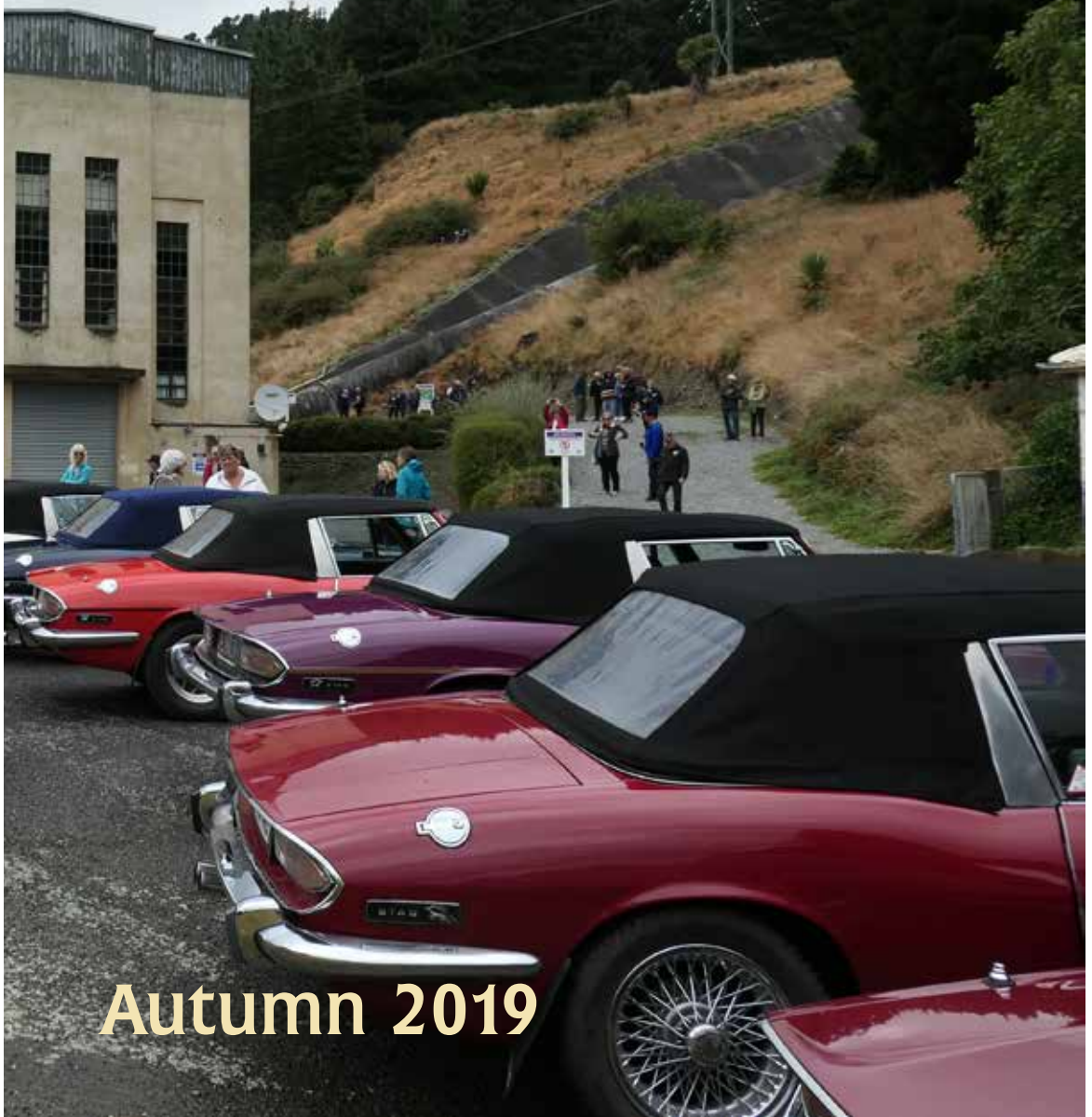




# STAG

CAR OWNERS CLUB



Autumn 2019

# The Northern Stag at the Southermost Point





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The Lewis's Stag at Bluff

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Chook Fowler leading the Garths into the s\*\*t

## **NEW MEMBERS**

The Club welcomes the following new Members:

**Phillip Judd**

**& Maire Burns    Great Barrier Island                      JYC560**

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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# STAGGERED

What an incredible experience the trip to the South Island was and what an amazing bunch of people we Stag owners are!

I've been asked many times since my return home, what was the highlight of the trip and I have to say that it was all highlights for me. Having previously only visited Christchurch and Picton to Nelson, I was blown away by the majestic scenery. The lakes and the mountains were spectacular and so very, very different from the North Island. I could have spent a lot more time in some places but that can be rectified on any future trip. As for the Stags - I came home with the spare parts kit completely untouched!! A few minor things that went wrong were quickly resolved and it was reassuring to have all that expertise around at all times.

I don't think we will ever be able to thank Joan Parker enough for all the hours she put in to our comprehensive Itinerary and for sorting our accommodation plus some amazing places to eat and all the bus, boat and train tours along the way. Stupendous job Joan!!

Also in need of a big thank you are Nick Dawe, Helen Maskery and the Christchurch crew who put together a full-on schedule for our stay at Methven. I think I'm pretty safe in saying that we all thoroughly enjoyed ourselves.

So now we have to look forward to 2020 and celebrating the 50th Anniversary of the Stag - the first ones coming off the production line in 1970.

I am planning to be in England at the Stag Club National Weekend in July and also we will be putting on a bit of an extra display at Ellerslie, the Brit & Euro show, Brits at the Beach and a big event in Hastings. Check with your Area Liaison to see what is planned in your area.

Cheers and safe travels,  
Sue



Hi Stagers

Athol and Gill have completed a video record of our 35th Anniversary event. You can find it here on YouTube. I've watched it twice I think every car is included!

<https://youtu.be/u7-JwGdZJ30>

See you next time.

Nick & Helen

# *FISH & CHIPS AT KAIUA*

Sunday 27th January.

The weather was doubtful as there was rain all around but that didn't deter a good selection of Triumphs, Stags, TRs and a Healy from venturing forth. At Kaiaua we had only 1 small drizzle of rain but the temperature being so high, it all but evaporated before it hit the ground.

The Fish and Chips were delicious and the company even better. A great start to 2019!!





# ELLERSLIE CLASSIC CAR SHOW

Sunday 10th February.

Unlike last year, the weather was sunny and warm with a slight breeze to keep us cool.

We were in our usual spot with the TR's on one side, the Jags on the other and the lotus's at our back - all very British! Lots of people wandering around looking at all the great cars.

The theme for the club display this year was "the Collectables". We were hoping to have Russell & Pat Lewis's Stag on show but it didn't get out of the container in time. They did, however, turn up themselves.

Our display was a token nod to the theme but the TR Register and the Triumph Car Club went all out and put on great displays with some rare and interesting cars on show. The TR Register came 3rd for their display which was well deserved. The Jaguar club came 1st, so we were sandwiched between winners.

Thanks to Brett and Lance for polishing up their Stags for the display and for their help throughout the day.







Russell & Pat Lewis



## *VEHICLE ENTRY CERTIFICATION*

Hello fellow Stag owners, my name is Graham Main and I became a Stag owner last August after buying Geoff & Anne McGreggor's French Blue 1974 auto car.

