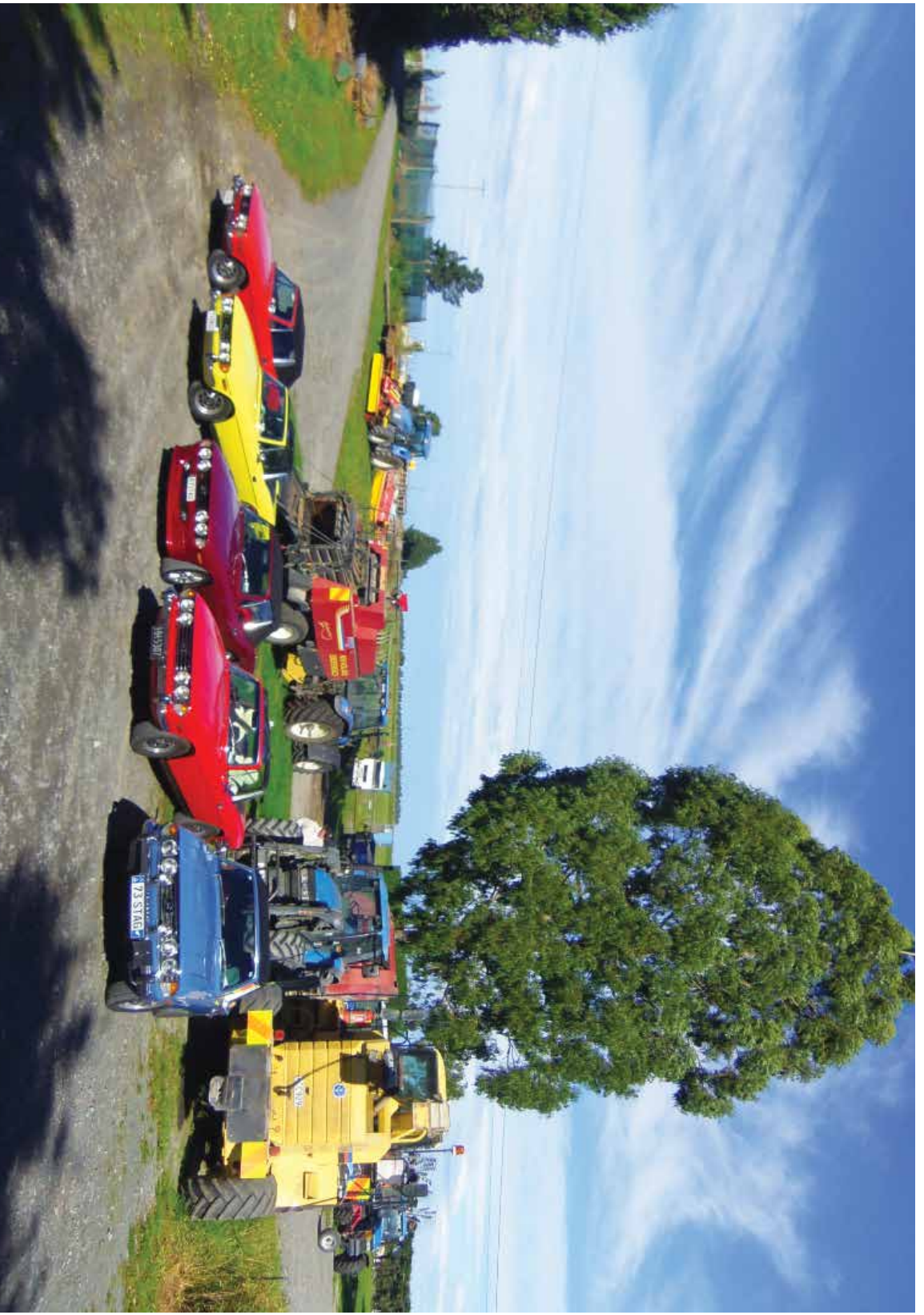


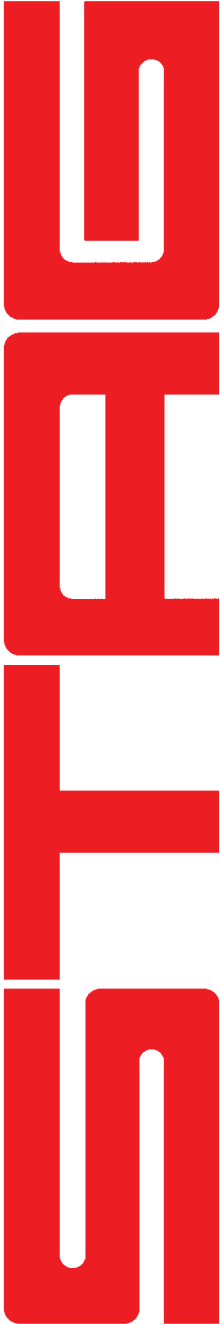


STAG

CAR OWNERS CLUB

Spring 2018





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OUTSIDE FRONT COVER:

