



# SPANNER

April 2020

THE OFFICIAL NEWSLETTER OF THE BRITISH AUTO CLUB OF LAS VEGAS



Photo by Michael Link

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## MISSION STATEMENT

The British Auto Club of Las Vegas consists of British Car owners and enthusiasts dedicated to promoting the hobby of British automotive sport. The Club promotes Information and networking and revels in the social elements of British car ownership. You don't need to own an LBC (little British Car) to be a member, just love & admire them.

Club members, prospective members and British car enthusiasts are encouraged to attend our meetings and events. We discuss events and activities, swap Lucas stories, exchange advice on repair problems and enjoy socializing with one another.

Membership Meetings are held at 9:AM on the last Sunday of each month at

The Wildhorse Golf Club  
2100 Warm Springs Rd.  
Henderson Nevada

Any change in location will be noted in the *SPANNER* and our website.

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## President's Message

By Jonas Payne

**W**ow. The last month and a half has been.....interesting. Certainly a situation that I never imagined. So far, so good over at the Payne household, I ran my business for the first 7 years from home, so moving back into my home office wasn't much of a change. NAU is shut down, so my oldest daughter is home, looks pretty certain at this point that there will not be fall classes at either NAU or UNR, so my son and daughter who should be attending university far far away will be taking up space in my house. This is disappointing, as Kate and I have been looking forward to the kids moving out for years and it appears now more than ever that they will never leave.

Other than that, changes to the daily routines have actually been largely positive. By eliminating my daily commute, and commutes to "face to face" meetings have cleared up 30 to 45 minutes per day on average, and by the end of the week, these hours have added up into a significant amount of "free time", which I have been able to put to good use working on "the Queens Pick Apart Yard". As many of you know, there are 7 British Cars in the Payne fleet. At one point in January only 2 of these cars were running. I am pleased to report that the number is now 5. The 6th, the Jaguar E-Type should be in the shop for its turn here in a week or so.

Social distancing has added some new activities as well, the best of which is bouncing around in the desert in the JEEP. Before the Christmas Holiday, Dean Barnes was kind enough to host an offroading trip for a few of us. Dean is passionate about 4 wheeling and has been doing it regularly for over 40 years. Turns out, it is a lot of fun, and I have added a new addiction to my list of bad habits. It affords an unparalleled opportunity to see a lot of the natural beauty that Nevada has to offer. We have made trips out to Sandy Valley, Death Valley, Glendale and Nelson so far, and are looking forward to doing more exploring while the wildflowers are still blooming.

Not seeing our friends has been difficult. The BACLV is, at the end of the day, a social organization, and the "Human Touch" is an important part of our social activities. A large group of your friends at the BACLV are active on social media and the clubs "Facebook" page. It is good to see what our members are up to and that hopefully makes us feel connected to each other. It has been a lot of fun to be a part of recent automotive projects by Michael Johnson, Gary Martin, Bill Wellbaum, Jim Shope, and others, even if only by phone and pictures. Additionally, there are many club members that I speak to on almost a daily basis. Several club members have been actively reaching out to others to make sure that worry and isolation aren't getting the better of us. Since we can't get together in person, I would urge you to call up a friend that you haven't seen in a while. Its always good to hear a familiar friendly voice.

At this point, it is unclear when things are going to return to some form of normalcy. As such, it is important to stay connected with your friends. Keep the spirit of the hobby and

*President continued on next page*

*Cover: Michael Link's Mk.II, Triumph Stag, celebrating the 50th Anniversary sitting pretty, fully restored, ready for another 25 years of driving.*

Consider submitting an article to the *SPANNER*. Submissions are preferred in a non-formatted Word document, 500 to 1,000 words. Photos are also welcome and should be sent separately in .jpeg format, with appropriate cut line/caption descriptions. The deadlines are typically the 15th of the month prior.

## Commercial fee schedule for advertising in *The SPANNER* is:

1/2 page \$150.00

1/4 page \$100.00

Business card size \$75.00

Advertisers supporting the British Auto Club of Las Vegas receive a member's discount .



*President continued from previous page*

the BACLTV strong by continuing to share your projects and some positive thoughts about getting through this. We'd love to know what you are up to and how you are doing. There didn't appear to be much interest in an "on-line" membership meeting last month, but as this social distancing thing drags on, we'll probably need to revisit that.

I look forward to seeing you soon. Stay in touch. Stay at home. Stay safe. We'll be enjoying a drive and a beer before long.

