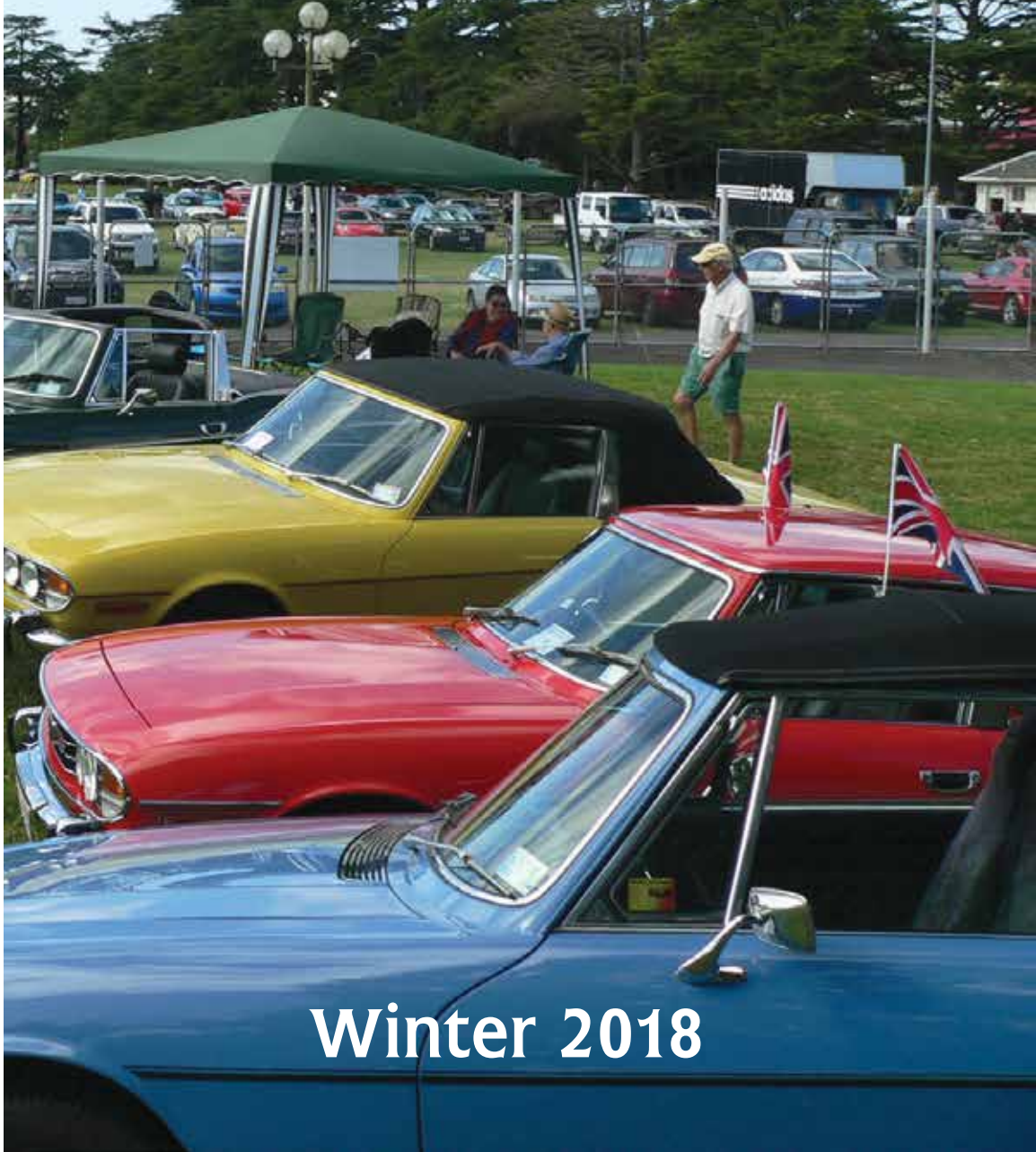


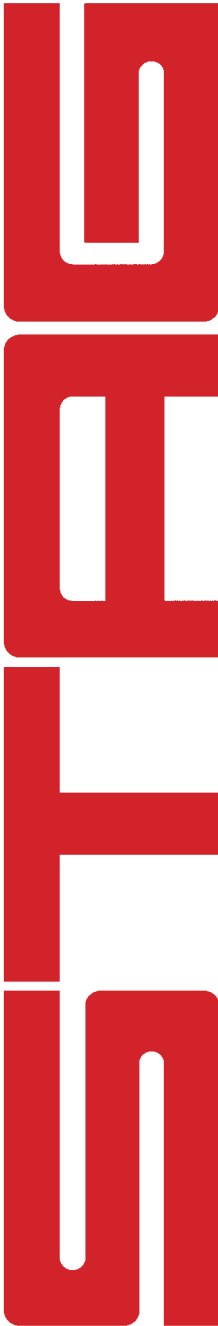


**STAG**  
CAR OWNERS CLUB



**Winter 2018**





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### **OUTSIDE FRONT COVER:**

Stags at Galaxy of Cars, Western Springs

### **INSIDE FRONT AND BACK COVER:**

Skene's Stags on the Wharf at Tauranga

## **NEW MEMBERS**

The Club welcomes the following new Members:

<b>John &amp; Gill Riding</b>	<b>Waikanae</b>	<b>POA57R</b>
<b>Lance &amp; Sheila Hill</b>	<b>Auckland</b>	<b>STG V8</b>
<b>Clive &amp; Carol Cottle</b>	<b>Otaki</b>	<b>IG5771</b>
<b>Karen &amp; Barry Rushton</b>	<b>Auckland</b>	<b>V8STAG</b>
<b>Brendon Monk</b>	<b>Auckland</b>	<b>01STAG</b>
<b>Dave &amp; Tania Gulliver</b>	<b>Auckland</b>	<b>74DEER</b>

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.*



# Stag Owners Club Inc



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## Life Members

**John and Joan Parker**

**Sue Lowe**

**Ian and Heather Skene**

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# STAGGERED

I don't know what happened to April, I was supposed to get the magazine out before it ended and now I'm one week into May! Too much going on!!

Joan and I (more so Joan) have spent a great deal of time putting the South Island Tour together, booking accommodation to ensure we are all together throughout the journey and looking at the different sightseeing trips. We are just about sorted and have confirmation from just about everyone doing the tour. Some of us will be doing the whole trip and others branching off here and there but at most there will be 21 people and at the least, down to 4. I for one can't wait for February 2019 to arrive. Many thanks to Nick and Helen and the Christchurch crew for all the effort they are putting in to ensure that our time in Methven is memorable.