I have a motor trade back ground going back to 1964 and still employed by VTNZ at Pukekohe as a WOF and Entry Certifier.

I often hear of remarks related to the difficulty in having cars from our era being certified to go on the road.

It is not the scary proposition as many think, as our cars are exempt from most of the rules pertaining to moderns. Any vehicle over 20 years old falls into this category.

First and foremost is the paperwork, this is a case for the paperwork to be done before the job is done not the other way around.

All paperwork is to be originals not copies (however there are exemptions). For cars being reregistered you need proof of previous NZ registration and an ownership trail from the last registered owner or a Statutory Declaration. For cars imported you need proof of registration from where the car came from and again an ownership trail and a Border Check date. If a border check date is not shown there is an exemption that can be applied for.

Because of the age of our cars most of the standards are not required to be met and the car only has to meet the in service requirements (ie WOF).

One of the myths floating around out there is about High Stop Lights they are only required for vehicles manufactured from 1 January 1990 so unless you build a new Stag from scratch our cars are exempt.

Another one I heard the other day was all cars had to have laminated windscreens but this only applies to cars manufactured from 1986, but who wants a toughened screen anyway. Our cars do need a standard mark on the screen so watch out for replacement screens coming from Taiwan.

Cars being reregistered and first registered in New Zealand before 1991 do not go through the same inspection as a first time vehicle and basically only have to meet all WOF requirements HOWEVER if any repairs are found they will need a repair certificate.

All vehicles being inspected for the FIRST time do need to have a full

structural and brake inspection and again any repairs and corrosion will need to be repair certified.

Of all the rules and regulations the Repair Certification is the scary one as most people are aware NZTA are having a clamp down on all areas of certification and as our cars are older and British RUST is a major problem especially for imported cars (I know from personal experience). Cars that have had a recent heavy coat of underseal will be pinged and the underseal removed.

When repairing or restoring it pays to get to know your local repair certifier and work with them as it will save you a lot of grief further down the road.

Repairs for WOF do not need to be certified and this is where it is crazy as we can repair our cars for WOF but not for CERTIFICATION.

One of the issues with all certification and inspection is the inspectors interpretation of the rules and when you are given a fail sheet question the inspector as we all have to be able to back up our decisions with fact and not the particular inspectors interpretation.

If any members have any concerns or questions re the WOF or Certification process feel free to make contact, I have all the regulations on my home computer and get all the updates so I am happy to help out if I can.

A plug for VTNZ Pukekohe, Entry Certification is done by 3 inspectors all Kiwis and vehicle enthusiasts.

Regards to all,  
Graham  
(graham.main@outlook.co.nz)  
092320511/0275826049

*I met Graham at the Eilerslie Car Show in February and asked if he would write a piece for the magazine to clarify some re-registration issues and am very grateful that he has sent this info.*

*So all of you who have let your "Registration on Hold" lapse - fear not!!*

*Ed*



## *A LONG TIME COMING*

Triumph Stag KG 5449 (not its original No which was GP 5482) was purchased by my wife Barbara and I on 24th August 1983 with 140,000 km and 14 owners listed 6 of them dealers. It had a very noisy motor but the dealers agreed to change the timing chains and we would have another look at it and see if we were still interested. It sounded okay but the body was a bit rough so we haggled and bought it.

This was just before the Stag Owners Club of NZ was formed, we noticed an advertisement in the NZ Herald and went along and helped with the formation of the Club. We ran the car for several years and the motor got tired, parts were a bit of a problem in the early 80s, so I got on the phone one night and rang up the UK Stag Club, ordered an exchange reconditioned short block and gave them our Visa No. They delivered it to the wharf and we paid all the transport costs and it duly arrived in NZ. I swapped the motors over and it ran sweetly, we then returned the original motor back to the Stag Club UK, deal completed.

Years later we had corrosion problems and a blown head gasket so the car was sent to Morris Turner and the heads were repaired at a considerable cost and the car was running sweetly again, but the heads were always tender. Eventually they got to the stage where something needed to be done as the car had by now completed over 300,000 km.

The Club magazine had a write up about the remanufacture of new heads in UK and I thought this might be the way to go. I considered any heads in NZ were likely to be in as poor condition as ours and asking prices I thought were fairly expensive. I did find a whole motor but in the end the owner decided to keep it under the bench and not part with it. So I got on the phone again and rang up Roger Morrish of Abinger Hammer Motors UK who were tasked with producing these new heads. Not easy with the time differences and he was never in the workshop when I rang so we settled for email correspondence. "Roger Morrish" [abingerhammermotors@googlemail.com](mailto:abingerhammermotors@googlemail.com)

It's a long story, after months of work the first batch of heads failed on testing and they had to find a new foundry prepared to do the work and get a second batch manufactured then machined and tested. Patience was needed, they asked for a deposit and I sent them one thousand pounds which they put into a trust account and accumulated interest on the money. Eventually the heads were made and now we had to arrange shipping as air freight was too expensive so crates were manufactured shipping company was found and agents hired at both ends all at our cost and with GST and customs duty to be paid.

We ordered some other parts to come with the heads like timing chains, guides, tensioners, oil pump, waterpump, head studs and bolts, oil seals, engine gasket set, then they found out they had no head gaskets and a

batch was ordered from Europe which took about three or four months to materialise. We paid their bill (four thousand nine hundred and ninety Pounds) and all was dispatched to NZ. (With freight, exchange rates etc those heads now cost over \$5000.00 each).

The parts all arrived in NZ just before christmas 2017, the heads looked magnificent complete with new valves, guides, springs, buckets, and shims, all set up with brand new camshafts and sprockets with the word "millenium" cast into the side of each head.

We sent the motor and all the parts over to Taylor Automotive Ltd where Tom Taylor and his crew reconditioned the motor resleeving all eight bores and fitted all the new parts plus a few extras from NZ including a replacement cover for the water pump from Club Spares . I refitted the motor back into the car, it started up first pop and ran sweetly, it has now completed about 5000 km and is performing just like a well mannered Stag should, but, it must surely be the most expensive Stag in NZ.

I have tried to keep this short so you don't get bored to death but if you need details of the process we went through feel free to contact me:

Phone (09) 4444160

[email:dballbon@gmail.com](mailto:dballbon@gmail.com)

or 7 Park Rd, Glenfield, Auckland 0629.

David & Barbara Allbon

## ***ANOTHER POINT OF VIEW***

I have just read an article by Brian Bell entitled Technical Aspects of the Stag V8 Burble.

Whilst I believe this is an honest attempt by Brian to explain the burble I now wish to offer my own opinion.

In 1993 I changed my exhaust manifolds to that of free flow headers purchased from the UK.

Original LH manifold exits near the radiator, the RH manifold exits at the rear of the engine nearest the fire wall. So originally the setup had unequal length exhausts.

The early UK headers both exited forward near the radiator, so both exhausts had the same length.

Upshot was my Stag lost its "BURBLE" and sounded just like an American V8. Bugger, but the engine improved in performance and the loss of the note was OK.

I suggest the answer is to be found in the "Doppler Effect " listed in Wikipedia (sound waves of unequal length -----In this case exhausts).

