



The final admonition from retiring FOMC President Malcolm Lumsden may prove to be the most significant of the wide range of valuable advice and guidance he provided during decades of service to our movement.

“Again I remind you all to remember that the future of the heritage vehicle movement in New Zealand is dependent on getting young people interested,” Malcolm said in his 2016 annual report. “You cannot take your vehicles with you. Ensure you take an interest in the young person looking at your vehicle, because one day, if his interest is cultivated, he may want to own it.”

Both here in New Zealand and around the world a demographic shift and economic conundrum looms as millions more baby boomers pass retirement age. As well as forcing up the cost to the community of healthcare and superannuation, many boomers can be expected to begin turning their accumulated assets into cash. So perhaps a greater concern for aging classic car collectors has to be who is going to buy all our cars?

An American provider of classic-car insurance and publisher of the Hagerty Price Guide undertook detailed research which found the total number of collector cars in the United States is roughly 5 million, of which 58 percent are owned by baby boomers, or those born between 1946 and 1965. The data indicates the median age of heritage vehicle owners is 56 years. But as the oldest boomers approach 70, their interest in the hobby is waning and no doubt a similar pattern can be expected to evolve here in New Zealand.

There will not be another generation of a matching size and wealth until the so-called millennials hit their peak earning years in a few decades. But so far there has been little sign that many if any millennials will care about the cars of their grandfathers and great-grandfathers.

Confusing the issue is the fact that the collector-car market appears to be still surging, with multi-million dollar record prices continuing to be paid at auctions for the rarer and more exotic examples. However Hagerty's maintains a stock-market-style index monitoring the various sectors of the classic-car market and the one for 1950s American classics is exactly where it was in January 2010, indicating that demand for the formerly fast appreciating blue

chip investments, such as the 1955–57 Chevrolet Bel Airs and the 1955–57 Thunderbirds, has already passed its peak.

In America the roots of classic car restoration can be traced back to the Great Depression, which extinguished magnificent marques such as Auburn, Cord, and Duesenberg and ended the era of bespoke coachbuilding. After returning from World War II, members of the “Greatest Generation” turned to saving America’s pre-war automotive heritage.

Prices for pre-war cars rose steadily until the late 1990s when they hit the wall, in part because of oversupply. As the “Greatest Generation” aged, they scaled back by selling off their collections. And as more collectors began to die, the market for pre-war cars dried up.

Stagnant prices for 1950s and 1960s cars hint that history is already repeating itself but the effect may be even more severe this time because of the baby boomer population bubble.

Even though age and market forces may be against us, it will be in the best interests of maintaining the value of our collective investment in preserving our heritage vehicles if all clubs develop initiatives to actively encourage the following generations to also take up our hobby.

Something that is very much on my mind - and has been for a long time. This is one of the reasons I try to have our beautiful cars at as many shows as possible. It is so important that they are out there to be admired by people of a “lesser age” than us. Pres/Ed



ALL ABOUT INSURANCE

Getting the right insurance for your classic car is important but understanding what you are getting for your money is essential if you are going to avoid disappointment in the event of something happening to your Stag.

The terms can be confusing but it is simple really, you pay a premium to the insurer and they agree to fix your car in the event of an accident, not just hitting or being hit by another vehicle but also theft, being submerged in a flood, fire and most other accidental damage. If you are at fault in an accident and you damage someone else's property, a fence, a car they will pay for that too.

You will usually bear some of the cost of a claim (the excess) so the only costs you should bear is the premium and the excess.

Cars can be insured on a market value or agreed value basis. Not all Insurers offer Agreed Value covers.

Market Value means you pick a sum insured. This figure then limits the maximum amount the insurer will pay (other than the damage to others property). In the event of the repairs and the value of the wreck exceeding the market value, the car is likely to be written off. The insurers will have a valuation prepared and if you disagree with their market value valuation you can dispute it and get your own valuation. This would be at your own cost and then you will need to come to some agreement with the insurer. Usually it will be an average of the valuations. Make no mistake, the insurer will want to settle the claim in the most economical way for them and will not pay more than the sum insured you selected. Remember they do not have the same emotional attachment to your car as you may have.