My thanks to those who contributed to this issue– the Kelly's, Sorenson's, Terry Clarkson, Tony Murray. and to Ian Skene for the great shots of his Stags (one currant and one ex) .

Thanks too to the UK Magazine for the article on Triumph in the 70's. There are more parts to this which I will fit in over the next few issues. Thanks also to the USA magazine for the article on the 4WD Stag. This is a great read but you will be even more interested when I tell you that Russell Lewis and his wife Pat are bringing their Stag to NZ to join us on our trek from NI to Methven and then onward for the whole SI Tour!!

Winter is coming but that's no reason to stop driving your Stag. Just crank the heater and the stereo up and put on a beanie and scarf and get out and enjoy!

Safe travels.

Cheers,  
Sue





## **IMPORTANT NOTICE FROM THE SECRETARY/TREASURER**

The Time has come, the Walrus said.....

And finally it is time for me to advise that I am **not** available for re-election at the next AGM.

After 34 years of service in some form or other on the Stag Car Club's committee, it is now time for me to relinquish my involvement in the running of the Club and hand over to new blood, bringing with them new ideas and/or skills.

I would however like to continue maintaining the Club's Register of cars which John initiated 34 years ago by spotting Stags rego numbers as they passed his office window. The information is recorded in a very old computer programme format that is too precious to be lost.

I will also continue to assist with the organisation of the 35th Anniversary 2019 celebration where I am needed.