John Parker



*For those who were not at the 35th Anniversary at Methven, Charmaine Garth made a Stag quilt which was put up for auction and was sold for \$320.00 the proceeds going to Go Baby Go Foundation who provide electric cars for disabled children. Thanks to all those who were bidding.*

*I also made a patchwork car rug out of donated sweatshirts with the Stag Logo screen printed on them. We raffled it off over the weekend and were able to donate \$620.00 to the Cancer Society. My thanks to all those who bought tickets and congratulations to Ivan and Kae Petch who were very happy winners.*

*Ed*



## *THE BIG SOUTH ISLAND STAG TRIP FEBRUARY / MARCH 2019*

The Lewis's arrived at my place on Tuesday 12th in the late afternoon with a very dirty car. First thing we did was get the gear out and proceeded to wash it. The leather upholstery was covered with mould and the bodywork had lots of bird shit on it which required the use of cutting compound. This was all due to the fact that they had delivered their car to the shipping company 3 days early and it had sat outside in the rain until it was put in the container ready to ship.



The next 2 days were taken up with touring the Coromandel Peninsula then on Friday 15th we drove through Paeroa to the Karangahake Gorge and Pat and Russell went for a walk while I stayed guarding the cars. Then we headed to Katikati for lunch and on to Te Puna. We took a right at the big roundabout going up the Minden Road to the peak lookout before heading in to Mt Maunganui to stay the night with John and Joan. John had a very good look over the Lewis's Stag and couldn't find fault with it. After dinner we hopped into my Stag and went for a drive to Pilot Bay and along the beach front to Papamoa and back.

Saturday 16th we headed over the Kaimai's and on to Taupo. Stopping at Orakei Korako so the Lewis's could check out a bit of geothermal activity.



We had lunch there and got to see the Geyser go off before heading for Chris and Neil Ross's lovely home in Taupo. After we'd had a chat and Neil had looked over the Stag, we had a cuppa and Chris suggested we go and have a look at the Huka Falls. They were looking lovely and the colour of the water was beautiful. Next day Neil suggested we go out on the lake in their boat. We went to a place where someone had done Maori type carving on the rocks at the water's edge then we went over to Kinloch and had a bit of a wander around before heading back past Acacia Bay and into Boat Harbour which has the start of the Waikato river running out from the back end. Our thanks to Chris & Neil for their fabulous hospitality.

Before heading off to join the Stags arriving from Auckland, Russell, Pat and Neil went off in search of a new battery. Then after a fabulous breakfast we drove to Baku for lunch. When the Auckland crew arrived, we had a quick bite headed out of town. Had a great drive to Napier where we stopped and some decided to have a wander through town and others made their way to the Motel in Hastings.



I followed the Beard's to the Knowles place to pick up the spares I had to take on the trip. Next day, at Frimley Lodge with Lois Mossman and her daughter Robyn arriving to join us, we drove up to Te Mata Peak for a stunning panoramic view then on to Heather Kitsen and Neil Harrington's lovely home. We had a look at Neil's antique engine collection then Heather showed us through the house and her pheasant hatchlings. We headed off and with one or two stops to get the convoy back together we arrived at 2.30 for a very late lunch at Greytown. No time to shop – just a quick bite to eat then back on the road. We got to the Motel in Lower Hutt at about 4. The Glass's were already there and the Fowlers turned up about 6.30. We dined at the Speights Ale House and had a fabulous meal.



Wednesday 20th, Graeme Fowler was in charge for the morning and he took us along the Wellington waterfront and up to Mt Victoria. The views up there were stunning. Joan Parker & her daughter Cheryl were up there waiting for us and Cheryl invited us back to her place for a cuppa. Then it was off to the Ferry Terminal where we queued up and waited to get on the ferry. The crossing was very pleasant, the water calm as a millpond and the Lewis's and I went up on the top deck for our passage out of the Wellington Harbour and again as we came in to Picton. Got off the ferry pretty quickly and all assembled at Nelson Square for a photo before heading off to Blenheim. What a great bit of road that was!



Thursday 21st, those that wanted, headed off to Omaka to the Aviation Heritage Centre while others made their way to Kaikoura and Hanmer Springs. At the Museum, we only did the WW1 exhibition as it would have taken too long to do both. It was very interesting. As we drove from there to Kaikoura, we were amazed at the earthquake damage repairs that they are still doing on the road - a very big project. The next leg of the journey we had some fabulous driving and some spectacular scenery. All the rivers were very low and the hills very brown. We got in to Hanmer about 5pm. It's a pretty little place. 6.30 we went to dinner at a very hard to find restaurant called MK. What a meal!! All based on dumplings or pasty type food called Pierogie (from mid Europe) with the most amazing sides of interesting and extremely tasty things. It was very filling and I had to force down my last gyoza pork dumpling. We weren't going to even look at the dessert menu until we saw one going to the table next door so we had to have one for our table to share. What a work of art!! There were 15 elements on the plate and the flavours were to die for – apple foam in a blown sugar case. Mango sorbet with a coffee mousse on top a fine slice of apple infused with pineapple, a chocolate bowl with ice-cream and another fruit sorbet and of course a dumpling – you chose what flavour – we had blueberry - next to us had apple. All simply delicious and light and tasty and yum.

9am Friday morning on the road again headed for Oxford for lunch at a bakery that made scrumptious pies. The roads were great and the scenery spectacular. More stunning vistas of the hills and stony river beds and a great romp through the countryside on the way to Methven Happy Hour was at 5.30 followed by dinner.

Saturday was an 8.30am start for the drive to Wigram. Had a group photo outside the hangars then had a double Decker bus tour through Christchurch



which was interesting, informative and sad. Both the Anglican and Catholic Cathedrals looked like a bomb had hit them. Back to Wigram for some lunch and a ½ hour behind the scenes tour then the Lewis's and I (chauffeured by Ivan Petch with Kae in the back) set off for Akaroa. It was a lovely drive and we stopped for an ice-cream when we got there then – no time to spare, turned around and headed back to Methven. Got back about 5.45, put up the hood and came upstairs to change for dinner – the big Gatsby themed night!!

The rain came down in the night very heavy and the temperature dropped considerably. Had a great run out to Highbank Power Station at Lake Coleridge where we took a few photos then on to the community hall for lunch. The hall was very old but well looked after and there was a fire going to ward off the icy chill wind. Our lunches were all in brown paper bags on the tables Tea and coffee were also available and the beverage counter was manned by some of the Christchurch crew. After lunch, several bonnets were opened and the boys all flocked around. Dinner at the Blue pub that evening was good and the quiz a bit tough but great fun. More prizes were given out, the auction completed and raffle drawn then back to the resort to pack in readiness for departure in the morning and say goodbye to Lois Mossman and Robyn.





Monday 25th we set off for Geraldine for a bit of a look around and some shopping before lunch. Then we through Fairlie and on to Tekapo. All the mountains were snow-capped, the wind was cold but the sun was shining so quite comfortable. The scenery was spectacular and when we got to Tekapo and it was even more so.

Unlike Monday, we woke to warm weather in spite of the snow on the hills in front of us. We set off and headed for Alexandra but pulled over for a photo shoot at a rest stop as Mt Cook was so clear, then we stopped for a tour of the high country salmon farm Next stop was the Highlands Motorsport Park where we did 2 laps behind a pace car. What a buzz. Trevor Deaker & Mark Borrie invited us to their gorgeous home for drinks – tea, coffee and their own excellent wines.

