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OUTSIDE FRONT COVER:

Trevor Deaker's Stag in the Southern Alps

OUTSIDE BACK COVER:

Trevor Deaker's Stag in the Swiss Alps

INSIDE FRONT AND BACK COVER:

Stags at The Coach House Hotel Puriri

NEW MEMBERS

The Club welcomes the following new Members:

Phil & Kat McConchie	Auckland	
Ray & Nic Spencer	Masterton	HL757
Christopher Hulett & Sarah Felt	Whakatane	HK811

It is incumbent on our existing members to extend the hand of
friendship to all new members

*The opinions expressed and the advice offered herein are those of the contributors
and not necessarily those of the Stag Car Owners Club Inc., or its Elected Officers.
Many thanks to other clubs for the use of any of their original material.*



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Sue Lowe

Ian and Heather Skene

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STAGGERED

By the time you get this magazine, I hope that most of the Christmas frenzy has come and gone and that you are now enjoying time with friends and family and, of course, the occasional drive in your Stag.

For me, 2017 has been very busy as I settled in to life at the more leisurely pace of a small town. There have been several major projects completed on the house - I am now reaping the rewards of 18 solar panels on the roof and power bills in credit. The Stag now sits in a carpeted garage with an insulated door - yes, I do have a large drip tray under her!! And I am enjoying working part time at a little café on the wharf where I have met lots of tourists and made the acquaintance of many locals.

The beauty of living in Thames is that it is only an hour and a half drive from Auckland (traffic permitting) and so I can still participate in my favourite car shows - Concours at Ellerslie, British and Euro in Pakuranga and the ATCC Show n Shine at St Heliers where I expect to catch up with all my Auckland Stag friends. And now that Brett and Lance have taken on the Area coordinator job, I expect there will be a few runs that I will be able to participate in as well. No pressure guys!!

I hope you enjoy reading this edition; it has been fun putting it together thanks to everyone who contributed. Trevor Deaker's piece is a great read and I was amazed that he found that spot in the Alps that is almost a perfect replica of the one in the Swiss Alps. His article will also be published in the UK Stag Club magazine in the New Year. Do you know the history of your Stag? I would love to hear from you if you do. It's a bit like genealogy, it's nice to know where you've come from and have that history to leave for the next generation of Stag lovers.

Time to get this bolted together and off to the printers and then ... housework as I am hosting the street Christmas party here tonight.

Merry Christmas and Happy New Year to you all.

Cheers,
Sue



CAPTAINS LOG

Hello all,

For those of you that couldn't make the North's Christmas party, it was a great event supported by one of our largest groups, of long time friends and also some newbies (Welcome). We all thoroughly enjoyed ourselves. Summer is definitely here and what a way to celebrate it with the top down.... Unless you have to drive your daily ride Peugeot as I had to.

Yes, my beloved is still off the road post the last Stag function after coming face to face with a lost wheel travelling on the wrong side of the road and exceeding the 100 KPH speed limit.

The chassis was bent amongst all the other damage. Now seven months later she has the final coat of paint and the motor ready to be dropped in. However, like all remedial works it was an opportunity to fix other things. Like new T Bar cover and filling, Fire Wall Cover and all the little grommets and rubbers.

I'm not saying I want the best looking Stag in the fleet nor that that I'm competitive but I won't have the Club Chairperson "What's her name?" with a better Stag than me or anyone overtaking me on the straight or God forbid corners.

I've been so lucky that the Auckland weather was so miserable over winter that I didn't miss a run and no one could take their Stag out,, but summer has arrive so quickly that I'm looking a little bereft of a valued friend. The view of the many and varied Stags at the Christmas lunch has pushed me to push the panel beater who hopefully will push his staff.

Lance and I had a long discussion about forthcoming runs for the Auckland crowd which we plan to have some out before this newsletter arrives, For those further south that would like to join in,, you are most welcome to arrive a day early and stay at my place and hit the road together Bright and Chirpy. It only costs you:

- Shared good company,
- A good story or two both true and or better still a great long lie and
- a relaxed attitude.