Please give serious thoughts to filling my position of Secretary/Treasurer, I will give every assistance you require through the transition period.

Contact me for a chat about what is required for this position at:

[mousejparker@gmail.com](mailto:mousejparker@gmail.com)

Ph: 07 574 7573 or 021 214 1089

Joan Parker

# *OTAGO SOUTHLAND REPORTING IN*

On Saturday 10th February, Ian & Chris Johnston, Peter & Karen Soundy & Noel & Jeanette Kelly met at a restaurant in Dunedin for dinner. It was a really enjoyable evening & was amazing how much we have in common, apart from our cars.

Next morning, we all met at the countdown car park in Mosgiel & drove in convoy to the grounds where the Taieri Wheels & Wings Show was to be held. As we were driving into the park, we were joined by another stag driven by Glynn Gaston of Dunedin.

Unfortunately for the organisers, after the weeks of sunshine we have had, that day it rained.

Along with the cars on display, from vintage to the Ferrari & Lamborghini, there was also displays from vintage aeroplanes.

We look forward to another get together in the near future.

Noel & Jeanette Kelly



# *FISH AND CHIPS AT KAIAUA*

Sunday 28th January 2018

We have always invited the Auckland Triumph Car Club and the TR Register along on this run but you can never predict what cars will turn up. We hadn't seen any TR's for quite a while but this year quite a few turned up and a lot less from the Triumph club than usual.

I had done a drive by a few weeks prior to see what effect the recent floods had had and if the spot we usually parked was OK. Apart from a distinctly fishy odour and 3 giant skips on our parking area, things looked pretty good and I knew smells and skips would be gone by the time we got there.

The weather was warm and sunny - as ordered - and the fish and chips were as good as usual.

It was great to catch up with everybody but I must say that I do miss that great drive down the coast from Auckland!!

Sue







# *ELLERSLIE CLASSIC CAR SHOW*

Sunday 11th February

This year the theme was "Women and the Marque" so I thought I'd have 2 cars at the front of the gazebo kitted out like they were owned by women and two at the back all blokey.

I borrowed a kiddy car seat, some disposable nappies, baby clothes, a baby bottle and some toys and set them up in Geoff McGregor's Stag. Dave Goults's Stag was going to have Stag cushions, Stag quilt, Stag sunglasses case and cell phone holder which I had made from donated Stag clothing (these items will eventually make their way onto the prize table in Methven next year).

My car and Lance Beard's were the blokey contingent with tool box and cleaning gear thrown about beside them.

Dave contacted me a few days prior to say that he was putting his hard top on because the weather forecast was predicting rain on the day. I thought that might go well with the girly theme - you know, don't want the hair getting messed up in the wind sort of thing.

I drove to Auckland on Saturday and stayed the night with Brett and Becky Webster so I could get to Ellerslie bright and early to stake our claim on what is becoming quite restricted space these days. Brett didn't have his Stag back together but came along in his Peugeot to help set up.

All cars duly in place with props set up and gazebo up and on came the wind followed by heavy rain. We huddled under the gazebo and hung on to the poles as it was threatening to blow away. The rain stopped for a bit so I got out the chamoix and started drying off the cars. Hadn't quite finished when the heavens opened again and this time the rain did not stop and nor did the wind. Back under the gazebo and the roof started collecting water and springing leaks so the umbrellas came out. There was no let up and we were all soaking wet from head to foot, not to mention very cold.

By 2pm we'd had enough so I made the executive decision to pack up and go. There were no spectators - wise move to stay home on a day like that! We got severely ticked off by the marshalls for moving our vehicles before due time, health and safety issues you know, but I was more worried about my health than the non-existent punters.

Thanks to Lance, Dave, Geoff and Brett for your help and to Ole for braving the weather to join us.

Sue



# *AUCKLAND BRIT & EURO CLASSIC CAR SHOW*

Auckland BRIT & EURO Classic Car Show was on March 4th 2018. The third event of it's kind held at Lloyd Elsmore Park, Howick. Free entry for vehicles, participants and the public. An early assembly of expected 810 variety of vehicles and motorcycles were there for the day.