With Agreed Value Insurance you agree the value with the insurer at the start of the insurance. Some insurers will let you pick the amount (within reason) or you may need to get a valuation. In the event of damage to your Stag the insurers will determine if it would be cheaper to repair or to simply payout the agreed value. This takes a lot of pain out of the process and guarantees you get what you paid for. It is very important you set the sum insured at a value you are happy with and this amount should be reviewed periodically. At renewal is the ideal reminder.

Regardless of the basis of the sum insured insurers can be reluctant to chance their arm on repairs where there could be uncertainty in parts costs and or undiscovered damage so may err on the side of caution and pay-out rather than risk having to spend more on the repairs than the sum insured allows.

Insurance for cars are not rated the same way as other insurance, so unlike

your house or contents insurance, where if you double your sum insured the premium will double, Car insurance is on a stepped rate so the first amount will cost the most but additional \$1,000's of cover will be much cheaper. It is false economy to set a low sum insured thinking you are saving money. Other considerations when sorting out who you insure with are:

- ✓ Do you get to choose the repairer?
- ✓ Do you get first rights to the car in the event the insurer wants to write off the car?
- ✓ Is the windscreen cover included with no excess to apply
- ✓ Is Roadside assistance included?
- ✓ Are modifications insured?

You can insure with one of the general insurers or with a classic car insurer, either way, shop around and make sure you understand what you have purchased.

Lance Beard

SOME RELATIONSHIPS YOU NEVER FORGET.....

In 1986 I bought a one owner 1976 Triumph Stag. White with black interior, registration IC1422. Registered in the middle of 1976, LD 41, it was allegedly the last Stag registered new in NZ.

What was certainly true was that the somewhat elderly owner had never ever had the Hard top off. I was there when it first saw the light of an Auckland day in 1986

With the car came the original papers, annual registration documents and service history. He had had a super run clocking up the km without problem, replacing it with a 300SL.

Over the next 3 years I didn't do quite so well in the trouble free department. Rebuilt engine and diff being the two big items. Getting to know local Auckland Stag guru Morris Turner let me save a few \$'s by doing some of the work myself in his workshop. A larger radiator I imported back in the day removed any overheating worries and various bits from the SOC back further improved it.

After 4 years we moved to Sydney so the car went, to a Pilot I believe. He only had it a year before selling it on to its next owner who had it until March 2016, apparently mostly using it for a near annual trip from Auckland to Wanaka and back (for the War birds festival) and the marriage of his 3 daughters. Morris Turner has continued to service it to this day.

Morris did do a bloody good job on the engine. I bought it back the end of 2015/16 summer – at 200k km and now registered as “Stag 2”. It still has all the papers, the receipts I added and everything since – a Stag with great provenance, and km's under its wheels. And the papers that show how little the car has had done to it other than maintenance. The German chains we fitted are still in there ... balancing it must have been a good idea and regular service ever since must have helped so I'm hoping this time around this 3 (counting me only once) owner car gives me a better run. Especially as the competition in the garage includes a Jensen Interceptor convertible from 1976. The differences between a mass produced and coach built car from the same year are interesting – both have pluses and minuses but that's another story.

In 2016 the Stag has quite some patina, little dents, touched up - but largely original paint and just a handful of minor rust bubbles. It has never been in any sort of even middling accident. My intent at least for now is to leave the outside largely untouched although I have had the alloys refurbed. They

had gone yellow in '86 so really needed it in '16 and have really lifted the appearance.

Much of the front carpet has disintegrated and the driver's seat foam and trim are well stuffed. Since I've had it back I've fitted new wool carpet (there is NO rust in the floor) and both front seats have been re-foamed and covered. The console vinyl has been refinished and the console wood work freshened. New door/roof rubbers and visors, pedal pads, LED's fitted, new stereo and a clean mean that inside it is now effectively as new. After all that's what you see from inside the thing!

With the last owner of 27 years also increasing in age the soft top has been rarely seen and certainly not for a little while. It still looks almost as good as new, certainly the best looking 40 year I have ever seen. Who has the oldest original top – still in good nick ? With a coating of Renovo waterproofing it keeps the water out.