## April Birthdays

Bill Hurley  
Dick Schneider  
Freda Brazier  
Vaughn Richards

Valerie McClary  
Cat Biler  
James Oswald  
Steve Kilgour

## Anniversaries

Bill & Katrina Goodman  
David & Pat Kunde

## From the Editor's Desk

This last month has brought unthinkable changes to life in general and to the British Auto Club of Las Vegas. A calendar that was once full of events to appeal to the varied interests of the membership has been stripped down and most events were canceled as we huddle in our homes. So as the editors of your *SPANNER*, we are expanding our scope a bit more to the British Automotive community throughout the country, or even the world! All of this in a virus-free form, without worry or stress. No face mask like Jonas is sporting now (see the President's message please), no rubber gloves unless you are working on your British car that is, and no social distancing, not enough room in the car anyway.

Though this is a different environment for us all, there is a benefit perhaps, a little more time. How to put that time to use? How about writing an article for the *SPANNER*? Michael Johnson set about telling us the story of his brand new (to him) TR-8 that has not been out of his garage since shortly af-

ter taking delivery. He has encountered the dreaded condition of "one-thing-leads-to-another" syndrome. MJ will be relating that strange saga next month; we cannot wait to find out what has not been re-built on that eight cylinder yet. This is a great opportunity for you to put your talents to work, and share with the club those odd stories wrapping around the unique British ultimate of British engineering habituating in your garage.

Before I leave you, I want to say Happy Birthday to the Triumph Stag. This is the 50th Anniversary of one of the most infamous vehicles ever produced in the British Isles. This car often makes it to the "20 Worst Car" lists published, it is often credited as a major contributor to the ultimate demise of Triumph Motor Cars; and though a major British automotive manufacturer, Triumph Motor Cars produced a very small quantity of this infamous car due to the myriad of problems. This is an odd car even by British standards. In the *SPANNER* you will be able to read a great article on the Stag, its development and the

history of the car. It was written by a couple of individuals that could tell you about every nut and bolt in the car and their special passion for it. I would like to extend my thanks to Tony Fox, Terence McKillen and Michael Link for their kind permission in publishing that extensive article on the Stag.

As the editor of the *SPANNER* for the past three years, along with three other co-editors, I have written a few articles, and as I am encouraging others to take up the "pen", I should do the same. As a former Triumph Stag owner, my perspective may be slightly different from the friends at the Stag News in a future article. The stories I will tell, and the insights discovered come from an intimate relationship with a cold piece of steel that possesses such a soul. This car is a survivor if nothing else.

Send your articles in to the *SPANNER* via email at [baclvspanner2017@outlook.com](mailto:baclvspanner2017@outlook.com)

Stay well.

– Pat Klenk

## No Social Distancing Required!



Join the  
**British Auto Club of Las Vegas**  
**Facebook page!**

Send in a request to join now and you will be able to see updates on current projects, photos, videos, and lots of humor!

## LETTER TO THE EDITOR

I want to send a special shout out to all you wonderful guys who willingly helped repair my little red MGB.

Your combined knowledge of classic car repairs is just phenomenal, and really appreciate everything you did to make us both safe.

I especially want to thank Jonas for his concern and hospitality.

XOXOXOXOXOXOXO

Fran Maioran\*

50TH ANNIVERSARY

# The Triumph Stag – 1970-2020

By Tony Fox &amp; Terence McKillen



The Stag was Triumph's first attempt to enter the luxury sports car segment and although the term Yuppie wasn't coined until the 1980s, it was Triumph's expectation that the Stag would appeal to the 'younger executive' who was ready to move on from a two-seat sports car to something more luxurious and refined that could also qualify as a family car or alternatively, to catch the fancy of the more affluent older executive who might be persuaded to revert back to a sporty car. In a sense, Triumph had already tested this market segment with the Vitesse 6 convertible as far back as 1962.



*Giovanni Michelotti's original design sketch for the Stag*

The Stag is perhaps one of those cars better appreciated today than it was during its seven-year production run. Its failure to conquer the North American market was a great disappointment to Triumph. There are many reasons why the Stag failed to penetrate the U.S. market including external factors such as the flare up of hostilities in the Middle East, Ralph Nader-inspired regulatory changes in the United States with respect to safety, fuel economy and exhaust gas emissions, and a myriad of internal reasons related to availability of capital, engineering decisions, rationalization of model development during the late 1960s to mid-1970s within Standard-Triumph and later, in the expanding Leyland-BMC conglomerate, as well as issues that affected the wider British car industry at the time, such as labour union strife, government-mandated locations for factories to

*First Stag prototype constructed by Michelotti from a shortened Triumph 2000 4-door saloon car*



relieve chronic unemployment issues and, importantly, currency exchange variances between Sterling and the U.S. Dollar, all of which impacted export sales from Britain.

