

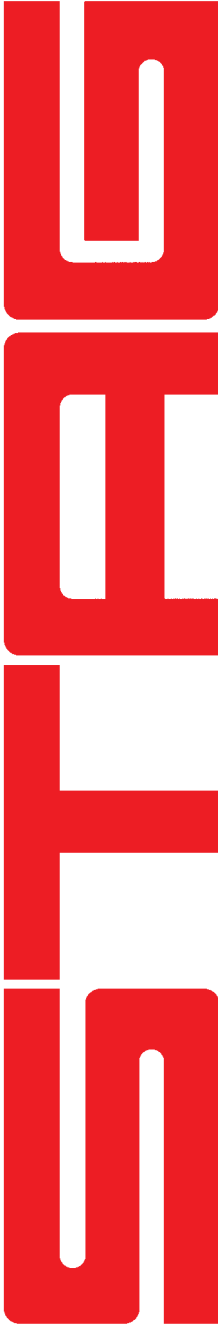
Summer 2018



STAG
CAR OWNERS CLUB



How's this for a modified Stag!!



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OUTSIDE FRONT COVER:

Stags at Willowglen in Gordonton



INSIDE FRONT COVER:

Modified Stag spotted at a car show in the UK

INSIDE BACK COVER:

The Lewis's Stag about to get shipped to NZ

NEW MEMBERS

The Club welcomes the following new Members:

Graham & Catherine Main Auckland DEC771

Rowan & Margaret Sweetman Auckland KZM384

Robbie Skelton & Jan Wilson Tauranga GY8408

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

123B Oceanview Rd
Mt Maunganui
Tauranga 3116
www.stagclub.org.nz



Life Members

John and Joan Parker

Sue Lowe

Ian and Heather Skene

2017 - 2018 Committee

President

Sue Lowe Ph: (07) 868 6744
Email: slowe@xtra.co.nz

Secretary/Treasurer

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

Club Captain

Richard Glass Ph: (07) 549 5267
Email: glassone101@gmail.com

Committee Members

Ivan & Kae Petch Ph: (07) 862 7793
Nick Dawe Ph: (03) 347 7576
Helen Maskery
Robyn Glass Ph: (07) 549 5267
Ian Anderson Ph: (07) 889 6309

Magazine Editor

Sue Lowe Ph: 027 511 3533
221 The Booms Ave,
Thames, 3500

Webmaster

Simon Wright
Email: simon@blueskiesdesign.co.nz

Web Editors

Nick Dawe & Helen Maskery
Email: hmaskery.ndawe@gmail.com

Spare Parts

Ray Knowles Ph: (06) 876 3513
Email: rayk.stag42@xtra.co.nz

Technical Advice

Steven Tidswell Ph: (06) 876 4523
Email: tidswellsg@xtra.co.nz

Accessories

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

Area Co-ordinators

Auckland/Northland

Brett Webster Ph: 0274 475 774
Email: brett@firecontrol.co.nz
Lance Beard Ph: 02 684 9891
lance.beard@xtra.co.nz

Waikato

Richard & Sharon Grayling Ph: (07) 888 2667
Email: fivegraylings@hotmail.com

Bay of Plenty

Joan Parker Ph: (07) 574 7573
Email: mousejparker@xtra.co.nz

Taranaki / King Country

Mike Brooke Ph: (06) 757 5993
Email: mike.brooke.np1@gmail.com

Hawkes Bay

Bob & Heather Carter Ph: (06) 875 1163
Email: hettybobc@xtra.co.nz

Manawatu/Wellington/Wairarapa

Noeline & Lex Ward Ph: (04) 905 0505
Email: lexandnoel@gmail.com

Nelson

Winston Williamson Ph: (03) 546 6823
Email: g.williamson@xtra.co.nz

Blenheim/East Coast

Harold & Noelene Gratton Ph: (03) 573 9163
Email: ngratton@xtra.co.nz

Canterbury

Nick Dawe & Helen Ph: (03) 347 7576
Email: hmaskery.ndawe@gmail.com

Otago/Southland

Noel & Jeanette Kelly Ph: (03) 208 6721
Email: nfjkelly@gmail.com

STAGGERED

Another full on, action packed year has just about come to an end. Once I get this issue off to the printers, I can start to think about Christmas recipes and getting the house cleaned and ready for the influx of family and friends.