Some of the 69 types were, Triumph, Ford, Vauxhall, Hillman, Morgan, Morris, Mini, MG, Austin, Lotus, Rover, Jensen, Alvis, Bugatti, Porsche, Jaguar, Aston Martin, Citroen, Porsche, BMW, Bugatti, Ferrari, Lamborghini, and Mercedes.

The Marque area for the Triumph Stag's had the vehicles strategically placed in colour's of white, green, yellow, red, blue, and carmine. Two hard tops, one soft top and three, no tops at all ! The car bonnets were open for viewing of engine, and this was a draw card.

The gazebo arrived and thanks to Brett for cleaning & drying it out after the drenched conditions at previous event of Concourse at Ellerslie. Oops! almost assembled the gazebo but minus the roof? No problem, quick solution, home to collect and set up ready for the day for shade and shelter.

Beside the Stag's was a Velocette motorbike. Year 1930 MK1, KTT, Number 605, Velotte no. 235, 350cc OHC racing model, rider Malcolm Anderson was on the signboard by it and many people stopped to admire this vintage motorbike.

An overhead Drone circled to capture the large gathering. A cool breeze started the day and followed by sunshine, white cloud and blue sky, attracting many people to come.

The organizers of the event personally thanked each display group, including the Stag people for their participation in making the day successful.

Thanks to our club organizers and members who came and enjoyed the day.

Marilyn and Ole Sorensen, STAG 9.









# Russell Lewis' 4WD Stag Restoration

Text & Images by Tony Fox

**F**or me, 2017 was another significant Stag year, what with seeing the LD 2 Stag that Joe Pawlak (Illinois) has restored up close when he brought it to British Car Day in Bronte Park (Toronto) in September for its first major outing since he completed the restoration and then the four-wheel drive prototype Stag, one of two surviving that Russell Lewis has restored in the UK.

Both are the very best of restorations. For those who do not recognize the title LD 2, this is an extremely rare car and is number two off the assembly line. When I say, 'assembly line', it was really a 'tool line' to prove out the assembly tools and procedures before full time production assembly began at Triumph. LD 1 was the first right hand drive model and LD 2 the first left hand drive Stag to be assembled to U.S. Federal specifications. Joe has restored this car to absolutely the original specifications and variations, in keeping with that very early build, whereas Russell has heavily and tastefully modified his car but kept it

looking stock for the most part.

## 4WD Transmission

There were two Stags modified to accept four-wheel drive (4WD) back in the early 1970's; the project was funded by GKN Birchfield Transmissions, (originally known as Guest Keen and Nettlefolds, established in 1759 (*interestingly, the same year that Arthur Guinness started brewing stout in Dublin - Ed*) and currently headquartered in Redditch, England) modified by and using the system designed by Formula Ferguson Developments in Coventry. Harry Ferguson, of tractor fame, formed the latter company when he retreated from the tractor industry after selling that business to the Canadian company Massey Harris which became known thereafter as Massey Harris Ferguson. That later got shortened to Massey Ferguson as we know it today. Ferguson had a one time direct connection with Triumph as his tractors (grey Fergusons) were manufactured at the Standard-Triumph factory on Ban-

ner Lane in Coventry. Later on, Massey Ferguson ended up buying the Banner Lane facility for manufacturing

farm tractors until the plant was closed in 2002. Ferguson set the standard with his design of an agricultural tractor three-point hitch system which became the world-wide standard which remains such today. It enabled a small tractor do the work of a larger one by transferring load to the drive wheels.

Several other manufacturers had cars converted for trial around the same time including the Jensen Interceptor, Dodge Challenger and Ford Zephyr as well as being adopted by the Matra, Lotus and McLaren F1 teams over the 1969 to 1971 seasons. A 1972 Triumph 2500 PI Mk II was also prepared by Ferguson Research with



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The LD2 Stag was fully restored in 2015

four-wheel drive (apparently as a one-off for a Swiss doctor). Additionally, Dunlop Maxaret anti-lock brakes were also added to the Stag, so it was certainly ahead of its time for the early 1970's, with features that we take for granted as standard today.