The Stag was initially conceptualized back in 1963 as an independent styling effort by Italian designer Giovanni Michelotti, who had collaborated previously with Triumph on several successful designs, including the Herald, Vitesse, TR4, Spitfire and Triumph 2000/2500 models. Michelotti's idea was to create an open-top car based on the Triumph 2000 4-door saloon. Harry Webster, Triumph's Engineering Director at the time, was seeking a car to compete with the Mercedes 280SL but using as many components as possible from the existing Triumph 2000 parts bins to produce a contender for the Grand Touring market and open another channel for Triumph sales into the U.S. market. By 1971, Triumph's marketing material called the Stag a "beautifully and finely engineered 'Grand Touring' car noted for its high performance for long Continental cruising so that sportsmen

can drive untiringly across the long European Autoroutes and Autostrada or be equally at home on the great cross-country turn-

pikes and expressways of America." It went on to state that the Stag is "rightly named after that noble animal, noted not only for its speed and grace, but fierce devotion. The 'Monarch of the Glen' is now a monarch of the road."

The name 'Stag' was the code name given to the concept model but was later adopted as the actual name during development in 1966, although, for a short period of time, the TR6 name was assigned to the project before that label was awarded to the replacement model for the TR5/250 roadsters. The prototype had a shortened wheelbase from the Triumph 2000, a roll bar and concealed lights. It was equipped with the 2.5 litre 6-cylinder engine from the TR5/6 which did not carry through to the production model. However, the final design result was a very stylish four-seat (2+2) convertible with removable hard top. At the time, such cars were not particularly common among British or for that matter, European manufacturers and Triumph had not previously bothered competing in the luxury vehicle class. The Michelotti design received immediate approval from Triumph's board of directors who ordered that the styling lines from the Stag be adopted for the Mk II version of the Triumph 2000/2500 saloon and estate models also in the works and which reached showrooms in 1969, ahead of the Stag, leav-



ing many people to erroneously conclude that the Stag design was copied from that of the Mk II saloon.

Triumph's North American dealer network was also seeking an upmarket car, preferably with a V8 engine, to compete with the Mercedes 280SL and also the likes of the Alfa Romeo 1750 GTV, Datsun 240Z, Chevrolet Camaro Z-28 and Porsche 911. Consequently, American consumer acceptance of the Stag was seen as crucial. Triumph management wanted up-market trim with cast alloy and wire wheels as options, power steering, a 14-gallon fuel tank, plus manual with over-drive or automatic transmission options.

It was originally planned to develop the car over a two year period for release in 1968. The release was delayed by a further two years due to financial constraints and establishing priorities and rationalisation for new model releases following the 1967 merger between Leyland-Triumph and Rover and final engine selection for the production car. Although officially launched in June 1970, Triumph struggled to get sufficient Stags into dealerships in the UK by late 1970 and the cars didn't reach American show rooms until 1971. Ongoing supply to the home market was subject to severe delivery delays as emphasis was placed on supplying Federal specification cars to the U.S.

The choice of engine for the production model contributed to some of the delay. The first option was to use Triumph's existing 2.5 litre in-line six cylinder from the TR5/6 with fuel injection which was apparently Harry Webster's preferred choice with an optional V8 to follow. The second choice was a new 2.5-litre fuel injected 90 degree V8 which shared some design similarities to the Slant-4 engine comprising an overhead camshaft with cast iron block and aluminium head which had been developed for the Triumph Dolomite as well as for the Saab 99 and which was subsequently used in the TR7.

A further option considered was a 3.5-litre V8 unit brought to the mix through the Rover merger. Rover had acquired the Buick-developed engine from General Motors. It is often reported that prideful Triumph engineers rejected the Rover engine because it wouldn't easily fit in to the Stag but likely Rover simply could not supply the number of V8 engines needed to match the anticipated Stag production numbers. The Triumph 2000 saloon's engine bay had been designed for an in-line engine, so substituting a V-8 resulted in considerable reworking, adding time and

expense to the Stag's development. However, later Stag aficionados have successfully grafted the Rover engine into their cars without too much difficulty and the Rover V8 actually provides more elbow room in the engine compartment.

By 1969, the production engineers, now under the direction of Spen King, discarded any idea of using the six cylinder engine and opted for Triumph's V8 but ordered that it be bored out to 3.0 litres (2,997 cc) to increase horsepower and low end torque (127/145 bhp SAE/DIN and 142/170 lb-ft SAE/DIN respectively). Fuel injection was dropped in favour of twin Zenith-Stromberg 175 CDSE carburettors, probably as a cost consideration but probably also to meet U.S. emission standards and to avoid problems being experienced elsewhere with the Lucas fuel injection (PI) units. A stronger gearbox and final drive, plus larger brakes and 14-inch wheels instead of 13-inch were specified to deal with the higher power output and all resulted in the final Stag production car losing much of the planned commonality with the Triumph 2000. In the end very few body panels were shared although some of the mechanical parts were common to both models.