As I say farewell to the last issue for 2018, I can then look forward to 2019 and all that is going to happen.

In January I am hosting Norbert and Margit Hegenbart from the German Stag Club. I met this lovely couple on their ltrip to NZ quite some years ago now and Norbert has supplied me with the odd interesting article for the magazine in the subsequent years. I shall enjoy driving them around the Coromandel in my Stag as, in my opinion, there is no better way to see this spectacular scenery.

In February I will be doing the same with the Lewis's who are bringing out their special 4WD prototype to do the anniversary trip with me. I am really looking forward to exploring the South Island with them and all the other members. What a trip that is going to be!

Thanks to everyone who has contributed to this issue and I would like to wish you all a very Merry Christmas and a Happy New Year.

Cheers,
Sue



CAPTAINS LOG

Hi fellow crew members.

Life is so dull here at present and the high light for the month has gone by.

That was the club Christmas lunch and it was good to see so many members attending. A bit of a pity about the weather and the fact the while the members arrived not many stags did. (I am guilty of that too.)

Now I am looking forward to the South Island trip and am working on getting my Stag up to scratch. The high lights for me are going to be the Peter Jackson museum, the Stewart Island trip and thanks to John Parker the laps on Highlands raceway. Robyn probably has her eye on a little shopping.

I will sign off wishing you all a Happy Christmas and New Year.

Drive safely.
Richard

THE SEQUEL TO THE SEQUEL

To Phil Hillson

In your article " Give me a Brake Sequel " you have identified a problem with after market parts.

(Maybe ! as I still don't know the full facts in your case)

The Stag servo is the same unit as found on a Triumph 2000/2500 saloon with a single line master cylinder.

Except for :-

The length of the servo push rod, (easy to remove and replace due to a star clip retainer)

Saloon is 3.420 inches OAL for single line master cylinder whilst Stag is 3.370 inches OAL for the tandem master cylinder.

When using the original factory AP Lockheed units for both applications this was always correct.

For non genuine factory items all aftermarket items need to be double checked as you have demonstrated.

John Parker

STAG WOODWORK RESTO

Hi Sue,

It's Athol here; we (Gill and I) are now the Christchurch-based owners of Andrew Gaskin's Stag - LXSTAG, you may know that car. We had a Stag many years ago, in the early to mid 80s, and were always keen to get another whenever it might be practical to do so.

Reason to make contact is I noted your comment in the last magazine that for a while it looked like you might be short of content. We found someone in England, Chris Orton, who re-veneers Stag woodwork to achieve a result the same as the original dash sets, and because the wood on Andrew's Stag was looking quite tired we decided to get ours done. The result was excellent, and the cost very reasonable. Chris said he would be very happy to help out anyone in the NZ SOC, and has made up a flyer which is attached, and which you might want to include in the next edition of the NZ magazine if you wish. I know there has just been the article about someone doing a rimu set in the UK, but while that looked excellent most Stag owners probably don't have the ability or time to do this themselves. What Chris Orton offers is very much the same result for those who want the original effect rather than the shiny walnut effect of the new stick-on products available from Rimmers and others. Anyway, the item is there if you'd like to use it.

Look forward to seeing you, the Parkers, and the other Stag folks from beyond CHC when we all convene in February.