Canterbury tags at The Barrett Farm in Methven

INSIDE FRONT COVER:

Canterbruy Stags and Farm Equipment

INSIDE BACK COVER:

Canterbruy Stags at Yaldhurst

NEW MEMBERS

The Club welcomes the following new Members:

Mark Worden & Jenny Parr Geraldine GX2965

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 it's Elected Officers. Many thanks to other clubs for the use of any of their original material.



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STAGGERED

As I get this issue ready to send off to the printer, my Stag is at the mechanics waiting for new hand brake cables to be installed. Plus a little silver ring that my UK friend Andrew sent over to be fitted somewhere on the re-conditioned steering rack supplied by Ray Knowles. This magic little ring is supposedly going to stop the play that is still apparent - not that I could detect - it drove beautifully up to Coromandel and back on a sunny Sunday a few weeks back.

The fully restored Hard Top is now covered with a sheet and blanket sitting on it's foam pad and resting against the garage wall in it's little nook between the cupboards and though I feel a fair bit poorer, I also feel very happy that I can now say that my Stag has finally been fully restored. And hopefully that will be the last of the spending apart from replacing all the fluids at the end of the year in readiness for our South Island tour.

As you will see from the committee list on Page 2, there are a few new names there and my thanks to them for putting their hands up at the AGM. Poor Joan is still Club Secretary/Treasurer though - I think its because she does such a great job that everyone thinks that they could never do the job as well. I feel sad for her but also a little relieved as she makes my job as President an absolute breeze. Thank you Joan for agreeing to stand for another year.

I'm well pleased with the content in this issue, I thought I was going to have a hard time even filling 8 pages but thanks to Paul Zeeder, John Parker, Julian Beavis, Phil Hilson and Nick Dawe & Helen Maskery and our new Club Captain Richard Glass, we have a large percentage of local content.

I found Andrew's article on his Remu Dashboard restoration very interesting and there is another episode from Nigel Cross on his experiences at the Triumph Factory which is also a good read. Thanks to the UK Magazine for sending it through for us.

My thanks also to my German Stag friends Norbert and Margit for their article on the Classic races at Aarhus.

Joan is enjoying a warm break in Rarotonga at present but we will be getting on to organising the combined Waikato, BOP and Auckland Christmas Lunch upon her return and that will probably wrap up the outings for the year up our way.

Cheers,
Sue

CAPTAINS LOG

Hi fellow Staggies, (or is that staggerers) . Allow me to introduce myself, I am Richard Glass, retired banker, retired motelier and just plain tired.

My wife Robyn and I bought our Stag after we moved to Katikati 4 years ago, and we love it, (both the car and the town). Sadly, not too long after we bought it, the motor blew, so our reasonably priced Stag became an expensive toy. This involved a total engine rebuild and the help, expert advice and know how from John Parker made it a lot easier. At one stage we had the body in our local workshop, the heads in Auckland being hardened, the crankshaft in Rotorua, and the actual motor at BG Automotive reconditioners in Tauranga. I can highly recommend them, if you need a rebuild done, they were meticulous, and quick to hand you a beer if you called at the right time.

Up until two years ago, we had a Mazda MX5, which we passed to Robyn's daughter, and over the years have had a few MG's. I have always had a soft spot for British sports cars, and as an Austin Healey was out of my price range, I decided on a Stag.

Having four seats is a bonus, plus you can't beat the sound.

We are both looking forward to the South Island trip next year, and to meeting more members.

Happy motoring,
Richard



PRESIDENT'S REPORT

It was time to get on with writing my report and I was having difficulty coming up with what to put in it, so I thought I'd have a look through some old magazines for inspiration. I joined the club in 1989 and the President at the time was Paul Person. I never met him but he seemed to have had a very interesting life working at Milne and Choyce in Hamilton (I'd forgotten about that shop), singing with the NZ Opera Company, in the UK for Saddlers Wells, and at the time he was president he was a real estate agent.