The Michelotti styling also created some issues. For example, the headlights on the prototype were hidden behind slatted doors that slid electrically on tracks. Cold weather testing indicated that the sliding mechanism was prone to freezing and was therefore abandoned for regular exposed lights.

Although this saved some money, there was no way to economize through the sharing of body panels with the saloon models because of the unique front and rear ends and the two-door, short-wheelbase format.

As part of the refinements in the competition with Mercedes, a fully adjustable steering column was added, which later led to difficulties in complying with U.S. safety regulations. More serious engineering problems encountered were structural floppiness and scuttle shake. The torsional stiffness of the

*Stag continued on next page*

**In a country with so much sunshine, it seems a shame to waste it.**

Stag V8 lets you enjoy what you might call a seasonal approach to high performance motoring. Along with the soft top, you also get a detachable hardtop. All designed to let you motor around in comfort, come rain, hail or shine. The soft top goes up in about the same time as you can unroll an umbrella. The hardtop comes off in not much longer. And the electric windows let you seal out wind and water. Inside, you sit in reclining front bucket seats that adjust for height, as well as fore-and-aft. There's a touch of tradition in Stag's real walnut dash. But engineering logic dictated the placement of the array of instruments (including tachometer and clock) set into it. The same logic dictated a padded, alloy-spoke steering wheel you can adjust for height and reach. The two column-mounted finger-tip control stalks. And the heated rear window on the hardtop. (We're not about to let a little misting spoil Stag's superb all-round vision.) It's also comforting to know you motor in safety. Stag's unique padded roll bar is an integral part of the body design and immensely strong. So even with the top down, you're protected up top. Stag also offers the safety of outstanding performance. The compact, 3 litre OHV V8 is small enough to be economical, powerful enough to get you to 160 km/h (100 mph) in less than 30 seconds. And the big front disc brakes have power enough to easily scythe off the speed, should you need to. Stag V8 has it all. The luxury of a limousine. The performance of a sports car. To say nothing of the sun, the moon, and the open air. All it needs is for you to take advantage of it.

**Triumph Stag V8.**

For the names of your nearest Triumph dealer, contact Sydney: Mr. D. Kendall, Triumph Cars, 82 Parramatta Rd, Parramatta, N.S.W. 2143. Phone (02) 848 5411. Melbourne: Mr. M. Anderson, Triumph Cars, 2161 Princes Highway, Clayton North, 3168. Phone (03) 547 4611. Adelaide: Mr. P. Jones, Triumph Cars, 4611 Grand Junction Rd, Mawson, 5013. Phone (08) 262 5113. Brisbane: Mr. J. Morgan, Triumph Cars, 1709 Ipswich Rd, Rocklea, 4108. Phone (07) 277 4111. Perth: Mr. Pritchard, Triumph Cars, 1100-1130, 1100-1130, 1100-1130. Great Eastern Highway, Australia, 6104. Phone (09) 277 1011.

*Australian advert for the Stag*





*Stag continued from previous page*

saloon car body disappeared in the convertible and the only available solution was to join the A- and B-posts with a torsional box across the top, giving the Stag an effective superstructure “hoop” with a T-bar brace to the windshield header. Although an engineering necessity, it was also considered to be an advantage in meeting anticipated U.S. safety regulations for convertible cars.

Technically, the car was quite advanced at its launch in 1970 and was well furnished in comparison to other models of the day. The Stag’s rear-drive chassis was similar to that of the Triumph 2000, though the wheelbase was trimmed by six inches. Uni-body construction was retained, as was an all-coil independent suspension with front MacPherson struts and antiroll bar, and sub-frame-mounted rear semi-trailing arms. Brakes were servo assisted front disc/rear drum, steering was power-assisted rack-and-pinion and electric windows were standard. With its refined styling, distinctive T-bar and hard/soft top options, the Stag received wide acclamation, and was quite literally, a “car for all seasons” as the Australian advertising brochures of the day proclaimed. The rear window on the hard top came with opening quarter lights and an electric demister.

However, it didn’t take long for more ominous clouds to appear and Harry Colley, who was the senior engineer responsible for the development of the Stag from the first prototype until 1974, was by the middle of 1971, solving a host of major problems particularly with engines overheating and cylinder heads warping. Some of the faults were due to poor

build quality, endemic of the British motor industry at the time, while others related to design issues in the engine itself which had a cast chrome-iron block and aluminium-alloy cylinder heads.