Very best,
Athol Forrest

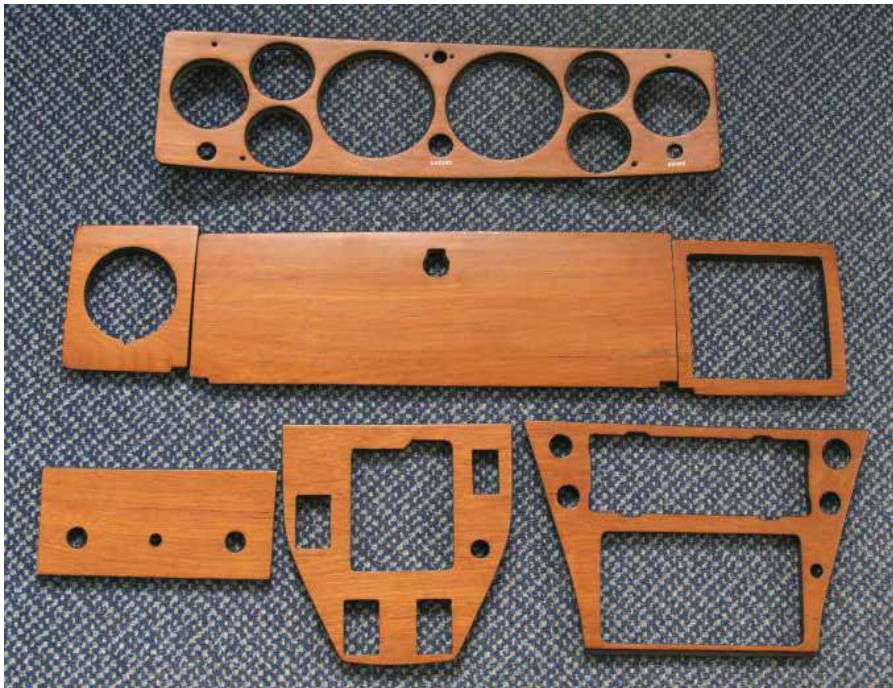


Hello NZ Stagers

Replacing or Refurbishing your Triumph Stag Dash Wood

I'm a Stag owner based in the UK. A few years ago I wanted to replace the dark walnut dash wood in my Stag for a lighter shade. I found that the replacement options were very expensive and did not give me the shade of wood I was looking for. Hence I decided to buy some tatty wood pieces on Ebay over the course of a few months until I had a full set. I then read everything I could on re-veneering and the advice on the SOC forum and then had a go at re-veneering my first dash set.

Since then I've refurbished and re-veneered many Stag dash sets and refined my technique as I went along. I've sold the completed sets on Ebay and on the SOC forum. Recently I completed a dash set for Athol Forrest based in Christchurch (see below – extra cut outs were made for Athol's car) and he suggested that I offer my services to other Stag owners in NZ. He can be contacted on atholgill@hotmail.com if you want an independent review of my services.



Below is as dash set in Afromosia (African Walnut) which is similar to teak but has a strong wood grain:



CLUCKING FUTCH

All my life I have always wanted to own a Stag, however, for various reasons (kids needing new shoes) this was never achieved.

At the time of my 70th birthday my wife Chris said enough is enough and slyly went behind my back and bought ALG802. She bought it because of it's beautiful body, but knew the internals were slightly suspect. Then the saga began.

If at first you don't succeed, try, try AND try again!!!

The motor and gearbox came out and the motor refurbished, all moving parts replaced, save for the crank and cams. Foolishly, I didn't phone John Parker first and I went ahead and ordered a Borg and Beck clutch from Firstline in England. The freight costing more than the components. The motor ran sweetly, but the B clutch needed hercules to operate it, so out it came and the old clutch, reconditioned by Auto Clutch in Auckland, was installed. It was slightly better, but still very notchy and juddery. Fortunately, we attended the

recent AGM of the club and listened to John's spiel concerning clutches. The upshot of this was ordering an AP manufactured clutch from LD Parts in the UK. On arrival, I was dismayed to find that the label on the box of the clutch cover said "suitable for Landrover". An urgent phone call to Peter Howells of LD Parts and he assured me that the clutch was fine for a Stag, so in it went. While I had the gear box out, I found that the end float of the lay shaft was excessive. Another quick call to an engineering mate of mine and he machined up a 15thou spacer to bring the end float up to spec. I also replaced all the bearings, including thrust bearings, synchro cones and chamfered some wear patterns on the selector forks.

Once all back in place my heart was in my mouth as Chris helped me bleed the clutch. She said the pedal felt very light and from my position from underneath the car I thought there must have still been air in the system. Well to our amazement, all was well. We now have the smoothest clutch in the land, a gearbox that doesn't whine and it doesn't slip out of 3rd gear any more.