The following year John Parker had taken up the reigns and I quote from his report:

"The Stag is 20 years young in 1990 – the first cars being available for sale in 1970, and in the UK and throughout Europe is fast becoming appreciated as a collectable classic worthy of being looked and sought after with considerable sums now being paid for cars in excellent condition."

I paid \$14,500 for my Stag back then and with the Hard top restoration now complete, I have just upped my insured value to \$40,000. The Stag is still sought after but it seems that it's only the ones in excellent condition.

John gave me a list he'd compiled of Stags with expired warrants and lapsed registration on hold. There are 68 Stags on that list!! Have the owners given up their restoration dreams or have their cars deteriorated too much to be a viable restoration proposition? How sad, I thought, but then if these 68 Stags are not going to be restored does that make our "on the road" vehicles that much more valuable!

October 95's magazine has President Parker reporting "1994 – 95 has been another successful year for the club in many ways. As at the end of the financial year we had 138 members. This is the second highest number of members the club has had - just about the time of the recession in 87 - 88 we had 142"

The membership currently stands at 129.

The most familiar theme running through the years would be the lack of support and participation and certainly that has not changed. The vast majority of members are happy to let the club continue without their support and rely on the few stalwarts to keep it running. The problem with this is that we would appreciate some more help.

Joan is a founder member of the club and been involved in its running for 34 years. She would like to step down now and I am hoping that someone





will volunteer to take her place. We also have room for more committee members. With modern technology, there is no need to physically meet any more so it doesn't take much effort to answer the odd email.

To finish, I would like to thank all the committee for your efforts. Thanks to Helen and Nick for their time and energy in organising the 35th Anniversary weekend in Methven and to Joan for her hours and hours of dedication getting our South Island Tour, sightseeing and accommodation sorted. It is going to be a fun trip and I can't wait for February to arrive!

Wishing you all Happy and Safe Motoring,
Sue



THE TIME HAS COME

I have run out of reasons as to why I should not paint the car. I replaced the diff a couple of years ago which required a bit of engineering to fit the BMW unit, and recently my clutch fluid disappeared only to be found under the carpet in the drivers foot well. I went to get replacement seals for my clutch master cylinder only to find that a whole new unit was \$50 so opted to fit a new unit. With the prospect of a club run down to Christchurch in early 2019, I used this as my reason to get on with painting the car. As you know a 40 year old car can hold a list of sins under the paint, in my case many sins, although at least my car had been rust proofed early in its life.

The first list of jobs was to remove everything on the outside of the car including everything in the boot. I have been there before, as some years ago in-between jobs, I stripped the underside of the car and found rust in the boot floor so removed everything from the boot to allow the rust to be removed.

Windscreen removal was very easy with a sharp knife and luckily I found no rust underneath the rubber seal. I purchased a new windscreen from a local supplier which was not as expensive as I thought it would be. I asked them to source a rubber seal for it and I think they priced in the airfares to pick it up! I imported the seal with other parts from my list of other items I needed. After spending some time looking on the internet as to fitting the windscreen trim I had a go and had it fitted in about 4hrs, not as bad as thought. I then tried to put the sealant gun nozzle under the rubber to apply the sealant to the inner part of the seal. I now found that the windscreen trim had tightened the seal to the glass and realized why they had said to apply the sealant first. The second time fitting the trim was easier but a lot messier (it took a while to clean the kitchen table and just in time before Karen got home!) I removed everything in the doors except the inside door handle and the door lock itself. Upon removing the rubber seals from the door frame I came across rust in the A pillar on the passenger's side of the car. I had suspected there might be an issue as the drivers A pillar had red oxide paint on the inside of the pillar. At this stage I decided to bite the bullet and remove the dash so the panel beater had a chance to repair the pillars without damaging the dashboard which was in good condition. The only other rust I found was behind the left hand indicator and this was only surface rust.





So with everything removed the car was delivered to the car restorer to have the paint removed and reveal the extent of the work to be undertaken. It took 3 days to remove the paint and car filler, in some places 15mm thick. Every panel had filler and some panels looked like they had more filler than panel! It appears that no dents had been pulled before applying filler during previous repairs. With all the filler removed we found no more rust which was a relief bearing in mind all the filler that had been applied. The lower A pillars had rust but this had not migrated to the front wings which was a major concern for me from the pictures I had seen on the internet probably due to the rust proofing and no salt on our roads. The car restorers spent the next 4 weeks pulling all the dents and hammer and filing the panels. It was amazing to see the before and after of the panel work. The front valance panel had been modified (hacked would be a better term) by a previous owner to allow a better air flow into the radiator. It was decided to remove this panel and make a new one so that it followed the curves of the rest of the car, the results speak for themselves.