A transfer case and viscous coupling were added to the rear of the transmission to allow a drive shaft to run forward to a front mounted differential. Other than a slight bulge in the hood, there is little to give away the presence of these modifications. The bulge was required to clear a slightly raised engine. The front suspension lower arms and the steering rack are mounted on a sub-frame so that the original cross member could be eliminated to provide clearance for the front drive shafts. The front differential is mounted to the side of the engine due to a restriction of available space. The starter motor had to be indexed to clear the front prop-shaft, details that could easily have been accommodated in production.

Ferguson's design of the four-wheel drive system was as revolutionary as the three-point hitch system they designed for tractors but the 4WD system only had limited acceptance on automobiles at the time due to a number of factors, including cost, weight, complexity, etc. But successive years saw more manufacturers following this example, particularly with utility vehicles, not to mention the success that Subaru and Audi achieved with their respective Symmetrical All Wheel Drive and Quattro systems. The more recent evolution of electronic monitoring and on board computers has permitted the adoption of lower cost anti-lock brakes and traction control devices that Ferguson

Research lacked to make it more viable as a cost-effective system.

Russell's car was first registered on January 31st, 1971, purchased by GKN from Triumph dealer, P J Evans in Birmingham and then handed over to Ferguson for the modifications to 4WD. The original purchase price was £2,000; however, the development amounted to a further £15,000. Modification included adding the aforementioned transfer box which was added to the rear of the transmission to drive the front wheels by allowing a driveshaft to run along the left side of the engine. As space was limited the differential was mounted directly onto the engine. It also incorporated a viscous coupling to lock the front and rear drive together. The front cross-member had to be entirely redesigned to go around this drive arrangement. The drive is split permanently at 40 front/60 rear.

Initially, the car was used by company director, Henry Smith, but later owned by Heathfield Garages followed by SNG Barratt Ltd. (a Jaguar parts specialist and previous Stag parts supplier). After getting out of the Stag parts business, Barratt's lost interest in the car and sold it on to Russell and Pat Lewis in 1998. Barratt is still in the parts business focused on classic Jaguars. They were once quite the supplier for Stags but sold most of their stock to Rimmer Bros.

#### ZF Transmission

Russell initially added the ZF transmission conversion that he and Clive Tate manufacture. I should give a little background here of the ZF transmission conversion. Russell is one half of the team Tate and Lewis who make the conversion kits, taking a mid-1980s ZF 4-speed with over-drive automatic box, usually salvaged from a Jaguar, and making up a conversion kit to install it in a Stag. One of the good features is that they don't leak oil. By casting custom bell housings and tail shaft housings the box can be easily fitted to the Stag. It is an extremely nice improvement and has been very successful for them, having now done over 500. Their kit is a complete bolt on set of parts; you only need the addition

of oil. As this car was always an automatic, it was only natural to include this conversion. The other 4WD Stag is a 4-speed manual overdrive version and is still on the road making regular appearances.

When he got to the transmission exchange, it was found that the modifications to the car floor and transmission tunnel were rather crudely modified to accept the 4WD transfer housing, so Russell set



The engine bay looks 'normal' - note alternator in place of PSP and the coolant header tank

about remodelling that to make it more professional looking. Russell and Clive have also experimented with later model electronically controlled ZF boxes, but this gets very expensive, almost doubles the cost of conversion (mainly due to needing an ECU) but would give more controllability and additional features. So, most likely that will not come to fruition.