It is reported that the prototype V8 engine suffered from inadequately sized main bearings but this problem was rectified in the 3.0 litre engine before going into production. Nevertheless, many U.S. imports required engine changes within two or three thousand miles. Other problems occurred with stretching of the timing chains which were long, simplex roller link chains and often lasted less than 25,000 miles, resulting in very expensive damage when they failed. Other problems were related to inadequate engine maintenance due to a factory-specified 7,500-mile oil change interval. The aluminium heads often warped due to poor castings, and poor fitting head gaskets restricted coolant flow, leading to overheating.

The water pump, which was located between the V of the cylinders, was mounted too high so a drop in coolant level left it running dry. Water pump failures also occurred because of premature wearing of the jackshaft bearing surfaces. In some cases, overheating was caused by clogged waterways in the cylinder block which were found to be filled with casting sand left over from manufacture.

British Leyland can be criticized for failing to invest the necessary resources into the development of the Stag or in more quickly solving the engine problems, but the car did evolve and many of the V8’s problems were ironed out by independent mechanics or restorers with alternative aftermarket solu-

tions, if not by Triumph’s own engineers.

The early cars, often referred to as the Mk I were manufactured between 1970 and February 1973 when the Mk II model was introduced. The Mk II had a number of mechanical and cosmetic differences. Although cars remained Mk IIs, as far as Triumph was concerned, until production ended in June 1977, the 1976 and 1977 models were sufficiently different to represent a third phase in the car’s development.

The first Stags were offered with soft top, hard top or both. Manual transmission was standard. Automatic transmission was optional but a large number of cars were fitted with a Borg-Warner 3-speed automatic transmission (type 35). Early 4-speed manual transmission models could be ordered with an A-type Laycock overdrive unit and later ones frequently came with a J-type Laycock unit on 3rd and 4th gears. These first cars had their tail panels painted in the corresponding body colour. January 1972 saw changes including stainless steel sill trim strips, a thermostatically controlled engine air intake and re-designed cooling system.

Mk II models can be differentiated externally by emblems changing from light grey background to black; sills and tail panels being in matt black rather than body colour (not so on Federal models), twin pinstripes were added and 5-spoke alloy wheels became an option. The clear side panels in the soft top were removed to avoid creasing and splitting problems. Internally, instrument dial designs changed along with the removal of the map reading lamp fitted to the glove-box lid and also interior lights moved from ‘B’ post to the centre of the T-bar. The engine had a higher compression ratio (but not U.S. models) along with redesigned domed pistons and combustion chambers. By 1975, the tail panels were back to body colour again and in October 1976, the last major change was the fitting of a Borg Warner type 65 gearbox on cars with automatic transmission. The Stag shared body colours with other Triumphs models and through its short production run as many as 40 different colours were offered – more than for any other Triumph model.

U.S. destined models comprised unique combinations of features specifically designed for compliance with regulations of various States (particularly California) and other marketing requirements, and were designated by Triumph as “Federal Specification”, which included such things as U.S.



*BL publicity image in French Alps*

Federal Department of Transportation compliant lighting, air conditioning, side impact beams in the doors, laminated windshields and tinted side glass, front seat headrests, various warning lights and buzzers, a lower compression engine, and a wide range of emissions controls not found on vehicles exported to other markets.

Troubled by far too numerous warranty claims, Stag sales in America, the prime target market, were abysmal. Further sales were lost following the 1973 oil crisis which also impacted other so-called gas-guzzling models. Triumph's aim was to have sales of 12,000 Stags a year but this was never achieved. The best year was 1973 when sales peaked at 5,508. Even the introduction of the Stag to Australia didn't reverse the trend although Australia went on to become the Stag's best overseas market. In total 25,939 Stags were built over the seven year production run. Of this number, 8,120 were export models, of which only 2,871 went to the United States. Triumph did not introduce the Stag to the Canadian market although individual dealers may have imported a handful on special order. Sales in the home market were also affected by long delivery waits which could be up to 12 months or longer and to reliability issues but UK sales outnumbered exports by about two to one. It is estimated that approximately 9,000 Stags still exist in the UK which represents about 36% of the production total. As many as 650 Stags may still be in existence in the U.S. and Canada with about 50 resident in Ontario. This is not a bad survival rate for a so-called failure!

