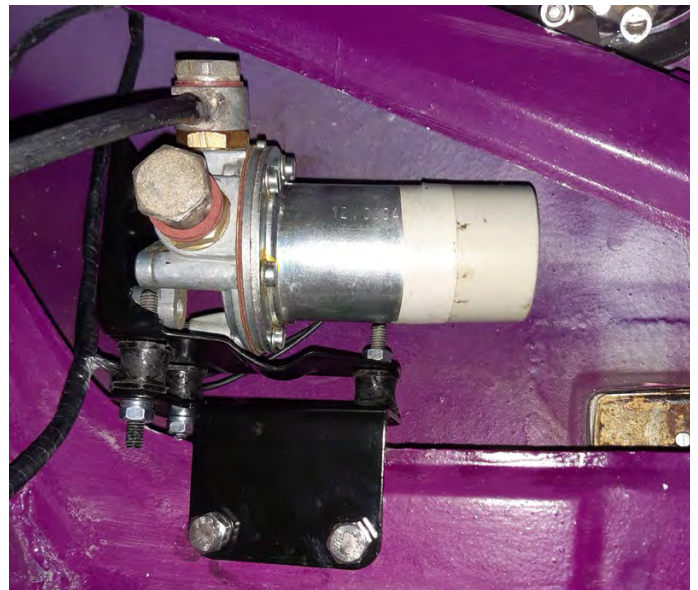
(ROM 19.45.08). Having the tank and filler pipe removed made it a lot easier to get to the fuel pump. The pump had two mounting brackets. The pump itself was mounted on the top bracket which was attached to the bottom bracket by three rubber bobbins. The entire unit was then bolted to the inner O/S rear wing by two bolts.

The two fuel pipes were disconnected and the pump removed and split into constituent parts before being cleaned, painted and rebuilt with new bobbins, gaskets, nuts and bolts. The pump itself had no issues so was not stripped down.

Fuel Pipe & Front Fuel Filter

(ROM 19.40.00) A plastic pipe ran from the fuel tank to the fuel pump and then from the fuel pump through a grommet in the rear bulkhead (behind the spare wheel) to a rubber connector which attached to a metal fuel pipe that ran the length of the car (in the gearbox tunnel) before another connector attached the pipe to a plastic pipe running up the N/S of the engine bay where it attached to a hose that then connected to the engine bay fuel filter.

All pipes, hoses, connectors and clips (used to hold the pipes onto the bodywork) were replaced. The front fuel filter was attached to the N/S of the engine bay by a bracket (ROM 19.25.02). Hoses then connected the fuel filter to the two carburettors. Again, all hoses and clips were replaced.



The fuel filter and bracket were purchased as a kit and the bracket was cleaned, prepped and painted in black POR15 before being fitted to the car. When attaching the new clips underneath the car I used a suitably sized screwdriver placed in the circular pipe grip. I then rested the handle of the screwdriver on the body and tapped the screwdriver just below the clip with a hammer. The force was sufficient to push the clip into the body without damaging the grip. The fuel pipe could then be pushed into the circular pipe grip.

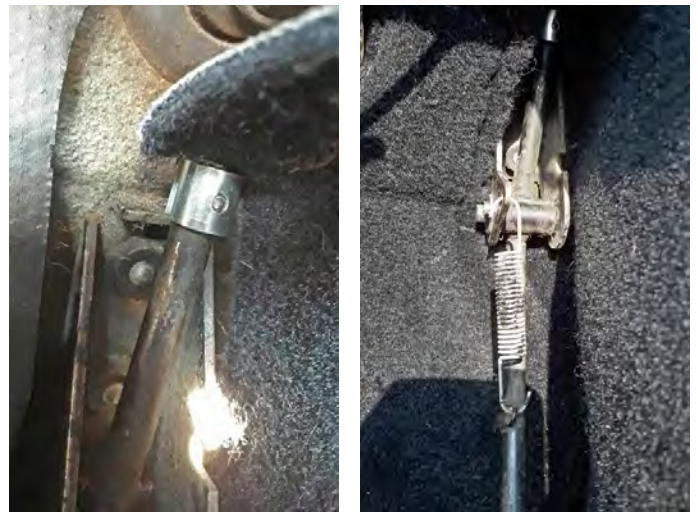


Fuel Cut Off Inertia Switch

This switch was a tall, vertical cylinder attached to the engine bulkhead, near to the fuse box. Its role was to cut off the power to the fuel pump in the event of an accident by means of an internal metal ball bearing making contact between two contacts. If the ball moved, due to a collision, the contact was broken.



The switch was stripped down into constituent parts with the contacts being lightly sanded and a new ball bearing replacing the rusty old one. Cleaned and rebuilt, the switch was tested before being refitted to the newly painted bracket attached to the engine bulkhead.



Accelerator Pedal & Fixings

(ROM 19.20.01) This was separate from the clutch/brake box and was attached to the front bulkhead by two bolts that fed through from the engine bay. The accelerator cable had to be disconnected first, from the pedal (ROM 19.20.06) and the carburettor, before the pedal could be removed. There was a clip holding the cable in place on the top of the pedal stalk and a return spring that also had to be removed. (Picture shows pedal with clip attached and spring removed). The pedal was sandblasted and powder coated in black. Replaced in reverse order. The foot rubber was also replaced.



Exhaust

This covered the exhaust pipes, exhaust manifolds and hot air exhaust shield.

Exhaust Pipes

(ROM 30.10.01) The exhaust pipes needed to be disconnected from the exhaust manifolds before the engine could be removed from the car. There were three studs screwed into each manifold with nuts holding the downpipe on. These studs/nuts were given a good soaking of WD40 Heavy Duty Graphite spray before attempting to undo them. Two nuts were seized to the studs but, thankfully, the studs came out surprisingly easily.

The rest of the exhaust was held to the body by supporting rubbers which fell apart when I attempted to remove them! Fitting the new stainless steel exhaust (with new gaskets, bolts, nuts and connectors) was not so easy – the new rubbers did not want to help me much! The tail pipes were the last to be fitted and were left off until the respray was done, to allow access to the rear valance and to protect them from accidental spraying.



Hot Air Exhaust Shield

This was held onto the N/S exhaust manifold by two bolts and provided hot air to the filter box via a hot air pipe. The bolts came off easily after soaking in WD40. The heat shield was cleaned, prepped and painted in silver ultra high temperature paint, which cured fully after running the engine up to running temperature.

Exhaust Manifolds

(ROM 30.15.10 & 11) Once the engine was out of the vehicle, I had much better access to the two exhaust manifolds. Each was held on by 14 bolts - the N/S front upper bolt was $\frac{3}{4}$ " long, whilst the other 13 were $\frac{1}{4}$ " long. The mating faces were carefully cleaned and any traces of old gasket removed. The manifolds were then cleaned, prepped and painted in silver ultra high temperature paint before being refitted with new bolts and gaskets. A word of advice – make sure you have fitted the gaskets between the manifolds and the engine before tightening up the bolts.

Propshaft

(ROM 47.15.00) The propshaft was a really heavy bit of kit linking the gearbox to the rear axle, underneath the car, and was required to be removed before the engine could be taken out of the car. (Note: Do not underestimate how heavy it is – if it drops on you, you will know about it!) It was connected by two universal joints, one at each end, and held to the gearbox/rear axle by four bolts each end. The bolts required serious effort underneath the car, so (bearing in mind the weight) they were all loosened off in the first instance. Before removing the bolts, a jack was placed underneath the propshaft to take the weight, then the bolts were removed from one side and the propshaft carefully lowered onto the floor. The jack was then moved to the other end before removing the final four bolts and lowering the jack. The propshaft was cleaned, prepped and painted in POR15 black paint before being refitted with new nuts and bolts, ensuring they were all tightened to the correct torque.

Rear Axle & Diff

This section comprised the differential (the big lump at the rear of the car that converted the longitudinal rotation of the propshaft into the transverse rotation of the drive shafts and thence the rear wheels), the diff mounting plate and the rear drive shafts.

Rear Drive Shafts

These fit to the side of the differential with four bolts, with a further four bolts attaching them onto the rear hub. I had converted the rear drum brakes to discs in the past and decided to replace the rear outer axle shafts with new, uprated CV versions (having been told how good they were). The rear brakes and brake disc needed to be removed and then the drive shaft was disconnected and extracted through the rear trailing arm. The refitting was the reverse operation. The ROM shows the original drive shaft details at 47.10.01.



Differential & Diff Mounting Plate

(ROM 51.15.01) Before I could remove the differential, the prop shaft and the two drive shafts had to come off. Next, the rear suspension was disconnected from the diff along with the nuts holding the diff mounting plate to two locating pins welded to the underside of the body. The pins went through two bushes, above and below the mounting plate and were held by nuts. The diff and diff mounting plate were then removed as one unit. Once removed, the four nuts holding the mounting plate onto the rear of the diff could be removed and the two parts separated. The diff was another really heavy piece of kit, so extra care had to be taken. It had always behaved impeccably, so the internals were left well alone. I did, however, drain it of gear oil before it was cleaned, prepped and painted in POR15. The diff plate was sandblasted and powder coated in black.

Note: if you powder coat anything, be prepared to have to enlarge the bolt holes again, to accommodate the bolts, as the powder coating puts a fine, but noticeable, covering inside the holes. After refitting, with new nuts, bolts, poly bushes and a new drain plug it was topped up with fresh oil. Like the gearbox, the rear axle had a side filler, so it was impossible to over fill with oil.

Ian Campbell



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- 3) Arbitrate in disputes at an Area level.
- 4) Act as a liaison point between Area Co-ordinators within the Region and the National Committee via the Co-ordinators' Liaison Officer.
- 5) Keep the Area Co-ordinators within the Region informed on Club matters.

NATIONAL COMMITTEE MEMBERS

With the AGM coming up in November it is the time when the National Committee stands down and the membership votes in a new committee. Have you thought of becoming a national committee member?

The majority of our meetings are now held online so you can participate from home, no need to travel. We have only had two face-to-face meetings this year, they are held in Thame which is near Oxford.

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

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PRA UPDATE REFUELLING OF CLASSIC CARS

The Petrol Retailers Association (PRA) has issued a Technical Update about the refuelling of classic cars. It comes after the Federation of British Historic Vehicle Clubs (FBHVC) raised concerns with it after recent incidents where people were told they were not allowed to refuel their vehicles.

There are there are several vehicles, mostly classics, that have fuel fillers either in the boot or under the bonnet that require the boot or bonnet to be open during refuelling. In the Technical Update, issued to all forecourt members, PRA technical director Phil Monger explains best practice:

“Modern Ford Transits require the passenger or driver’s door to be opened to gain access to the fuel filler in the side of the van. Examples of cars are: Hillman Imp and derivatives such as the Singer Chamois and the Sunbeam Stiletto, Renault 10, Fiat 850, and VW Beetle.

“This issue relates to the filling of portable containers. The Petroleum (consolidation) Regulations 2014 require only suitable containers to be filled, which are specified. It is an offence to allow the filling of unsuitable containers.”

The site operators’ guide, The Red Guide, also makes it clear that the filling of a container in the boot not only prevents the bonding to earth of the container which is done by standing it on the ground, but also leaves a boot full of flammable vapour and high risk of fire or explosion if ignited.

“If the bonnet or boot are open, it is impossible to see a container, and an open boot or bonnet would suggest to the forecourt attendant that a container is being filled. With certain classic cars, this is a legitimate case of filling a vehicle tank, and the issue should be easily resolved by a discussion taking place between attendants and motorists by way of the Tannoy.

“The PRA would suggest to the motorist that before attempting to fill the vehicle, to alert the attendant to the need for a raised bonnet or boot lid, and access would be granted.”

Pictured right is the petrol can I use in my Stag.

Carl Fuss



KNOW YOUR STAG #29

DOORS

The Stag has half the number of doors that most cars have but trying to sort out what was fitted to which is just a tad difficult. I am going to have a go in this article but I may get things not quite right so please contact me with your thoughts and any corrections which you think valid.

The basics

All Stags have an internal door opening lever which is connected to the external door handle and the door catch with a series of connecting rods and all doors have electrically operated windows. However, the rod connections between the door internal and external handles changed during production as did the handles themselves and the closing catches on both the door and the door frame.

In the past there has been some controversy over the change point for the rods and catches and in this article I will be trying to correct some misconceptions.

The Door Inner Framing

This has little to do with the catches but I thought that you may wish to know what the very early door inner framing looked like. The difference between the very early framing and the framing in all later doors is that there were two holes stamped out for alternative positioning of the window lift motors. These are the oval holes with the small square cut out on one end. They seem to be at 90 deg to each other so presumably when the original door inner press tool was made, they weren't sure of the best orientation of the motor within the door. More interesting is the provision of a smaller hole below and slightly to the left of the left hand motor position which seems to be there to take a manual winding handle. Not only were they unsure of the lift motor orientation but they weren't sure that electric windows were the way to go.

When considering this, it should be remembered that Stag was originally planned for release in October 1968 and that the first thing that needed finalising was the body tooling as it was this which provided the longest lead time. Although the timescale was extended to an ultimate release in June 1970, the majority of the body tooling was ready for production by the end of 1968. Despite the specification being decided before that, when the tooling drawings were made, there were obviously still things which had not been finalised. You should also remember that this was the first time that Triumph engineers had been tasked with providing electric windows in a Triumph car so there were some challenges to be overcome and they were maybe wise to hedge their bets by providing themselves with alternatives.



The inner framing of an early door showing the two cut outs for alternative lift motor positioning and a cut-out below these for a manual window winding handle.

This door construction continued until at least the end of the first sanction of production i.e. the 1970 and 1971 model years, but seems to have been updated for the 1972 model year as after this the number of lift motor holes is reduced to one and the manual handle hole disappears, although the guide depression in the pressing remains. As far as I can ascertain, the inner door framing then stayed the same until the end of production – unless someone knows differently.



The inner framing of a later door showing the single cut out for the lift motor and the removal of the cut-out for a manual window winding handle.

The Catches

For some reason associated with the safety legislation being enacted in The States there was a change to the door catches, firstly for the federal cars and then for the other markets. I believe that this was to do with the anti-burst properties of the catch arrangements.

The early catches looked like this:



An early door catch and B-post keeper.

Whereas the later style looked like this:



A late door catch and B-post keeper.

I am going to leave the catches at this point as you need to know about the inner rod linkages and lock mechanisms before returning to find out when the change from 'early' to 'late' occurred.

The Operating Linkage

The early linkage system has a single rod between the interior handle and the exterior handle, part of which is a flat plate. The later linkage has two rods, the locking rod and the open/closing rod. Obviously this makes the two systems incompatible with each other.

The two door catch parts are different to each other and have different attachment holes in the door, the attachment holes having nuts welded inside the door casing for this attachment. Therefore it is rather difficult to fit a later door with an earlier lock system (and visa versa) as that would require the holes to be repositioned and the captive nuts moved/renewed. It is much easier to acquire a replacement door than to change one for another.



This is why it is better to use the correct door – the hole positions and the door construction is different between the early (left) and late (right) doors. In fact the late door has the area cut out and a plate welded in place on which to mount the two sides of the catch.

The external handles for the two systems are also different in that the locking lever connecting rod is of a different length. It is possible to use a later handle on an earlier rod but not the other way round.

So, in a few words, if you need to replace an early door, then you need an early door and if you need to replace a later door, then you need a later door..

So, When Did The Change Happen?

The May 1973 parts catalogue does not show any of the changes – which is as one would expect if the changes occurred in 1973. However, the April 1974 parts catalogue shows the changes in the outer B-post panels and in the tapped plate into which the latch keeper is screwed together with its retainer but, as is the case with much of the official parts books, the change points are not filled in.

The 1974 parts catalogue also includes a new page (03-39) which shows the new style catch and linkages but there is no explanation as to when the change occurred or whether this was for certain markets only.