The moral of the story is to remember AJA (ask John always), go to the club's AGM to receive John's wisdom.

Happy Days

Neil & Chris Ross



UPCOMING EVENTS

7th Annual Rotorua Lakefront Car Show

Organised by the Rotorua Vintage & Veteran Car Club

Date: Sunday 20th January 2019
Time: 10am to 2pm
Venue: The Rotorua Village Green at the Lake Front off Whakauae Street.
Drivers: A gold coin donation upon arrival.
All monies raised will be donated to St John's Ambulance Rotorua.
BOP Members: Meet at Barkes Corner Council carpark (just before roundabout Cameron Rd/Pyes Pa)
Time: 9am
Contact: Joan Parker mousejparker@gmail.com

Fish and Chip Run

Date: Sunday 27th January 2019
Venue: Kaiaua

Stag Club 35th Anniversary Weekend

Date: Friday 22nd - Sunday 24th February 2019
Venue: Methven

Classic Car Show Ellerslie

Date: Sunday 10th February 2019
Venue: Ellerslie Racecourse

Brit and Euro Car Show

Date: Sunday 3rd March 2019
Venue: Lloyd Elsmore Park, Pakuranga



CHRISTMAS LUNCH



The Stag Owners Car Club Christmas lunch and outing was held this year at the Willowglen Café in Gordonton on Sunday 2nd December. Centrally situated for all members who came from every direction, this was an ideal choice.

Once again, Joan Parker showed her organisation skills with plenty of notice and emails., the inclusion of a \$10.00 per person discount voucher and great directions. Unfortunately the weather did not co-operate, with wide spread flooding especially in the Bay of Plenty region.

We had chosen to drive to Tauranga from Hamurana via the Tauranga Direct road to meet the Bay of Plenty contingent at Tauriko. The soft top had never been tested in such heavy rain and Neil and I were discussing if we should attempt fitting the hard top when Joan phoned. She informed us that they were having to detour as there were slips and flood damage at their end and suggested we should drive to the meeting point at Matamata via Highway 5. This was a big relief for us although there were a number of spots with water over the road we were pleased to say that the Stag drove well in the conditions and the soft top did not leak. Our wipers have been an ongoing problem but they behaved for most of the drive.



We arrived at the meeting point in Matamata to see just two other Stags and they were also from Rotorua. The members from in and around Tauranga had sensibly chosen to drive their family cars due to the adverse weather conditions. A great shame as there is nothing more spectacular and colourful than a line of Triumph Stags driving in convoy, perhaps a little biased here!

The drive to Gordonton was longer than we expected but the weather had cleared somewhat and the scenery was lovely, green fields and good roads. After 22 years in Australia and many Stag Club outings through a parched landscape, we always find the lush green of New Zealand appealing.



Neil enjoyed the cornering (a little faster than I was comfortable with) plus the good road surface. Perhaps I should mention that the lead car did get a little lost once we reached Gordonton but was soon sorted with the help of Google Maps and it only added on a few minutes to our trip. We parked in a row of about 8 Stags behind the Café and they did look good.



Willowglen had set up tables so that we were all close enough to chat and move around, making it a great social event. The food was reasonably priced and generous. The Café has a lovely setting and the staff were friendly and helpful. Around 30 attended the lunch although they kept moving table to socialise so I may be out by one or two! Members came from Auckland, Thames, Paeroa, Mt Maunganui, Katikati, Cambridge and Rotorua.

We found seats on what turned out to be with two other couples we had not met and also from Rotorua. The conversation was lively and it wasn't long before others joined in what was a "huddle" of men which I dubbed "secret mens business". I do believe that, had the cars been parked closer, to the Café and in view, this huddle would have been outside with heads under bonnets!



The Christmas outing and lunch, I must say, was a great success. Neil and I am sure the rest of the club would really like to thank the Parkers for everything they do for the club each year, just so appreciated. Joan with her amazing organisation skills and enthusiasm and John with his generosity of his time and experienced advice both of which have been a great help to Neil with a few teething car problems. A club is only as good as its members and I know Sue does a great deal to keep the wheels running smoothly as do many others. Neil and I have so far thoroughly enjoyed belonging to this club and are looking forward to joining with the trip to the South Island in February.