I'm at 12 Marine lane Mt Wellington and the door is always open to a friendly face. I'd like to thank Sue (ah yes that's her name) for putting us up in her beautiful house in Thames. What a lovely view and the hospitality overwhelmed us all. Thank you very much.

Now before I go, I'd like to remind you all about the Club Parts department, you know "The Man" (Ray) in Hastings who's always keen to assist. I know that in today's world of internet buying that you can just log on and "hay presto" you've bought it. But, and it's a real big but.

It's very very easy to buy the wrong thing and it's even more difficult to get refunds, shipping back and replacements.

The Stag club is a non-profit organisation for it's members, (us) and we have a team of dedicated soles who for no charge at all can keep us on the correct track and ensure we get what we need first time plus we carry a huge quantity of parts both new and reconditioned.

It was very evident when I had to get the parts for my broken car. The guys helped me to get the right parts at the right price from the right place at the right time frame. I know that had it not been for them, right now at the eleventh hour I'd be trying to get other parts I'd missed and sending back wrongly ordered parts. Which is a hassle none of us wants. The repairs have been made much easier because we all became a team that pulled together. Take advantage of our great team and you to will be helping your club in doing so.

Merry Christmas to you all and stop in if you're in the area.
Love to see you on the road again.

Captain Brett,
1st Officer Becky
and Stow away Judy



FROM SWISS ALPS TO SOUTHERN ALPS NZ A JOURNEY OF 25 YEARS

"I've found you a car – it's a Stag"

I'd had a bad start to the year, so my brother Colin's news was good to hear. I had been considering buying a TR6 for a couple of years, but couldn't find a good one at a sensible price.

"You might remember this one - it's dark red with wire wheels. Imported from the UK. I restored it for the owner - all new panels - it was in my workshop about 10 years ago, and it's still in beautiful condition".

The news just got better.

"I'd love to see it" I said "but I won't be able to drive it yet... "

I had just left hospital, having survived a serious tractor accident. I now had sight in one eye, and was not yet cleared to drive.

"...let's contact the owner and I can take a look".

The Stag was fabulous.... It had been my dream car in the 1970's when I owned a 1969 Triumph 2000 Mk1. And this was what I was looking for – I needed some motivation to continue the healing and to really get better!

Sue had owned the Stag for a few years, and it had been her daily runner. She loved it, and wanted it to go to a good home. She offered to let us drive it over the Easter break, and we readily agreed. My partner did nearly all of the driving. - but I had a short test drive at a very sedate speed on a private road. At one stage there were a few moments of drama when a heater hose blew, requiring on-the-spot improvised repairs. Still, it drove like new. Indeed the receipts showed that it had only done 7000 miles since a full rebuild.

Bought! (Despite my only driving it for 2 miles!)

With the car came boxes of documents – including a large diary, two large folders of receipts (from 1989 to present day), and a huge collection of UK Stag Owners Club magazines from the 1980's and early 1990's. Sue had pointed out a picture on the cover of the June 1994 Stag Owners Club magazine - there was our Stag in the Swiss Alps . The number plate was VGV152S – the same as the records and it also matched the window etchings for our one. Sue said she had really wanted to replicate that photo with a picture of the Stag taken in the Southern Alps of NZ. Perhaps I would find the time...?

I started reading the diary as I sorted through the records. It was written by M Slade of Bagshot, Surrey. He wrote that he had bought the Stag on 27/8/89. *"...from P V Watkins of Suffolk, with 66,522 miles on the clock".*

His first entry reads:

"Driven back to Bagshot – not exceeding 70mph/3000rpm. Distance = 183 miles. Oil pressure @ tick-over (700rpm) ~ 16psi. Oil Pressure @3000rpm ~ 40psi. No problems, no overheating. Temp Gauge always ~ ½ way. Rear offside wheel nuts came loose! "

The diary came complete with a series of photos, documenting the work done. This owner obviously loved the car. He had kept meticulous records and had spent a lot of money on it.