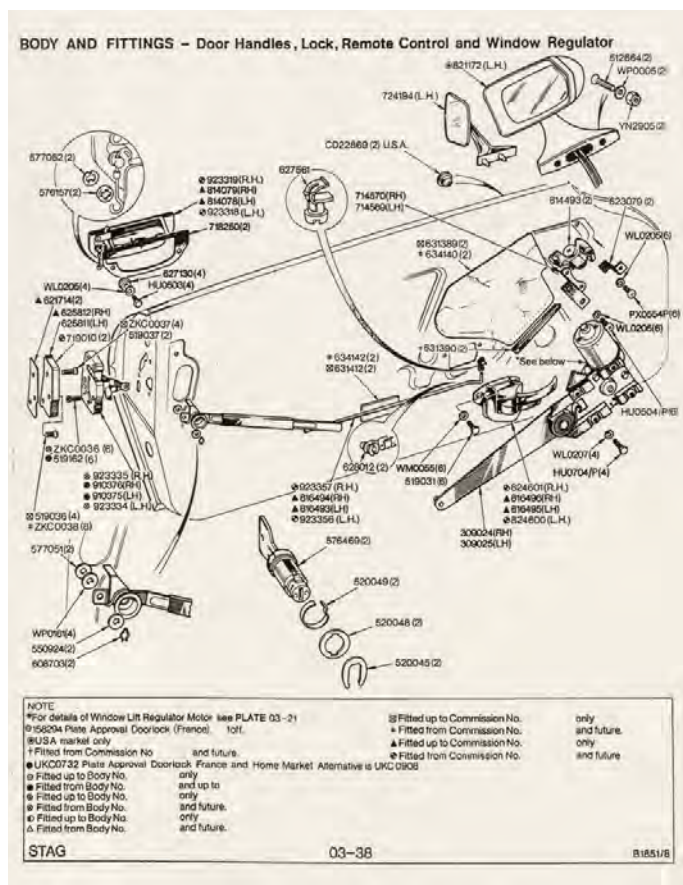
The first parts catalogue to show the actual change point was the 1976 catalogue (519579C) and this has been reproduced in all later parts catalogues (page O6-O4). However, when Triumph looked back to try to provide this information **THEY GOT IT WRONG !**

I rarely use capitals but this subject has been the subject of a lot of discussion on the forum and it is time to set the record straight before all the wrong guesses get further enshrined in 'Stag folklore'.

The 1976 parts catalogue shows a change in the tapped B-post plates at LD 20001 (a commission number equating to the start of the 1973 model year) but reports the changes in the other door parts to occur at T 20987 LE for Federal cars and T 21883 LD for other markets.

If you remember back to the articles that I have written on the commission numbers, the body numbers and the build numbers (Feb 2020, Sep 2022 and Oct 2022) you will see these 'T' numbers as what I referred to as Build Numbers i.e. the sequence numbers given to the cars when they were being trimmed.

However, surely these differences in door build stem, not from the trimming stage, but from body build stage as the tapped plate inserted into the B-post for the door lock to be bolted into must be installed during the body build process and the door itself has to have the correct lock attachment holes and welded nuts for the catch to be screwed to. It would therefore seem as if the change point should be specified at a body number rather than a build/trim number. If I am correct here, it would not be the first time that the parts catalogues have incorrectly specified a change using an incorrect reference.



I thought that we needed a picture to brighten things up in the middle of a load of writing so this is the parts catalogue page for the early door fittings.

The UK Change Point

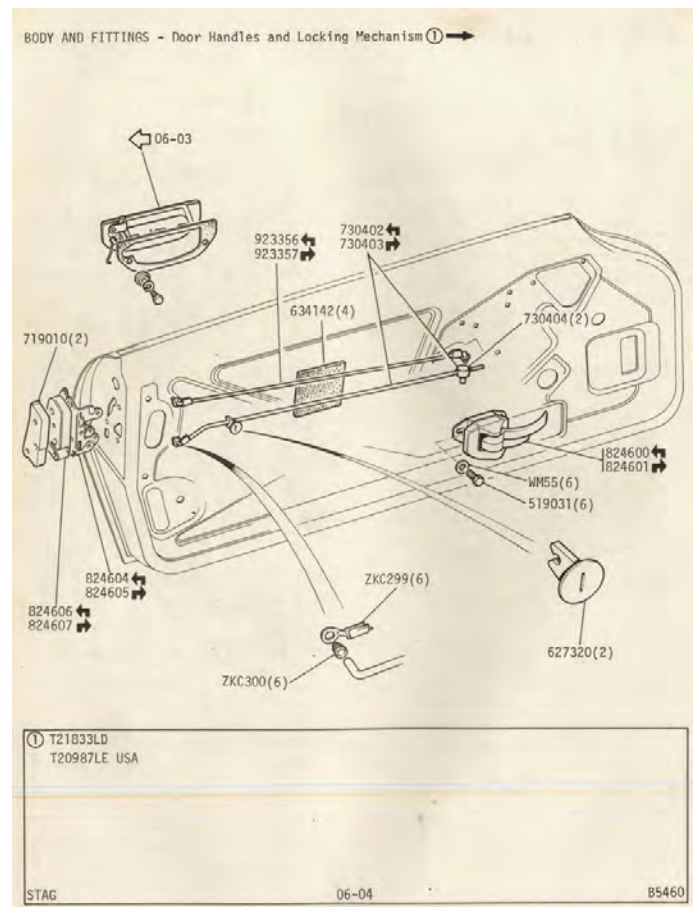
Now, let us look at the sequence numbers themselves. We will ignore the change point of LD20001 quoted for the B-post tapped plate as this is just wrong because it must coincide with the change in the door locks themselves.

Whether one is looking at a 'T' number or a body number, they are both quite close together at the quoted point. For instance, T 21884 (not 21883 as I don't know the details for that particular car) was given the body

number 21902 LD. The Stag with this Body Number was built in April 1973, as were all the cars with similar number sequences. BUT (more capitals) this is blatantly not the point at which the door catches changed so Triumph must have looked back, made some sort of estimation so that the 1976 catalogue was at least helpful, where the previous ones were useless, and got it all wrong.

I say that the quoted sequence numbers are not the change point for the door locks as, aided by our most Easterly member, Martin Wells, a spreadsheet has been constructed with early/late lock information gleaned from E-bay and auction site photographs of Stags being offered for sale. This clearly shows that, at least for the UK market, the locks did not change until almost the end of the 1973 model year build with every car after commission number LD 30029 (built August 1973) being shown as having the late style of lock and the majority of cars before LD 25425 having the early style of lock. We do not have any information on cars with commission numbers between LD 25425 and LD 30029 (about 47 cars) so I cannot draw any conclusions about these.

Those of you who have been following the detail of this will be saying 'But it is not the commission number that is important, but the body number so when was the change made? and this is where I have to say 'I don't know, but it was around August 1973 and not in April 1973 when the parts catalogues say it was'.



The relevant page from the 1976 parts catalogue showing the two linkage rods and different door catches and handles.

However, I think that the situation is a little more complicated as, although there are few late style locks before LD 25425, there are enough to say that at least some of these are 'as built' and not later reshells with a later body. I believe that the answer lies in the build dates for the cars at that time.

Looking at the 1974 model year cars (commission numbers LD 30001 onwards) a 'pilot build' of these was done in August 1973 and then the main production started in October 1973 – which was the traditional month in which to change to the new model year build. However, 1973 model year cars were still being built alongside the new build until November 1973 such that by the end of November they had completed the build of the 1973 model year cars, presumably for forward orders placed, and they had already built nearly 1,000 cars with the 1974 model year specification. They must have been building bodies to the two specifications at the same time and it is noticeable that there is a definite break in the body and build numbers of the cars whereby the sequence numbers 24000 – 24999 were not used. Could this have been so that they could continue building the old bodies in the 23xxx sequence whilst building alongside them the new 25xxx bodies without getting the numbers of old bodies interspersed amongst the numbers for new bodies ?

Although the idea seems to have been to keep the two body series apart, it must be remembered that this was a factory in Liverpool, full of playful Scousers who possibly weren't paying full attention to everything they did on the production lines and it is not outside the bounds of possibility that some later spec body shells were given incorrect body numbers and were then built up as 1973 model year cars – which would then have the 'wrong' door locks.

Thus, I would say that all Stags with body numbers before 24000 LD were meant to have the early locks and all those with body numbers after 25000 LD were meant to have the late locks. However, in a handful of cases during August, September, October and November, late doors and lock systems were fitted to cars with body numbers before 24000 LD.

The US Change Point

Just when you think that you have it all sorted out, something sometimes pops up to make you think again.

In this particular case, that 'something' happened to be the revelation that the Body and Build Numbers for 1973 Federal Stags were issued as separate sequences to those for the UK market i.e. there are US number sequences starting at 20001 LE and T 20001 LE which is different to the UK number sequences starting 20001 LD and T 20001 LD. The UK number sequences went up to about 24000 LD and the US number sequences went up to about 21750 LD, whereas the commission numbers were issued in a single sequence finishing at LD 25443. Don't ask me where the 'missing' 300 went to, as I do not have an answer for that.

If the US door locks were indeed changed when the parts catalogue said they were (at T 20987 LE), that would equate to April 1973 but so far, I have received the information that if they were actually changed then the cars affected are few and far between. If anyone in the States is reading this and they have a Stag built after April 1973, perhaps they would drop me a line with a pic of their door locks.

I trust that this is all as plain as a pikestaff (what a quaint saying) but if any of you think that I have missed something or have got it wrong myself, please let me know by e-mailing me at registrar@stag.org.uk. And if anyone has a Stag built after August 1973 and before December 1973 and they want to add to the 'door lock spreadsheet', please drop me a quick e-mail with your Body, Build and Commission Numbers and a note of which door locks your Stag has.

Next month I will have the traditional December catch-up and let you know about the things that members have told me about this year's articles. I am then hoping to start on the engine, taking it little steps at a time.

Wish me luck!

Peter Robinson

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*Worcestershire group
at the Derry Show.*

We've had many trips to Southern Ireland but I have always wanted to see the north coast. Known as the Causeway Coast, it is reported to be one of the most scenic drives in Europe.

David and Mary were also very keen to go to Northern Ireland and together we started to put together a plan with the help of Scenic Car Tours. There was a lot of interest and originally 9 cars were booked to go, but illness meant 2 had to drop out. Of the 7 cars, Robin and Cheryl are without a Stag at the moment so they would be in their Discovery, however it developed a fault just before we left, the electric boot wouldn't work!! Talk about "first world problems"! Also Bob and Kate's Stag sprang a leak in its fuel tank so they had to go in their Merc, but at least it was a convertible.

Jane Collins came along for the trip. Jane was our coordinator for many years but has now moved to Wales and is part of the South Wales group. We were also joined

by Garry and Janet from the Somerset and Dorset area. We got talking at last year's AGM and Garry said they had always wanted to go to Northern Ireland so could they join us? Yes of course, the more the merrier!

As a courtesy I contacted Brian Linden, the Northern Ireland coordinator, just to let him know we would be on his patch and did he have any suggestions for routes and places to visit. What helpful people Brian and his team were, they arranged scenic drives for us but, more importantly, using Brian's words, he also knows where the toilet stops are!! They also organised a car show in Derry with a group of Stags and TR owners, but more about that later in the report.

We all met at Holyhead for the ferry for what looked like a rough crossing, but it soon calmed down and we had a pleasant journey to Dublin. We made our way out of Dublin Port and up to Newry where we met up with Brian and Moffett in the car park of the hotel we would be using for our last night. They had organised a run for us over the Mourne Mountains with printed details for each car. We drove through Newry, along the north coast of Carlingford Lough and through WarrenPoint to Rostrevor. We then drove into the mountains stopping at Spelga dam for photos, a leg stretch and a chat with some Americans who were surprised to be surrounded by British 'Muscle cars.' We made our way through Hilltown, Castlewella and Ballynahinch before splitting up and making our own ways to the Titanic Hotel in Belfast. What a great start to our holiday.

The next day saw many of us choose the open top Belfast bus tour and the Titanic Experience. The bus stop



*Stags outside the
Flagstaff Hotel.*

was right outside our hotel, and although it was raining when it arrived we were like school kids rushing upstairs and sitting on the back seat! I recommend the tour to anyone visiting Belfast, you visit all areas that have become familiar to all of us over the years and the guides are very informative and humorous.

The Titanic exhibition was also very good, but those who chose the audio guide found it very useful. Also choose your times carefully, it does get busy especially if there is a cruise ship in town.

In the evening we all went to a traditional Irish pub, The Crown in the centre of Belfast, directly opposite The Europa Hotel. What an experience that was, it was packed, people were falling out onto the pavement, but we elbowed our way in and had a wonderful time before moving to the restaurant next door.

On our third day we were met by Brian and Moffett again at Jordanstown who guided us along the north coast to Cushendall, before they peeled off and we continued on to The Giants Causeway, a "must see" on any trip to Northern Ireland. We finally made our way to Derry and the Ebrington Hotel. Although it was a little difficult to find, the hotel was in a great position overlooking the river, the Peace Bridge, and the old walled town.

The following day, some stayed and explored Derry, while others drove out to the Inishowen peninsula and Malin Head, the most northerly point on the island of Ireland, and interestingly part of Southern Ireland. It is also famous for its starring role in the BBC Shipping Forecast (Lundy; Fastnet; Shannon; Rockall; Malin etc etc). Garry and Janet drove up to Malin Head over the Foyle Bridge, while 3 of us took the Lough Foyle ferry. It's only a short ferry but you get on in Northern Ireland using Pounds, and get off in the south where it's Euro's.

We returned to the hotel via the Doagh Famine Village (where we stopped for tea and cakes!) and a lovely drive over the Slieve Snaght and through Bunrana in time for our car show in Ebrington Square. It was organised by Roger from the SOC Northern Ireland. He had arranged special permission from the Square Management team for us to display our cars for a few hours in the afternoon. We were joined by other members of SOC Northern Ireland, so we finished up with 9 Stags and 2 TRs. It made a very colourful display, what a shame it decided to rain!!

We moved on the next day, meeting up with Kev from the Northern Ireland SOC who guided us through Glenveagh National Park to our lunch stop at Teach Paidi Oig pub at Crolly, and then on to Glengesh pass. The weather was very poor so the majority of us decided to head for the hotel at Bundoran. However Garry and Janet soldiered on and met us at the hotel later.

By the sixth day, the weather was much better, the sun came out and we were able to get the roofs down for the first time. Everyone had their own agenda, some went back to see the Slieve League Cliffs, reputed to be the



On display at the Ebrington show.



Giants Causeway.



Nigel enjoying a pint of HP sauce

highest sea cliffs in Europe, others drove down to Sligo, and 3 of us went to a local classic car meet that Kev had told us about. It was an eclectic mix of cars from the 50's, 60's and 70's and a range of tractors, probably as many as 50 vehicles altogether. There was a run planned, but no one seemed to know where it was going so we stayed and chatted but then moved on for lunch at Mullaghmore, where by chance we met up with 3 other Stags from our group. It's a lovely village where we sat out with views across the little harbour and bay. We were later joined by Kev, he said his car was lonely for the company of other Stags!! We had a drive further down the coast to Streedagh Point before returning to our hotel.

For our last full day we headed back to our hotel in Newry, completing our circumnavigation of Northern Ireland. It was a lovely drive through forests and past loughs. Many of us stopped at the Belleek Pottery and at Castle Coole in Enniskillen.

During our last evening meal, we were joined by Brian and Moffett for a good chat. They, and the rest of the Northern Ireland SOC had been extremely helpful and had gone out of their way to make our holiday such an enjoyable experience. I can recommend Northern Ireland to any other group, the sights are stunning and all the people we met were wonderful. I did a total of 1089 miles, and I know Garry and Janet did 1315 miles but importantly, all the Stags returned home safely.

Thank you very much to Brian, Moffett, Roger, Kev and all the other members of the Northern Ireland SOC whose names I can't remember, for making our holiday really special. They showed us exactly what the club is about.

Paul Catterall

SOCTFL NEWS UPDATE

AIR INTAKE GRILL TEST FIT AND UPDATES



Russell recently asked me if I would like to undertake a test fit of the new plastic air intake grill (AIG), and report back my findings and opinion of the product. Never one to miss such an opportunity I eagerly agreed to his suggestion. So on one of the rare dry sunny mornings of late I set about replacing my original metal grill with the new plastic test grill.