#### Other Modifications

A whole host of modifications have been done to this car by Russell. Electric power assist steering adapted from a Nissan Micra unit, which frees up a lot of room under the hood. The steering rack



The Ferguson Formula AWD Transmission





*Russell's Stag at the SOC Stand at the 2017 Birmingham NEC Classic Car Show*

is capped off with regards to the original hydraulics. Power door locks have been added together with a security warning device. The car is equipped with power mirrors from a Jaguar XJS but Russell did admit the switch location (which looks neat in the arm rest of the door) is not the best position for convenient usage. An electric fan is employed as there is no engine fan installed. Power seats, also adopted from an XJS, are very supportive and comfortable, if a little too high for me. Minilite wheels really enhance the exterior appearance. Supplemental interior lighting has been added by using a modern rear view mirror with built-in map light. A modern air conditioning system has been added. To gain a little more performance, Russell made custom exhaust headers together with a dual exhaust system. A practical addition is a coolant expansion tank to give that bit of extra security against coolant loss. To complement the 4WD capability of the car he has added a Quaife limited-slip rear differential. So, with all these modifications, the car is certainly suited to long distance touring. In just about any weather although I suspect he will avoid ice and snow as that usually means salt on the roads.

Restoring the 4WD components and the anti-lock brakes was a challenge for Russell as replacement parts simply don't exist; so many had to be custom made where repairs were required. Russell finished the car off in a non-Stag but beautiful Jaguar Carnival Red.

Russell has been a long-time member of the Stag Owners Club in the UK (SOC) as well as serving on their Tooling Fund group (SOCTFL) for many years. He now serves as a club committee member. Pat Lewis is also deeply involved and presently serves as club secretary. So, Russell's involvement with Stags goes back many years and many Stags. The SOCTFL group does great work in recreating parts no longer available by both making funding available and assisting with technical expertise. A select team of experts help in achieving this goal.

It is not often you get the opportunity to drive a Stag like this but November

2017 was my second opportunity to drive it. From my last test drive, I found the four-wheel drive arrangement allowed the car to be pushed into corners more aggressively than with a standard Stag. The addition of the electrically assisted power steering adds to that secure feeling too. The steering is nicely weighted for both high speed and parking speed manoeuvres. Removal of the power steering pump allowed the alternator to be relocated to a more convenient location too.

Of course, having the 4-speed ZF transmission conversion makes the car quite lively, kicking down a gear or two just as needed when turning a corner or wanting to overtake; a very nice set up. In all other respects, Russell's Stag feels like a regular Stag; comfortable, good handling and with smooth power.

The 4WD Stag was back on the road in 2017, after a 13-year restoration, with its maiden run to the European Stag Meeting (ESM) in Switzerland; quite a leap of faith after all the work completed. Then in November, it was featured on the SOC display stand at the NEC Classic Car Show in Birmingham together with two other Stags. The SOC has a stand at this show each year often with a theme of some sort. The previous year, the theme was James Bond - 007 as a Saffron Stag had been used in the movie "Diamonds are for Ever."

Raised off the ground on stands, the four-wheel drive features and components were easily displayed and created a tremendous amount of interest with the crowds. Russell was naturally inundated with questions about this unique car. **SN**