Towards the end of the diary I came across this narrative (which I have edited), with a number of photos:

"HOLIDAY – ITALY 1991 Monday 3/6/91 – Monday 17/6/91"

"Drove the Stag to Dover, crossed the channel by Hovercraft, and then drove through France and crossed the Alps. The scenic route was selected by the AA to avoid motorways and to include some exciting alpine passes to test the car. We stopped overnight at pre-booked hotels at St Quentin, Langres, Voiron, Guillestre, and San Remo, arriving at Cinquale near Marina Di Massa on Saturday 8/6/91..."

"... Weather was rainy on the journey except for one sunny day when we had the hood up. The car was fully loaded with two adults and two children and all storage space in the boot under and around the spare wheel and in the hood storage compartment occupied.

The engine behaved perfectly. The temperature was stable at just under 50%... ... we filled up once/day with Super – about 8-9 gallons/day. Fuel consumption therefore averaged 24 MPG..."

"...Problems;

Only one! The speedometer failed first day at 67663 Miles (suspected cable failure)."

"Pleased with the performance of the car. Pity about the driver.

Two minor collisions with the gate posts at our villa. Dented the front offside wing and scratched the rear n/s..."

"...Review:

I found the Stag very easy to drive. Its high torque at low revs allowed overdrive to be engaged for most of the mileage which we cruised at between 2000 and 2500 rpm, limited only by the wind on the children in the back when the hood was down. Up mountains little gear changing was required as 3rd and overdrive 3rd coped with most gradients, and the power steering made steering effortless."

So here was the diary of the holiday, and a collection of photos pasted into the diary – including the one which had also appeared on the Stag Owners Club Magazine.

I read on through to the final pages...

The last two diary entries are:

11 June 94

"My Stag is on the front of this month's SOC Magazine!"

Sun 12 July 94

"London to Brighton Classic Car Run with Stephen navigating. Lovely warm sunny day. No problems."

On the next page someone has posted a sticker

"Deliver to:

Kiwi Breeze

Lyttelton"

He must have decided to sell the Stag.

Comprehensive receipts detail the history from this time. It appears that it was bought by ex-pats living in UK, who brought it back to Auckland with them. In the mid-1990's it was sold to a Dunedin man who restored it, then sold it to Sue... Now we are the lucky owners.

But there is a further chapter to finish this story – 25 years later.

The Deep South TR Group held a run to Milford Sound on 9th October 2016. We are fortunate in that all Triumphs are welcome on these runs, and of course we participated.



The day was perfect, and the Stag didn't miss a beat. Imagine this ... topless of course... on a brilliant piece of road with a fabulous Triumph Stag... the V8 twin exhaust note throbbing back from the mountain walls as we passed... with some of the best scenery in the world to look up at!

There were so many photo opportunities on this run, but I was looking for a particular location for this photo. The Stag in the Southern Alps... to match the Stag in the "Northern" Alps. Did I get it? Check out the covers.

Here are a few more pix from this run just to show you how great the day was.



The Stag near Mt Christina



On the climb up from Milford

At Lake Te Anau



Trevor Deaker

Triumph Stag MkII – LD 44744-0
Built 30 March 1977

Original UK Reg: VGV 152 S
Original NZ Reg: WG 6989
Current NZ Reg: 77ST4G

DRIVE YOUR TRIUMPH DAY

Dear Triumph Club,

Last year I reached out to as many Triumph Clubs as I could find around the world, encouraging everyone to celebrate Sir John Black's Birthday on February 10th, the man who bought Standard/Triumph after WWII and built many of the Triumphs we enjoy today.

I received a great response with close to 150 photos sent to me from all over the world: Australia, New Zealand, South Africa, Finland, UK, across the USA and more.

It's that time again to send out my request so it can be published on club websites, calendars and newsletters.

The concept is to go for a drive in your Triumph: on a country road, out to lunch, to the market, to work, where ever. Go for a drive alone or with a bunch of fellow Triumph Club members. Take a spouse, buddy, child, grandchild or dog. Go for a drive and then take a photo. The photo is mainly of the car, ideally in a cool spot or in front of a landmark, also in front of a market, hardware store or workplace is all-good. Then send me the photo with basic info: name and place photo was taken and the year & model of the car. Remember, this is a photo taken on February 10th.