So the car is at the painters at the moment and the last time I was there they were spraying the primer on the main body. It has taken longer than I thought to get to this stage but if the car had had more rust, which the car restorer was expecting, we would have been with him a lot longer. I expect the car to be back in my workshop in 2-3 weeks when the hard work starts, trying not to scratch our new paint job fitting everything back on!

Paul & Karen Zeeders

STAG 2, PART 2

With the bodywork and interior now somewhat better than new the remaining job list was significantly reduced matching closely the contents of my bank account. But hell once you've started why stop ?

Tyres

The car had over-wide tyres – 205's, old and not matched with too-low-a-profile – leading to 5-10% higher revs at a given speed in top. So a new set of 185 Nexens were fitted – visually aligning the car back to how it came from the factory in 1976. A careful balancing job addressed the variable casting of the original alloys

Exhaust

A strengthening of the NZ\$ and the threat of tax increase coupled with a 17% sale at Rimmers Bros in the UK was all the justification I needed and a "big bore" 304 replacement system was on its way to NZ – along with a set of headers.

With the Weber now fitted (Strombergs were literally worn out) the car is surprisingly more perky. Once something of a sluggard it now keeps up nicely. The Headers are about the only other thing available that appears to offer a slight performance lift. They have been HPC coated to help manage the heat and look the part with me deciding the task of fitting them should be linked to finally fitting the timing chain replacement kit.



Timing chains

Now you've no doubt heard timing chains are a weak point. When I bought the car at 10 years old (1986) at 160k km it was alledgely still on its original chains – there is even a note in a NZ SOC meeting report to that effect. Morris Turner replaced them when we rebuilt the engine in 1988 and they are still in it today – or actually they aren't by the time you read this, 160k km later. Not making a sound. Great pity the Germans didn't build the rest of the

engine Quality parts, annual oil changes and a sympathetic driver has to be the reason the adjusters were only out 5-6 mm.



Engine out

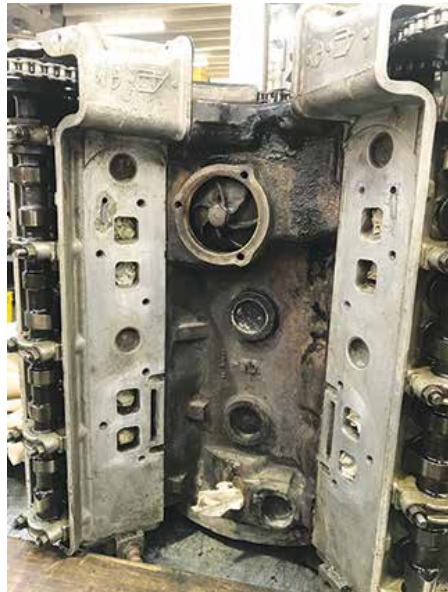
I confess tho by now I had had second thoughts about fitting the exhaust and chains myself. Too much travel going on, skinned knuckles etc. Morris has finally pulled up the Stag servicing drawbridge in favour of Land Rovers/ Range Rovers – which as most owners can attest often have a liking for service ... so I was forced to turn elsewhere – Taylor Automotive. Wow what an outfit. I had no idea they even existed – and great guys to boot.

Going over the plan with them it made sense to whip the engine out. After all those exhaust nuts haven't budged in 30 years – and it would allow me to get the engine bay cleaned up, really finishing the re-build. And fixing the leaky, shaky steering would be a breeze with easy access.

Engine removal is really quite simple, and work on the engine can be far easier done out of the car. Which also meant it made sense to drop the sump and have a look around at what else might like some TLC.

The good news that other than a flush of the block waterways, check of the water pump, fitment of powder coated cam covers, new hoses and a dab of paint nothing else was needed. The aged steering rack was re-built, and the new track rod ends fitted. The crummy fuel pump was replaced with a much more robust solid state version. I chose not to repaint the engine bay preferring to keep it original as a link back to the past.

The Auto had a service before the engine came out with a reported clean bill



of health so hopefully all the work is done in plenty of time for summer – tho the hardtop will see me commuting regardless of the weather.

Hopefully the car is now good for another 42 years – even if I'm not !

