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marque my words

# STAG SPARES

by Terence McKillen Co-Stag Marque Coordinator



Engine repair kit  
IMAGE FROM RIMMER BROS' TRIUMPH STAG CATALOGUE

Owners of Triumph Stags, particularly those resident outside of the United Kingdom and more particularly those in Canada, have had a somewhat harder time obtaining spare parts on a timely basis for routine maintenance and rebuild projects than their confreres in the UK. This is because of the very limited number of Stags present in the country, currently estimated at about 45 to 50, of which 35 reside in Ontario. This has resulted in local LBC parts suppliers rarely attending to this segment of the market. The situation in the United States is a little better with the slightly larger

survivor rate and the fact that the Stag was actually imported there, even if only for a limited, two year period.

In the U.S., parts for Stags were available through long-established Stag specialists, Walter Holliday, of Tuscon, Arizona. However, early in 2012, Rimmer Bros, the largest worldwide supplier and manufacturer of parts and accessories for the Triumph Stag (as well as other Triumph and LBC models), acquired most of Holliday's parts inventory and now can provide timely and competitive delivery to U.S. destinations.

Triumph Stag Parts USA, a business cre-

ated by Triumph Stag Club USA founder, Michael Coffey, is the only US-based distributor of replacement parts for the Triumph Stag. TSPUSA also added some of the Holliday inventory to its existing supplies and can provide parts at competitive prices and with reasonable shipping costs. Unfortunately TSPUSA does not maintain an on-line parts catalogue or inventory description, so all transactions must be done on a one-to-one basis over the telephone.

In the United Kingdom there are three or four Stag parts suppliers who maintain a reasonably complete inventory:

The rotor arm for the Stag is similar to that used on 1994-95 Land Rover Defender, Discovery and Range Rover or 1996 Aston Martin DB7 or V-8 MGB



**James Paddock**, established in Chester, UK for over 30 years, is a supplier of quality parts for Triumph Stag and other Triumph models, and offers an on-line mail order service.

**LDpart**, an online shop for Triumph Stag parts located in Wendlebury, Oxfordshire, carries a range of 700+ parts for the Triumph Stag which meet or exceed OE standards.

**Rimmer Bros**, founded in 1982 by Bill & Graham Rimmer, and located in Lincoln, provides a full parts service for the Stag with extensive on-line and glossy coloured catalogues. My own experience with Rimmer's is that an order placed on-line on a Sunday will be delivered to my door in Mississauga as early as mid-day on Wednesday. Under three-day door-to-door delivery service is difficult to beat!

**EJ Ward Motors**, of Upper Bruntingthorpe, Leicestershire offer an on-line parts service for Triumph Stags as well as sales, repairs and restoration services.

**Aldridge Trimming**, of Wolverhampton, have been auto trimmers for over 70 years. The business offers an extensive range of high quality trim kits (carpeting, door panels, upholstery and soft tops as well as related trim and seals) for Stags and other Triumphs. Aldridge provides mail order services to customers



worldwide. Their products are also available through Triumph Stag Parts USA, Rimmer Bros and James Paddock.

With any UK or U.S. based supplier, there is the added cost of freight and/or customs and brokerage fees which does tend to preclude one from just ordering a single part. However, parts obtained from the UK are shipped VAT free and without duty so are 17% cheaper than the published UK price, which helps offset some or all of the freight charges.

Closer to home, MacGregor British Car Parts, in Dundas, Ontario, maintains some parts for Triumph Stags, such as door and A-pillar seals and door handle gaskets, windshield glazing rubber, rubber boot and bonnet seals, replacement soft tops, parts for soft top frames and tonneau cover seals, pedal rubbers, wool carpets and mats and a supply of English leather cloth.

Fortunately, the Stag also shared parts with other Triumphs and even other British cars, particularly electrical components, so these can be sourced from your regular



Shandong, China-made aluminium radiator. Image from Winner-Racing website

Triumph Roadster parts supplier, such as the likes of British Auto Sport, Peninsula Import Auto Parts or Obsolete Automotive in Ontario or Drakes' British Motors, in B.C. or Moss Motors, the Roadster Factory and Victoria British in the U.S., with some items even being available at your local Bentley, Aston Martin or Land Rover dealership, but probably at a considerably inflated price. However, none of these businesses may actually be familiar with the commonality of parts usage between the models/marques.

Included in this category are such elements as the air filter (TR7), oil filter (TR7), distributor cap (TR8), distributor rotor arm (TR8, Land Rover, Bentley, Aston Martin, MGB V8), front brake pads (TR8), trailing arm bushings (TR6), coolant expansion bottle (TR7), viscous fan coupling (TR7), crankshaft timing chain sprocket (TR7), timing chain tensioner (TR7), water pump gasket (TR7), water pump (TR7), starter motor (TR8), clutch cover, clutch plate and release bearing and yoke (TR6), timing chains (BMW 325i), engine mounts (TR6 and TR8). There are some other parts common between the Stag and the Triumph 2000/2500 and Dolomite saloon cars although this does not particularly help Canadian or U.S. owners. We are slowly building up a cross-referenced inventory of such non-exclusive parts.

Through the auspices of the Stag Owners Club in the UK, the Stag Owners Tooling Fund Limited (SOCTFL) was established in the early 1990s for the purpose of encouraging the remanufacture of high quality body panels and other parts for the Triumph Stag that are no longer available from original sources. Despite the small production volumes involved, SOCTFL is able to make limited grants and loans to manufacturers to subsidise tooling and production, and has established a distribution network in co-operation with specialist suppliers. Some examples of products supported by SOCTFL are reinforced water hoses, water pump shafts, and body panels such as door skins, wheel arch panels, rain channels, rear light rubber gaskets, camshaft covers and cylinder heads. A current list of available parts is published each month in the SOC Magazine along with details of suppliers who normally carry stock.

It is interesting to note that parts for the Stag are being manufactured in all corners of the world, including China and India. You can now buy an apparently very nice aluminium radiator for the Stag from China and stainless steel bumpers from Vietnam. It's astonishing that Stags should create such interest in the Far East for parts manufacture. However, the buyer must remain vigilant and be aware of potential pitfalls. Poorly hardened steel may be used in some critical products that will not meet or exceed original Triumph specifications. Caveat emptor! **RAGTOP**



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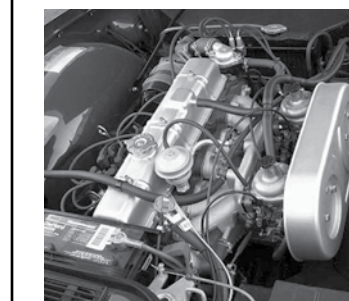
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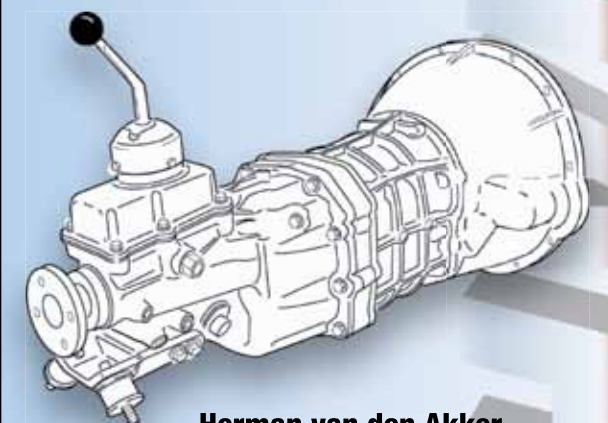
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