Merry Christmas and safe motoring,
Michelle and Neil Jackson



CANTERBURY REGION YEAR END REPORT

Another busy year for the team. We pretty much managed one get-together per month, culminating in our Christmas Pot Luck December 9th. We welcomed some new members Mike & Jenny from Geraldine and despite the geographic separation (a good 130 Km) we managed to catch-up with them three times. We took the Stags to Geraldine in November on Canterbury Anniversary Weekend to enjoy their annual craft fair. Nicely organised event with reserved parking for classic cars. A good attendance and I think we almost outnumbered the Zephyr Club who were there in force.



In October we did a retail therapy trip to the Tannery in Christchurch and some of the guys snuck off for a workshop visit to see some very interesting pieces of machinery. Have you ever seen a 1200cc V8 engine? Well you have now - in fact two quite different ones.



Yamaha-derived and Kawasaki-derived respectively.



We all got back together for a very nice lunch at the Governors Bay Hotel.



Hard to pick highlights but the Pot Luck in December attracted 20 attendees to our new place – only five Stags though.

We all had fun but the experimental single malt with French black pepper will probably not be repeated!





Kathy clearly didn't want to share her moose!



But Barry made a new friend.



We caught up with Bruce and Maureen Forbes for the first time in a few years as they came down from Waiau - a good 120 km each way.

We're working on the final details for the February 35th Anniversary event. Hope to see you there.

Merry Christmas and a Happy New Year.

Nick & Helen

STAG WARS

Act 1 One day while driving along in my limousine
 the stag sounding quite supreme.
 On taking a glance at the temperature gauge
 I was filled with FEAR so off the road I did steer.
 What could it be, a leaky hose.? Oh no, no leaky hose.

So now the story is about to begin.

Back into the man-shed my baby it got pushed to delve deeper into this fine mess.

Radiator.....NO
Hose fittings.....NO
Head gaskets.....NO

Next dismantle engine to expose water pump. Using my finger I could turn the pump impeller, but the retaining bolt was tight, nothing loose there. Hmmm. On removing the water pump to my Horror I found that the water pump and jackshaft gears had stripped.

I did a very good rendition of RUMPLESTILTSKIN. (Or was that Grumplestiltskin! Ed)

Eg: Stomping around and trying to put my foot through my concrete workshop floor.

Act 11 In my stew what do I do.

Now girls it might be time for you to phase out and go to your woman's day mag.

After awhile feeling sorry for myself and shedding a tear I got off my bum. There was the obvious of course. Engine out and replace bugged parts. Since I had rebuilt the engine approximately 20,000 klms ago with the help of his nibs Sir John Parker supplying the necessary parts for a rebuild. Tom Taylor Automotive in Auckland reconditioned the engine to a short block form and I assembled the rest of the engine myself.

It's a good way to understand your Stag engine if you are that way inclined and have the facility to do so. But I very quickly discovered that assembling an American V8 engine is just a doddle compared to the Stags little rascal. Sorry I digress. Back to the water pump.

Decision made I opted to put a mechanical water pump as low as possible on the left hand front side of the engine.

I checked Ted and Colleen Aislabie's conversion using a Triumph 2.5TC water pump modified.

It looked a good system, neat and tidy and was giving them no trouble.

Act 111 Materials required

Second hand pump body. Luckily I had the availability of approximately 150 Triumph carcasses to choose from. Des Farrelly is his name Triumphs his game.

1x 6mm plate 250mm by 300mm to mount pump onto front of engine block. As per pattern.

1x 350mm x 32mm wire reinforced rubber water hose so it won't collapse when flexed or bent. This hose connects the pump to the water line that comes from the bottom radiator outlet. Also allows water pump V-belt to be adjusted.

1x 11A0900 V-Belt

1x standard thermostat cap.

1x Spacer to fit thermostat cap on top of new water pump. See drawing.