There have been a number of special Stags created through the years, most of which were by low-volume specialist converters and individual enthusiasts but two were factory conceived and designed. A rather attractive fastback never progressed beyond the prototype stage but in the early 1970s, Triumph transplanted the Stag's engine in to two Triumph 2.5PI saloon bodies and also a 2.5 estate for evaluation purposes. Former UK rally driver, Ian "Dell" Lines, subsequently built 32 such 2.5PI Stag estates based on brand new bodies ordered directly from British Leyland. After the factory discontinued providing the bodies, he continued to convert individual customers' cars on a one-off

basis. In addition to the engine transplant, the Stag's transmission, drive train and larger brakes were installed and much of the interior and exterior trim and badging were changed to that of the Stag. GKN purchased two Stags from Triumph and added the Ferguson four-wheel-drive transmission, simi-

as "a likeable and lively car, unusually well-equipped."

Likewise, a 1973 road test published in Motor could only find minor complaints like limited luggage space, difficulties in erecting the soft top and the weight of the hard top and described the Stag's standard equipment as lavish. Admittedly, removing the hard top is a two-person job unless one has rigged up some sort of sling from one's garage ceiling but the soft top operation is far simpler than that of the TR6 as there are no button clips to contend with on the lower edges. The article reaffirmed Motor's initial impression that the car was "not only unique in character and a highly desirable property but that the standard of finish makes it a world-beater at the price."

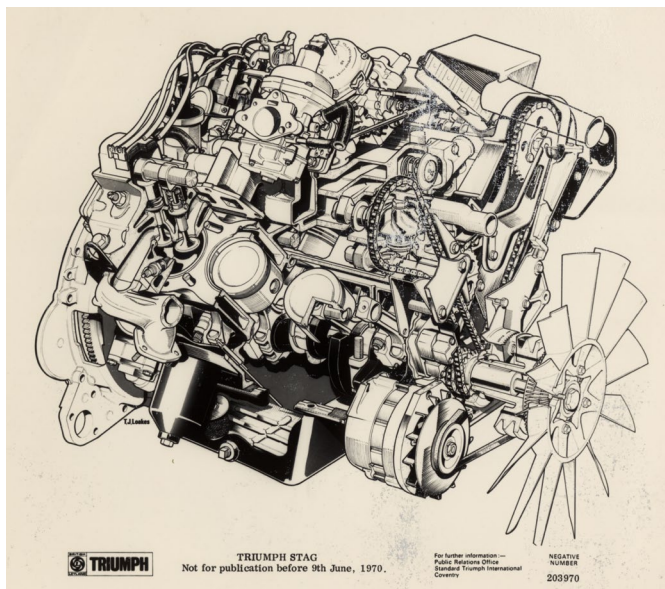
However, U.S. commentators honed in on the indifferent build quality, so-called gutless automatic transmission and unresponsive steering. They complained that the optional hard-top was heavy and awkward to fit and the lack of leather upholstery placed the Stag outside the realm of the Mercedes SL.

In hindsight, the Stag can be considered a brilliant state-of-the-art design success but unfortunately its transformation from drawing board to show room was a flawed exercise at many steps along the way. In the end the Stag did not achieve the success Triumph was seeking, with at least some issues being beyond the control of the Triumph car division. One is left to ponder what the outcome might have been had the original fuel injected in-line six or the Rover V8 engine been adopted or if Triumph had remained outside of the expanding BLMC conglomerate and the ensuing inter-marque fratricide.

The Stag was nevertheless a car ahead of its time with a modern but classic design that has, 50 years on, more than withstood the test of time, allowing enthusiasts the opportunity of easily coping with long-distance touring while comfortably mingling with today's traffic.

*Editor's Note - we would like to thank Terrence McKillen, editor of the Stag News newsletter and Michael Link both of the STAG USA Club for providing permission to reprint this article.*

*If you have the time and are interested in the Triumph Stag, please visit the Triumph Stag Club USA website at [tscusa.org](http://tscusa.org)*



*Engine Cutaway from Stag Press Launch Kit, June 1970*

lar to that later adopted on the Jensen Interceptor FF.

Although not a race contender, the Stag did apparently join the Triumph competition programme for a limited time in the U.S. as a rally car in the 1971 SCCA National/Regional championships and British Leyland often supplied a Stag for use as a pace car at racetrack events. In the U.K., Tony Hart of Hart Racing Services, built a Stag to Modified Sports cars regulations and competed in Modsport championships until 1983. The engine was the original Stag V8 with special four-branch manifolds and custom exhaust. The carburettors were replaced by four 40DCOE Webers. Car & Car Conversions magazine recorded a 0 to 60 mph time of 4.8 seconds (against 9.3 seconds for the standard Stag) and a top track speed of 160 mph.