As you probably know the grill is fixed to the car by three screws, one at each end and one in the centre. These are easily removed and the grill can be lifted up to access the connection of the screen washer pipe to the jets component. This component has to be transferred to the new grill and is held in place by a washer and nut on the under side of the grill. This is easily done but beware. I made a silly but simple mistake that only came to light when I tested the screen washer system was working. To my surprise I now had a bonnet washing system!! Clearly I had fitted the washer jets the wrong way round and therefore had to take the grill off to rectify the error.

There is the capacity within the screw fixings to adjust the position of the grill so that the gaps between the grill and the bodywork are even enabling the grill to look perfectly fitted. Always a good thing.

I found the quality of this product to be extremely good. The chrome plating was excellent and although my original grill was still in what I considered pretty good condition the new plastic grill was far, far better and very much improved the look of the car. The plastic material is clearly strong enough to provide a durable component and the profile ensure an excellent fit. No fettling required here!

In the short time that this component has been available approximately 35 has been sold out of the first production run of 100. At this rate it will not be long before SOCTFL will have to place another order.

The grill is available from Robsport International at a retail price of £199.99. A discount of 25% is available to SOC members. This is a very significant benefit to club members so do remember to ask for the discount when ordering.

The chromed plastic door handle bowls have also proved to be another success story for SOCTFL. So far 500 sets have been sold and SOCTFL are in the process of placing another order for further sets. However, the manufacturer



recently suffer a fire causing significant damage their production capabilities. At the time of writing they estimate it will be 6-8 weeks before production is restarted.

The bowls are made from highly durable plastic with a superb chrome finish. They come as a set comprising two bowls, rubber gasket, fixing screws, and fitting instructions. It is worth noting that only one complaint has been made and that an investigation into the cause concluded that the fault was due to incorrect fitting. Surely a testament to the quality of the product and the improvement to the look of our cars.


The bowls are available from E J Wards at a retail price of £96.00 including VAT per pair. Club members can receive a 25% discount. Again, a very significant benefit to club members but do remember to ask for the discount when ordering.



Another recently introduced SOCTFL product is the flocked window channel seal. Produced to original dimensions and profile the product fits perfectly and performs exactly as it should. It is supplied in a single length sufficient for one side and is available from Robsport International. The product is easily identifiable as a genuine SOCTFL part by the marking on the rear of the profile as shown in the picture

The retail price is £24.00 for one side but please note that as a SOC member you can receive a discount of 20% so do not forget to ask for the discount when ordering. At the member price of £19.20 per side it represent very good value for money.

Noel Sargent



ALASKAN AUTOMOBILIA

THE CARS WE MET ON HOLIDAY

This summer, we made a trip to Alaska, all overland and visiting various different parks and small towns.

One such town we visited was called McCarthy, a small mining town from the days of the copper mine in the 1930s. When I say small, it's got a population of between 40 and 50 people. Extremely friendly. Very interesting.

One thing about Alaska is that when vehicles pass away up there they tend to stay where they came to rest. However, in McCarthy, a few people have taken it upon themselves to get some of these old vehicles up and running and they still are around in the town.

Outside the one and only Hotel is a small collection of Ford model T's and model A's. When we enquired about these and expressed our interest in old cars, the present custodian Russell came across and was very chatty and informative about the cars and even offered to take us for a spin in one. We had a very enjoyable ride to the local airstrip, just down the road or dirt track in this case.

It was a very comfortable ride, and of course this was due to the fact that these cars were designed and built when the majority of roads were in fact dirt track roads.

Carl & Jan Fuss



THE CLUB STAG ARCHIVE

The Triumph Story, Part 10 – Pride Comes Before A Fall

We saw last month how, as the Thirties unfolded, Triumphs financial situation waned and how they eventually sold the bicycle and motorcycle arms in order to concentrate their resources on making up-market cars. This month I will take you through the good times to the brink of war.

The Monte Carlo Rally

In the Thirties, any motor company with aspirations towards a sporting reputation wanted to win the Monte and every fast driver also wanted to win. Donald Healey was no exception and took part in every Monte between 1929 and 1937. In 1929 he was a private entry in a Triumph Super Seven, arriving in Monte too late to take part in the driving skills section. He tried again on 1930 and managed a 7th overall but the following year he was asked to drive for Invicta and drove a 4½ litre S-Type to outright victory. He almost repeated the feat in 1932, but ending up 2nd overall and in 1933 he and his Invicta retired for some reason which I have not been able to find out.



Donald Healey & crew leave his home town of Perranporth in an Invicta S-type on their way to the Monte Carlo Rally start in Stavanger, December 1930.

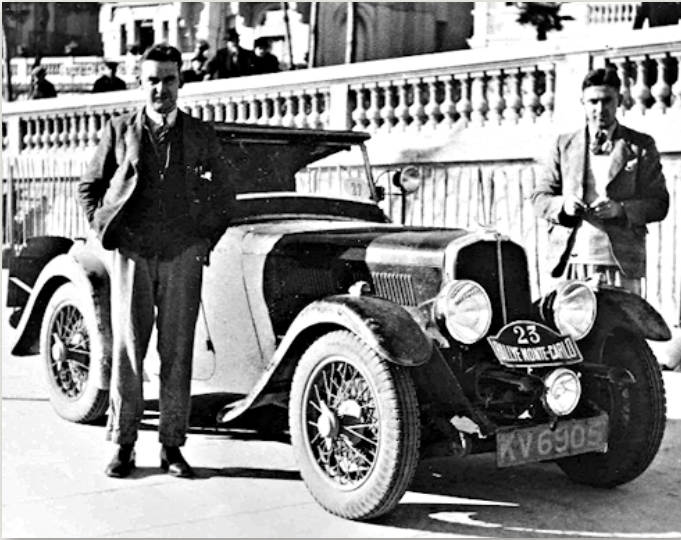
However, his exploits were well known and when Triumph wanted to start a works rally team they took on Donald Healey, and his expertise, to lead the charge. He started work at Triumph in 1933 with the aim of 'cleaning up' the new Gloria range and adapting one of them into a rally winner. For this latter task he produced two much modified 1100cc Glorias with 16" extra low pressure tyres in order to manage the rocky terrain from

the starting point in Athens to Monte Carlo. With co-drivers Tommy Wisdom (journalist) and Norman Black (racing driver) he entered Monte unscathed but could not out-drag the bigger, more powerful cars in the driving tests. Nonetheless, the Triumph (KV 6905) won the Light Car Class, ending up third overall, whilst Jack Ridley and R.C. Clement-Brooks (in KV 6904) were placed sixth in class. All the five privately entered Triumphs also finished the rally, the next best position being 10th in class. An impressive start to the works rally proceedings.



Donald Healey and, presumably, his two co-drivers, in Monte Carlo with KV 6905, the class winning Gloria Special, in 1934.

For 1935 another two cars were prepared, Jack Ridley taking KV 6905 with Roger Thacker, while Donald Healey headed to Monte in one of the three mighty straight-eight Dolomites (see last month's article for details). Unfortunately, Healey, starting in Umea this time, didn't get out of Scandinavia before being shunted by a train but Ridley was not caught up in the accident and took his Gloria to Monte where he bolted on a supercharger, driven from a crankshaft sprocket, and promptly gave the larger cars a real run for their money. Ridley's light Car Class win was adjudged to be the greatest of Triumph's rally performances on the era and if he had known how little he finished behind the second placed 5½ litre Renault Nervasport (0.6 seconds) he may have made up the time and been declared the overall winner instead of taking second place.



Jack Ridley & Roger Thacker with KV 6905 in Monte Carlo 1935 after their 2nd overall placing. The 'quick-fit' supercharger is to the left of the central driving lamp.

During the thirties Triumphs ran up a whole host of wins in all the major European rallies and if you wish to investigate them, then I would recommend that you acquire a copy of Graham Robson's book 'The Works Triumphs'. In the meantime it can be said that Triumph achieved its aim in increasing the desirability of the marque. Unfortunately, it did not add very much to the 'bottom line' and the Directors had to keep thinking about how to achieve the ultimate goal of making money.

Another New Factory

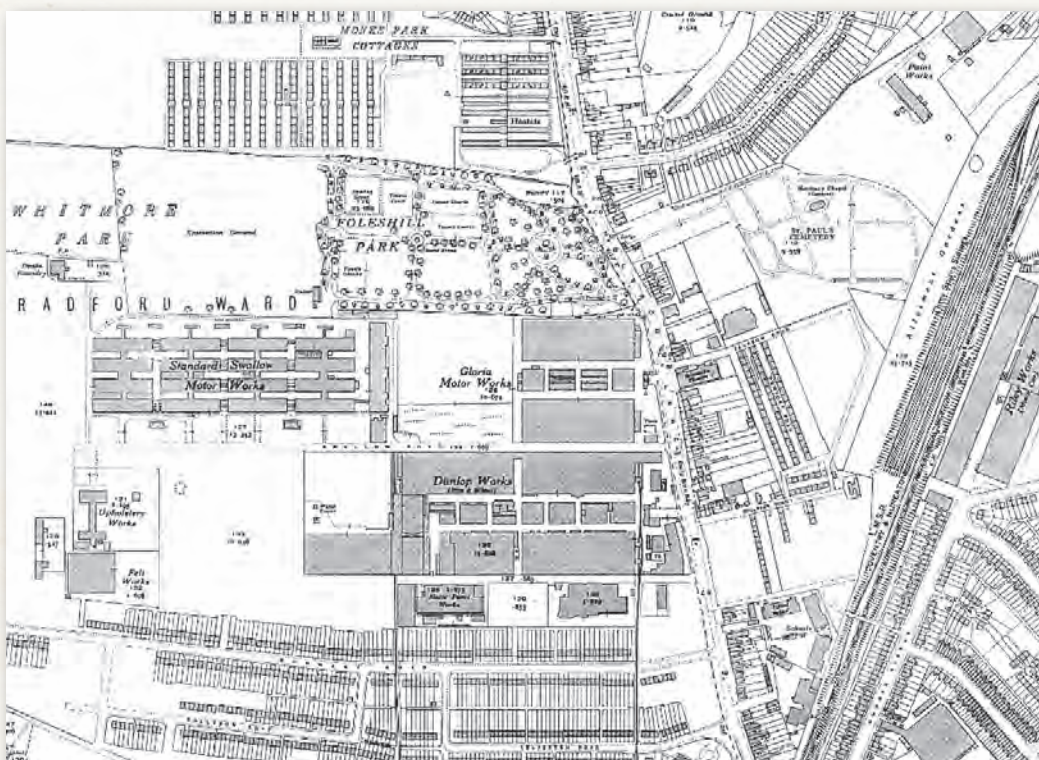
Despite extending the facilities at the factory in Clay Lane, Stoke, Triumph were running out of space in which to make the numbers of cars needed to make a decent profit. They had been using spare space at the Priory Street works

and they had tried merger talks with Riley - no doubt so that they could explore the advantages of rationalisation - but they needed something more. To try to better organise their production they acquired a lease on a part of the old White & Poppe engine and armaments factory in Holbrooks Lane, about a mile to the North West of Clay Lane.

White & Poppe had been in business as engine manufacturers since 1899 and were very successful, such that by 1910 they were exhibiting 11 different engine designs ranging from 4hp, single cylinder to a 130hp, 6 cylinder (both being tax ratings and not actual power ratings). At the outbreak of war they were asked to operate a major munitions factory being built at a site on Holbrook Lane. After the war it became apparent that manufacturers of motorcycles and cars had become proficient in making their own engines and White & Poppe's share of the market had diminished such that in 1919 they were bought by their largest current supplier, Dennis Brothers Ltd, a manufacturer of commercial vehicles, including fire engines, dustcarts and busses. By that time it was apparent that a large part of the Holbrook Lane site had become redundant and Dunlop bought the Southern half for a new wheel and rim works.

In 1923 Poppe resigned as a director of Dennis and moved to Rover, where he became their Chief Engineer. By 1928 the North Western part of the site was also redundant and this was acquired by SS Cars (later Jaguar Cars) whilst in 1933 Dennis Brothers decided to end the engine manufacturing in Coventry and the remaining machinery - all 2,000 tons of it - was moved to a new building at the Dennis Brothers Guildford site, the empty buildings, totalling approximately 75,000sq.ft., being acquired by Triumph.

Triumph's idea was to manufacture the new Gloria range of cars at the Holbrook Lane site and thus the factory was referred to as the Gloria Works.



Ordnance Survey map of the White & Poppe Site on Holbrook Lane, Coventry. The new Gloria Works is slap bang in the middle of the map.



An aerial view of the Holbrook Lane works in 1937. At the time Triumph occupied the buildings on the middle right of the photograph with the rough land behind them.

Just the cars left

Triumph started production of the Gloria at the new works on 9th August 1935, with 400 heavy machines being moved from Clay Lane, new machines being purchased and new furnaces installed. Before the end of August more cars had been manufactured than the first three months of the year. Production held up through the first half of 1936 but the financial situation was no better and the cycle and motor cycle businesses were sold as described in last month's article.

The rally successes may have been useful, the new factory may have been able to produce more cars, the subsidiary concerns had been sold but it was proving difficult to turn any of this into the sales necessary to pull the finances round. The balance sheet in October 1936 showed an indebtedness of over £450,000 (around 35 million in today's money) and about the only thing left was to raise money with a shares issue. £200,000 of ordinary shares were issued and the firm's existing shares were reduced in value by 90%. There was a reorganisation at Board level but the shares did not sell well and they were reorganised into 1.5 million 2s (that's shillings, 10p today) and a further 3.6 million similar shares were issued.



A 1937 share certificate for 100 ordinary 2/- shares, part of the 5,500,000 ordinary shares issue.

In 1937 the Gloria range was reduced and the new Dolomite introduced with a profit being announced for the first time in the thirties. Triumph were still looking to increase their sales and when Riley entered into receivership in early 1928, Triumph entered into merger talks with them. Unfortunately (or maybe fortunately) nothing came of the negotiations and in September Lord Nuffield made a personal purchase of Riley.

Although the range had been reduced in size, the cars continued to get better and offer better value for money. In 1938 the Dolomite Roadster Coupe won the gold medal at the Earls Court exhibition but sales for 1938 did not hold up and in March 1939 Triumph tried one last throw of the dice by introducing a down priced catalogue with the Twelve being sold at just £285.



A 1938 Dolomite Roadster Coupe – no wonder it was so admired – but admiration doesn't necessarily convert into hard cash.

Failure

A small trading profit was announced at the end of 1938 but there was still a substantial operating loss. The Gloria Works was announced as being too large for the orders being received and on 7th June 1939, accountants Gibson & Ashford were appointed as receivers by Lloyds Bank with Howe Graham taking charge and Donald Healey (who had been made up to a director during 1937) remaining as his onsite representative.

On 1st September (an important date for other reasons) the remaining assets, the Gloria and Clay Lane premises, plant, equipment, drawings, unsold cars and parts, were bought by Thomas Ward & Co. of Sheffield. By November, the Gloria Works had been compulsorily purchased by the Air Ministry who installed H.M. Hobson Ltd. to manufacture carburettors for aircraft engines there. By a strange co-incidence Hobson also occupied a shadow factory on Standard Motor Co. Land at Fletchampstead - a building which, in the sixties, became the Engineering Department and within which the first Stags were built and tested.

TRIUMPH CARS

Our Gloria Works having been acquired for Government Work, the manufacture of Triumph Cars is being transferred to our Stoke Works at Briton Road, Coventry.

OF PARTICULAR INTEREST

TO TRIUMPH OWNERS will be the assurance that a fully equipped Service Department is being maintained, and that adequate stocks of spares are available for replacement purposes.

The Triumph Company can supply from stock new Dolomite and 12 H.P. models—write to us for details of models and colour schemes available.

TRIUMPH DOLOMITE

The Smartest Cars in the Land.



THE TRIUMPH COMPANY (Prop. Thos. W. Ward Ltd.) BRITON ROAD, COVENTRY
Telephone: Coventry 60251 Telegrams: Triumph, Coventry.