1x 25mm Dia x 20mm long x 8mm spacer bush. See drawing.

1x top radiator hose to fit water pump to engine block water inlet.

Manufacture 1x bronze plug with height adjuster to stop plug being pushed back out. Same adjustment as an original water pump.

½ in copper tube to manufacture new heater return pipe. It is longer than the original. Check photo.

Easy Ah.

Now some head scratching starts because Ted told me that he had some issues with getting the heater to warm up quickly.

Experiment 1.....FAIL!!

Some blank thought sessions prevailed, because the engine was not warming up quickly either.

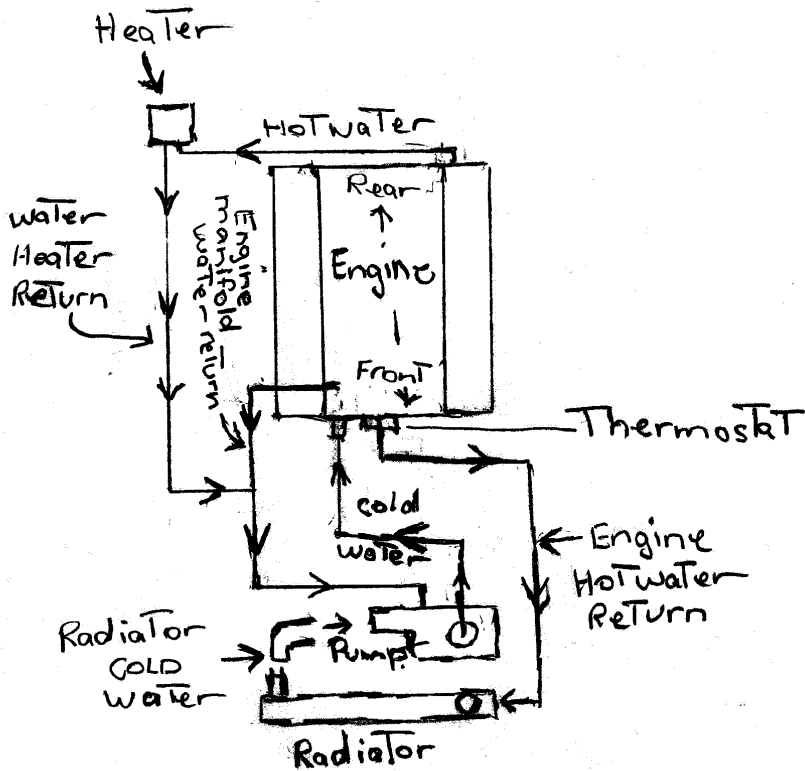
Don't Panic. I found my design weakness. eg. Stuff-up. I had put the manifold water return hose directly to the radiator, but this allowed a good proportion of the radiator fluid to flow around the engine until warm enough to open the thermostat.

To correct this I connected the manifold water return hose directly into the back of the water pump suction side. The same place I fixed the heater return hose. Clear as mud.? I don't care because it works a dream.

So through all the trials, frustration and tantrums, the STAG is now up, and running free, as it should, sounding superb, not getting hot and bothered. I rest my case.
Job Done.

Yours,
All's HAPPY once again.
Chookhouse
In Real Life
Graeme Fowler

Stag External Water Pump Circulation.





← Water pump solid blanking plug being turned

Saloon water pump, mounting stud & pieces on red mounting plate →



← Drilling out the saloon pump to increase water flow

As above left mounted in the drill press - note the size of the drill! →





← Milling the slots in the mounting plate



Making the revised mounting for the water pump outlet →



← Shows dimensions of convoluted hose & stainless steel water pipe

Revised pipe to ensure heater works →





Hose and pipe underneath the car and looking down on the engine. You can see the revised heater pipe (rubber and copper "S" bend).



Lower hoses to radiator looking up from under the car





Close ups of bypass hose and copper pipe combination for heater operation. Below also shows LHT and corner of mounting plate.



Top view of engine with all components in place



Shows belt drive from crank pulley to external saloon water pump. Also shows rear fitting for heater bypass mounted in the rear of pump body.