Wednesday 27th, Trevor and Mark came to the Motel to show us a loop road with a quaint bridge at Ophir. We stopped before the bridge and drove through.



Then we went on to St Bathans which had some lovely old buildings. Made a stop at Ranfurly for morning tea then lunch at Middlemarch before heading into Dunedin.

Next morning we assembled in the lobby for our city bus tour. Drove through town and stopped at Baldwin St. Then we stopped at the University and got out to look at one of the earliest buildings. After that we drove out to the peninsular (but not as far as Larnach Castle) then down to the beaches ending at St Kilda. Back in the city, some of us opted for the guided tour through Olveston House which was fantastic. After that it was off to the railway station for lunch before boarding our train to the Taieri Plains. Most of the trip was boring with not much to look at but the weeds beside the track, but the tunnels and viaducts were pretty spectacular, as were the schists rocks in the area past Mosgiel. Due to a signal light malfunction, we were

held up both ways and we didn't get back to Dunedin till 7.30. Russell suggested a fish restaurant that he'd seen the previous day just across from the railway station. It had been there since 1932. Chips cooked in beef dripping - to die for, and the fish - fresh as.

Friday 1st March we left Dunedin and got to Owaka about 10.30. No Café's open but we went through the museum – cost all of \$4.00 and saw a great collection of photographs and bric a brac from the time of the gold and timber heyday. Then we retraced our steps to go to the Nugget Point light house and back to Kaka Point for lunch. We all broke up and did our own thing at that point but Tidswell's, Sorenson's, Garth's, Lewis's and I went on to look at the Purakaunui Falls and then on to Papatowai for a real fruit ice-cream and a look around the Gypsy caravan and the mad inventions therein. Then it was off to check in at the Whistling Frog.



Next morning we left the Whistling Frog and drove to Curio Bay to the Petrified Forest. Had coffee and walked down to the beach. No Seals or Yellow Eyed Penguins to be seen nor any of the more common Blue Penguins. Got to Invercargill with 4 other stags in tow and headed in to Bill Richards Truck Museum. After about an hour there, Cheryl, Sue and I went to find the “world's best cheese rolls” at a café called Zoolandia. They were very nice and when we came out, as we still had 23 minutes on the metre, we went and had a look in H & J Smith. Sunday saw us headed for Invercargill. Ferried over the Fauveaux straight which was not a mill pond. Got to Oban, had a cuppa and looked at a few shops then it was time for the bus tour. This was very thorough and informative. Got back to Oban and loaded back on the ferry for the return which was even lumpier than the voyage out. Kerry Lilly and Colleen Watene were staying on the island for a few days. Got back to the mainland, retrieved our cars and went up to the summit for a good look over the landscape then headed off to Stirling point to get some photos in front of that iconic sign.

Said goodbye to another Stag today as the Glass's headed home. 9.30 we headed out of Invercargill to Riverton to visit Fiordland Souvenirs then on to Tuatapere for a cuppa. They were offering whitebait sandwiches so had to have one. Problem was that there was only one girl working and so I offered to help with the coffees – it was fun!! Headed off for Te Anau and stopped at McCracken lookout for a photo before arriving at the Lakeview Holiday Park. We were treated to a BBQ at Jane and Dave Grant's – a fantastic meal. There was so much food that even after 2 helpings it hardly looked like we'd made a dent in it.



The morning was warm but we were not expecting it to stay that way as there was a rainbow across the lake that showed there was rain in the hills. We stopped at the Mirror lakes and took a few photos and though it wasn't dead calm, it was still pretty spectacular. The drive was about 2 hours and we had to wait 7 minutes at the Homer Tunnel but what an amazing piece of engineering it is. All along the way there were waterfalls coming down from the mountain tops which were very impressive but out on the Sound itself they were even more so. Because of the rain and cloud we couldn't see right to the top of the peaks but pretty spectacular all the same.

Wednesday 6th, Sue & Steve Tidswell left at 6.00am heading for home. The drive from Te Anau to Queenstown was peppered with cops. Thought I was going to get a ticket as I spotted one on the other side of the road - I was doing 120kph. Looking in the rear-view mirror I saw his lights come on and thought s\*\*t! But he must have found easier pickings. We stopped at Mossburn to have our photo taken next to the Stag statue then headed for Athol where we stopped at a gallery with some fabulous artworks. Searching for a morning tea break we pulled in to Kingston but alas the Flyer was nowhere to be seen and the Station café didn't open till noon so we just headed in to Queenstown.

The day dawned fine but cloudy and warm. Went for a walk through the town then out on the Earnslaw for a 1 ½ hour cruise on Lake Wakatipu to Walter Peak High country farm where we picked up passengers and headed back. Back to the motel to freshen up before our 5pm departure for BBQ at Karen & Peter Soundy's place. Fab food.

Friday 8th we left Queenstown and headed for Arrowtown where we stopped and had a look around. Had a quick stop at Lake Hayes for a photo. From there we headed to Cardrona for lunch. Mairi Anne Winder had met us at the pub and after lunch we said goodbye to Parkers, Skene's and Ramsay's who were heading back to Christchurch via Omarama. Mairi Anne took the rest of us to see Lake Wanaka and Lake Hawea before heading home. Took a lovely photo at Wanaka of the 5 remaining Stags, The photo taken at Dublin Bay has the Stags with Lake Wanaka then from left to right, Mt Roy, Treble Cone, Black Peak and Cloudy Peak.



Had a couple of stops for photos at lake Hawea then off on the road to Haast. Stopped to look at the Blue pools on the way but the swinging bridge was a bit too much for me so didn't get to see them. Scenery as usual was spectacular with rivers, lakes, mountains and waterfalls. Got to the motel at Haast at 4.30.



Next morning we made good time to Fox where we left the Garth's and Fowler's who were going to explore Lake Matheson and the rest of us headed on to Franz Joseph. Checked in at the Helicopter place and had some lunch. The flight was fantastic and the landing on top of the Franz Joseph awesome. Caught up with the Sorenson's when we landed and headed off for Ross. The Ross Beach Top 10 was fantastic and the container cabins awesome!! They are all different but very well appointed. The others finally arrived and we went and parked our cars by reception so the owners could get some



photos – they are English and were very impressed with our fleet. They then ferried us to the local pub where we had dinner and came and picked us up and bought us home.

Said goodbye to the Garth's this morning as they headed for home. Drove to Hokitika where we stopped for petrol and Sue Fowler suggested we go have a look at Hokitika Gorge. It was ½ hour drive and 15 min walk but we had plenty of time and it was worth the detour. Another swing bridge meant I didn't do the whole walk but very pretty. Pulled in to the Motel in Greymouth and parked the cars and the Motelier gave us a lift to the station to board the Tranz Alpine train . We stopped at Springfield where we had to wait 30 minutes for them to finish fixing the track. Arrived at Darfield and found the Motel just opposite the station.



Monday 11th of course the boys had a go in the stocks outside the old Darfield goal on the way to the station. Train was on time and we got our seat allocations and hopped on board. It was the same as yesterday but the other way round. Great scenery and nice to have a break from driving. Got back to Greymouth and had some lunch then wandered through the main street and did a bit of shopping.