*MENTION OF "THE AUTOCAR" WHEN WRITING TO ADVERTISERS WILL ENSURE PROMPT ATTENTION.

The advert announcing the new arrangements for Triumph Cars Limited which appeared in Autocar in their edition dated 10th November 1939. The Briton Road works referred to is the same as the Clay Lane works which I refer to. The works lies between Clay Lane and Briton Road in the Stoke area of Coventry.

Healey was kept on by Thomas Ward & Co. to continue production using the remaining chassis and parts whilst they considered the future. Healey oversaw the build of a handful of cars while he also worked for Hobson in designing a range of carburettor testing equipment. However, the war soon led to the banning of new car build in favour of war work and the Clay Lane premises were leased to Armstrong Whitworth for the manufacture of aircraft wings. On the night of 14th/15th November 1940, whilst the motor cycle factory on Priory Street was being bombed, along with most of Central Coventry, the Clay Lane premises also suffered damage and although Walter Belgrove (remember the chap who designed the thirties car ranges and that beautiful Gloria radiator mascot) was able to collect many of the design drawings from the debris, the 53 year history of 'True Triumphs' was effectively ended.

So, What went wrong ?

Basically, the directors got it wrong in seeking to put all their eggs in the up-market car basket at the wrong time. There is no doubting that the company built some

very desirable cars and that the range was to be envied but this was a time for smaller, cheaper things and the orders were never received at a level which would sustain the continued building of not inexpensive cars while having to keep stimulating sales with new ranges which needed new tooling and facilities. The company was simply chasing money throughout the decade and eventually the bank got fed up of financing the show.

In retrospect, the directors made a wrong decision in selling the motor cycle business but nobody would have known that in 1936. They also bit off far more than they could chew in buying the Gloria Works on Holbrook Lane as it never ran at anything like full potential.

Finally, perhaps Jaguar had a hand in the failure as their product from 1934 – the SS range - was placed firmly in Triumph sales territory and if they were making 3,000 cars a year, and the market was contracting rather than expanding, someone else was losing these sales. To doubly dose the 'isn't life annoying' pot, SS cars were being made on chassis and engines being supplied to William Lyons by Standard Motor Co. and in buildings situated behind the Triumph Gloria Works. Maybe there is a parallel with the seventies here as it is quite possible that Stag was never developed to its full potential because William Lyons at Jaguar did not want the competition with his new XJS sports tourer and queered it's pitch within BL. When Stag was cancelled in 1977, had Jaguar been acting as Triumph's Nemesis for forty years ? In the thirties they were on different sides of the fence but in 1977 they were meant to be on the same side.



A 1938 SS100 Coupe – compare this with the Dolomite on the previous page. Did the advent of the SS100 affect sales of the Triumph ?

So what happened when Britain resumed business after the war? Tune in next month and we will see.

Peter Robinson

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OUT & ABOUT

E A S T E R N

Regional Co-ordinator:

Roger Kennedy rogkennedy44@aol.com

Mobile: 07816 271237

SUFFOLK & N.ESSEX

After a weekend off it was a very early start to head in to Essex for the Maldon Classic car show. This has always been a firm favourite in the past so it was no surprise that 15 of us had signed up to take part and with the Essex area also attending it promised to be quite a display. We met up near Hatfield Peverel so we only had a short run in but by the time we arrived our numbers had shrunk somewhat and we ended up with just 9 Stags when we set off for the short run in to the Promenade Park. On arrival we were soon parked up and with the flags and Gazebo up. The Essex contingent were arriving at the same time although their numbers were also down. After having a chat with Andrew Smith Essex Coordinator we set about consuming some of Jennet's fine bacon pastries and other delights out on the table including the now famous Stag biscuits. It was a fine day out with many classics on display. The day was topped off nicely when it was announced that Mick had won a prize for his ever gleaming Stag - well done! Thanks to Neil for arranging a great day out and his helping the organisers to set up insured we had a prime pitch

October's N&N was a bit thin on the ground, let's hope you all get better or back soon. We were able to welcome new members Rob and Julia to the club.

At November's N&N we will be collecting deposits for the Christmas dinner; don't miss out on what is always a well-attended event

As you can see below the January's N&N will be a week later on the 8th .



Prizewinner Mick

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

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

DIARY DATES

- ✔ 6th November N&N The George. Hintlesham IP8 3NH
- ✔ 4th December N&N The George. Hintlesham IP8 3NH
Christmas meal pre booked only
- ✔ 8th January 2025 N&N The George. Hintlesham IP8 3NH

SUFFOLK AREA WEBPAGE

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

Tim Hart

Mobile: 07749 895710 suffolk@stag.org.uk



Maldon Classic Car show



Maldon Classic Car show

ESSEX

Maldon Classic Car show on the promenade was an excellent day with over 500 classic cars and sunny weather. Couldn't ask for more. Suffolk area parked with us creating a long line of Stags totalling around 25 cars, lovely sight. We will definitely be attending next year so if you did not come along, then look out of the date when released

By the time you read this we will have had our traditional night run which has been organised by Denis. Thank you Denis. Report to follow.

Please note, December's club night is cancelled as it's so close to the Christmas Do.

By now you will have received the email about attending the Christmas Do and we will be back at last year's venue. Marilyn is kindly working on prizes for the raffle and between us we are aiming to have as many prizes as we can. The more tickets sold therefore means more and better prizes. Lorraine who is kindly helping, is looking for you, so don't be shy.

As you know, the end of the year draws closer and it's the time where I am looking to hear about annual award nominations to recognise members. Please let me know if I have missed anyone, you all know how it works. Thank you.

This year has been fantastic, with so much support from you all in organising events etc, Thank you. To see members coming forward and wanting to organise events for our area just shows how strong our area is.

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

NORFOLK

Neatishead Radar Museum (radarmuseum.co.uk) was another Hespian Entertainments production. Seven Stags were carrying Martin & Monica, Peter & Jean, Ian & Nancy, Andy & Jacqui, Mike & Ellie, Steve Bradbury plus it was great to see an all too rare appearance of Kevin Saggars in his French Blue Stag. Others attending were Alan & Doreen, Ted & Barbara, Kevin & Jan & of course today's organisers Charles & Karen Hespian.

Kevin reports: we all met at Poppylands, Horsey, an unusual cafe / museum of the 1940's, on a surprisingly sunny day. After refreshments we had a nice run, kindly organised by Charles & Karen to the RAF Neatishead Radar Museum. This is a very interesting place, where we had two presentations, one on the history of radar and its use in the war, the other on the Cold War. There was also time to explore the various displays and even sit in the cockpit of a plane. We then took the short trip to Wayford Bridge Inn (wayfordbridge.co.uk) for drinks and a meal. A great day all round & we warmly thanked Charles & Karen for entertaining 20 of us with another of their great events. Photos: Andy McArdle.





October N&N This is Chris reporting, which gives me a chance to express our sincere appreciation to Kevin & Jan who attended tonight despite still being jet-lagged from their adventure in Canada & Alaska. You two are total stars! Astoundingly, when traversing a glacier in a mega-4x4, they bumped into our very own Ray & Marion Prescott – what were the chances?! Anyway, 34 of us reviewed September's events including Neatishead as above, plus Henham which Peter, Jean & Steve described as 'brilliant' with 300 classics & interesting vehicles e.g. street rods. Terry & Colleen attended the fete on Massingham Village Green in their Cobra and report it was a lovely, friendly event with a green Stag flying our marquee flag.

Val, Linda & Sarah ran a MacMillan Coffee Morning and raised an impressive £381 for this important charity. To support their fine fund-raising effort, we decided to devote the proceeds of a N&N raffle or two to raise their total to £450.

Kevin turned to future events & our plans as an Area for 2025. November 22nd is another of Kevin Sagers' Film Nights, this time of his travels around Nepal & Burma. November 24th is SOC's AGM and since at Gaydon is feasible for a round trip on the day. Our Christmas meal will be at our December 3rd N&N but pre-booking/menu choosing & deposit is essential for this 3-course meal ... for £17.50/head – really! Of course, our premier event, the Norfolk Party is in January as usual. More details of these & other events are on our Google Calendar (contact Kevin for access if required – a (free) Google account is necessary).

For 2025 your diary needs to be noted that 18th May is Eastern Region Day & Harry Webster Celebration at Bressingham Steam Museum. Also, in early July we will be celebrating 45 years of Norfolk SOC – wow!

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 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

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HERTFORDSHIRE & N. LONDON

Hi everyone, just a quick summary this month. We start before the October meet in fact, with the first 'breakfast meet' organised by our events co-ordinator Mary for 22nd September. The pub we've used before as a Christmas meal venue, namely the Red Lion at Water End, near Hemel Hempstead. As it has adequate parking, we were hoping for a few Stags to grace the car park. Unfortunately the weather put paid to that with plenty of rain and so only daily drivers were used. It was great to see that 10 of our members made it and enjoyed a very tasty breakfast. In fact the next event has already been organised for Sunday 27th October at 10am. Although that meet will have happened by the time you read this, joining our WhatsApp group for updates will keep you up to speed in time for subsequent events. Ring Paul or myself if you want to be added to the group.

The meeting evening in October was dry which helped bring out 3 Stags to the car park on quite a cold evening and 8 of us enjoying the good food and drink inside. By the time we came out, there was a thick layer of dew on the soft-tops, so it won't be long before Chris, our landlord, will be lighting that lovely open wood fire we enjoy during the winter meets! The conversation was varied as usual but the main topic was our upcoming Late, Late, Area Christmas Bash and where to hold it. We decided to keep with tradition and go for the last Saturday in January with the Marchmont Arms in Hemel Hempstead being the suggested venue. As the menu looks good, a provisional booking has been made and again the WhatsApp group will carry any updates when we ask for estimated numbers shortly.

If you're reading this before the meeting night, remember I am doing a quiz, so prepare to be entertained! There may even be a prize!?! (...and I promise not to include too many car questions!)

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 7th November – H&NL monthly meet around 7pm at The Golden Eagle, Ashley Green, HP5 3PW. - Quiz night.
- ✔ 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)
- ✔ Saturday 25th January – Late, Late, Area Christmas Bash at the Marchmont Arms, Hemel Hempstead.

Paul Harrison

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Events and car shows

Apart from the last Sunday of September when I attended the breakfast meeting at Oakley Sports and Social club (where I meet Denis in his modified Stag and had a chat with a couple that travelled up from Hertfordshire Area), there has been little of the shows. On a lighter note my Stag passed its MOT again with no advisories, and I have had some pictures sent of young family members enjoying Stags,

Thinking ahead to 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.

BEDFORDSHIRE & NORTHANTS

Sept Natter and Noggin

Although a few members turned up for a natter there were just three Stags in the car park. It's that time of year when some discuss putting the car away for the winter months but at the natter and noggin it was good to see Ray's Stag having returned from the repairers looking as good as new,

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.



All triumph day at Shuttleworth

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

- ✔ November 21st Thursday Natter and Noggin
- ✔ December 19th Thursday Xmas Drinks

BEDFORDSHIRE AREA WEBPAGE

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

Roger Kennedy

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CAMBRIDGESHIRE

September's N&N at The Admiral Wells in Holme was the best attended N&N for a long time. The location near Peterborough, enables those members in the north of Cambridgeshire the opportunity to attend without a long drive to the venue and shows the benefit of not having a fixed location for the N&N. It will always be a problem to satisfy all members but we will try to spread our meetings around the County.

A lively evening and everybody seemed happy with their meal and beverage, a CAMRA pub usually guarantees good beer. A lot of discussion about future events with Ken able to flesh out details of October's Treasure Hunt and Chris the visit to Johnson's of Crocodile fame, for a late November N&N which will also be our Christmas meal.

Johnson's don't just have Crocodiles there's also lions, sloth bears, ostriches, deer and many other wild animals. They clearly have taken farm diversity about as far as it can go. A circular rural economy, when they slaughter their cattle, sheep and deer for the farm shop, the inedible parts (to humans) then go to feed the crows and lions, along with any local road kill. An interesting story of farm diversification and conservation: <https://www.johnsonsofoldhurst.co.uk/our-story>

The last Barrington gathering, on a lovely Autumn

evening, was very well attended, with at least 6 Stags. We arrived early and managed to park with a couple of other Stags and a TR, a Triumphant line-up. In order not to upset the modern "classic" owners, they allocate an area at the rear of the Green, which seems to keep them happy. The next gathering is on New Years Day, which sadly we'll miss as we'll be in Madeira, but it's sure to be a large gathering, weather permitting.

With the evenings drawing in many of us will be resting our Stags for the winter and doing those jobs/tweaks which will preserve the car for the future. There always seems to be some little jobs that require doing.

Remember at our January N&N we will be electing a New Co-ordinator, I will be retiring but hope to remain active and will assist your new appointee. Meeting details will be advised by e-mail.

Enjoy your Christmas and New Year celebrations and may next year be a Staggeringly Good Year.

Rod

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.

DIARY DATES

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 The next meeting is on New Year Day's, gathering for 12:00. CB22 7RZ.
- ✔ Sunday 24th November – N&N & Sunday Lunch - Johnson's of Old Hurst – PE28 3AF. www.johnsonsofoldhurst.co.uk Another chance to meet the crocodiles and do some early Christmas shopping. This will be our Christmas meal, further details later.

Rod Kennedy

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OUT & ABOUT

M I D L A N D S

Regional Co-ordinator:

James Scott scottygsxr@gmail.com

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NOTTS/DERBY

Hinckley

An early start meet up the B&Q car park with 3 other Stags from Leicestershire & Warwickshire group to leave for around 8am. Of course the person from L&W who lived nearest was the last one to arrive. Tony Lapworth had to pre register all the attending cars as B&Q now have number plate recognition in their car park.

Jack, Linda, Dave and Margaret were in their Stag's with myself in the TR7 with a mixture of roofs up and down.

We were marshalled into position on Castle Street and were straight into Costa for coffee and bacon / sausage cobs.

We all then went off for a wander around before the show opened and the crowds prevented taking any decent pictures. I found a stunning 1980 Mini pick up in Tahiti Blue that you really wouldn't want to put anything in the back unless it was wrapped in a blanket.

There were other Stag's around but I assume not members of the club.

I had a good chat with one of the sales guys on the Volvo and Kia stand about the lack of buttons on the new Volvo's and the fact you're not supposed to use your phone on the move even if in a holder but you can use a factory fitted touch screen. He did counter that with the fact that the voice recognition is a lot better now days so the screen is almost a secondary means of control.

The weather was changeable during the day with the



roof up and down a couple of times with rain really coming down as forecast around 3pm. As the wipers were playing up on the TR I thought I'd sit it out and finally I set off home around 4pm in the dry.

Best part of the day, finding Neil Sedaka Laughter and Tears on vinyl for just a £1 in one of the charity shops. Rachael had been wanting it for quite some time so she was a happy girl.

Phil

A last bit of summer

I recently had my daughter and granddaughters who live in Melksham visit for a few days and one of them turned out to be warm and sunny, so Harper 8 and Hallie 6, decided we were going to Tagg Lane Dairy between Buxton and Ashbourne (roughly!) and they wanted to go in the Stag, so that's what we did, followed by a visit to Bakewell to try and find their Mum and Dad's padlock that they put on the bridge 10 years earlier when they got engaged and before the locks were all removed for the sake of the bridge. They have been relocated to nearby Thornbridge Hall, which those who have done recent Crooked Spire Classic Tours will know as a lunch stop.

Inevitably, we didn't find the padlock, although looking at photos of the time we were in the right area, just too many locks.

The side windows on the car were removed just after the photos were taken as they wanted the full wind in the hair experience.

Andrew

October meeting

We had quite a lively evening and were joined by new member Ian Edwards and also Glenn and Gillian, who we haven't seen for a while. Ian has a Stag which he is currently restoring and it should be finished by the spring



/ summer next year.

We did have a bit of fun at Margaret's expense, which she took very well (if we thought otherwise we wouldn't have done it). Her and Dave weren't at the previous meeting and a book about Derby County FC turned up as a raffle prize. Margaret wasn't there and she is a devoted Nottingham Forest fan, so a plan was hatched that whoever won the book would "donate" it and it would be wrapped up and given to Margaret as a present at the next meeting, which we did, much to everyone's delight. As always Margaret saw the funny side of it, so it might end up back as a raffle prize, but I think was going to be given to a neighbour. I can't really say which family member suggested it, that would be right would it?