STAG CYLINDER HEAD REMOVAL TOOL

Your club has the specialised tooling which enables any and all Stag aluminium cylinder heads to be removed from the steel studs protruding from the block.

This is the 2nd best system in the world. However it's the most cost effective one. The USA/Canadians have the best at \$3,000.00, NZ the 2nd best and the English are not even up to speed!

Our system has been in use for 24 years. History over this period has proven our system has never let us down.

The tooling has been modified and/or strengthened four times to obtain consistent results without damage to the tooling.

The tooling comprises of four pair of threaded expanding pushing units.

Make up is thus:-

1. Four very heavy duty 8.8 threaded rods
2. Eight special heads or tongues which fit into the inlet ports on each cylinder head
3. Eight industrial 8.8 threaded nuts
4. Eight industrial thick washers

Best method is to remove the bonnet and stand in front of the engine to tighten each set of jacks in turn. Each pair of jacks is tightened in turn as the next pair become slack due to the movement of the cylinder head.

Each pair is inserted into opposite inlet ports and adjusted ready for the big push. At this point one cylinder head must have all its cylinder head nuts and the lower row of bolts removed. One head remains bolted on.

The threaded rods are oiled and the nuts turned so that we are trying to spread the cylinder heads apart but only one will move due to the one head still being bolted on. To take the other head off, bolt back on the one you have just taken off and slacken the other one and reverse the process.

NB.Each head takes between 30 to 40 minutes to remove. The tooling has never failed to do the job it was designed to do. HEADS WILL BE REMOVED.

The Tooling is available to members at no charge, but only for two weeks. Having said that, a deposit of \$200.00 is required before the tools are despatched which is fully refundable pending the return of the tools in good working order, so make sure adequate oil is used.

Freight both ways is at your cost. Freight to you can be deducted from your deposit.

All enquiries to: Ray Knowles

Rayk.stag42@xtra.co.nz

TECHNICAL ASPECTS OF THE STAG V8 'BURBLE'

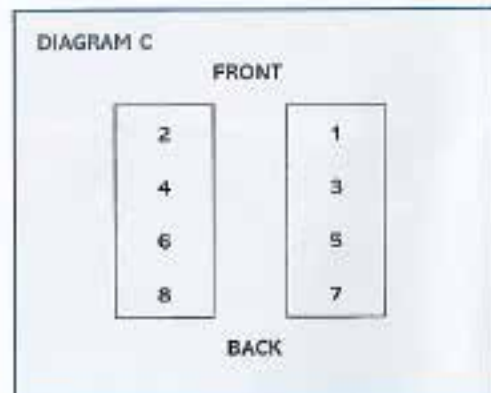
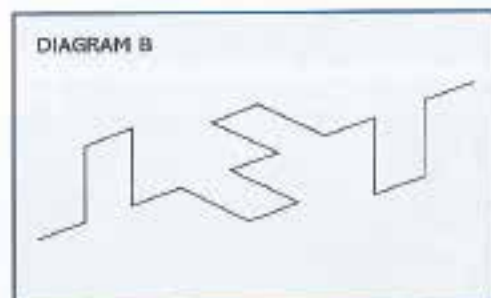
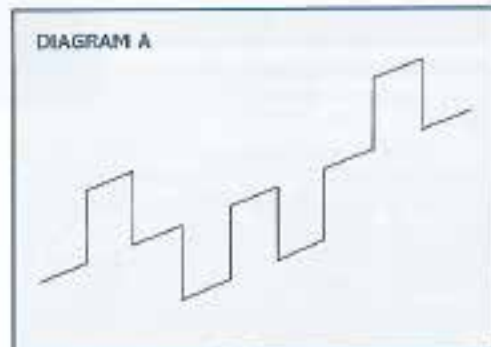
I hope I'm not trying to explain something that you may already know, but I thought that a few words on where the Stag's offbeat exhaust sound comes from might be interesting.

