

Alfa and Merc look out! Triumph leap in with the Stag.

TSSC Buyers Guide

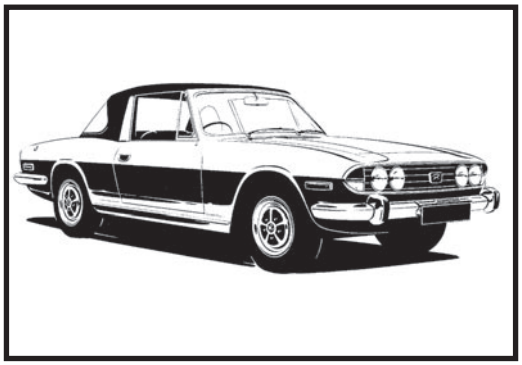
Triumph Stag Mk1 and Mk2

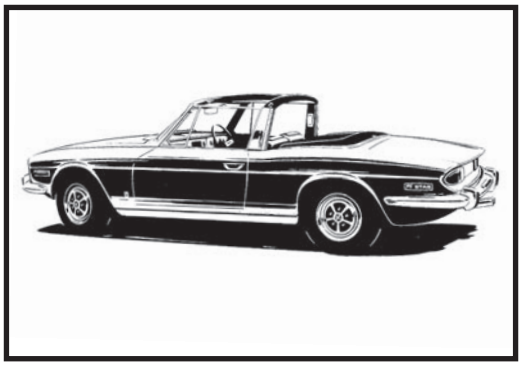
T R I U M P H S T A G

Stag Mk1 LD1 to LD14158

Stag Mk2 LD20001 to LD45722

Total Built (all models) 25,939







Launched in June 1970 the Triumph Stag injected a taste of luxury into the Triumph sports convertible range. Obviously Triumph, following the themes of the 2000 series, the 2+2 featured sleek lines and distinctive 'T' roll over bar which contributed significantly to the car's overall rigidity. Perhaps the car's most famous attraction, the brand new 3 litre V8 engine, unfortunately also proved to be its most notorious, as neglected or not yet understood servicing requirements caused well reported problems which included stretched timing chains, cylinder head corrosion and overheating leading to warped cylinder heads and blown head gaskets. However, how to look after these engines is now well established - look out for any overheating warning signs, replace timing chains every 25,000 miles and engine oil/filter every 3,000 plus use an all year round anti freeze/corrosion inhibitor.

A well sorted and cared for example should be no less reliable than any other comparable unit and cars fitted with the original engine rather than the Rover V8 or other transplant are now generally more sought after and valued.

Stags were supplied with either a manual (overdrive standard from 1972) or automatic gearbox and when fitted with a hardtop the soft top neatly stowed beneath its lift-up cover. As with all cars, detailed improvements were made throughout the Stag's production run, though a major series of changes were made in 1973 (Comm. No. LD20,0001 on) with the introduction of the 'Mk2'.

Interior and exterior styling changes made included: laminated screen, black painted tail panel and sills and twin coach lines along the sides. The engine was also revised (Eng. No. LF20,001 on) resulting in an increase in the compression ratio, performance remaining much the same. Alloy rather than wire wheels now became an optional extra and the smoother J Type overdrive was fitted to manual gearbox cars. Further changes in 1975 resulted in the car being given alloy wheels and tinted glass as standard.

Production ceased in 1977.

BUYING A STAG? WHAT TO LOOK FOR

BODYWORK AND TRIM

As with all steel based cars, Stags can and do rust in much the same places as others. Before looking in any great detail, have a slow walk around the car and look at the lines and panel gaps. Wings and wheel arches trap mud and are common rust areas as are the front valance, rear corners and the lower front of the rear wings/sill joints. The sills themselves should always be checked and it's always a good idea to lift carpets and have a look underneath the floor pan. Hardtops that have been fitted on the car for some time can rot at both the top front edge and at the rear bottom. If a hardtop is fitted aim also to check out the quality, condition and presence of the soft top. Check interior fittings for general operation and the trim for splits or other marks.

MECHANICAL

At the heart of the car beats the engine and, as discussed overleaf, maintenance of the Triumph V8 is paramount - as is checking that this is the engine fitted to the car (standard version prefix LF, USA spec., low compression version LE). Requesting evidence of past bills is a good starting point followed by a thorough look around for oil and water leaks. Pull out the dipstick and check the oil. Remove the oil filler cap and check for deposits. On start-up, check that the oil light goes out quickly and that the engine ticks over evenly at somewhere around 700-900 rpm. After a few miles drive the temperature gauge should read close to centre and as with any good car, revving the engine shouldn't produce smoke of any colour.