Last year I posted all the photos online, <https://ttsc.shutterfly.com/pictures/3178>, and a large selection were published in the US national magazine of the Vintage Triumph Register, <https://vintagetriumphregister.org>

I've set up a special email address to send photos:

driveyourtriumphday@gmail.com

For an example I'm including a photo I took on February 10th, 2017, in my "work in progress", or Rat Rod, out for a drive with my dog.

Rye Livingston with Dixie Dog
Santa Cruz Mountains, CA
1960 TR3A

Please contact me with any questions you may have, and thank you in advance for getting the message out to your members to drive their Triumph on February 10th.

Regards,
Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com

THE SOCIAL CALENDAR

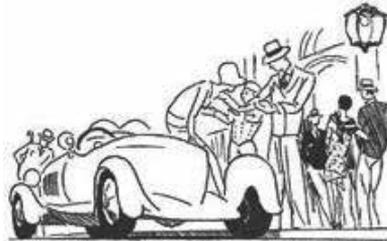
Sunday 28th January



Fish and Chips at Kaiāua.

Check with your area co-ordinator's for meeting place and times.

Sunday 11th February



Classic Car Show and Concours d'Elegance at Ellerslie

Come and see the vast array of cars then pop in to the Stag Club tent for a relax and a chat

Sunday 4th March



Brit and Euro Classic Car Show

At Lloyd Ellsmore Park Pakuranga from 10 am to 3 pm - free entry!! Bring your Stag and join the display.

Sunday 18th March



ATCC Show n Shine

At the Vellenoweth Green St Heliers Bay. Great location - free Stag parking!! Great shops and Cafés to visit, not to mention the beach right across the road.

GIVE ME A BRAKE

By Phil Hillson

I thought I would put my recent experiences for all to read and maybe learn from them. For some months now my Triumph Stag brake system has consumed lots of my time. I say that, but most of that time was waiting for parts from overseas, some taking over 2 weeks.

My tale begins when I got my second advisory during a WOF that one of my front wheel brakes was binding coupled with the fact that I had noticed my brakes getting a little softer at the pedal. So I decided to act.

Having experienced this on other older cars I knew that at least one of the caliper pistons was sticking. I ordered a set of front caliper seals and a Master Cylinder, (M/C), repair kit to fix the soft pedal. On stripping the calipers one piston was corroded and the others were in a poor state and the calipers themselves needed a good clean out. Removing the pistons is tricky. The manual suggests using compressed air but without that available I took the advice of John Parker and drilled a hole and threaded the piston suitable for a 3/8 inch UNF bolt and jacked the pistons out. If the pistons are OK they can be refitted with a shortened bolt and copper washer to seal the hole. Anyway it was new pistons for me.

Whilst waiting for the pistons to arrive I removed the master cylinder and servo/booster, quite an easy job if you are an ex circus employee and very bendy. This involves the split pin and clevis pin at the top of the pedal arm, 4 nuts and washers that hold the servo under the Dash, and 2 brake pipes coming from the M/C. It's a tight squeeze but it will come out as one unit. Don't forget to cover the exposed pipelines to keep out any dirt.

Separating the M/C and Servo is done by undoing the 2 nuts. The dual system M/C is an ingenious bit of kit designed by some British Engineer who is now probably in a mental hospital. I have repaired many M/Cs, mostly single system, and never had so much trouble. Following the manual I stripped the M/C carefully remembering and noting the sequence that the parts came out which is vital. Inside are 3 cup seals, 2 pistons, spacers and 2 circlips, springs and other seals. The second circlip is the biggest problem as it is about 1/3 the way down the cylinder. If you have a suitable pair of circlip pliers and several swearwords it will come out and then the rest of the parts will slide out. I personally had to grind and bend my circlip pliers to achieve this.

All cleaned up with new seals and parts it went back together easily and refitted to the car. After the pistons arrived the calipers were assembled and

fitted. Usually at this stage it's a question of correct bleeding procedure and it's done. Er well not quite.