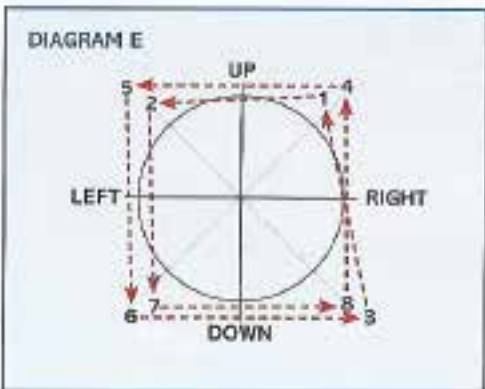
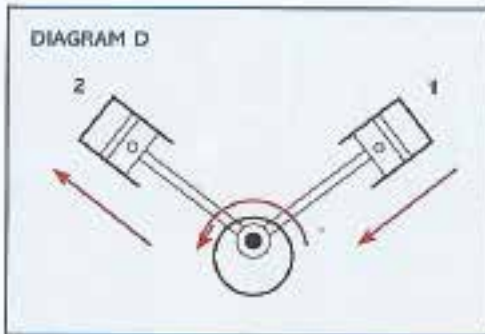
V8 engines are of two main types, depending on how the crankshaft is shaped.

DIAGRAM A shows a straight plane crankshaft where there are 4 throws at 180° . Looking at an angle from the front we have UP, DOWN, DOWN, UP. This is the same arrangement as in most 4 cylinder engines. With 8 cylinders there are 2 connecting rods and pistons attached to each throw, so a straight plane V8 is just like two 4 cylinder engines joined together at the crank. Straight plane V8's such as those used in TVR's, Ferrari's and racing car engines such as the famous Cosworth DFV have light crankshafts and spin up quickly but because they are almost impossible to balance they do vibrate at low rpms. The engine firing order is such that the exhaust gases pulse each side of the 'V' alternately giving good exhaust scavenging. The exhaust note is similar to that of a 4 cylinder engine.

In the arrangement shown in **DIAGRAM B** you can see that the throws are arranged at 90° making a cross plane crankshaft. The throws, looking from front to back are UP, RIGHT, LEFT, DOWN. The crankshafts are usually balanced for smooth running but because this makes them heavy, acceleration is poor compared to the straight plane arrangement. However it is ideal for smooth long distance cruising and is the arrangement used in the Stag and most American V8 engined cars. The penalty with a cross plane crankshaft is that it is impossible to get a firing order each side of the V in sequence so scavenging is less efficient, but the bonus is the uneven burbling exhaust beat.

If we say that pistons 1 and 2 are connected to UP then pistons 3 and 4 will be connected to RIGHT, 5 and 6 to LEFT and 7 and 8 to DOWN. **DIAGRAM C** shows the two cylinder banks with the individual cylinders numbered.





Because the engine is a 90° V8, as the engine rotates it pushes the pistons to their top dead centres for firing 45° before and 45° after each crank reaches its top dead centre. See **DIAGRAM D** where piston 1 is just past its TDC and piston 2 is just approaching it.

The order in which each piston reaches TDC (and its firing point) can be mapped as in **DIAGRAM E**. We can then follow the firing sequence over the 2 revolutions needed for a 4 stroke engine. The firing sequence for the Stag is 1, 2, 7, 8, 4, 5, 6, 3, then repeat 1,2,7, etc. Firing is on alternate cylinder banks until we get to 8 followed by 4, both on the left hand bank and later 3 followed by 1, both on the right hand bank. It isn't possible to alter the firing order to eliminate this unevenness whilst keeping the crankshaft throwing rotating in sequence - up, left, right and down.

The exhaust pulses which follow the firing sequence exit the manifolds into the exhaust pipes alternately giving time for good scavenging except where 4 follows 8 and 1 follows 3 where there are two pulses together.

At the tailpipe the even beat is disturbed by two beats together out of each pipe in turn, made more noticeable by the exhaust pipes being close together. See **DIAGRAM F**. This causes the burble.

Brian Bell (28155)



FOR SALE

1975 M/OD - Mimosa - Rego 75V8
 Contact: John Harwood- Paraparamu
 027 609 0638
 johndjacquinz@gmail.com

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





**Russell & Pat Lewis say goodbye to their
Stag.
Next to be seen in Auckland in February**