Andrew

December meeting and Christmas Fuddle

As mentioned at the meeting, we have a change of venue for the December meeting, for those of you who haven't been before, the details are below.

We would like as many members there as possible, it's usually a very busy night and probably the biggest turnout we get.

if anyone can donate raffle prizes contact Phil or Rachael 07542 338100 or help with food, please get in touch with Margaret 07891 058852

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 4th December at 7.30pm. PLEASE NOTE THAT THIS MEETING IS OUR CHRISTMAS FUDDLE AND WILL BE HELD AT URC SCHOOL ROOM, HIGH STREET, MELBOURNE, DE73 8GJ, NOT AT THE COOPERS ARMS.

Can members who can help by bringing food please get in touch with Margaret 07891 058852 or margaretbuxton47@outlook.com .

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

☛ 4th December Christmas Fuddle Melbourne United Reform Church DE73 8GJ

2025

☛ 15th June Crooked Spire Classic Parkside Run, Chesterfield. Approx 100 miles. Entries now being taken www.crookedspireclassic.co.uk

NOTTS / DERBY AREA WEBSITE

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

Phil Gunn

Tel: 07542 338100 nottsderby@stag.org.uk

SOUTH BIRMINGHAM

Nobel's Notebook

Looking back over this season it seems that we become almost obsessive weather forecast watchers trying to determine if it was going to rain 'cats and dogs' and therefore the events we're planning to attend would be rained off. I recall that Birmingham City Council ordered the cancelation of the Pride of Longbridge event back in April and our members who had planned to attend the Family Day at Highnam Court decided not to go due to the forecast of heavy rain.

No wonder then that we all kept a close eye on the forecast for the 21st September, the date set for the annual McMillan Coffee Morning organised by Chris and Tony. Previous coffee mornings they have organised have always been most enjoyable and very well attended. This year's event was no exception despite the chance of some heavy rain in the forecast. Chris as usual had baked some truly delicious cakes to go with the tea and coffee and also provided a ploughman's lunch. So the event provided good company as well as excellent feeding and watering. Very well done Chris and Tony.

Later we found out the Coffee morning raised a total of £1087 for the charity. A truly successful outcome all round. Even the weather was kind to us, at least until the mid afternoon when of course it hammered down!

A few of us attended the car show laid on by the Wythall Transport Museum on 15th September. This one of a series of Sunday morning gatherings supported by Classic Weekly magazine. There was a very good turn out that included a wide variety of vehicles. One of particular note was a Mini van with two, yes two engines. One at the front and one at the back together producing about 300 Bhp! Apparently, it can be driven using only one of the engines or both. Mad or what? Not much room for passengers as you can imagine. The events take place between 9:00am and about 12:00 noon. They are free to attend and you can buy coffee, tea and bacon butties. You can also book a ride on one of their classic buses. All in all a very pleasant way to spend a Sunday morning.

Photographs from these events and others can viewed on our website. Go to the Events Photos 2024 page and select the event you wish to view.

If you have any photographs, interesting repairs,

Front engine



or modifications projects, or news that you would like to share please contact me as the website editor and I will post them on the website. You can email me at southbirmingham@stag.org.uk or nksa@btinternet.com.

Finally on a personal note I would like to take this opportunity to thank those who congratulated Carol and I on the occasion of our 50th wedding anniversary. By the way I have applied to the parole board! (Only kidding)

Noel Sargent

DIARY DATES

- ✔ November 8th - 10th Classic Motor Show, NEC
 - ✔ December 14th Christmas Dinner, The Fox Inn, Chadde-sley 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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WORCESTERSHIRE

We started September with Howard and Vals Malvern Wells Village fete. The weather this year has not been good, and unsurprisingly the forecast for the fete was wet. However I put the roof up on the Stag and set off. With 5 miles to go, the rain stopped, it was remarkable. How Howard managed to arrange the weather I will never know. I was joined by Tony and Christine, Charlie and his dog, and Robin, who arrived later with his VW split screen. There was the usual eclectic mix of classics, from the 50's to the 80's from the UK and America. Charlie entered his dog in the dog show, but he didn't win. I think judging dogs is a bit like judging classic

cars, you can't please all the people! Val ran her usual raffle in aid of the Midland Air Ambulance and made a total of £320. Well done Val.

In the middle of the month we had our trip to Northern Ireland, again there was a lot of wet weather, but you don't go to Northern Ireland for the sun. Details of our holiday are in a separate report, but suffice it to say we all did in excess of 1000 miles and we all made it home with (virtually!) no problems.

The bad weather continued when we got back and Christine and Tony's MacMillan's Coffee morning/lunch looked like it would be a wash out, but again the weather gods saved the day and it was dry for most of the morning. What a great success it was, Christine and Tony made £1085. Well done!!

At our October N&N I presented Robin and Cheryl with a prize for "The Worst View from a Hotel Bedroom" whilst on our Northern Ireland trip. I'm not fully convinced it was a legit picture taken from their room, but it did cause much amusement.

We're starting to put together a programme for next year, it's looking like a busy year already. We've already found a clash of dates, our spring break to Norfolk coincides with Drive-it-Day, so Worcester Area will be having a premature Drive-it-Day on the 20th April.

Finally, just a reminder to everyone, with the clocks changing and the darker evening, we are moving to Breakfast N&N's starting in November, 9/9.30 at The Oak as usual.

DIARY DATES

- ✔ 9 Nov - Breakfast N&N - The Oak
- ✔ Nov (TBA) - Batsford Arboretum
- ✔ 6 Dec - Christmas Dinner, Crown and Sandys

2025

- ✔ 11 Jan - Breakfast AGM
- ✔ 8 Feb - Breakfast N&N - The Oak

- ✔ Feb (TBA) - Skittles against the Cotswold Area
- ✔ 8 March - Breakfast N&N - The Oak
- ✔ 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

WORCESTERSHIRE AREA WEBPAGE

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

Paul Catterall

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WARWICKSHIRE / LEICESTERSHIRE

The highlight to report this month is our trip to the Isle of Man for the Scenic Car Tours 'best of British' festival. What a trip! Extremely well organised by Scenic and well attended with 300 vehicles taking part. Colin and Jan, Martin and Teresa, Di and I went up to Liverpool for a couple of nights before getting on the ferry on the Thursday. We did some of the sights and of course made complete idiots of ourselves with what must be the worst karaoke ever, in the Liverpool Museum. People were seen being sick. We enjoyed it though!

Our hotel in Douglas couldn't have been better placed, right on the seafront and a couple of hundred yards from the Promenade display area. We had two hooligan experiences as part of the weekend, some had more. We did a closed road Sloc mountain run being set off at 1 minute intervals. Great fun being able legally to use both sides of the road. I didn't catch the Stag in front of me, but didn't get caught myself either. On the Sunday we met up at the TT grandstand and for a 300 car cavalcade through the Island to Ramsey ready for the second close road experience, this time on a closed section of the actual TT mountain course down to Creg ny Baa Pub for a cream tea. This run was in groups and a bit sad for us, halfway up our group was a 50s MG and the poor old thing did well, but did hold us up somewhat. Strange thing the human brain, well mine is anyway! We did about 6 miles on this closed section, and it wasn't until about two miles in that we started to use all of the road.

Anyway, what a trip and in a couple of years or so we'll think about doing it again.

At the Jerby Museum there is a race circuit and Ian and Paul went on it. Ian's highlight was being able to catch the Aston in front on every bend. Aston's rear end filling the windscreen most of the way round will live in his head forever. Paul did well to be in his car at all after his water pump blew. Tractor home job for most BUT Steve Buxton just happened to have a spare pump and a day faffing around trying to remove the whole pump which proved impossible a temporary (probably ten years) fix was done by replacing the seal in situ. Paul's car test was

the racetrack at Jerby. All's well that ends well and she performed beautifully. The things you can fix on the run with an old car eh!

Little progress on the GT6 as just before leaving for the Isle of Man I got a request from the 2000 register to put my car on their stand at the NEC. That focussed my mind! Get it finished! Brakes are all done now including replacement of one corroded pipe, 4 braided flexis, Stag calipers and discs, wheel cylinders pads and shoes all round. Wiring to be tidied up, dashboard tarted up and the radio fitted and she's done.

Keep smiling.

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.

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.
- ✔ Nov Fri 8th – Sun 10th - NEC Classic Car Show.
- ✔ Dec 3rd – Sparrow Christmas Meal – provisional.
- ✔ Dec 17th – Charnwood Arms Christmas Meal.

WARWICKSHIRE / LEICESTERSHIRE AREA WEBSITE

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

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SOUTH CHESHIRE / NORTH STAFFORD

Judy Harrison

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SHROPSHIRE & SOUTH STAFFORDSHIRE

Steve Ellison

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OUT & ABOUT

N O R T H E A S T

Regional Co-ordinator:

Graham Falshaw meredies@talktalk.net

Tel: 01977 677733

WEST YORKSHIRE

Well as mentioned in my last report the West Yorks Area organised and held the Triumph Stag Car Show at Piece Hall Halifax and considering the inclement weather we had that day I feel I have to give a big thank you to everyone who attended with cars coming from the Manchester region and stag visitors from the North of England as well as from Derby area, there was an interesting group with some new members we had not met before, with the likes of Ian Fey who came in his E type due to his Stag is still in the renovating stage and a local businessman who came last year but had this year painted his car with some rubberised paint which he said he could peel of if needed. We were blessed to be visited by Malcolm Bryan who brought Mike & Lesley and their LD10 Stag with him although Malcolm did say that he wasn't happy about getting it wet. Lucky for us we could take shelter from the rain, but it didn't dampen the visitors who seemed to be amazed at the cars and as always plenty of questions regarding them.

A busy month we've had after the Piece Hall event 13 Stags travelled to Lincolnshire stopping off en route at an old RAF base but now all the old buildings have antique shops in them and after looking at things from days gone by we required tea and cake before heading to Woodhall

Spa and our stay at the Petwood Hotel. The following day we gathered to drive a short distance to East Kirby Airfield to visit the museum and watch a Lancaster and Mosquito taxing up and down the runway after a full day of entertainment we headed back to our hotel for evening lunch. The following day while heading home we visited Doddington Hall and the gardens which rounded the break-off nicely. I can highly recommend a visit to see the Lancaster they hold plenty of events throughout the year and there is always plenty of things to do or visit while in the area. A very big thank you to David & Elaine Martin for organizing a brilliant few days away.

A few of our members visited Thoresby Park for their final show of the year, while I finished stripping my car down for the repairs needed after our Dutch trip back in May of this year, when a young lad took a shining to my car rear end and decided to customise it a bit since that time I have not been able to drive the car, it has now gone in for it's second full repaint in 2 years. By the time I get it back it will be going straight to bed for the winter and ready for dare I say another Euro trip this time our ESM in Germany.

DIARY DATES

- ✔ 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





NORTHUMBRIA

On 15 September despite drizzle and a timely relay special delivery by Brian and me of a serviceable replacement choke cable and knob to Andrea and Trevor, a lovely drive from Westerhope on some never before seen single track country roads led 9 members to our first N&N at Jill's Catering coffee shop in Allendale. It was a pleasure to meet Alan & Helen Walker in their red Stag on their first Club drive – welcome to you both and please come out again when we can see your Stag in the sunshine! Alan & Jean brought their Vitesse out again to accompany John's Spitfire and we saw Dave W's Stag for the last time before its major refurb. Thanks also to Les & Kamil and Mansel for getting wet on the way home and Andrea once again for organising the meet. The café has a good food and car park and we could visit again.

This year I attended my second Isle of Man Festival of Motoring organised by Scenic Car Tours. The event lasted a few days and was for c330 British classics including 35 Stags and I met several SOC members from Kent. The weather was better than last year; drives round the mountain courses, two motor museums and rides on electric trams and the steam heritage railway were complemented by an interesting visit to the once private Milntown Estate, now run for the benefit of the people of the Island, with its own small classic car and motorcycle collection.

In addition to the many public car shows members can attend in the NE next year we have negotiated and scheduled several visits to interesting places. Members from anywhere in the UK are welcome to join us. The list of dates for 2025 is below. Your views on the frequency of such events would be welcome - please contact me or Brian (contact details on website) because in addition to those on the list there are a couple more for which we have no date yet – and we can either reshuffle or defer to 2026!

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, castle, gardens and tea room
- ✔ 15 June – drive through wilds of Northumberland to 18th century castle and tea room near Scottish border
- ✔ 6 July – flagship event – longer drive to fabulous private estate near Keswick; view owner's private classic car collection!
- ✔ 3 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
- ✔ 28 Sept – drive to grade 1 listed 18th century country house owned by the current family for 325 years

Roland Tate

rolandtatecf@gmail.com

CLEVELAND & CO DURHAM

The last Sunday in September is the day of the NECPWA Rally at Beamish Museum. Five stags, Brian, Eric & Anne, Nigel & Jennifer, Ian & Christine Sylvia & me, were out bright and early to meet at Durham Services on the A1 so that we could be parked together on arrival. A little later three more, Graham & June, Harry & Karen, Sean & Julie, arrived to form another line-up. As this is toward the end of the season and the weather being fair, though not particularly warm, there was a good turnout, the show field being pretty much full. As well as the exhibits on the show field to view this show also provides a great opportunity to explore the museum which is included with your entry. The new 1950's town being of particular interest this time, trouble was so much of what we saw didn't seem so old and was very familiar!

As you read this, if there has been enough interest expressed, we will have a Christmas get together organised, feel free to get in touch if you want to know more.

DIARY DATES

✦ August 3rd 2025, I know it's a long way off, but Roland has asked me to mention their flagship event 16th century grade 2 listed country house once the home of a prime minister and used as a WW2 PoW camp. We are welcome to go along with Northumbria and I am told the location is in Co. Durham – so you can't say it's too far!

Mike

Mike Reeve

Tel: 01642 710101 michaelreeve121@btinternet.com

NORTH YORKSHIRE

Andy Maughan

Mobile: 07762 543920

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LINCOLNSHIRE / HUMBERSIDE

New Co-ordinator required

Please contact the Regional Co-ordinator

Graham Falshaw

meredies@talktalk.net

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

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

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

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

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

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



Aldridge
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OUT & ABOUT

NORTH WEST

Regional Co-ordinator:

Jeff Booth jeff.booth1@btinternet.com

Tel: 077 1000 1893

MANCHESTER / NORTH CHESHIRE

September continued to be a busy month for some of us as we attended some of the last events of the season. On 15th Sept a couple of our members braved a run over the hills again, to The Piece Hall, Halifax, a get-together organised by West Yorkshire area and on 29th others joined The Walled Towns Run though North Wales.

In between these, five cars and 10 people enjoyed a fabulous trip to The Isle of Man Festival of Motoring. I am sure that a more detailed report will appear separately, but on a personal level I have to say that I was really impressed with everything we were greeted with on this event. It was a first experience for Lyn and me of

joining in a formal event organised by Scenic Car Tours Company and we were very impressed by all aspects of their organisation and planning. They even planned some excellent weather for the long weekend and the large group of cars were well received by the locals. The highlights for me were, of course, the two opportunities to drive our Stag on closed roads and test my driving skills (or maybe lack of!) and the car's performance. Sadly, I can't say Lyn was as keen on those aspects, and the social side was much more up her street. It is very likely that we will look at other trips on their list for future adventures.

On Thursday 3rd October I finally managed to take our friend Vera out for another long awaited trip in RKY, to make sure that her and the car got a good run out before the daylight and weather fade for the year. We headed over the Pennines, taking in Saddleworth Moor, and into Holmfirth and a very nice lunch stop at The Oil Can Cafe,



The Laxey Wheel



at The Carding Shed. Since I took over from Vera as area coordinator, I have considered it a challenge to try and find places that she and Malcolm had not been to, in the many years they have been enjoying Stag life. On this occasion I succeeded and we both enjoyed our day out together and

managed to complete the trip, returning home via Holme Moss Summit and the Woodhead Pass, with a faultless performance from her car. A great trip out for all three of us!