*The modest 'bump' in the hood is just discernible*



**THIS CLUB NEEDS  
YOU**

**Sunday**

**5th August**

**at Onyx Restaurant  
in Cambridge**

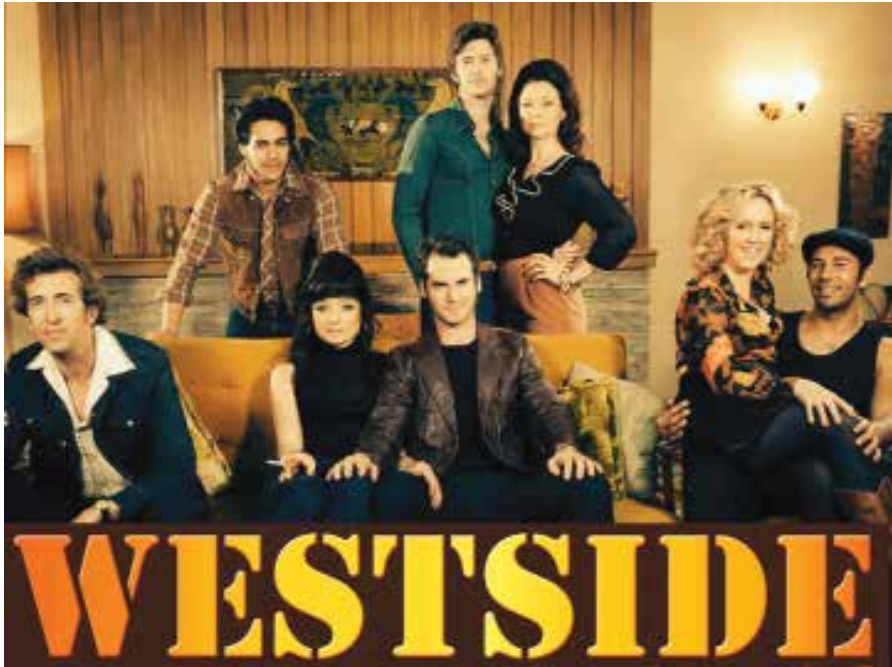
**For our**

**Annual General Meeting**

**Commencing at 12 noon  
followed by lunch at 1pm**

**More Details to follow**

**Please keep this date free**



A prequel to *Outrageous Fortune*, *Westside* tells the story of legendary safe cracker and career criminal, Ted West and his fire cracker of a wife, Rita.

First episode date: 31 May 2015 on 3

Program creators: Rachel Lang, James Griffin

Executive producer: John Laing

Directors: Mark Beesley, Murray Keane, Michael Hurs

Starring:     Antonia Prebble  
               David de Lautour  
               Dan Musgrove  
               Esther Stephens  
               Todd Emerson  
               Pana Hema-Taylor  
               Xavier Horan  
               Sophie Hambleton  
               Reef Ireland

**And Featuring: Terry Clarkson's STAG**





# *TRIUMPH IN THE EARLY 1970'S PART 1*

As some of you may know, I worked at Triumph in the late '60s and early 70s. This was in the Engineering Dept at Fletchamstead North, on the South-Western corner of the main Triumph site by the lights on the A45 Coventry by-pass. I was initially in the Technical Office which was in the middle of the main design drawing office. Afterwards I transferred to the Development Dept of the Experimental Dept. This involved overseeing build of prototype cars and modifications, and testing them. Much of this work was done at M.I.R.A. (Motor Industry Research Association) just off the A 5 at Nuneaton, just over ½ hour drive away.

For a young man with a degree in general engineering with a keen interest in cars, this represented a “dream” job and provided the best all-round practical grounding in automotive engineering that you could wish for! It provided an insiders view of the problems and politics (with both a big and small “p”) which would mean the end of Triumph within 10 years, and the end of British-owned car manufacturing within a generation. I say “insiders” view; this was not strictly true, as I had transferred from Leyland Motors (Triumphs parent company) Graduate Training Scheme, so was not steeped in Triumph’s traditions and views.

This is not to say that Triumph’s management and staff were parochial in their outlook. There was a good awareness of the marketplace and the competitors products. These were often borrowed and design and development engineers were encouraged to examine and drive them. I vividly remember trying a Porsche 911 in its earliest incarnation. It’s tail-heavy rear air-cooled flat six was a real handful in the wet, but made a glorious noise. One of my colleagues spun it on a wet roundabout on the A45, fortunately without hitting anything.

I was impressed by the engineering management, and all the design work was based on very sound principles and standards, many laid down by Lewis Daughtrey who had been Chief Engineer previously, but in my time was in semi-retirement after a period of ill-health. This engineering excellence is apparent even now 40+ years on. Camshaft profile and valve train design gave consistently quiet operation over long lifespans, in contrast to most contemporary manufacturers. There were no metallurgy issues either, in contrast for example to Ford’s problems in the late 70’s with the Pinto camshaft!

Triumph also spent money designing and building-in little often-unnoticed details like progressive accelerator linkages. All springs, roadsprings, valve springs, return springs, even little springs in door linkages, were all designed within strict tolerances for stress so that they didn’t lose their design parameters over even an extended working life. How many broken Triumph

coil springs have you heard of? Broken coil springs are a regular occurrence on today's generation of cars, ask any MOT tester!