To ensure we have a good run on the road I've added a spin on filter, replaced all suspect hoses and bushes, added an 80 AMP alternator and dithering over the merits of an aluminium radiator (the one I fitted in -87 is a little old). In the meantime a Revotec electric pusher fan is about to be fitted (tho overheating hasn't been a problem).



I've got a new set of German chains to fit and have changed the brake hoses, something I was surprised have lasted this long without apparently being changed and upgraded the front pads to EBC green stuff.

The Lumenition ignition seems fine (now it has a new "eye") so will leave well enough alone there. I'm tempted to add headers and do wish an EFI kit was available but in the end it is a Stag after all – a GT and not an especially sporting (fast) one.

Of course I've re- joined both the UK and NZ SOC's getting my old # back - 7011.

By the way those who think the Stag has a hot engine bay and cooling challenges try a 440 big block in an Interceptor and really see what "hot" is though to be fair the engine "plumbing" on the Chrysler is rather more fit for purpose.

Outside the grille has had a lick of paint, lenses have been cleaned a set of stainless bumpers from Vietnam fitted. They are brilliant. In price, service, quality and fit. Now the badges look a bit shabby so they'll have to be replaced ... which means my plan to not touch the paint might well turn to water before the year is out

Only real problem is moving from the near country to the seaside has lost me my large garage, hoist and space for most tools. They are a little geographically removed to be convenient for now. Solution ? A shared man cave with a mate a little closer to home. Great to have the car back.

Julian Beavis



THE STAG CLUBS 2017 ANNUAL GENERAL MEETING

Sunday morning the 6th of August turned out to be overcast for the thirty six or so members who set out from the Bay of Plenty, Waikato, Auckland , Thames, Taupo and other Central North Island areas for the meeting venue in the little picturesque town of Cambridge in the mighty Waikato. As a further break from past tradition the meeting was held across the middle of the day instead of Sunday evenings. This change was made to avoid the need for some to either stay overnight in Auckland and return home on Monday or additionally it may induce, other members to come and return home in time to work on Monday. All this was designed to increase the attendance of members at the AGM which had been tapering off in more recent years.

For members nationally who may not have passed through Cambridge at some stage in their lives this little picturesque town has a very English aspect with its large Oaks, parks, Waikato river and a good sized retail shopping precinct. In more recent times population pressures are changing this quiet peaceful environment which for many is probably regrettable. Cambridge is also a fairly central location for the many club members living in the North Island north of Taupo.

The Prince Albert Old English Pub had been chosen for the AGM and lunch. Good parking was available off street outside the Pub and a dozen Stags arrived along with one or two non- English examples being used temporarily by some for transport on the day. The upstairs venue was well suited to the needs of the Club and the meeting lasted approximately 30 minutes. Lunch was served shortly after and the opportunity was taken to get to know fellow members over lunch. The Pub served us well with a good hot meal with ham off the bone and vegetables and salad. This was followed by desert (pavlova, passionfruit cheese cake, fruit salad) which was most enjoyable. Overall I believe the changes made by the Committee were well received and numbers attending were better.

Trevor Brewerton





STAG CLUB BIENNIAL TOUR WAIRARAPA EASTER 2017

With the threat of a cyclone hanging over us, it was a shaky start to what became a beautiful weekend.

Cars began making their way towards our destination at Masterton during the week preceding Good Friday 14 April. Our BOP group of 6 vehicles left from Tauranga on a very wet Thurs morning, making our way through to Taupo where we connected with Neil Ross at Baku cafe. Onwards through the Napier/Taupo Road, we reached our destination at Hastings unscathed.

Ray & Glenys Knowles hosted us to check out the new Spares Store. Our evening dinner venue proved difficult to find for some of us, taking a circuitous route. The blind leading the blind. On leaving the National Service Club, we found the wind had built up, giving us a helping hand along the footpath back to our cars. The bluster was short-lived, and died out within a couple of hours.



**Just before departure
from Hastings**





Friday dawned a warm beautiful day – several stags packing away their soft-tops. We drove South through green rolling country, punctuated by floodwaters in many paddocks, and full muddy rivers. A morning tea stop at the Takapau home of Neil & Heather was a highlight of our day. Their beautifully restored home was a magnet for all, as well as Neil's shed with his collection of agricultural machinery.