Over the years, some auto-journalists labelled the model as the "Triumph Snag". However, Maurice Smith of Autocar who was in charge of two long-term test cars and wrote test reports in June 1971, February 1972 and February 1977 had nothing of substance of which to complain other than the delivery delays but praised the Stag



## ST. PATRICK'S DAY RALLY 2020

## BACLV Member's Had the Luck of the Irish

By M. Brett Harris, photos by M. Brett Harris and AJ Dowden



The BACLV St Patrick's Day Rally 2020 began at the official Cars & Coffee located at the Shelby America museum. The weather was perfect, a cool sunny day. The Cars & Coffee people were very excited to have us use them as our starting location and would love for our club to join them more frequently.

The first car kicked off at 8:00 AM sharp with the rest of the cars following at 60-second intervals. Each team were given a set of instructions and a shamrock that was required to be in each photo for it to count for points.

Since Las Vegas is a gambling town; I included a scavenger hunt for several that are pure luck to find. I wanted photos of: Elvis Impersonator, Someone doing "The Walk of Shame", a car (not theirs) in a good parking spot (shaded, not close), etc. I also wanted a Shen Yun brochure, a takeout menu from a favorite restaurant, and photos of several public art pieces around the city, specified and unspecified. Admittedly, the takeout menus are because I like to try new restaurants and wanted some ideas! Just for fun, there was a corn-hole game and a parallel parking test. There were also several historical locations along the rally route with some Las Vegas trivia. We even swung by the former homes of Phyllis Diller and Debbie Reynolds.

Of course, being the British Auto Club, I included British car trivia. There was even a question for Jim Shope about the Austin Healey BT7. However, he dropped out and went home since his car was making noises and he didn't want to earn himself The Paddle again. I even had everyone search for geese for a photo with exactly 3 geese, no more, no fewer. The rally ended at The Springs Preserve where points were tallied and prizes awarded. I look forward to next year's rally, hosted by the 2nd Place winners; Pat & Margaret Klenk; as they are true professionals at rally planning!

**First Place, 379 Points:** Shelley & Denie Hie-stand won a wine gift basket and 2 tickets to Cirque Du Soleil's Mystere!

**Second Place, 299 Points:** Pat & Margaret Klenk won a Griot's car care kit with a 6-pack of beer, the honorable obligation to host next year's rally, and the custodianship of the prestigious 2nd Place Trophy!

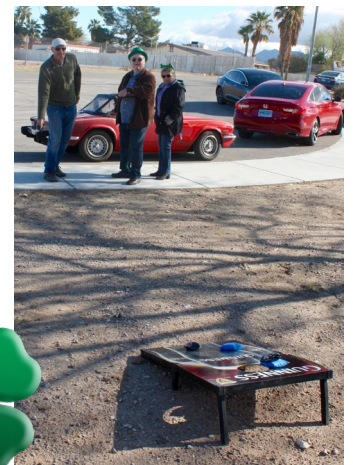
**Third Place, 292 Points:** Bill Wellbaum & Gary BACLV.net



Gathering at Cars & Coffee on a perfect Spring day for the annual St. Patrick's Day Rally.



Kelly and Kevin Tourek ready to blast out at the start of their quest to unwind the mysteries of Las Vegas.



Brian Naas tries his hand at corn-hole, while Dave and Clara Ogle officiate.

Martin won a Moss Motors driving hat, United Kingdom metal sign and a 6-pack of beer!

#### Honorable Mentions:

Shelley & Denie completed the rally in the fewest amount of miles covered, 28. They won a London Black Cab model. London taxi drivers learn the city by riding around on motor scooters for about 2 years. They can get their passengers to any part of the city efficiently, and without sat-nav.

MJ & Rosie Johnson completed the rally in

the most miles, 56. In order to help their future sense of direction; they were given a Rand McNally Road Atlas and a compass.

I would like to give a special Thank You to the Rally Committee:

Jane, Simon, & their daughter  
Veronica James

Dave & Clara Ogle

I could not have done this without you.  
I truly mean it.





The tension mounts as Rally Master Brett Harris consults his list of points seeing who achieves 1st place trophy and 3rd place couple lucky couple, saving the 2nd place trophy for last.



Shelley and Denie Hiestand take first place with the most points and get an honorable mention for least miles.



Margaret and Pat Klenk take the dubious honor of 2nd place and get to take home the Rally Trophy until they get rid of it next year after adding a broken part



Bill Wellbaum along with co-pilot Gary Martin, accept their six pack for taking 3rd place and being smart enough to dodge 2nd place.



MJ and Rosie Johnson receive a map and compass to help them with the Rally. They had the most miles for the day with 56.



Charles and Jeri Williams chat with Kate Payne and Clara Ogle and enjoy the beautiful day.



St. Patrick's Day Rally continued from page 9



What would a BACLV event be without a bonnet up and heads down as Jonas Payne and Brian Naas demonstrate the exercise.