Our area still has a few things to look forward to before the year end, so do come along and join us if you wish, or look out for next year's plans. You will always be made welcome at our events and meetings.

Nick Rowland

DIARY DATES

November

- ✔ Sunday 10th Meeting at Rixton Community Hall 4.00pm
- ✔ Sunday 24thSOC National AGM & Coordinators meeting, Gaydon

December

- ✔ Sunday 8th No Meeting

January 2025

- ✔ Saturday 25thPost –Christmas night out- venue to be confirmed

February

- ✔ Sunday 9th Meeting and Area AGM Rixton Community Hall 4.00pm

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

Hi All.

Had our October N&N last night 14 members present including Keith, a new member just putting his Stag on the road a bit late in the season for any events this year but hopefully we will see him attending some next year.

Our Christmas lunch has been booked we are going to the Calfs Head at Worston on the 8th December. If you have not booked your place there could still be time if you get in touch immediately.

The last event we did was Elland show run by the Rotary club. Only 2 Stags went the weather and other commitments stopped some of the other members attending.

We are already looking to next years events and will be attending Northumberland's area country estate visit on the 6th July. Some of our members spoke about an overnight stay so I am looking at including the visit into a long weekend event for us either in the lakes or SW Scotland. I spoke to the members present at last nights meeting and the idea was thought a good idea, further info to follow.

NOTE !!!!!!!!!!!!!!! As our December meeting will only be 2 days after our Christmas Lunch we have decided not

to have a meeting in December but will be having one in January. I will remind all our members who are on my distribution list nearer the time.

The location for our meetings at present is:- The Feilden Arms Pub, 2 Whalley Road, Mellor Brook, Lancashire BB2 7PR

From the M6 leave on junction 31 and take the A59 towards Clitheroe after 2Km bear left at lights past BAE Salmesbury and at the next roundabout turn right the road bears left and just around the corner is the entrance to the car park at the Feilden Arms. Our regular meetings take place on the SECOND TUESDAY of each month at 20:00 hrs. EXCEPT JULY

NORTH LANCASHIRE AREA WEBPAGE

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

David Haughton

Tel: 01772601164 d_haughton@btopenworld.com

NORTH WALES

Martin and I attended our second meeting at the Northop Hall Cricket and Hockey Club on 1st of October and were again made most welcome.

There were 17 present from West Cheshire M.G., T.S.S.C., and S.O.C. under the overall umbrella of Borders Classic Car Club. 5 of those present were S.O.C. members, a better number than we ever achieved at purely S.O.C. meetings at St Asaph! We were treated to an excellent slide and video presentation of the group's recent foray round the NC500.

Although the outdoor show season has now finished for 2024, this group has a monthly drive out on the last Thursday of each month, the next one is on 28th November. The format is a meet at 11.00, usually at a garden centre coffee shop, followed by a run of 20-25 miles to a venue for a pre-booked lunch. These are usually well supported, typically about 15 of us sit down to lunch. Classic cars are not obligatory, especially in the cold, wet or salty months! I was embarrassed at the September run when I went in my everyday car (for the first time in perhaps 7 or 8 years of going on these runs) because of a wet forecast, and virtually everyone else was in a classic and the weather was not that bad anyway!

DIARY DATES

Meetings are on the first Tuesday of each month, starting at 19.30 at the Northop Hall Cricket and Hockey Club CH7 6DE.

Nigel Cross

Mobile: 07766 696393 crossnigel95@gmail.com

OUT & ABOUT

SCOTLAND AND NORTHERN IRELAND

Regional Co-ordinator:

Willie Clark wos-stagclub@hotmail.com

Mob: 07939 928839

EAST OF SCOTLAND

A couple of Stags from the area made the journey into the Yorkshire Dales in September, using the very quiet roads through the middle of Northumberland and Durham rather than the main roads to east or west. Tops down for four of the five days and some great roads to explore in the Dales. One of these roads was blocked by some very intimidating hairy coos, who showed no respect for classic cars and were not for giving way. This led to a prolonged stand-off until a local van turned up and edged its way through.

Our Christmas lunch will be in Edinburgh on Wednesday 11th December (instead of the Monday club night). Venue is TBD (suggestions welcome). Having a lunch rather than an evening meal has become the tradition, given that most of the usual suspects are ladies and gentlemen of leisure. Apologies to those who still have to work for a living. All are welcome of course – please let me know if you'd like to come.

The November club night will be held in the Hawes Inn at South Queensferry on Monday 11th, starting at around 8pm, at which all members are welcome. The next one will be in February.

John Lewthwaite

Mobile: 07791 136599 eastscotland@stag.org.uk

GRAMPIAN

That is the end of Rally season and it finished with a visit to Fyvie Castle for the Morris Minor Rally. We had a good turnout and met in Morrisons car park in Inverurie and went in convoy to Fyvie. We had our usual parking spot together facing the Castle. There was another increase in exhibits and visitors to this friendly show and, apart from a couple of light showers was a lovely day. When it was time to leave we returned to Inverurie via a scenic cross-country route. Weather wise it hasn't been a great season but as always it's great to meet up with friends.



Meetings are at the Leys Hotel, Main Road, Blackburn, AB21 0SS.

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

Website: www.grampianstags.net

Alan Sharpe

Tel: 01467 621189 alan.sharpe@btinternet.com

WEST OF SCOTLAND

Well that's another season over with our last show attended being Scone on the 7th and 8th of September. Scone is always a good show for catching up with our friends from the other areas, as well as welcoming first time attendees to the stand. As usual this show was really busy with plenty of visitors keeping us busy all day. Although mainly overcast we were grateful it stayed dry for us. As it was the last show we are always happy to get the equipment away dry. which in Scotland is a miracle. It has now all been packed away safely ready for next year.

Time now for getting those jobs done as the dark winter nights approach. I am sure a lot of the Stags will be getting some well deserved TLC while they are tucked up for the winter.



As the cold winter nights are ever closer, and seasonal festivities start to take over we have decided to put our Tuesday Meetings on hold until next year. Our next meeting will be on the first Tuesday in February 2025.

Thank you again for all your support during the year and look forward to a great 2025

Willie Clark

Mob: 07939 928839 wos-stagclub@hotmail.com

NORTHERN IRELAND

Continuing the story of the visit by Worcestershire Stags. Roger McCorkell and Members from the West of the Area met up with them when they arrived to their hotel on the outskirts of Derry/Londonderry. Thanks to all who participated, and to Kevin Gifford who looked after them in Donegal.

Things didn't go to plan for the visit to the Ulster Aviation Society. I don't know how many got there but Robin Walker was spotted, seriously contemplating changes to the driving position in his Stag

Desmond Shortt and I rounded out the season by joining Triumph Club NI for a weekend in Donegal. Hoping for better weather in 2025

Brian Linden

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OUT & ABOUT

SOUTH CENTRAL

WILTSHIRE

Our October meeting gave us the opportunity to welcome new members Ian & Peter with their respective partners, sadly without their Stags, but that was no different to six of the other seven Stag owners around the table. Well done Nick for bringing your Stag out

So following some SOC business, which included deciding on our Christmas Dinner venue, that will be the Castle & Ball, Marlborough, on the first Tuesday of December.

Where and when our next Sunday run and lunch will be, that's meet at the Rowdy Cow cafe on Sun 27th Oct at 11am, with a run to the Bridge Inn Woodford.

We agreed that our November meeting will be at the 5 Zero's super car Storage cafe at Bideford upon Avon on Sunday 10th November at 2pm, we can enjoy just a coffee or tea and cake.

We followed the business with one of our Quiz's, which focused on 1977, some said it was difficult but we did see scores of 10 & 11 points so it couldn't have been that hard, well done to John Goff for taking the plaudits.

Its good to report that the work on John Garnett's Stag is progressing well at Cotswold Crash repairs, John and I visited to take a look at progress, although there was no metal work forward of the inner wings (there were no wings either) what was there looked very solid. One part they are finding difficult to source is the near side horse shoe, John has found a refurb'd one at Wards, its only £150 + vat, so if anyone has one John would be interested

Ray and Sue, Carol & I had a great time on the Classic car Tours British sports car weekend on the Isle of Man. There were 320 cars, of which 37 were Stags, we also had Aston Martin's, Morgan's, MGB's, one Ford Capri and an Austin 7. The weekend was run like a well oiled



machine, from the road closed run across the SLOC (5 mile section of mountain road), the Police escorted run on the TT course from Douglas to Ramsey (we were instructed to ignore Red traffic lights), the Closed 10 mile road run across the TT mountain course (which ended with an afternoon tea) to the Gala dinner and dance that completed the weekend. As you can guess we all thoroughly enjoyed it

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 April – 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

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OXFORD

For the latest meeting the Oxford Group decided to revert back to the Chequers, which had reopened after a change of management, as the location seemed to suit most of the area members. In total eight members braved the terrible wet weather to meet, but unfortunately that bravery did not extend to giving the Stags a 'splash in the rain', which was probably the best decision giving the amount of water across many of the minor roads.

The key item on the agenda was to discuss the groups thoughts on the vacant position of Area coordinator following Gary's decision to withdraw from the position. As I have been doing some work on the website, I have offered to take the reins in a partnership type capacity with the deputy, which gives us the position of having a Richard Green for both the Area and deputy Co-Ordinator, which we think is unique.

With the unanimous support of the group, I have submitted the relevant paperwork and head up the Oxfordshire area on behalf of the group.

In fairness, the area is becoming very collaborative with members recognising that not one person can commit all their time to the SOC, so each member is being pro-active and contributing something to the club. At the meeting Steve Bedford confirmed he is once again taking on the responsibility of gathering the photos for the annual

'Oxfordshire Area Stag Calander' and arranging for it to be printed in time for the new year. This is great as it helps keep everyone involved and gives us some structure to our regular meetings.

In this vein, Jason Williams took the lead on arranging the logistics for the October scramble at Bicester Heritage, the main event of the month in our area. This organisation extended to arranging a 'pre-meet' at the local Bicester Village Park and Ride so a fleet of Stags can arrive in convoy, and have them all parked in one area, which helps get around the official line of not making a provision for all car clubs in one place. Given the early nature of the pre-meet Jason had also gone to the trouble of bringing some lovely bacon butties to help us prepare for the event, which went down a treat. In total eight Stags came along so it was a well-attended event. As ever the event was packed with a real range of pre-1990 cars in the 'classic area' which is where this event made its name. Of course, these days the event has evolved beyond its roots and while its great to see such a wide variety of the cars the 'pre-1990' car park, the focus does now seem to be more on activities inside the perimeter gates and on showcasing the venue. This does give an opportunity to share the sites future development plans and the wide variety of motoring-based businesses that are now on site.

There was a welcome return of the Auto Jumble, which was great as it containing some useful Stag parts, most notably a T-Bar on special for £50 and a couple of Mark 1 speedometers, which I believe were purchased by one of our members.

As a result, the group thought it was a good day out with great facilities, lots to see and do, and of course a fantastic backdrop, and even the weather played ball with the worst of the rain holding off until after the event, and even a little sunshine burst through at stages making it a enjoyable Autumn event. Hopefully you can see from the pictures all the Stags together also looked gleaming. Check out our new website area for some more pictures.

During the month a few members attend the annual EJ Ward open day to enjoy 10% off parts sales on the day. Also, a good opportunity to see some top-quality cars





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

restored and a range of cars prepared ready for sale.

The final topic for our Agenda was looking forward into 2025 and initial interest was gained for the European Stag Meeting (ESM) in Nuremburg, as a few of the members wanted to follow up on their 2024 'Tour of the Tulips' with another European Tour, so it looks as if an Oxfordshire contingent will join the ESM. Early discussions suggest that we will have as many as six cars willing to make the trip across the channel, but as this is some way off more details will be added at a later date.

The final items discussed at the meeting were around arranging a formal area Christmas Dinner. Given how busy the festive season can be the group decided that there was no need to try and cram something in during December, and we would look to the new year for a festive get together.

The next meeting will keep the same last Thursday in the month slot, but a change of location was discussed, so keep a look out on WhatsApp for more details. The new management at the Chequers has seen the price of food increase, and the lack on a non-alcoholic beer was also not ideal, and it's noted that the Chequers is towards the North of the region anyhow.

The WhatsApp group is a great 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.

Finally, and not before time, we now have an Oxfordshire Area website, The new site has been launched with four pages, giving some information to our area, some pictures of our cars and a couple of the events we have attended. Of course, content will be added over

time with the aim of giving you a live insight into the activities in the Oxfordshire area. To this extent if you have any ideas for content on the website then please let me know and I will try and make sure this happens. This also extends to being open to listen to any general ideas, or suggestions to add to the area no matter how crazy it seems, so please reach out. Thanks again to Jason, Steve and the other members that help keep the club rolling.

DIARY DATES

- ✔ Oxfordshire Mini Tour - 6th November
 - ✔ Classic Car Show at NEC - 8th to 10th November
 - ✔ Oxfordshire Area Meeting – 28th November
- Richard Green

OXFORD AREA WEBSITE

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

Richard Green
Tel: 07796 946078
oxford@stag.org.uk

COTSWOLDS

November Meeting Saturday 30th
Meet at the Cross Hands Toby Carvery, Brockworth for a prompt 1100 departure on a Cotswolds jaunt to the Sherborne Arms at Aldsworth, GL3 4PH.

Some good news arises from previous comment regarding Chris's recent acquisition - following attention to ignition timing and replacement plugs and leads, the engine is running well.

Disappointingly for me, the sealant applied to my porous wheel was unsuccessful so an inner tube is still the answer.

I have yet to work out why my hood works perfectly well with only one latch, but work it does.

Two is apparently the norm and new redesigned latch units are available from a hood specialist. Fitting to Mike H.'s car caused much head scratching due to the new units looking very different and working in the opposite way to the originals, but the resulting security appears to be excellent. Annotation of left or right hand location and captive nuts would have greatly reduced the fitting time though!

Although a Stag is tiny compared the ridiculously bloated proportions of modern cars, large items can easily be transported as John and Teresa found when on a garden centre plant run.

The relentless rise of internet use may coincide with age related memory issues, but following extensive work by Mark on our Area membership list, we should now be able to provide a forgotten membership number. Your designated number will not change, and thus can be found on an expired card or alternatively on the address flyleaf of your paper magazine.

The fruit of Mark's labour is that the vast majority of members who fall within our loosely defined catchment area, and some from further afield, have requested inclusion on our emailing list. Should you wish to alter your status at any time, please contact Mark or Rupert.

With the increase in active Area membership comes a slight niggle in the back of one's mind that we might outgrow our meeting venues, but we will deal with that when the time comes.



September saw us travel south, although with a couple of unexpected delays. Freshly returned from a very enjoyable 'Best of British' in the Isle of Man, Reg and Ann's Stag decided to shed its alternator belt. Fortunately still in the engine bay, the belt was soon replaced and tightened. I did notice a lot of flex under acceleration in the high mount alternator bracket, which may have contributed to the belt loss. Under way again, only to find a lengthy delay at temporary and unnecessary traffic lights (all too common), made us even later to gather up Carole and David who joined us en route.

Beginning to relax and almost at Tytherington, we then encountered a 'Road Closed' sign which I naturally ignored. Fortunately, only a puddle remained after deeper standing water had restricted traffic on the previous day, and we continued unhindered to meet Mark S., Mike, Julie, Paul and Clare for an enjoyable chat and lunch.

MID MONTH OUTING, SATURDAY 16th NOVEMBER

For those who wish, an informal run to the Classic Motor Hub at Ablington, near Bibury, GL7 5FF.

More detail by email shortly prior, once opening confirmed.

SOC AGM, SUNDAY 24th NOVEMBER, GAYDON

Not quite as near to us this year and a change of format too. The deadline has passed for proposals and nominations but you may still attend and vote - it's YOUR Club!