We had an easy start to the day and as we headed up the coast there was a mist coming off the sea - very moody & beautiful. We stopped at Punakaiki walked the track

which was very well done. Travelled on in the rain to Cape Foulwind. We then went on to Westport for lunch – got there about 2pm. Did a bit of a drive around, then off to Murchison - a very small place but we headed off to the main road and selected one of the 2 pubs to dine. Dinner was very good – the pub had been built in 1898 and they had taken over the old bank next door for their dining/café which had been built in 1928.

Wednesday 13th saw us headed for Woodstock then stopped at Nangatimoti vineyard café for morning tea. Drove on to Motueka but didn't stop as there didn't seem like much to see. Headed down the coast to Mapua where there were lots of lovely Arts & Craft shops, Cafés, Galleries and Décor Shops. Headed down to Richmond to the Hoglan glass shop so that Marilyn Sorenson could replace her stolen pieces and then to a café for late lunch and finally into Nelson.

Next day we sent the boys off to the car museum. Marilyn was a little under the weather so Sue Fowler, Pat Lewis and I walked in to town to do a bit of shopping. It was a wet day but not too cold.

Friday 15th was another cloudy drizzly day. Had a lovely drive through to Havelock where we stopped for morning tea. Went and looked through a gallery which had some pretty bizarre and pretty amazing artwork. Headed

off and got a bit confused as to which road we should be on, but all resolved, we had a very pleasant drive through the scenic route to Picton.



Got there with tons of time to spare so headed for the Nelson Square where we'd had our photo taken when we got off the ferry way back on the 20th Feb. Then we headed for the ferry terminal. Got in line and texted the Ramsey's to see if they were going to be on the same crossing – they were. Crossing was calm and seemed to go very quickly. We said our goodbyes to the Ramsay's and went down to the cars ready for offloading.

Saturday 16th, our last day together. Left Porirua at 9am as the Fowler's wanted to get home in one go. We had a good drive with not too much traffic and stopped at Levin to fill up with gas – again so the Fowlers could get home without stopping for more petrol. Had Morning tea at the Woolshed café just before Bulls and had a very tearful parting from the Lewis's as they were heading to New Plymouth.



Just before Turangi, the Fowlers peeled off and that left me and the Sorenson's headed for our accommodation at Creel Lodge in Turangi 17th. Drove home on my own as the Sorenson's headed for Taupo to see their grandkids. Left Turangi and drove the Western side of the lake to Tokaanu, passed the turn off to Kuratau. Stopped at Whakamaru to fill up and bought an ice cream to keep me going. On through the Mangakino Gorge to Tokoroa and Putaruru then headed off through back roads to home. The House minders were packing up when I arrived and Honey (my cat) was very pleased to see me. It's good to be home but what a fabulous adventure!!

## ***Biking Adventures on the West Coast Wilderness Trail After the 35th Celebrations***

Having enjoyed the fantastic celebrations from the time we joined the “gang” at Jarks Cityside restaurant in Hastings for an evening meal and everything in between, it was time to say goodbye in Methven and to head to Christchurch for a few days with our daughter and her husband and grandchildren.

We had been given plenty of ribbing by fellow Stagers about our bikes on the back of the Stag. Were they for a backup plan in the event of a breakdown? Well, thank goodness it never came to that!



A trip to a wonderful chiropractor in Christchurch sorted out Heather’s back problem which was becoming steadily worse, making setting off on biking adventures doubtful. I can thoroughly recommend Dr Wang!

On March 3rd we left Christchurch, bikes on board heading for Greymouth, with our first stop being Springfield at the Yellow Shack for a great coffee and scone and for Bob a pie that he declared was excellent.

A stop in Arthur’s Pass for a wander and stretch of the legs and then back to the car to find an elderly Chinese couple posing for photographs. With limited English and a bit of gesturing on their part it transpired they were proudly from Sichuan, the home of the Giant Panda and we were very good friends with China. Who needs politicians and trade negotiators – we were sorted.

Our next stop for a leg stretch was Kumara where we met a French born

Australian who was biking with four heavy pannier bags two aside on his bike. He deserved the ice cream and coffee he had stopped for, having biked that day from Lake Brunner and heading for Greymouth by evening.

Greymouth saw us comfortably set up with our biking friends from Napier at the Top Ten Holiday Park, which we can thoroughly recommend. It is quiet, the grounds are spacious, and there is a room for storing bikes and a place to leave your car while away on the bike trail. It is also well placed right next to the bike trail which at that point runs alongside the Ocean north into the township and South which was the direction of our adventure heading to Ross. And yes the Stag and bikes were the subject of more photographs, even to photographing the Stag monogram, and yes John Parker our monograms are facing the right way. You put us right a number of years ago!

Over the next four days as we biked south to Ross, Bob on his E bike and Heather chugging along behind, enjoying beautiful scenery, some rather more challenging sections than we had imagined, great meals and company and a guide who transported our bags and looked after us so well. Tuatara Tours from Christchurch were the company we used and we can thoroughly recommend them.

Back in Christchurch Bob did another ride with two mates from Hawke's Bay from Lincoln to Little River and back, a 70 km ride with head winds both ways. Needless to say he was stuffed even with an E bike.

It was time to head for Picton and to experience the road which we hadn't done since the Kaikoura earthquakes. We have always loved that trip and marvelled at the scale of the work that has been done and yet to be completed.



A lovely night was spent staying with Gina Perry in Picton and then it was on the ferry and farewelling the beautiful South island.

Driving the Stag with the bikes on the back made for different handling, but that lovely faithful car didn't miss a beat. Over the years we have owned it since 1991 it has clocked up thousands of kilometres in the South Island. Maybe it likes finding its way home south, as Dunedin was where it was first registered in 1974.

Thank you to those involved who put so much time and effort into the celebrations.

Heather & Bob Carter



## *EXTRA BONNET RELEASE CABLE*

Some years ago I watched as a Triumph 2000 owner along with a few helpers tried to get the bonnet of his car open after the release cable snapped. On the 6 cylinder car it is possible using various implements and removing the offside inner headlight and feeding a piece of wood through the hole and then someone else from underneath holding something like a breaker bar with another bit of wood fastened to it and using one as a lever against the other, but it took them the biggest part of 2 hours and I'm still not quite sure what they did.

On the Stag that method won't work as there isn't enough access, so I then decided that a second cable was a good idea, so I bought the parts and they sat in the garage from that day on as when I did get round to fitting it, I couldn't find a drill bit that would go through the bonnet catch.

At the Restoration Show in October I bought some cheap individual cobalt drill bits and I was assured by the lady selling them they would do the job which they did and they went through the catch without a problem.

As the Stag originally had the cable on the right of the car, the fixing holes are already under the dashboard and the 2000/2500 range has the cable on the right, the cable fixing bracket should be fairly easy to get hold of and as the catch is the same type on both cars it will release the bonnet whichever side it is pulled from.

The photos should show clearly how it is fitted, the hole I positioned where the cables wouldn't foul each other, it isn't an exact science (not the way I did it anyway!).

Once it was all fitted I finished the ends of the cables with a piece of heat shrink tubing just to tidy it up a bit.

After I had fitted it, the cable still pulled from both sides ok with the bonnet open and even though I knew it would work, it still took me all day checking it and rechecking it before I dared to shut the bonnet fully.