Someone please tell Brian Naas the engine is at the other end of the car



Take British car, add a bunch of guys and girl, and you have a lot of hot air rising.



Derek and Lisa Schneider soaking up the sun.



The fashionista Jane James setting fashion trends, it is doubtful the Duchess of York could compete with this hat, with daughter Veronica.



The post-rally debrief at the Springs Preserve finds the Rally Master Brett giving thanks that this event is over and bring on the beer, while Derek and Lisa Schneider are oblivious to the camera.



## ON THE LIGHTER SIDE...

### Why do the British drink warm beer?

Because Lucas Electronics makes their refrigerators.

Little Billy and his Dad were down at the autocross watching the Spitfires zipping through the cones.

Little Billy looks up to his Dad and says, "Dad, when I grow up, I want to be a Spitfire driver."

His Dad looks down at him and says, "You can't do both, son."

### Bumper Stickers:

"All the parts falling off this car are of the finest British Workmanship"

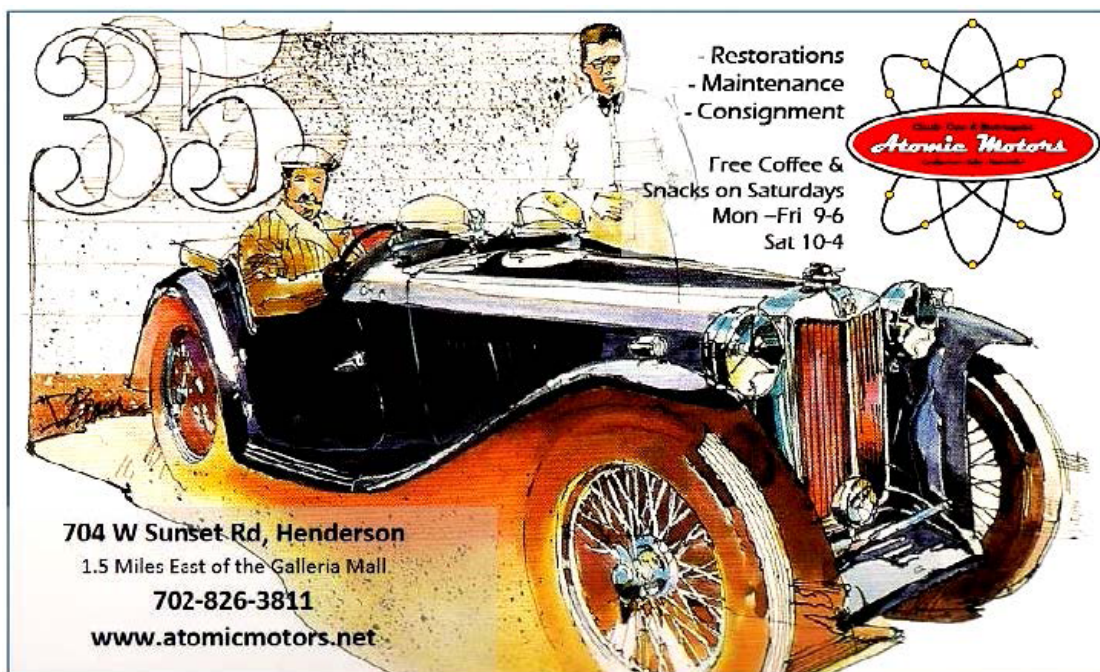
TR = "Tools Required"

My Spitfire does not leak... it is just marking its territory!

*Editor's note: These fun items and more can be found on  
The Spitfire & GT Magazine's website at:  
<http://triumphspitfire.com/Fun.html>*

## BACLV CLASSIFIED ADVERTISEMENTS

Advertise your British vehicle related items here. For BACLV members a 3 month listing is free of charge. Please supply title of advertisement, items, conditions, photographs if appropriate and contact information. Allow a minimum of one week prior to publication for submission of advertisements (The SPANNER attempts to go to the printers on or around the 15th of every month).



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## 2020 Upcoming Events

*Watch the website for more information on all events*

***DUE TO THE CORONAVIRUS, PLEASE  
WATCH YOUR EMAIL FOR  
INFORMATION ON ALL EVENTS.***

### **30TH ANNUAL RIO GRANDE VALLEY REGIONAL RENDEZVOUS BRITISH CAR MEET- NEW MEXICO SEPTEMBER 25-27,2020**

This (usually 3-day) event includes a car show, road rally, tours, and a banquet with awards, located in a picturesque local of New Mexico. This year, the venue is subject to change, considering the present public health situation, but mark your calendar. Please monitor [www.baoa.org](http://www.baoa.org) for updated information, registration form, and hotel accommodations.



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