Bleeding became a long drawn out process several times around the nipples with no bubbles appearing. However I still had bubbles appearing in both reservoirs and the pedal travelling almost to the floor. Reading up on this I discovered that air can get trapped between the pistons and the answer was to bench bleed the M/C. So M/C removed again. Now You Tube became my instructor with several videos on how to bench bleed a M/C. Apparently there is a kit one can buy but I fitted 2 standard bleed nipples into the outlets, (I bought new ones, very cheap), 2 short pieces of tubing, less than a foot long, that feed fluid directly back into the reservoirs. Place the M/C in a vice, top up the fluid and start pumping slowly. This goes on for quite some time so be patient. Take time for coffee breaks to allow any air bubbles to settle out and just persevere. When happy remove the bench bleed stuff, leaving the 2 nipples in place to seal the fluid until ready to fit to the outlet pipes.

Note at this stage that any spilt fluid onto paint work must be wiped up immediately with a wet cloth otherwise the paintwork could be damaged. M/C and servo refitted I bled the brakes and I still had bubbles rising in the reservoirs and soft pedal.

I decided to buy a new M/C but this after waiting for delivery and the above procedures failed to bleed properly. I decided to check the Pressure Differential Warning Actuator, (PDWA). This is situated on the left side engine bay and easily recognised as it has 5 pipes connected. It is a simple device but difficult to explain its operation so just read your manual or use friendly Google.

I stripped it down and had difficulty removing the sliding piston as it appeared to be seized. During the process I damaged the thread on the large union. I then drilled a 1/8 inch hole in the casting on the opposite end and drove out the piston with a pin punch followed by a quantity of black sludge. I managed to obtain another PDWA from the UK and a seals kit after the obligatory wait for shipping. On arrival and serviced it was fitted and the system bled again.

(I should mention, at this stage, that the manual suggests slackening the bleed nipple about ½ to 1 full turn to allow fluid to pass. I found that this allows ambient air to bypass the threads on the nipple and enter the bleed tube giving a false impression. A little PTFE tape on the threads will alleviate this but do not rely on the tape for sealing as the brake fluid destroys it.)

I was still not happy with the pedal travel and had bubbles in the reservoir on my new M/C. By now my WOF had expired and still no serviceable brakes.

It was then I contacted our user friendly Oracle, John Parker. Many emails exchanged and suggestions but I could not get rid of the bubbles. John agreed that I should return the M/C to the supplier and I purchased another from the UK.

On arrival I fitted the new M/C and bled again and again and managed to reduce the reservoir bubbles over several days. By now the WOF was well out of date so test drives were completely illegal, but I was semi happy with the pedal travel so I booked a WOF and it passed with an advisory that the front brakes were binding.

John was on holiday at this stage so decided not to disturb him. I turned to the Triumph Stag Fan Club page on Facebook and asked for ideas. Lots of suggestions appeared including one suggested earlier by John. This was to replace the 4 flexible brake pipes. With options all run out I bought a set from Auckland. (Classic Car Parts). I replaced the 2 front ones first with instant improvement. I cut one of the old ones open and was amazed to find that the interior had completely perished and closed up like a hardened Artery. I had never seen this before as in the UK these pipes usually don't last that long as they have to be replaced due to corrosion on the end fittings. When new, these pipes have an internal diameter of about 1/8 inch. I replaced the rear ones with the same observation of deterioration. Now I can drive the car with confidence. With new brake pads there is a slight binding as they run in and the brake discs getting quite hot. I have purchased an infrared laser thermometer to monitor their temperature after test drives. I have added a photo of my old pipelines. After several days they are still oozing brake fluid. The pipe in the middle is from a reasonably new hose with an internal diameter of approx. 1/8 inch. The 2 items on the left are both ends of my front hose with the pipe completely closed up. On the right similar but a rear hose almost closed.

I cannot thank John Parker enough for his patience and knowledge. Canterbury Stag weekend run to Otago in November so hopefully I will be ok over the passes.