Julian Beavis

CANTERBURY STAG OWNERS UPDATE

Spring is springing in Canterbury the Daffodils are almost done and the cherry blossoms are preparing to be blown off the trees in Hagley Park. Our last three club get togethers have not involved much driving. It's been a pretty wet winter.

In August, we imposed ourselves on the Barrett's for a pot luck Sunday lunch. The weather wasn't that bad and we sat "outside" or as outside as their impressive patio with automated roof louvres and screens would allow.

In July, we went to the Brewery at the Tannery a retail therapy mecca in Christchurch, (we still don't have many) – next to the gelatine plant that fortunately caught fire recently and no longer stinks out the neighbourhood. Food was generally very good but the Port Levy pizza with braised lamb turned out not to be good choice. Lesson learned – when you order pizza stick to toppings normally found on pizza!

In June, we returned to one of our favourite haunts Pomeroy's Pub a Christchurch institution with the best pork crackling south of the Bombay's.

In May we had breakfast at the Talbot at Yaldhurst Pub – great Eggs Bene but I had to bring my own gluten free bread! We then made the long trip – 650 metres! – to the Yaldhurst Transport Museum. Have you ever seen a Cadillac this big? Worth a visit as quite an eclectic mix of exhibits, many slowly rusting away.



This month (September) we are going to clear out the carbs with a run to Ashburton to Nosh Restaurant to hopefully catch up with new Stag owners Mark & Jenny.

See you all in February in Methven!!!!
Nick & Helen

GIVE ME A BRAKE SEQUEL

In a recent issue of our magazine I wrote about my efforts in trying to get my brakes to work properly and to my satisfaction. It was a long and frustrating saga.

Unfortunately the end of the story, post replacing the rubber pipelines, was not the happy ending that I wanted. Shortly after the article was presented for publication I finally took my Stag for a WOF and explained to the examiner my brake story asking him to have a good look. Thinking that I had fixed it the problem, I collected the car with an advisory that my front brakes were still binding. Stunned and running out of expletives I took the car home and realized that I was back to where I had started some months before. Determined not to give up I went back to the drawing board or in my case the Universities of Google and You Tube.

I trawled through many videos, searching for Binding or Dragging Brakes, all mostly American made relating to Chevys or GMC, , but one guy made the statement. "If you replace or repair your Master Cylinder you must check the length of the Servo/Booster push rod and depth of the Master Cylinder Piston". This made sense because if the push rod is too long it will apply a slight input onto the piston when the brake pedal is at rest and not allow the pads to retract from the disc. He showed how to do the measurements using an accurate depth gauge or digital Vernier adding, "Be as accurate as you can".

Initially, as a test, I slackened the 2 nuts that attach the M/C to the Servo enough to pull the M/C forward and allow a couple of standard washers to be slipped into the gap to act as spacers and then re-tightened the nuts. A short drive around the block immediately fixed the problem, no more binding and hardly any heat build-up in the discs. I found it possible to disconnect the M/C and pull it far enough forward without disturbing the hydraulic pipes. It is tight but can be done, just watch your paintwork. The actual measurements are from the oval shape flanges where the M/C mates with the Servo. Measure the depth of the M/C piston removing the height of the short boss, where the Packing is fitted, that is inserted into the servo recess. Next measure the amount of protrusion of the Servo push rod beyond the Servo mating flange. Just be sure that the push rod is pushed fully back into its recess in the Servo. Compare the 2 measurements. If in doubt, measure again. It turned out, after several measurement comparisons that my push rod was just under 2 millimetres longer than the depth of my piston so therefore pushing on the piston when at rest as I had suspected. There is an allowance for the push rod length to be increased or decreased by carefully using some grips and a small spanner. Be warned that it is a tight thread.

After double checking my new measurements I re-assembled the M/C to the Servo. Now my brakes were working well.

As mentioned in my previous article this was completed before the Canterbury Club's Christmas run to Otago in November last year. The subsequent drive over the passes went without a hitch and we all had a great weekend. My brakes, touch wood, have been working good ever since.

Phil Hillson



NOTE FROM THE SECRETARY:

If there is anyone contemplating selling their Stag, we have a few members that have already joined the club in anticipation of owning a Stag.

Please get in touch with me and I shall pass on the details.

Joan email: mousejparker@gmail.com

TRIUMPH STAG CLUTCH OPERATING SHAFT AND FORK MODIFICATION

In the photos shown is something we have done for several years. If, like me, you have experienced the broken bolt countless times, this is a cure for the Stag clutch fork part number 106022.