The parts I used are ( Rimmer's part numbers)

Bonnet release cable 630573

Clip 611768

Solderless nipple AUE34

6mm Bolt with 2mm hole drilled through it

6mm nyloc nut

Home made bracket for the dashboard

Andrew Bradbury



## ***SOUTHERN STAGS REINVENTED***

First, thank you to Joan, Sue & anyone else who organised a great tour of the South Island. And thanks also to the Canterbury Club members for the amazing weekend in Methven.

At that weekend it was decided to try to arrange an outing for the Southerners. From that we had 5 stags from club members & 2 others. Several others were otherwise committed for that day but definitely interested.

As we are a very spread out group, we just planned to meet at Faigan's Café in Millers Flat as this is reasonably central for most. This café is situated in the old general store & has a museum in the back. It is very popular with bikers on the Gold Trail bike track.

The drive home, over the hills with the top down, on a beautiful sunny day – what more could you want.

Now we look forward to the next trip & are definitely planning a Christmas drive.

Noel & Jeanette Kelly





## *STOCK REPORT - NEW PARTS BY ASSEMBLIES*

<b>Part #</b>	<b>Description</b>	<b>Qty</b>	<b>Unit Price</b>
<b>Engine (21)</b>			
32307	Dip stick felt washer	3	2.79
143139	Idler shaft keeper plate	7	39.00
143149	Crankshaft rear housing and seal	91	2.22
143311	Crankshaft front oil slinger	2	2.74
143845	Crankshaft rear housing gasket	4	2.39
144281	Idler shaft keeper plate screw	3	1.22
144488	Head "D" rubber seal	8	3.58
144666	Timing cover gasket LH	12	1.54
144686	Frost plug, Head	2	2.52
144895	Chain wheel idler shaft	1	27.50
144948	Crankshaft chainwheel sprocket key	1	0.49
144958	Large T/hsg "O" ring	2	10.84
144959	Small T/hsg "O" ring	2	0.20
145861	Oil pump to block "O" ring	1	7.62
146594	Cam follower tappet (0.010 oversize)	7	12.46
147458	Gasket oil suction	12	1.34
148009	Jackshaft lock washer	2	1.57
148090	Cambox cover sealing rings	8	1.33
148885	Valve spring collar	7	1.75
149080	Cylinder head stud nickel plated	5	17.04
153119	Engine lifting eye left hand	3	35.00
153826	Engine lifting rear bracket	2	32.76
153955	Gasket, intake to air cleaner	56	1.50
154161	Camshaft lock tabs	2	7.57
154207	Engine mount bracket RH (Used)	2	7.00
213355	Timing chain RH	3	15.75
218542	Water pump housing cover (12 vane)	1	73.65
517721	Oil pump "O" ring	2	6.64
517722	Oil pump pressure relief "O" ring	1	1.36
517913	Distributor body "O" ring	1	2.10
601761	Petrol cap three prong	1	40.29
GEG3305BGA	Head gasket (Std thickness)	4	151.48
GEG3305ETBGA	Head gasket (thick)	4	69.64
GEG457	Cambox cover gasket (#213316)	6	14.14
GEG561OE	Sump gasket as OE, thick	1	15.08
JPS190	Inlet manifold gasket set (4 green)	0	16.81
JPS191	Timing case gasket set	2	8.40
RS1441	Oil filler cap gasket	2	7.17
RTC1757/10	Main bearing set (+.010)	4	25.20

Part #	Description	Qty	Unit Price
RTC1757/20	Main bearing set (+.020)	11	14.00
RTC1757/Std	Main bearing set (Std)	1	56.84
RTC1758/060	Big end bearing set (+.060)	1	55.66
RTC1758/40	Big end bearing set (+.040)	2	58.80
RTC1758/Std	Big end bearing (Std)	1	126.00
RTC2369/040	Piston ring set (Deves aftermarket)	1	252.00
RTC2369/040	Piston ring set (Hepolite)	1	289.80
UKC3344	Timing case front seal	2	8.69

### Clutch (22)

158777	Clutch fork taper pin	1	15.40
GRB211	Clutch release bearing	1	53.20

### Gearbox (23)

106448	Gearbox reverse fulcrum pivot	2	0.98
140509	Gear c/shaft 3rd speed	9	22.65
141306	Bearing cluster thrust washer	30	19.49
142386	Gearbox countershaft thrust washer	4	10.39
152772	3rd speed gear	1	49.00
153346	Gearbox thrust washer	1	33.60
154396	Gearbox backing washer	1	12.74
154783	Gearbox thrust washer	3	21.76
156408	Gearbox change lever locating pin	4	0.42
216558	Gearbox cluster 1st & reverse	1	431.20
219002A	Speedo drive gear	1	25.24

### Overdrive (24)

146542	Bearing "A" type speedo	3	2.80
500636	Circlip "A" Clutch/Brake/Ring	10	7.41
500637	Circlip "A" type overdrive	1	25.20
518113	Solenoid housing gasket type "A"	1	7.14
NKC101	Nitrile O ring for overdrive	8	0.56
NKC13	Plug "J" type overdrive	1	33.91
NKC21	Piston kit "J" type overdrive	2	7.91
NKC34	Overdrive valve kit	1	5.00
NKC43	Speedo pinion "J" type	2	30.07
NKC79	Overdrive washer	1	36.75
NKC85	Circlip annulus "J" type	8	0.56
144959	Small T/hsg "O" ring	2	0.20
NKC86	Overdrive main case gasket	1	5.84
NKC87	Gasket O/D to rear extension	19	4.40

<b>Part #</b>	<b>Description</b>	<b>Qty</b>	<b>Unit Price</b>
<b>Auto Transmission (25)</b>			
216665	Auto selector handle	4	20.82
513446	BW35 cross shaft seal	2	25.20
513450	BW35 front housing "O" ring	2	3.79
513481	Borg Warner 35 bearing	1	1.89
BAU1034A	Oil seal BW input	2	21.56
GSD311	Speedo cable for auto transmission RHD		4
24.04			
<b>Rear Axle (27)</b>			
134070	Diff pinion bearing	3	84.00
134422	Diff quill gear sleeve	3	49.06
134465	Diff side bearing	1	33.28
134591	Rear axle key (Saloon)	3	1.79
137497	Rear hub slinger	1	7.25
138861	Rear hub nut	4	7.84
152654	Diff rear gasket	5	7.99
152663	Diff pinion spacer	1	39.00
152665	Pinion bearing LD case	2	155.57
156903	Diff collapsible spacer	1	12.59
210979	Rear axle flange	1	49.00
311914Z	Half shaft male rear	1	56.00
<b>Front Suspension (28)</b>			
123998	Front sway bar rubber bush	6	1.46
132666	Front hub retainer washer	2	9.56
137334	Front suspension strut top washer	2	11.68
138598	Front suspension strut top bearing	3	23.37
138599	Front suspension strut mount sleeve	1	17.01
138600	Front suspension strut top washer	4	7.88
138748	McPherson strut gaiter	2	12.36
138760	Front suspension strut top grommet	2	0.39
138876N	Front suspension strut top bush (Nolathane)		
		1	149.63
138885P	Inner lower control arm bush kit (Polyurethane)		
		1	35.00
139160	Front suspension strut spring top insulator pad		
		7	6.03
157136	Spring pad insulator	2	7.84
209344	Vertical link	1	17.15
215210	Steering arm RH	4	20.09
216542	Front suspension radius arms RH	1	28.00
BH608221	Radius arm bolt	6	3.33