Also, Triumph were very much "on the pace" in respect of innovation of new features. The Stag's specification is a fine example of this. Very few cars in 1970 could boast power steering, electric windows, all-independent suspension, a split braking system with self-adjusting rear brakes and a sophisticated heating system with face level fresh air vents.

Triumph were particularly strong on heating systems. Face-level fresh air vents had first appeared on the TR4 in 1962, pre-dating its introduction on the Mk1 Cortina which is usually credited with the innovation. How many of today's overcomplicated cars can offer you warm feet, but cool air on your face?

Aside from Engineering, Triumph did have a rather strange approach on product planning. Triumph had been rescued from potential insolvency in 1961 by Leyland Motors. Surprisingly, the sixties were profitable after Leyland's takeover and cost-cutting. However, through the sixties, the range of cars, and all the different power-train components had been allowed to grow massively. All these were designed, developed and manufactured in-house in comparatively small numbers. This had an inevitable effect on overheads and unit costs compared with competitors.

To put the numbers in perspective, Triumph's best selling range in the early '70s was the Innsbruck 2000/2.5PI range of saloons and estates. The maximum build capacity of the assembly line was about 750 cars a week. Due to various factors, which I will develop on another occasion, the best week's production was about 530. Ford were making 1200 Escorts a day at Halewood. Stag production was about 100 per week. The "economies of scale" were not apparent at Triumph! How much more profitable would Triumph have been if their product range had been smaller, with lower unit costs?

Additionally, although the concept of the "corporate parts bin" was recognised, it was often ignored to the further detriment of unit costs, particularly in respect of bought-in components. Why is the Stag front indicator/side light assembly subtly different in size from the Innsbruck one? Why was virtually every body and trim part on the Stag different from Innsbruck, although the corporate styling was consistent? The fastback Stag took this lunacy to a new level as virtually every panel, and all the glass was different to the "standard" Stag. The stylists and design offices seemed to delight in creating subtly different parts for different, but similar models.

Although it was not recognised at the time, these issues are still valid 40 years on and have an inevitable effect on parts prices, particularly on low volume, but high survival, cars like the Stag.

Nigel Cross. West Lancashire Co-ordinator

# ***GALAXY OF CARS AND THE AUCKLAND TRIUMPH CAR CLUB SHOW AND SHINE***

Sunday 18th March Western Springs

What a great day, the weather gods smiled on us.

Firstly I would like to thank the Lions Club New Lynn for hosting this event and the Triumph Car Club for inviting the Stag Owners Club and the TR Register to join them and help celebrate their 30th anniversary.

We had six stags on show and they all looked perfect. In all there were 48 Triumphs on display which was very impressive.

I think there was about 300 other cars on show and we all had our favourites.

I really enjoyed seeing all the Triumphs of course, as I started with the Triumph Sports Car Club way back in 1969 with a Herald coupe.

Also a great display of vintage midgets from the 50-60's a perfect backdrop for them at the Springs.

We all had a great time looking at the different cars and the swap meet was very interesting. I felt like they had raided my shed for the good junk I hoard.

The Triumph Club organised a show & shine awards competition with prize giving at the end of the day.

Ole Sorensen took out the best Stag of the day award and the icing on the cake for Ole was that he also got the award for best Triumph of the day. This was well deserved as he had spent all the previous day cleaning and polishing. Our congratulations to Ole.

The Triumph Car Club was voted top Display of the show so a big congratulations to them too.

Cheers,  
Tony Murray









# ***CLUB REGALIA***

## **Drinks Cooler Bags \$15.00 + P & P**

A very useful thermo bag for carrying water, wine, beer, etc. Will keep contents cold or hot.  
The Club logo is printed on front only.  
Adjustable carry Strap



## **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 \$16.00 + 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.



## **Beenie \$14.00 + P&P**

Wooly Beenie in black.  
One size fits all.



**Contact Joan Parker**

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



**MIHALF and MYHALF and a couple of Queens**