When you unscrew the squared headed bolt you find it is broken and you are unable to get the fork off the shaft. I'm sure you have worked out ways to do this lovely job so I won't explain.

The best way to never experience the problem again can be resolved by the following:

Continue the threaded bolt hole drilling with a 4mm drill which means you can use a drift to remove a broken piece next time. See picture 2 with blue punch.

However to ensure it does not happen again we place the fork on the cross shaft with the bolt fitted and tightened, Then with a 4mm drill, drill right through both items at a right angle (90 degrees) to the bolt. See same picture and observe the black pin punch.

When finally ready to assemble, fit a 4mm roll pin of the correct length (28mm). This then substantially strengthens and reinforces the fork on the cross shaft in two complimentary different planes .

Once assembled you need to wire lock both the bolt and the roll pin hole, otherwise the next person may not know the roll pin is in place. See picture 3 The pin is easily removed as there is ample room behind. You may not need the text if you understand picture 1.

We started doing this mod about 14 years ago without any negative results so far.

John Parker



STAG DASHBOARD RENOVATION

A BIT OF NEW ZEALAND IN A UK STAG

When we came to New Zealand for Christmas and New Year 2015 I was struck by the Rimu wood furniture we saw so when my car dashboard needed new veneer I decided not to go down the Burr Walnut that seems to be the favourite here in the UK, I was going to be different and have Rimu. There was one problem, I needed the veneer which is not available locally, most of the veneer specialists I spoke to hadn't even heard of it.

All was not lost, Dan and Denise were coming to Europe for a holiday so I asked that when he comes home can he bring it with him. His first response was "New Zealand's home now". That's me told.

The next response was unrepeatable but basically asked where the ***** am I supposed to get that from? I sent him to the Kauri Workshop in Keri Keri where I had had a conversation about Kauri veneer.

They couldn't help with the Rimu veneer and put him in touch with a man in nearby Te Pua, so I ended up with enough veneer to do 3 cars!!

Having never done this before I needed some help, YouTube providing the answers, most of them anyway. Some trial and error on scrap wood and I was ready to have a go.



The first thing I made was a former / jig for the instrument panel. This was made from BENDI MDF (a UK brand name), glued 2 pieces back to back with PVA glue and clamped them to the instrument panel, once this had dried I had my former, which I have to say works really well. I did the same for the

other dashboard pieces as they are curved as well. I also decided to make the radio aperture smaller so a modern radio was a better fit and do away



with the expensive piece of plastic trim which is available. This was only partly successful, the radio is a better and tighter fit, however, because of the existing and the extra radio wiring along with the heater the radio won't go back far enough, so I still need the plastic trim.



One thing I learnt the hard way was to put enough clamps on, as the first time I tried the veneer was bubbled up and I had to start again. It is important that it is clamped tight, veneer is about 1mm thick so the PVA adhesive soaks in and it wrinkles up like paper. On the instrument panel alone I had 8 clamps, some borrowed from neighbours.

The flat console pieces were trapped between pieces of hardwood and all the glued pieces were left 48 hours to dry.

The rest of the dashboard wasn't as easy as I wanted the grain to match all the way across. To do this I ended up fastening the 3 pieces together from the back, leaving a 2mm gap between them and then having to re veneer the inside of the glove box lid.



Once the veneer was stuck I gave it 1 coat of a spray can wood varnish so as I cut out the instrument holes etc the wood was less likely to split (You Tube advice). The finishing and light sanding between coats took weeks but I am very happy with it now it is all done.



While I was at it, I replaced all the seals between instruments and glass and then instrument to dashboard. When I did the glass seals what I thought were faded instruments turned out to be like new, it was grime on the inside of the glass probably caused by the instruments steaming up when the lights were switched on. It cleared as they warmed up, but is a known problem as the seals dry out.

A combination of the new seals and green led bulbs has improved it hugely. I also added a 1 watt green led bulb to the black trim on the centre console using the red and white auto gear selector wire for power which lights up the console below the heater vents. Since the photographs were taken I have altered the new light by putting a resistor in it as I found it a bit too bright.

I finally have a nice dashboard, black shiny instruments and best of all they don't steam up!

Andrew Bradbury



TRIUMPH PART 2

In a previous article, I described the output of the Innsbruck assembly line running normally at about 60% capacity. This month I will outline the reasons for this, which were typical of the ills that afflicted the British motor industry as a whole in the '60s and '70s.