BRITS AT THE BEACH

On Thursday 7th September, a group of us assembled at Hawke's Bay Airport at 9.30 bound for Whangamata. Three Triumph saloons, one Triumph Stag and one Mini Cooper completed the troupe of cars.



The sky was rather overcast with a brisk cool South Westerly breeze. In convoy we set off for lunch at the Enchanted Café in Tirau following a quick pit stop at Tokoroa to take advantage of some cheap fuel.

Lunch was a welcome refuelling break for the group. Following the much needed coffee stop, we headed across country following Sue's GPS. Traversing a number of rural highways running alongside the Kaimai foothills, we were able to take in the panorama of fresh lush green paddocks, the Wairere waterfall and relaxing scenery.

Hanging a right at the main street of Paeroa, we headed through the Karangahake Gorge to Waihi and then heading North through the delightful twisting, winding gorge to Whangamata and our digs for the weekend. Touch down and time for another coffee and unpacking of the cars.

Friday it was off to Thames and the Grahamstown car display in the main street, but first we had to do a slight detour to view Sue Lowe's new home in Thames. It was absolutely magnificent with views across the Firth of Thames to Auckland. The house itself was extremely well appointed with heaps of space and interesting alternative materials and design. Sue even has an electrifying frying fox from her place across the valley to the hill on the other side. However, no one was prepared to give it a go. I suspect the sudden stop at the far end may have been the challenge.

After some social time with Sue and a cup of tea, it was off down to Grahamstown to join the car display. It was good to see the number of Stags that turned up. If I remember correctly, there were a total of eight Stags. Fantastic! With our group's three saloons together with a couple of other nice



examples, a couple of Heralds and about three Spitfires, the Triumph marque was well represented at the display. Indeed, many British marques were represented, from the classic old Minis, Morris Minors, Humbers, Hillmans, Rovers, Wolseleys, Rileys, to a very nice Jensen Interceptor. Unfortunately, for some reason, the number of cars on display was not as great as in past years, but under lovely warm skies it was still a great display.

Lunch over and it was off back to Whangamata to meet the needs of the shop-a-holics and of course, another coffee. It was then off to the Ocean Sports Club to register, socialise and finish off with dinner before heading back to our digs.

Saturday was the classic vehicle parade around the streets of Whangamata finishing up in the Beach Road Reserve on the waterfront for the "Village Fete & Car Show". There was certainly more cars in attendance here than in Thames the day before. There were various merchandise stalls to browse through, food stalls and a coffee cart to serve the 500 odd people wandering around. There were even costume and karaoke competitions and a maypole dance demonstration. Our very own Beefeater boys Steve and Seaton came third in the costume competition.



Dinner that night was at the local RSA with an entertainment group featuring music and songs from the band WHO. It was a bit loud for my liking though.

Sunday dawned rather wet after a night of rain and like all good Christian soldiers, we attended the classic car church service - NOT. Instead we had a leisurely morning with many tales and much laughter around the dining table at each other's expense. Then it was off down town for a bite to eat and a wander around the shops. Because there was a meeting for some of our group at the Ocean Sports Club, we all descended upon the club in an attempt to catch up with the annual must see motor racing event at Bathurst. For some of our group this was the highlight of the weekend. We managed to find a TV in a private little corner of the club that had the audio on so that we could hear the commentary. A whole afternoon spent watching Bathurst uninterrupted, with refreshments available close to hand, finished off with dinner to watch the closing moments of the famous race. Fantastic!

Monday it was back down to earth, cleaning up the house we had stayed at, packing the cars and heading off back to Hastings. What a great weekend adventure.