Rupert Klaiber rupertk@hotmail.co.uk
Mark Jackson cotswolds@stag.org.uk



DIARY DATES

- ✔ Saturday 16th November Classic Motor Hub, Ablington. To be confirmed.
- ✔ Sunday 24th November SOC AGM, Gaydon

COTSWOLD AREA WEBPAGE

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

Rupert Klaiber

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THAMES VALLEY

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SOLENT & NEW FOREST

SOLENT & NEW FOREST AREA WEBPAGE

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

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OUT & ABOUT

SOUTH EAST

Regional Co-ordinator:
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SOUTH EAST LONDON

Continued from last month
Sadly the day was marred somewhat when we left the last museum and it appears that either Chris's passenger side wiper arm had fallen off or someone had removed and taken Chris's passenger side wiper arm. Not only that, Zoe was asleep in the passenger seat at the time! It had been raining all day so if it had fallen off en-route it would have been noticed so neither option makes sense. Either way it was somewhat problematic, given the weather we were having.

We started out Saturday with Tony's wipers being totally non-responsive. His Stag was abandoned at the hotel for the day, and he jumped in Paul's car before we headed off to the needles. Aply led by Chris, we went along the old military road which follows the stunning scenery along the coast.

On arrival Chris discovered that one of his rear brakes had virtually stuck on and was very hot. At Chris's insistence we left him to affect a repair while we all went various directions to explore. He was keen to get stuck in before it started raining again and couldn't be persuaded to take a look around.

Mike H, Geoff and I were walking up to the batteries when someone called out my name. Totally randomly, a close working colleague of mine, who lived the opposite end of the country to me was cycling past! What are the odds on that?!

On our return to the car park Chris had just put the wheel back on after managing to free up a seized up slave cylinder and was packing up just as it started to rain yet again so he was totally right to make use of the dry window in the weather.

After the needles, we went in various directions, some back to the hotel, Mike H. & Helen to Monkey Haven and the majority went off to a steam railway that was running a cider and cheese tasting day. Luckily they had a marquee erected to keep the rain off!

Sunday we were off to a large Classic car show in Ryde – which was largely the reason for picking the dates for our trip. We were a little late arriving and had a few issues parking up, but it was soon all sorted and we settled in. Predicably it rained yet again. Most of us were outside a bowling alley on the sea front when the heavens opened so we duly headed in. I won't comment on how we did and who won but we think it was due to: The Alley being next

to wall, the alley not being flat. Wonky balls, humidity due to the rain, the wrong shoes, the time of day, the skittles being on strings and anything else we could think of!! Thankfully the sun did come out for a while at least.

Stags on Ryde Esplanade at the car show.



Monday was our return trip. Almost annoyingly it was the only dry day we had, but it did make it easier on our over stressed windscreen wipers. At this point incidentally, Tony's had started working again all on their own! The ferry was booked for the early afternoon so we didn't have a rushed start. However, I was woken up early by the sounds of an articulated lorry and its air brakes going off. I peered out of the window and realised to my horror that this thing couldn't get around the corner due to where three of our cars were. I called the owners of the other two and we somewhat sleepily jumped into action and got them moved. Luckily the lorry driver was a nice chap!

Once we left the ferry we had no plans to travel together, but a few of us ended up in convoy just by chance. Chris's brakes started playing up again, but he and all the rest of us made it home safe and sound.

In other news...

We went to a new show this month – a large one at Penshurst. The Kent gang originally booked a club stand and we ended up joining forces in a fairly rare, but enjoyable joint effort between the two areas. It was the first time this show had been on and I'm told they managed to sell out all 750 tickets which is incredible for a first attempt and certainly bodes well for the future. My Stag was still off the road at this point, with the rear brake saga continuing so I roped in my friend Ian and his Rover P5b as a substitute so we had a sneaky Rover on the stand with us! I think we had 16 cars on the stand so a good turnout. In an unfortunate twist to the proceedings two Stags had a 'failure to proceed' just after entering the show ground and had to be pushed onto the stand. It

probably didn't do the Stags reputation for breaking down a great deal of good, but both were minor glitches and were both up and running in no time. Star car for me was the Lamborghini Countach. I've been a fan since I was a teenager in the 80's but have rarely seen one. Somehow, this year I've seen four! This was a real beauty and I think, the first one I've ever seen driving down the road as it was about half a dozen cars in front of us when we arrived. We also managed to get the gazebo up with no dramas for a change. We struggled to find the tent peg bag when we were putting it away again and Zoe volunteered Chris to dive in under the now flattened canopy to see if it was in one of the corner pockets somewhere. He didn't find it and after a struggle found his way back out again!



A bit of a safety issue to finish with – we seem to be having a spate of seized rear brake cylinders at the moment. Mac changed his a few weeks ago, I discovered that I had been driving around with pretty much no rear brakes when I went to adjust my rubbish handbrake and poked around a bit deeper. Chris had a seized cylinder while on the Isle of Wight and I understand Paul's O/S rear brakes were getting hot as well. Most of a car's braking is done on the front wheels, so when the rears start playing up, it isn't necessarily noticeable. I haven't run my stag through an MOT for a few years, which would have picked this up. 3 of the 4 pistons were totally solid so they must have been in a bad way for quite a long time. Check your rear brakes folks!

Dave H



At the Bletchingley Arms

After the pinnacle of the SE London area's events, our trip to the Isle of Wight, which was half reported last month, September has been pretty quiet. The show season is pretty much over so the focus switches back to the ever popular breakfast meets.

I'm sure there were others but there are at least three I can think of off hand.

A few weeks ago I went back to one of my favourites, The Bletchingley Arms and met up with Mike C, Neil and Paul, the later in his rather splendid Rolls Royce Silver Shadow. On the flip side, was me with my Stag which at the time had a totally knackered battery to add to its regular woes. Jump start at home, push and bump start at the petrol station and another jump start to leave the pub carpark afterwards. Thank God I didn't stall it en-route!

Last weekend a number of the gang headed down to the Woolpack Inn in Yalding. From the look of the photo it was Mike's C and H, Paul Dave Jarvis (1) and Harry. Lovely Blue sky too – perfect Stag Weather. A highlight apparently was a plumb tree full of ripe fruit directly behind where the Stags were parked – so a bonus one of the 5 a day to go with the breakfast roll!

I had other plans that day and actually drove my Stag from Kent to Cumbria to visit my father – some 360 miles Each way the longest trip I've done in it for a very long time. It was a bit of a will it or won't it make it scenario as it has been pushing the coolant back into the expansion bottle. I had a long stop on the way up as I had a work meeting and at that point the bottle was full to the brim. The 2nd leg of the journey North is was a bit better and oddly on the way home it was totally fine. It doesn't make sense, but I'm not complaining! Other than that it performed faultlessly for the full 720 miles.

I keep turning all the events back to me don't I – well, it is a quiet news month for SE London!!!

The last meet I'm going to report on this month was a meet at the Bull pub in Chelsham. Also one I didn't attend, but I gather it was well attended. 5 Stags by the looks of the photo I've seen. Mike C was in it so he's gone the full hat trick!

It might be a little late to see this as it will be November when you read this but, the Christmas meal this year is going to be at the Toby Carvery at Badgers Mount. If you are interested, please contact Mike C ASAP.

Best Wishes
Dave H

DIARY DATES

☛ November 5th – monthly meet at the Bo-Peep (BR6 7QL)

Chris Skinner
Tel: 0796 1058188
chris1976stag@gmail.com

Stag Tour
 Ten Stags and 19 members attended the Isle of Man Best of British Festival. Please see Mary Hewett's Report and photos on this event elsewhere.

Condolences

We were very sad to learn of the death of Colin Edwards after a long illness and we pass our sincere condolences to Sue and her sons. Colin and Sue were regular supporters at meetings and events and a further tribute will follow.

We also send our condolences to long-time member George Brusby whose wife Sylvia passed recently, also following a long illness.

Further details will be circulated when known from both families. Our thoughts are with them at this difficult and sad time.

Christmas Party Bookings

We are holding our annual Christmas Party and Dinner with Disco at the Bell Hotel, Sandwich on – SAT 14 DEC 23

The cost will be £45 per person (same as last year), and our organiser, Vicky O'Leary, requires a £10 per person deposit to be paid now and then by the next meeting on 11 November, the balance of £35 per person. So please take ACTION NOW and pay £45 if you have not paid your deposit.

To pay, please make a Bank Transfer to Vicky O'Leary

Please contact her for bank details

Vicky also has 10 rooms reserved in her name, which are discounted to £126 per double for Bed and Breakfast (Reduced from last year), on the Saturday night. There may be additional rooms available if all 10 are already taken.

To book please contact The Bell, The Quay, Sandwich, CT13 9EF. Tel: 01304 613388 and mention Kent Area SOC Xmas Party and Vicky when booking to get the negotiated discounted rate.

To discover more about the Bell Hotel visit: <https://www.bellhotelsandwich.co.uk/>

We hope you will join the fun at our Kent Area Christmas Dinner & Party to start the festive season.

DIARY DATES

The next meeting will be on the 11 November 2024, at the Dog & Bear Hotel Lenham. Why not come and join us?

Also don't forget the Fourth Friday Dinner Meeting on the 28 November 2024 at the Wagon & Horses Charing – contact Michael Allen if not already on his mailing list, or Coordinator Howard.

Please remember there are no Meetings in December but please come along for the AGM on the 13 January 2025.

Howard Gilbert

Tel: 01622 583846 kent@stag.org.uk

So, already we are coming to the end of the season and it has been a very lively one for lots of members in our club. There has been a full calendar of events since 'Drive It!' day in the spring, through the summer months and days out continuing through September and October. See below for Mandy Mountford's report of the recent trip to the Gatwick Aviation Museum, which was another popular and successful outing this year.

At the last breakfast meeting, Bryan led a discussion about ideas for next year and a proposal to compile a full list of regular car shows that we like to support in our area. We are lucky to have so many locally, and we will try to highlight the ones that are the most popular. It's always more fun if we do a group booking and members can have a say in which they would most like to attend.

Other ideas put forward were a weekend jaunt to Margate and day trips to Tenterden and/or Hythe. Both of these seemed to involve train rides, fish and chip suppers, pub lunches and the less interesting but necessary consideration of car parking!

Meanwhile, we are looking forward to our Christmas dinner and dance at the Hydro Hotel in Eastbourne. This year we are celebrating our annual get together on Friday, 6th December and so there will be no breakfast meeting in December.

Day out to Gatwick Aviation Museum:

We met at The Green Man on a bit of a gloomy morning but we still had eight cars in attendance on a trip arranged by Pete & Marion Coleman who due to personal reasons could not make it.

The drive to Gatwick was a lovely drive although the weather was a bit hit & miss.

We arrived at Gatwick Aviation Museum at about 10.45 am and an area had been designated for us so we had no trouble all parking together.

We paid an entrance fee of £9.50 each which we all agreed was very good value for the tours we were given, each person being very knowledgeable in there different subjects, especially the Shackleton Plane which was very interesting.

After we had spent a couple of hours at the museum we then went to The Half Moon Pub in Charlwood where we had a fantastic reception the staff could not have been more pleasant, they served us all very quickly with a very good lunch.

A good day was had by all.

Report by Mandy Mountford

DIARY DATES

- ♥ Breakfast meeting: Green Man, Ringmer 9:30am, Saturday, 9th November
- ♥ Christmas Dinner and Dance, Friday, 6th 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

Tel: 01424 430050 bryangreg@talktalk.net

SURREY

September is the favourite month for a lot of the Surrey members its our annual trip to one of the Warners Hotels for a long weekend, this year we were off to Warwickshire for four days but I'm not going to say anymore as other members have done a report.

Last Sunday (6th October) Theo and Helen kindly organised a drive out to the Stag Inn at Balls Cross near Petworth East Sussex we met at our usual meeting point Denbies Wine estate in Dorking under orders to be there early as we are leaving at 10.45am promptly, so at the specified time it was start your engines and we left in convoy from the estate with I think thirteen Stags one Lotus Elan and a Ford Fiesta. The weather was being kind with most of us with roofs down, we had a wonderful drive through the countryside lot of twists and turns and not to many cyclists, the route took us just on the hour most got there at the same time just a couple took a small diversion (got lost). The Stag Inn was great they had managed to put



details to follow

- ✔ 30th November Christmas Dinner at the Thatchers Hotel in East Horsley details are on the emails that have been sent previously. Any problems give me a ring.
- ✔ Our AGM has been booked for the 20th January 2025 at the Fairmile from 8pm

SURREY AREA WEBPAGE

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

Gary Sorfleet & Matt Gravett

Mobile: 07768 454579 surrey@stag.org.uk

WEST SUSSEX

Unfortunately our report for October was not printed in the magazine, but I have been assured that it will be included in this edition before this months report. It is also unfortunate that that the October edition was not printed as it contained information about our annual Christmas dinner that has to be in by the beginning of November which might effect our numbers. If anybody has not heard of the details of our Christmas dinner, then please get in touch with Philip or myself and we will ask if you can be accommodated.

We have had quite a few cancellations this year due to bad weather, plus we forfeited Our annual Clackett Run to Brands Hatch, which we have done for the past 15 years in favour of Kent area wanting to hold their National day there this year. We do however have a sponsored run on October 20th which should be good. On our November Club night we showed the Clarkson, Hammond and May 'The Last Journey' which featured the Stag driven by May,



us all in one room on two tables and just four others on a table in the next room just next to us. We had pre ordered our roast dinners which were all served with no problems, the food was brilliant and plenty of it, would recommend it to all, they were very helpful. After dinner there lots of chatting amongst us all so we didn't leave the pub until 3pm. We had put the roofs up on arrival at the pub as it started raining so saying our goodbyes it was off home after a great day out with the club. We must thank Theo and Helen for organising such a great day out.

DIARY DATES

- ✔ 18th November meeting at the Fairmile from 8pm
- ✔ 24th November Breakfast at Haskins Garden Centre

which came out favourably and did the Stag much justice. We thank Tottington Manor for organising this for us on their big screen.

Our Club Night in November will be substituted for a breakfast meeting on November 3rd at Tottington Manor and December club night will not go ahead as we have our annual Christmas dinner on December 7th also at Tottington Manor.

From last month

We travelled up to Cranleigh for the car show where we met up with the Surrey Area. A bit of a mix up here with meeting up places, we had a choice of three and got let down by the Sat Nav on the final meet ,which was only a few miles from Cranleigh. Further chaos on getting into the show where it was a hot day and two of our cars broke down with over heated coils, easy fix and took our places on the display, The show itself was quite busy with plenty of exhibits. It was good to see Alan Davis there, who came along to see us after unfortunately loosing his Stag due to a faulty replacement component which wrote his car off.

The following Saturday we travelled to Capel for the village car show, again meeting up with the Surrey Area. A good turn out of Stags for this meet and we seemed to given more space than previous years. This is always a popular show with limited entry numbers for the exhibits.

Heavy downpours forced us to cancel some meetings over the next couple of weekends, the Barns Green show

and the Edenbridge car show as the fields were bound to be muddy and it would be no fun driving under those conditions.

At club night we mainly discussed our Christmas Dinner venue. We narrowed it down to two places and after further enquiries we decided to return to Tottington Manor again. We need to know numbers so that arrangements can be made by our hosts, and we will need payment in full and menu choices by our November club meeting. Which will probably be a breakfast meeting instead of an evening meeting, due to the winter months and more people will probably attend for a breakfast rather than turn out on a cold evening. Please let either Philip or myself know your wish to attend. The meal has been booked for 7th December at 7.00pm

Bob

DIARY DATES

- November 3 Breakfast meeting and monthly club meet at Tottington Manor (in Lieu of club night)
- December 7 Area Christmas Dinner

WEST SUSSEX AREA WEBPAGE

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

Bob Heritage

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OUT & ABOUT

SOUTH WEST ENGLAND AND WALES

Regional Co-ordinator:

DEVON

First of all well done Dave Taylor for having another photo, taken on the Isle of Man, win pride of place on the cover of the SOC October magazine. That's twice this year his photography has graced the cover.

Andy Moss arranged the Noggin and Natter at the Hunting Lodge at Ivybridge. We could not attend as we were away but I understand it was the usual jovial evening.

September brought the final shows for the season. Sidmouth Show was one and attended by a few of our members.