This was the power of the Trades Unions to control the workplace. As a result, company supervision and management had little ability to further the company's best interests. This was the era of the blinkered policies of virtually all the Trades Unions, where the "rights" and "best interests" of their members were furthered to the total exclusion of "the bigger picture", which meant the ongoing financial health of their employer and their continued employment. This environment was common throughout manufacturing and service industries at that time. Most workplaces were "closed shops"; you had to be a member of an "approved" union to be employed there. Restrictive practices and inter-union demarcations were widespread. There were a number of different unions even in a single workplace or industry in those days, as opposed to nowadays when many of them have combined to increase their union's "voting rights" at the T.U.C.

Reforms in the Thatcher Government era have all but eliminated this environment today, with the possible exception of certain parts of the railway industry. Those who are too young to have worked in the 1960s and '70s may find it difficult to understand the industrial relations climate of the time. The net result was that management's ability to manage was severely restricted.



Any attempt by management to improve productivity (a dirty word at the time!), or to carry out discipline after even a blatant and deliberate act of misconduct, would result in a “withdrawal of labour”. This would not need to be necessarily on a large scale. Withdrawal of “key workers” would rapidly cause the whole plant to be laid off, (most of them still on pay!) as no-one would carry out the work of those who had withdrawn their labour. Let me give you a couple of examples.

One of the fitters in the Experimental dept. had previously been a “snagger” on the Barb (T2000 Mk 1) assembly line. He told me that, with Union encouragement, all the assembly line workers conspired so that sufficient incomplete or defective cars reached the end of the assembly line to generate massive amounts of weekend overtime, at premium rates, to complete or rectify them. This was the reason that the Innsbruck line struggled to better 60% of its target capacity.



One of the most powerful unions then was the Transport and General Workers Union. They represented virtually all the unskilled workers, not only in the Motor Industry, but transport in general such as driving buses and lorries. One of the groups they represented at Triumph were the ferry drivers whose job it was to take cars from the end of the assembly lines to the on-site but distant dispersal parks where cars were held pending dispatch for export or home-market dealers. They worked in teams of 4 or 5 and used specially allocated yellow painted unregistered Triumph 1300s to ferry the drivers back from the dispersal parks. These cars were deemed too “tame”, so the ferry divers would dump them and use a brand new 2.5P.I. or even Stag for a bit more fun. These customers’ cars would then be unmercifully thrashed, and often were damaged as well. Any attempted to carry out disciplinary action after these events would result in a withdrawal of labour, and consequent laying off the assembly workers on pay. As this job was that of the designated T&G workers, no-one else could, or would, carry out this simple task.

Demarcation can be demonstrated by a frequent dilemma in the experimental department at that time. Imagine a small weld is necessary. Today the question is: gas or arc (or MIG). In 1970, you firstly needed a micrometer. What gauge are the metals to be joined? If they are thin, it is bodywork, and either a member of the NUVB (Nation Union of Vehicle Builders) or a sheet metal worker (SMWU) must do the welding. If it is thicker, it is chassis plate and a chassis fitter member of the AUEW (Amalgamated Union of Engineering Workers) is needed. If it is thicker still, a plant fitter is needed, a member of the Boilermakers Union!



I stress that these “snapshots” were not unique to Triumph, they were endemic in the Motor Industry and many other working environments. I am sure that many readers will have heard of the exploits of “Red Robbo”, the Trades Union convenor at Longbridge. The Peter Sellars film “I’m all right Jack” satirised Trades Union power, as indirectly did the later TV series “The Grimleys”, starring Noddy Holder, where one of the characters, played by Nigel Planer, was a motor industry worker who was almost permanently on strike, locked out or laid off. I am sure that many S.O.C. members of my age group (60+) will have similar memories of industrial relations of that era.

Unfortunately, the ills of the Motor Industry generally reflected badly on the workforce in general, and gained them a reputation for bloodmindedness and poor productivity. It is significant that the car manufacturing plants in 21st century Britain (now unfortunately in foreign ownership) are among the most productive in the world.

However, most employees at Triumph in the 1970’s were proud of their employer’s products and did take satisfaction in their work. This was noticeable in the Experimental department, which tried to keep its distance from the more extreme effects of the Trades Unions. Often, in adverse circumstances, or when there were deadlines looming, the inter-union demarcation in particular went “out of the window”.

Nigel Cross. West Lancashire Co-ordinator



2018 - CLASSIC RACE AARHUS

The last weekend in May is reserved for the Classic Race in Aarhus. Since 2010 this race has been taking place and is almost the greatest racing event in Denmark. Aarhus is the second largest town of Denmark and is 185 km away from the German border or 340 km from the nicest village in Germany, where Margit and I live.