Another 1.5hrs drive and we arrived at our digs for the remainder of the weekend. The receptionist at the Masterton Motor Lodge coped well with us all descending on her at once.



The Pointon Garage visit on the outskirts of Masterton was scheduled mid afternoon, and was well worth the time we spent looking at the array of vehicles and props in period costume. More vehicles were found in various sheds around the property.

On returning to our motel, we relaxed in each others company, with a large group of mainly men congregating around Noel & Jeanette's vehicle which had been towed in by the Carters. It was reported back that this Stag would be working again within half an hour. Not far out John, 35mins!



Another fix-it genius was our youngest participant, Becky. Her input to John P's sat nav saw it back on track within a minute and a half. Gobsnacked was the word to describe John, who had been wrestling with it all day.

A word about the Masterton Motor Lodge. Well appointed, lots of space, lovely grounds and facilities. The solar heated pool not quite the right temp for this time of year. Our first dinner at their function room was a noisy affair. Lois' crafted teddy raffle resulted in a donation for the Children's Ward at the Napier Hospital.



Saturday – another fine day, all congregating in the carpark for our excursion out to Castle Point. What an awesome drive. Managed to find a parking spot for us all jammed together right on the beachfront. Windy and busy with Easter people. A group of us walked across the inlet to the path leading to the lighthouse. An easy ascent resulting in stunning views on all sides. This place is on our 'return' list for the future.



Backtracking towards Masterton, we congregated at the Tinui Cafe/Bar for our pizza lunch break. They did very well to feed and water us all. A short walk down the road took us into a little craft shop, the building has undergone several changes of use since the 1880s. Tinui also has a substantial Memorial Hall and well kept primary school.



Homeward back down the valley, we visited the Airport Museum in Masterton, with a guided tour of the WW1 aircraft. This took up the major part of the afternoon for some who simply couldn't drag themselves away.



Our second dinner was made special by the performance from The Stag Club Thespians – Snow White Revisited. What a hoot. More....More..... please next time.



Thanks too to Heather Carter for the following poem :

THE BRIBE

*There was a gal named Sue,
Who always knew just what to do,
She dressed with flair, She styled her hair,
And dreamed up tricky quizzes.
The Scavenge part was really easy,
The numbers quiz pretty breezy,
Word puzzles a mind blowing blocker,
Name the Stag parts a bloody shocker.
Now Sue we know is never tardy,
But boy oh boy she loves chocs and Chardy,
So direct your bribes to Room 9 minus 2,
Be sure to knock first, There will be a queuee.*



Sunday – and the good weather continues. We drive the short distance to Greytown, expecting it full of tourists, but not so. They had been and gone a day earlier, so we had a leisurely time checking out the stores and cafés in the sunshine.



Columbo Winery was next on our list, laying out a large table of goodies for our lunch. The beanbags were also very comfortable!





Our afternoon destination was Stonehenge Aotearoa and by this time the clouds had begun to gather. It was unfortunate that our visit was hampered by the rain, but Richard Hill gave us a lot to think about with his extensive knowledge of astrology and stone circles. Congrats to those of you who now find themselves with a new birth sign!



It was then back to Masterton for some. Others went on to our evening venue at Gladstone Inn. We all linked up by 6.30pm for our final evening together. A very busy place. The food delivery organisation was a little flawed, but the quality was excellent. Another verse from Heather, honouring the unflagging service to our club from Joan.

ODE TO JOAN

*Before we all head home, let's say "Thank you Joan",
For all your superb planning.
We've been here and there, eaten tasty fare,
Drunk wine divine.
Made a racket, (and made an even bigger racket).
May the stars above Stonehenge Aotearoa,
Guide you home tonight, to sleep tight,
And to dream up more Rallies of Staggering delight.*

Congratulations to our quiz winners Steve and Sue Tidswell. A hard fought test of knowledge.

We are all looking forward to our next biennial get together in the South.

Thanks to everyone whose behind the scenes work on our behalf makes these events so enjoyable.

Sue Fowler