<b>Part #</b>	<b>Description</b>	<b>Qty</b>	<b>Unit Price</b>
GHS132	Front hub seal	6	4.90
GSJ130	Lower suspension ball joint	2	43.54
GSJ157	Steering tie rod end	0	42.98
<b>Wheels (30)</b>			
132317	Wheel studs	10	7.00
824616	Wheel trim	1	52.50
<b>Brakes (31)</b>			
150879	Clutch & Brake pedal rubbers	1	20.89
150883	Automatic brake pedal rubber	2	28.00
153835	Hand brake lever	2	35.00
160017	Brake spring LH rear	6	4.13
216092	Brake drum rear	2	140.77
519060	Brake master cylinder service kit	0	49.00
519065	Brake caliper split pin	11	0.70
625521A	Brake pipe 3/16" double clip	16	2.39
17H8057	Rear brake lever rubber boot	2	9.86
AAU2067	Brake calliper kit	2	20.58
GMC218	Tandem brake master cylinder	1	442.88
GWC1211	Wheel cylinder rear brake (Original)	1	22.40
JPS396	Brake calliper piston set (RTC852)	0	30.23
JPS397	Caliper kit c/w pistons	2	92.15
<b>Carburettor (32)</b>			
149844	Fuel overflow hose connetor	3	6.31
152341	Breather tube T-piece	3	13.72
154029	Accelerator cable abutment	2	1.01
154213	Breather hose	3	4.94
216923	Breather hose RH	1	15.26
516988	Carburettor dash pot "O" ring	0	1.50
519045	Main carburettor piston	3	15.68
520250	Heater & carburettor cable clips	20	1.47
B20042Z	Carburettor needle adjustment screw	7	2.79
JPS468	Carburettor boxing glove (joint)	6	5.18
JPS468K	Ball joint kit for carburettor linkage	1	26.25
JS499	Carburettor diaphragm (#520666)	3	10.65
<b>Steering (33)</b>			
19657	Steering spool valve torsion bar "O" ring	6	0.90
119450	Steering rack mounting bush	0	4.59
120957	Steering rack lock tab washer	4	3.19
152167	Steering rack knuckle assembly	0	35.00

Part #	Description	Qty	Unit Price
152554K	Steering column lower kit	1	18.20
153040	Steering mast bush	5	21.00
157397	Spool valve top quad seal	1	4.63
157398	Spool valve lower quad seal	1	4.79
157565	Steering rack stop ring	2	7.00
159151	Power steering crank pulley Mk2	1	121.31
215811	Steering column	1	168.00
377012	Steering rack nut 7/16 x 20 UNF	6	3.98
517480	Belle ville serrated washer	1	21.00
517480HRS	Steering column clamping ring	2	24.74
518543	Power steering P/P seal	3	4.20
54732236	Power steering rack 135 "O" ring	3	7.13
P.Di112	Power steering rack shaft seal	1	8.23
TF1	Spool valve teflon ring	20	6.61
TF2	Steering rack teflon ring	9	11.82

#### Cooling (34)

145017	Water pump gasket 0.010	1	1.60
148169	Water pump body lower "O" ring	2	0.77
148170	Water pump body top "O" ring	2	2.59
148172	Water pump bearing (10 balls)	1	30.62
148322	Water pump impellor seal	1	14.76
148462	Water pump flinger ring	4	10.03
148501	Water pump oil seal	2	8.34
149095	Water pump bolt LHT	1	7.69
149760	Water pump spindle "O" ring	2	1.06
149852	Water pump gasket 0.020	2	1.90
153845	Water pump impellor (6 vane)	5	42.00
157377	Hose top of bottom	1	10.93
157379	Heater hose long	3	19.56
158829	Hose bypass	1	11.27
159019	Hose heater bypass	1	11.27
GCB10713	Alternator belt	1	11.83
GCB11113	Power steering pump belt	1	14.42
GRC124	Radiator cap 20lb	1	11.97
GTG103	Thermostat gasket	5	2.48
GTR108	Temperature sender unit	2	16.30
GTS101	Thermostat 82 degrees (long)	2	16.45
GTS104	Thermostat 82 degrees (short)	1	11.13
GZA1013	Bypass hose	1	11.27
JPS534	Cooling hose set reinforced	2	129.04
PKC820	Fanblades Mk2	1	341.60
PKC820FK	Fan Blade Fitting Kit MK2	1	4.14
TKC101	Viscous fan coupling	2	220.03

Part #	Description	Qty	Unit Price
<b>Exhaust (35)</b>			
GEG701	Exhaust downpipe gasket	5	5.67
GEX7330	Exhaust pipe rubber mount	47	1.41
GEX7331	Exhaust mount	35	3.09
GEX7332	Exhaust pipe clamp	10	2.35
<b>Fuel System (36)</b>			
150926	Fuel pump banjo bolt	2	8.01
150930	Fuel pipe single plastic clip	28	1.69
155645A	Fuel line T piece joiner	3	5.91
619122	Petrol filler neck seal	2	7.00
623313	Fuel & Tonneau cable clips	6	1.76
624155	3/16"+ 5/16"Fuel/Brake double plastic pipe clip	27	1.46
626960	Fuel & Oil cooler pipe clips	2	1.58
ARA1502	Petrol sender unit gasket	5	0.98
AZX1311ALT	Electronic fuel pump	1	257.95
BHH1940	Banjo fuel pump line	2	19.08
WF524	Fuel pump fibre washer	5	0.66
<b>Electrical Moving (37)</b>			
6202-2RS	Bearing 18ACR slip ring end (Q36231)	4	7.39
6202M	Bearing 18ACR drive end	6	11.42
137795	Control unit	1	0.00
517225	Alternator slip ring LU54217372 (SLR3922)		2
8.47			
519535	Starter solenoid	1	50.40
520127	Distributor bottom base plate Mk2	6	45.92
606826	Regulator 18ACR bearing + kit drive end		3
17.81			
606826S	Regulator 18ACR sundries drive end kit20		3.91
608119	Regulator 18ACR	4	11.42
BRG6202-2RS	Bearing 18ACR slip ring end (Q36231)	4	7.39
EC3940	Regulator 18ACR wiring connector	5	8.06
GGB504	Regulator 18ACR brush set (ABR5406)	3	2.69
GRA112LUCAS	Rotor arm (Genuine)		2
47.81			
GSC107	Distributor condensor	1	11.65
GWB197	Wiper blade LH	2	23.91
JPS220	Ignition service kit	1	25.83
JPS574L	Lumenition electronic ignition set (PMA50/FK113)	1	428.68