The TR-Register of Germany has its own Racing-Department, the Triumph-Competition, and the drivers are part of this historic race group. During our last German TR-Meeting over the Pentecost days in Wiesloch, placed south to Frankfurt, I met Chris Marks, member of the board and responsible for the Triumph-Competition. He told me about this event and I decided to visit them on this weekend. I didn't regret my decision.

Being at home after the German TR-Meeting I tried to find some other friends to accompany me on this trip. But all of them had other plans. So I drove alone to Aarhus with the best car that Triumph had ever constructed - the STAG!

I started on Saturday morning at 6.30 a.m. from my home village. It was a little bit fresh and therefore I was wearing a warm leather jacket. The airstream blew the last signs of tiredness away and I enjoyed my tour. Flensburg is the last German town before entering Denmark. At the Danish Border the border police controlled every car to avoid refugees reaching Denmark. The STAG is, as you know, on one part a coupe and on the other part a convertible. The control view in my open car was very short. I continued my tour towards north with a maximum speed of 110 to 130 km/h and had time to look at the Danish landscape.

After four hours I arrived at Aarhus. My nav system showed me the way to the parking place. A few minutes later a Danish TR6 overtook me and the driver gave me signals to follow. The parking area was partly under trees. I took one because the sun was really burning. After locking the STAG I went with all the other visitors to the entrance. I would have never suspected that thousands of people would visit the classic race.



We stood in long rows in front of the 6 entrances. After a short time I discovered a lane where the people could buy tickets. All the other lanes had been provided for changing vouchers into tickets. And this lane was shorter than the other. So no question about changing the lane.

After I had paid my ticket I entered the large area and went directly to the Paddock of the Triumph-Competition to meet Chris and the other drivers. These race days are existing since 2010 are very famous and popular. The Danish Crown prince Hendrik opened the event on Friday. For some years he drove on the track himself with his Ford Cortina.



Reaching the Paddock I met Mario and Chris preparing their cars for the next race. Mario drove a TR6 (Race Nr 6), Chris a TR4 (Race Nr. 74). But Chris transported a second car to Aarhus, a very special one. It's a Canadian TR8 IMSA (Race Nr. 42). It's the only TR8 IMSA which ever had been running in Canada. In America, two comparable cars are still running but Chris's car is unique and painted in the Canadian colours red and white. Amazing as you can see on the pictures.

The IMSA-car was made for long term racing. The course in Aarhus is only 2.6 km long. Therefore he could not present the best of its potential. But it doesn't matter. What a beautiful sound on the long straight line with a speed of 200 km/h.



The race course is heading through daily used streets with many curves and some chicanes so the drivers have to reduce their speed and have to take care not to damage their body shell. 45.000 visitors could see 300 racing cars from many European countries competing for the victory. I assure you that they do not drive a slow coffee race. 800 assistants guaranteed a perfect progress of the race.

The racing cars are separated in different classes. Cars built before 1965, from 1971 to 1986, fight of the dwarves, OK Mobil Legend cars (mini hot rods), Young timer, DTC, Le Mans, Historic Formula 1 or Legends of speed. Last but not least the fast motorbikes.

The TR-Competition has a good mix of experienced and younger driver. The younger generation is important for the continuance of the motor sport, especially the Triumph-Competition.



45.000 visitors could not stand all along the race course. Therefore they showed live pictures on large screens sometimes pictures from the helicopter which was permanent above the course. Along the course typical Danish beverages and fast food was offered. I decided for fish & chips and a cold beer. The dessert was a great portion of soft ice. In the evening I enjoyed the catering of the race series together with Chris and the other driver. For the night I had booked a hotel room outside of Aarhus. A very silent and nice nordic hotel. After breakfast, I went back to Aarhus and the race course. The program was the same as the day before. Around 2 p.m. I entered the STAG and drove home. All the time we had a lot of sunshine, the people had been in a good mood and the races were fantastic.



Next year (2019) the last weekend in May guess where I am? You are right. In Aarhus and I hope that some guys will accompany me.

If you are interested in watching some videos here are two links:

<https://www.youtube.com/watch?v=zZ3fEb7FXV4>

<https://www.youtube.com/watch?v=I5ZooEU9Pq0>

By the way. Margit and I are very happy to visit New Zealand in January 2019 again and to meet Sue and may be some of you.

Cheers,
Margit and Norbert

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