With power steering fitted as standard check for leaks. Inside the car check that the electric windows raise and lower.

Check the suspension by bouncing each corner and allowing it to spring up and back down once. More than one cycle indicates defective shock absorbers.

Check that the brakes are not binding and that the handbrake is working efficiently.

Check the steering for excessive movement by rocking the steering wheel up and down and check that there is no play between moving the steering wheel and the road wheels moving.

If not replaced for some time consider replacing the suspension bushes.

ROAD TEST

Make sure you are insured to drive the vehicle on the road!! Move off in first gear and listen for rear end knocks or clonks, which point to worn rear axle or propshaft universal joints.

Increase speed and move up and down the gears, ensuring that all gears select correctly with minimum effort. If an overdrive gearbox is fitted, check that it engages and dis-engages correctly in third and fourth gears. On automatic cars check for smooth operation of gear change and that the kick-down facility functions correctly.Cruise at around 50 mph and gently lift off on the accelerator, listening for rear end noises.

A regular knocking is likely to be a universal joint; a rumble is usually found to be a differential problem.

Still at 50 mph slip the clutch, build up the revs and re-engage the clutch; it should bite cleanly with no slip.

Check for front wheel vibration and positivity of the steering. Vibration is usually caused by worn wheel bearings, a worn steering rack or incorrect wheel balance.

On a straight road, apply the footbrake with increasing pressure. The car should stop evenly without pulling to one side.

Check the temperature gauge for overheating problems.

The points mentioned above are some of the main things to look for, but remember all cars are different, so take each one on its merits.

If you have any particular queries or questions, feel free to contact TSSC H.Q.

We will be happy to answer them for you.

WHY THE TSSC IS THE CLUB FOR YOU...

Monthly Magazine, The Courier: The monthly magazine of the Triumph Sports Six Club. Perfect bound and full colour A4, The Courier has 68 pages packed with advice; events information; general interest and informed technical articles covering simple tips to full restorations; and spares information from all the major trade houses.

The Courier also incorporates the Area News Review packed with local news and events information. Furthermore, The Courier contains the most comprehensive Triumph Classified Adverts likely to be found anywhere, with sections covering both cars and parts for sale.

Insurance: As a member of the Triumph Sports Six Club you have access to 'TSSC Insurance', an insurance scheme provided by Peter James Insurance which is exclusive to our club members and offers a range of benefits – check out www.tssc.org.uk for full details.

Spares: Availability for Triumphs is excellent with numerous specialists throughout the country giving discounts to Club members.

TSSC Club Shop: The Club's own after-market spares department, run by volunteers, specialises in basic servicing items, hoods, interior trim, colour-matched paint plus much, much more with special savings for Club members.

Technical Help & Hints: If this is your first Triumph, you will be pleased to know that they are generally very easy to work on. But if you are unsure, please contact the appropriate Register Secretary or the Club office. Whether you need to know the procedures or methods, parts required, prices or just a shoulder to lean on, we are here to help.

Events & Social Meetings: Over 50 local Areas across the country organise meetings at least once a month. The TSSC also has wide-ranging contacts across Europe and even further afield. This can be one of the most rewarding ways of enjoying your Club membership. Many Areas organise Treasure Hunts, Camping Weekends, and drives in the country.

TSSC Headquarters: A must-visit for all Triumph enthusiasts. Open on various open days throughout the year and by appointment for groups. See the great selection of Club cars permanently on show. Cars include the Earls Court Herald launch chassis, prototype 4-door Herald, Courier Van, Concours Vitesse Mk1, Vitesse Mk2 Convertible and GT6 Mk3, Bond Equipe, Herald Coupe and 13/60 Estate, rally Vitesse, and a Spitfire Mk2 plus 'Guest Cars'. Relax over a coffee in the members' coffee bar or video room, or look up those technical details in the TSSC library. Products from the TSSC Club Shop, Regalia and books are also available over the counter.

Thinking of Buying a Triumph? Join the TSSC first and get expert advice, find the best cars, and avoid costly mistakes before you buy!

- Chat to local members. • Browse member-only cars for sale
- Save with club insurance discounts

Join today at www. tssc.org.uk and start your Triumph journey!

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Website: www.tssc.org.uk

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