Andy organised a run from the Trago Mills Classic Car event to the Dartmoor Halfway Inn. This was very well attended with 15 members taking part. Again we were away so sadly could not go. The weather apparently started off well but the rain started later. The story of this summer I think.

Our members have been travelling far and wide - Peter Turgoose has travelled the furthest (as far as I know) and is in New Zealand. He visited the Nelson Classic Car Museum and posted photos on our Facebook page. An eagle eyed member (Dave Taylor) noticed the Union flag was upside down. This has now been rectified. What influence from the other side of the world to them! The museum had some Triumphs but no Stags.

As you know from the Mail Chimp sent out recently the CHRISTMAS LUNCH is coming up fast. We have booked



At the Trago Mills Classic Car Event

a dining room at the Dartmoor Lodge, Ashburton on Saturday 14th December 1200 for 1230. The hotel needs a £10 per head deposit by 5th November. Please could you let me have that. Details were in the Mail Chimp but if you don't have that to hand I will give you details when you contact me to book. We will need to pre-order too, again the menu was in the Mailchimp letter. £25 for 2 courses, £30 for 3.

Please take note of all the events listed below and let me know if you wish to attend.

DIARY DATES

- ✔ Sunday 3 November - lunch at the Fishermans Cott, Bickleigh, Tiverton EX16 8RW Booking essential. 1230 for 1300. This is a lovely pub on the river - reputedly the inspiration for the Simon and Garfunkel song "Bridge over Troubled Waters".
- ✔ Thursday 7 November Joint Noggin and Natter at the Crealock Arms, Littleham EX39 5HN. 1900 hrs.
- ✔ Sunday 24 November our Annual Inter Club SKITTLES match and lunch at the Waie Inn, Zeal Monochorum, Crediton EX17 6DF. 1100 hrs. Booking essential for lunch. This is always a very good event and the lunch is delicious and very reasonably priced. Just turn up if you only want to play.
- ✔ Saturday 14 December. Christmas lunch. See above.
- ✔ Sunday 26 January 2025 Devon SOC AGM and lunch. The Waie Inn. Meeting starts at 1100 and lunch (booking essential) will be at 1230. See you there.
Claire

DEVON AREA WEBPAGE

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

Claire Purser

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The Nelson Classic Car Museum in New Zealand



SOUTH WEST WALES

The 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.

Well we have had a busy month again with a day drive to Aberaeron and then to New Quay on 31st August. The route was from Carmarthen up to Aberaeron with a stop at The Moody Cow before getting to Aberaeron. Unfortunately the Moody term in the title was down to the staff, pity, as the venue was great with a fine selection of cakes and a good menu of food. The day itself was brilliant with glorious sunshine the whole day if fact I don't think we saw a cloud. In Aberaeron we parked in the beach car park but we were over looking the playing fields not the beach. A walk around Aberaeron and a tea/coffee and a bit of something to eat. Then it was off to New Quay a short drive away. We drove through New Quay looking for a place to park but as it was such a nice day it was busy very busy but somehow Ian as always managed to find a roadside parking spot right outside an ice cream shop while the rest of us had a 10 minute walk. I don't know how he manages to find these parking places but always does. A walk around New Quay and down into the harbour. New Quay was a busy port in the past and on one of the walls were some tariff boards. Two items stood out to me a hundredweight of gunpowder had a tariff of one shilling (5p for those who can't remember shillings) while bringing in a coffin would have cost 2 shillings, is this why they bury at sea? We then made our way home around 6pm. Next up was The Paul Satoria Car Run on 1st September, this is to raise money for the Paul Satoria Charity. I have to say that this was a very well organised run with support from the

public all along the route. The weather was not as good as it was the day before but we did do the full day with roof down. Meeting in Haverfordwest and a drive around the Pembrokeshire coast taking in Newgale, Solva and then St Davids. Our final destination was the Shire Horse Centre.

Pontardawe Classic Car Show was next up this was instead of the Brecon Classic Car Show. Due to the weather forecast I did not take the Stag but went as a spectator. The weather did affect the turnout of exhibits and spectators which was a pity perhaps next year will be better. Our monthly N&N was on 18th September and as always it was in glorious sunshine. A short drive in the cars and a photo overlooking Loughor Estuary with the sunset in the background perfect apart from one of the cars deciding to disgrace itself by catching fire. A cable had chafed on the chassis rail and shorted out so there was a panic for five minutes while the fire was extinguished followed by a discussion of what to do. Realising that we could not carry out a "roadside" repair a call to the insurance company was made to arrange collection and to get Ian and Gwen home. That is a story in itself and for another date. Now as the sun went down the midges came out and there were hundreds/thousands of them and for some reason they seemed to like me more than the rest being bitten some 16 times and itching for the rest of the evening. Scratching my way through my meal I did enjoy the evening. I have driven my car quite often lately due to some lovely weather with no issues. No whine or grumbling from the differential but then a loud knock on starting off or slowing down, on checking, the diff has a knackered bearing and was moving about in the side of the diff. I now have a job to replace the diff and with the help of George will be completed very soon.

Clive Perman

DIARY DATES

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

Clive Perman

Mobile: 07702 323491 clive.perman@ntlworld.com



The best of British Festival at the Isle of Man

SOMERSET / DORSET

Although we did not have any events planned for September, some of our members were able to get out and about and enjoy their Stags.

Rob and Angela popped over to the Isle of Man for The Best of British festival of motoring and said there were 323 vehicles there, dominated by Stags from around the UK. There were plenty of opportunities to drive on closed roads on the mountains as well as a police escorted run over the island to Ramsey on Sunday morning when many locals came out to wave. They must have enjoyed it as they said they would definitely do the trip again and pointed out that Stags would qualify for next year's IOM motoring festival as the theme is 'IOM goes topless'.

Returning home, Rob then went to Sturminster Newton for the classic vehicle meeting on the town's recreation field and met new member Greg and his very recently purchased Stag. Welcome to the club Greg and look forward to meeting you and your Stag.

An event I had never heard of was the Distinguished Gentlemen's Drive which Mike West took part in and also thoroughly enjoyed. Mike explained "it is an annual worldwide on road motoring fundraising event and this year in England all the drives from different areas culminated at Goodwood with a parade lap, actually several as there were a couple of hundred cars of all shapes and sizes. It is for pre 1980 vehicles only and there were two other Stags from London and remarkably only one Mini. It seems the finish at Goodwood will now be the

norm so maybe a whole herd of Stags would be a good spectacle next year on 28th September 2025". Thanks Mike, sounds like something to put on the event list for next year.



The distinguished Gentlemen's Drive at Goodwood. To watch this video please view the interactive version of the magazine in the members area on our website.

WEST WALES

Meanwhile, Janet & I had joined the Worcester Area for a jaunt to Northern Ireland. Overall we were lucky with the weather and managed some runs with the top down in beautiful scenery. All the Stags, except one, behaved impeccably. Unfortunately it was my Stag that decided to expel fuel from one of my carbs when back at the hotel after a fast run on the motorway. Luckily it was through the overflow pipe onto the floor. A few sharp raps did not cure the problem so I had to take the carbs off, check the floats and needles which were working fine, put the carbs back on, go for a run, resulting in no further problems. A very enjoyable week away with a very friendly group and the Worcester Co-ordinator will be writing an article of our adventures.

We decided that during the winter months (Nov to Mar) our Monthly Wednesday evening N&Ns would move to a daytime meet, maybe Sunday Lunch or brunch, etc. and we will have had our October Sunday Lunch by now. For the other months, venues, dates and times are to follow as I am still looking for alternative ideas to replace the evening N&N's that give us a bit more flexibility of not having to book so far in advance.

I had my first mince pie in early October so I guess we should also be thinking about where to go for our pre-Christmas lunch and post-Christmas dinner.

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 Garry or Ken for the latest information on events to confirm we are attending if you are thinking of joining us.
- ☛ Sat or Sun Nov 16th or 17th – Daytime N&N, venue and time TBA.

Garry Martin

Tel: 01935 427625 jangarmartin@tiscali.co.uk

On the last weekend of September, we attended what will be the last event of the summer show season when a small number of West Wales members joined with South West Wales members for the Pontarddulais Steam Rally and Classic Car Show, held at Pembrey County Park in Carmarthenshire. This was to be a two-day event, and we were blessed with a fine, dry day of sunshine on the Saturday so that we could put up the Club flags and gazebo and even put the hoods on the Stags down for the day. However, with the forecast for heavy rain and storm force winds for the Sunday, it was decided that we would not attend the show for the second day. Nevertheless, it was a very enjoyable show, and we enjoyed meeting lots of people who showed a good interest in the Stags, and even gained a potential new member who is looking to buy a Stag.

With the darker evenings and worsening weather in October, it was decided that we would not hold a final evening drive of the season for our monthly N&N, but instead we met at The Rising Sun pub and restaurant just outside Haverfordwest for a very enjoyable meal and lively and interesting conversation. We were particularly pleased to be reviewing our photograph which was featured on the back cover of the latest (October) club magazine which had just dropped through our letter boxes that day.

It seems that quite a few of our small number of regular attenders at our monthly N&Ns will not be available for the November meeting on Tuesday 12th November, so it is possible that we will cancel this meeting, but I shall be getting in touch with members via email nearer the time to confirm who is available and whether or not we meet in November. Please get in touch with me for further information about this N&N or any other meeting arrangements.



We are however looking forward to December, and to our planned Christmas get-together, which will take the place of our regular N&N for December. It has been decided that, like last year, we will join forces with the South West Wales members for a shared Christmas get-together, and Clive Perman has arranged and booked this celebration. It will take place on Wednesday 11th December at 7.30 for 8.00pm at The Bridge, Llangenech. Clive needs to confirm numbers attending and our menu choices, so would everyone interested in this event please contact Clive directly via email clive.perman@ntlworld.com as soon as possible.

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

- 🚩 Tues. 12 Nov. Natter & Noggin tbc
- 🚩 December N&N cancelled, but instead Wednesday 11th December, 7.30 for 8.00pm - Christmas get-together at The Bridge, Llangenech.

Nick Cale

Mobile: 07922 128717

Email: nicholas.cale@icloud.com

SOUTH WALES

In September we visited Fonmon Castle which is a new show for the South Wales Area. Terry very kindly wrote the account of our visit to Fonmon as follows:- "Two Stags and an Aston Martin met at the Cardiff West Services on junction 33 of the M4 on a dreary Saturday morning. We set off and met Brian on route and arrived at Fonmon Castle to a covering of very low cloud and fine drizzle. After about an hour the weather brightened up and we ended up having a very pleasant day even managing to take the tops down for the drive home. A great venue for a car show and we will definitely add it to our calendar for next year."

The last local show of the year was a street show based in the market town of Cowbridge in the Vale of Glamorgan on 29th Sept. The weather was dry during the morning with rain in the late afternoon. Luckily the show only lasted the morning. There was no pre booking and attendees just turn up. I arrived at about 10am to find most of the car parking places had gone and I ended up in the far end of town in the cattle market car park. Cowbridge is a small town and it was not long before I bumped into other

members of the club. Julian was there, unusually on his own, as his family had been working late the night before. He had brought his very early Honda Civic believed to be the last one on the road in the UK?

There were plenty of exotic cars, in particular several McClarens, Astons and Lambo's. I upset one driver when he blipped his throttle whilst going through the crowd, and I told him he had an engine fault as the car was popping through the exhaust!! It wasn't long before we met up with Huw and Helen who were parked in the supermarket car park. Helen was all excited as she had seen one of her "pin ups" from the Welsh Rugby team. There was a time when I had that effect on women!! We saw three other Stags parked up, one was a dark blue owned by Derek. Although we saw his car we could find no sign of Derek. There was also a white Stag belonging to a non member and a very nice Carmine Red car which was for sale but no price. I think the red Stag belonged to a dealer as he had several cars on display.

Tuesday 1st October was the first of our winter Noggin & Natter held at the Crow's Nest in Cwmbran. I don't like N & N's without a speaker or some sort of activity and was pleased when Andrew P offered to show a film from his collection from the British Transport Series. It was set in Scotland in the 50's and highlighted how things had moved on. He later asked some observational questions about the film and I am pleased to say my wife Jill won the tin of chocolates ably assisted of course by Myron and myself. We all managed to finish the box of chocolates before the meeting ended, thus saving me from eating them all at home, although I did have a good share. Damn diet!!

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

- 🚩 Tues 5th Nov Noggin & Natter, Crow's Nest
- 🚩 No Noggin & Natter in December
- 🚩 Sat 7th Dec Taurus Craft Market Meet at the cafe on site
- Sun 15th Dec Christmas Lunch at Green Meadow Golf Club, Cwmbran, Colin & Jill

SOUTH WALES AREA WEBPAGE

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

Colin Evans

Mobile: 07870 654205 southwales@stag.org.uk



Christmas dinner at the Penmorvah Hotel

CORNWALL

Christmas dinner at the Penmorvah Hotel - Saturday 14th December Penjerrick Hill, Budock Water, Falmouth, Cornwall, TR11 5ED – 01326 250277

If you would like to come I need to know by November 12th with either your £10 deposit or full payment for the three course meal of £34 please. This is a hard deadline as the restaurant need to have final numbers by then. The menu will follow on a separate email.

Timing on the night is 6.45pm for a 7.30pm dinner. For anyone wanting accommodation we have special rates of £109.00 per night for a standard room, or £129.00 per night for a larger room. The price is based on two guests sharing and includes full Cornish breakfast. Please book direct with Tasha Chaney at the hotel

To transfer your deposit or full payment to me please contact me by email for my bank details.

October 6th – Our trip to the Carglaze Tavern for lunch at noon and then onto Charlestown Harbour - Unesco World Heritage site. Most Stag trips go wonderfully well.

Some Stag trips are altered on the day or even abandoned due to weather or breakdowns

And then there was yesterdays planned lunch and visit to picturesque Charlestown.

Problem One – At 9am on the 6th I find out that the morning running race I had volunteered to marshall starts at 11am not 10am – meaning a mega rush to get from the race to the restaurant for noon.

Problem Two - Numbers attending lunch had been going up and down during the week – the restaurant was getting tired of me changing the table size booked – I thought that with the dreadful forecast in the morning we would be OK with a table of 12 booked, even though the final number who said they were coming was 14. Nope, everyone turned up, which was a great turnout on such a grim weather forecast.

Problem Three – The very stressed restaurant manager point blank refused to allow our extra two to eat. He had 166 booked and absolutely no room for 168. Thankfully Kevin and Jane very kindly offered to eat in Charlestown and meet us for the walkabout planned there after lunch.

Maybe they knew about the upcoming problem four...

Problem four – The lights in the restaurant went out – only drinks could be served, which led to...

Problem five – The now very stressed manager said we could drink our drinks, but there would be no food as they had been instructed to close the restaurant. That led to...

Problem six – The bill arrived for the drinks we couldn't drink with our non appearing food...

Problem seven – Us running out without paying for the drinks? This didn't actually happen as thankfully the managers, manager, eventually saw sense and didn't charge us.

Problem eight – Charlestown harbour was largely closed and the rain was very wet.

Problem nine – Didn't happen, I think we all found some food somewhere and by 4.30 blue sky and a tale to tell!

November 3rd - Hawkin's vintage motorcycle museum. St Stephen. PL26 7LB

We will meet at Griggs Country store café St Austell PL26 7JH at 12 noon – No pre booking for lunch - Hurrah! Then after lunch head over to the motorcycle museum just 3.6 miles away. If anyone fancies putting an interesting clay history route together then send to me by mid November and I'll circulate it with the mid month email.

I won't be there – unconnected to the Charlestown "experience" I promise. I'm away that weekend.

See you at the Christmas dinner on 14th December.

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
- Best regards Mark

Mark Colton-Taylor
07900 982762 cornwall@stag.org.uk

BRISTOL

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

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

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

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

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

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



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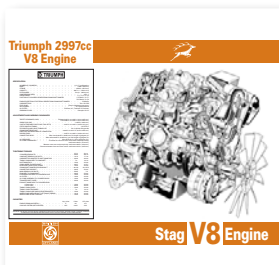
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