<b>Part #</b>	<b>Description</b>	<b>Qty</b>	<b>Unit Price</b>
NSK6202M	Bearing 18ACR drive end (Q30881)	6	11.42
SLR3922	Regulator 18ACR slip ring	1	0.00
UKC1662	Rectifier 18ACR	3	21.50
UKC1674	Vacuum advance unit	1	97.50
<b>Electrical (38)</b>			
1156	LED bulb rear single contact	4	18.19
1157	LED bulb rear stop/tail double contact	2	18.20
128262	Distributor vacuum elbow	2	3.84
130544	Heated rear window switch	1	2.80
148672	High tension lead clip	3	2.55
148673	High tension lead clip	8	2.90
149971	PDWA switch	1	52.50
150645	Volt meter (Mk1 new)	1	70.00
150653	RH puddle lamp assembly	1	66.57
150655	Side window operating switch	1	98.66
151353	Console interior lamp (Less chrome surround)	4	25.09
151363	Ignition relay unit	1	0.00
153004	Front guard indicator repeater lamp	1	186.20
153009	Harness clip	10	1.46
153059	Chrome rim for centre console lamps	5	15.40
155902	HRW female connector	4	24.63
159983	Interior lamp lense	1	36.54
219062	Windscreen wiper/washer stalk	1	225.40
510874	Boot lamp lens rim	1	4.20
510875	Boot lamp lens	1	9.80
519542	RH puddle lamp lens	8	20.59
519544	LH puddle lamp lens	1	20.59
519885	Front side indicator lens	1	22.92
632002	Number plate lamp base gasket	5	9.24
FK113	Lumination rotor kit	1	56.00
GLB207	Bulb 12v-5w type BA15s	3	2.79
GLB233	Bulb 12v-4w type BA9s	5	1.51
GLB239	Bulb 12v-5w Festoon type	2	1.39
GLB281	Bulb 12v-2w two lug type	1	1.39
GLB380	Bulb Stop/Tail 21/5w	1	2.79
GLB382	Bulb Flasher/Reverse 21w	2	2.79
GLB448	Bulb Headlamp halogen 55w	12	6.99
GLB501	Bulb puddle lamp 5w	1	0.84
GLB989	Bulb front parking 5w	3	2.79
GRA112	Rotor arm (Genuine)	1	12.60
LLB448	Headlamp bulbs (Halogen)	6	7.10
YKC932	Door pillar switch, double contact Mk1	4	2.66

Part #	Description	Qty	Unit Price
<b>Body &amp; Fittings (39)</b>			
9455C	Cubby panel label	3	4.31
150844	Wiper motor mounting pad	2	5.33
150881	Brake pedal rubber???	2	3.14
150923	Hand brake rubber gaiter	2	17.25
153662	Plastic pipe elbow	7	5.71
367367	Chrome finisher for 1/4 light knob	2	4.20
520049	Door lock clip	2	1.11
520205	Wiper spindle chrome nut	12	5.22
570779	Headlamp plastic retainer nut	50	0.36
608511	Door panel clip	6	0.90
609745	Glove box door restraint	4	52.53
619551P	Bonnet buffer (Polyurethane)	4	7.84
621514	Rear bumper bracket	3	31.05
622243	Hard top locking pin	5	9.59
622490	Soft top latch	6	2.41
622593	Soft top rear weatherstrip	1	35.28
622605	Soft top deflection spring LH	2	56.00
622606	Soft top deflection spring RH	2	56.00
622608	Soft top front link rail	1	26.12
623601	Rubber door seal (Black)	2	62.22
623607	Rubber door seal (Blue)	2	54.14
623689	Glove box restrictor stay	1	77.00
624201	Sun visor retainer (polyurethane)	0	28.00
625665	Front bumper plinth beading	4	7.64
627197	Hard top side locking pin	1	3.84
627564	Triumph label rear Mk1 (front Stag)	1	10.36
629287	Speaker grille washer	5	0.39
630631	Soft top stowage plate	2	37.80
630755	"A" pillar seal water deflection	2	18.90
631521	Sunvisor wedge spacer	2	8.62
631596	Soft top vertical weatherstrip	3	8.82
631681	Soft top catch RH	2	56.00
631685	Soft top latch	6	2.41
631685	Plate spring retaining elbow	6	0.00
712414	Moulding boot lid chrome strip	2	127.40
712415	Moulding rear lower chrome strip	2	127.40
712730	Moulding front lower chrome strip	1	127.40
713430	Door hinge LH front upper	1	36.12
715455/6	Tonneau release cables (Pair)	1	113.40
715939	Sill thin trim moulding	1	72.34
716822	Soft top catch body	1	15.68
716982	Radio blanking plate	1	25.00



<b>Part #</b>	<b>Description</b>	<b>Qty</b>	<b>Unit Price</b>
717673	Front seat recliner handles	2	19.60
717980	Seat belt binnacle Britax	3	87.98
718019	RHR badge insert (Grey Mk1)	1	74.73
722840	Quarter light glass RH	1	11.20
725761	Rear side badge metal holder	3	57.40
725764	Front grille badge chrome holder	3	7.00
812223	Override shell LHF/RHR	1	156.80
813023	Windscreen surround panel	1	227.08
813360	Windscreen gutter LH (SOCTFL)	2	164.23
813361	Windscreen gutter RH (SOCTFL)	2	164.23
813787	Seat diaphragm L&R (No clips)	1	72.73
816099	Grille centre section	1	111.30
816101	Grille between head lamps	1	33.60
816104	Grille head lamp outer RH	2	37.80
816489	Chrome horse shoe trim LHR	6	99.67
824600	Door handle interior RH	1	113.40
824601	RH interior door handle assembly	2	44.80
907073	Valence front top	1	236.03
907103	Front lower valance	1	169.16
908101	Moulding hardtop rear screen surround	1	72.52
910428/9	Quarter light rubbers (Pair)	13	119.32
916446	Hardtop heated rear glass	1	686.31
917804	Corner bumper RHR	1	98.00
923318	Door handle chrome bowl LH	1	364.00
923361	Door skin RH (SOCTFL)	2	438.27
13H7428	Double pipe clip	3	1.97
CZK6612	Door catch RH (1974 onwards)	1	163.74
GHF1164	Hardtop front moulding clip	4	0.41
JPS802	Centre grill badge holder only	3	61.60
NZ10L	Door hinge spring Mk2	4	20.02
NZ6	Softtop latch spring LH	48	0.70
NZ7	Softtop latch spring RH	47	0.70
NZ8	Door hinge spring	4	20.01
NZ9	Door hinge spring	3	20.01
RS1297	Chrome finisher behind "B" post	1	
RS2023	Chrome finishers behind B post (Pair)	1	78.40
SE104601	Steering column screw	7	0.97
SF604071	Screw, ZKC36, Door striker	14	1.30

# CLUB REGALIA

## Club Shirt \$45.00 + P&P

Quality shirts in Black with Red trim on the collar, cuff and edge of placket are 65% Polyester 35% Cotton and are very comfortable to wear.

Sizes available are:

Ladies 8,10,12,14,16,18

Chest 48,50,52,54,56,58

Mens S,M,L,XL,2XL,3XL,5XL

Chest 52,54,56,58,60,62,66



## Name Badges \$14.00 each or \$25.00 for 2

White background.



## Caps \$17.00 + P&P

Black fabric caps with red and white embroidered sides and brim and Stag logo in red and silver.

Now with 'Car Owners Club' embroidered under logo.

One size fits all.



## Beanie \$14.00 + P&P

Wooly Beanie in black.

One size fits all.



**Contact Joan Parker**

**Ph: (07) 574 7573 Email: [mousejparker@gmail.com](mailto:mousejparker@gmail.com)**



Unexpected pedestrians on the way to Lake Matheson