Ray Knowles

CANTERBURY REGION YEAR END REPORT

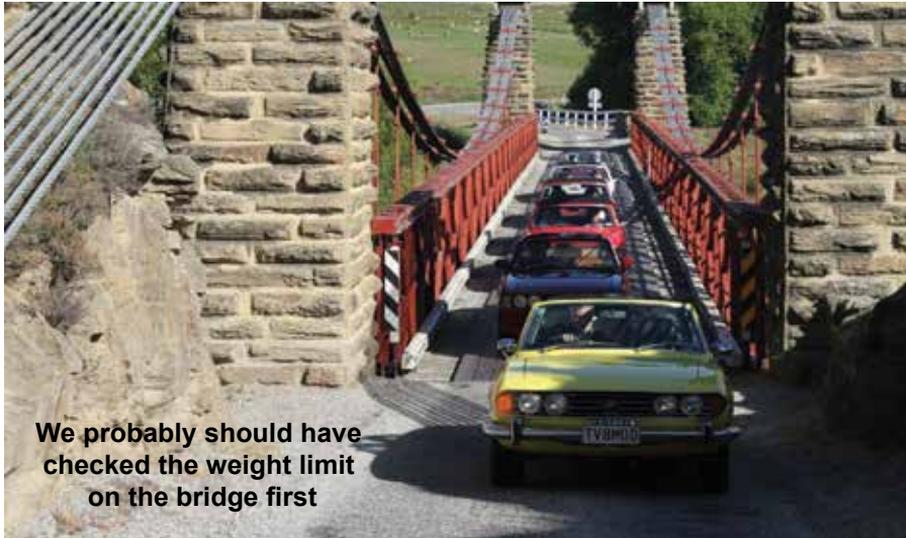
Merry Christmas. It's been another active year for Canterbury Stags after a bit of a slow start we've had eight runs with one more planned for December. The highlight would have to be our Christmas run to Ophir on the Otago Rail Trail. Seven stags ventured out on what was a about a 1000km round trip with stunning views, motor museums, wine tasting and shopping mixed in. Quite a good recipe, although the traffic on the Canterbury Anniversary weekend was horrid. For the first time since our 2013 Christmas run we had fine weather. Central Otago does seem to offer that reliably.



Stags ready for the off.



Someone took the wine tasting too seriously!



We've been keeping a photographic record of our trips on the Canterbury SOC website. 52 events recorded at last count.

<http://canterburysoc.webs.com/>

We also volunteered the Club marquee to the inaugural Selwyn Motor Fest held Sunday Nov 26th in Rolleston. A group of us erected the marquee on the Saturday and it was used by the organisers for the charity raffle so it was well attended and central to the show. The show was a huge success with over 800 classic cars and many thousands of dollars were raised for St John. We were the only car club recognised as corporate sponsors of the event too.





There were some amazing cars there from V12 Aston Martins to this:



Finally a useful Volkswagen!



Two club Stags made it.



Next year we begin in earnest the planning for Methven Feb 22-24 2019. I'm sure it will be a busy year.

Can't wait!!!

Nick Dawe

CHRISTMAS LUNCH

Wow! What a great turnout we had for the combined Auckland/Waikato/Bay of Plenty areas Christmas lunch at 'The Coachman Inn', Puriri. 54 people attended with around 24 Stags & 4 non.

What a perfect day to take the cars out for a run. As so many attended, we spilled over to the outside seating for lunch. Great to catch up with everyone as most had not been together since the AGM in August.

John and I had travelled through to Thames from Mount Maunganui to President Sue's in Thames on the Saturday afternoon. Brett Webster and friend Judy joined us from Auckland as we were to have a committee meeting the next morning. Sunday morning we were joined by Ivan & Kae Petch and via skype Nick Dawe & Helen Maskery. Ray & Glenys Knowles (spares man) sat in on our meeting. Once this was over we headed off to the Inn where we found the Auckland contingent had already arrived. By the time the Bay of Plenty & Waikato members joined there was a great herd of Stags parked together, what a great array of colours.

Everyone seemed to enjoy renewing old acquaintances and meeting new ones. We hope you will give some thought into planning to attend the Club's '35th Anniversary' February 2019 in the South Island.

John and I are already thinking about a planned stay on in the South Island and would welcome sharing the roads with anyone who would care to tag along. Details will come out in the New Year, so start talking about it now, it's unbelievable how quick the year goes.

If there is anyone who has had to change their email address and hasn't yet advised me, please attend to this so that I can keep the Club's register up to date. mousejparker@gmail.com

John and I wish you all a very Merry Christmas and New Year and safe motoring.

Cheers

Joan





