


CLASSIC DRIVER

1978 Triumph Stag

- Lot sold
USD 12 270 - 14 724
GBP 10 000 - 12 000 (listed)
Year of manufacture 1978
- **Mileage** 10 843 mi / 17 451 km
- **Gearbox** Manual
- **Chassis number** LD453810
- **Number of seats** 2
- **Number of doors** 2
- **Drivetrain** 2wd
- **Lot number** 55286
- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** LF044923HE
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Description

- Part of the renowned Patrick Collection from new until December 2004 when it entered the current ownership
- Notably late example that has covered just 10,800 miles from new
- Original Passport to Service, handbook, Supercover documentation, 4-speed manual plus overdrive

Introduced in June 1970, the Triumph Stag was conceived as a luxury convertible sports car to rival the likes of the R107-series Mercedes-Benz SL. As such, it came equipped with electric windows, power-assisted rack and pinion steering and servo-backed disc / drum brakes as standard. Based around a two-door monocoque bodyshell (stylist Giovanni Michelotti had physically shortened a pre-production Triumph 2000 saloon in order to fashion the initial prototype), the newcomer featured all-round independent suspension (McPherson strut front / semi-trailing arm rear) and a well laid-out 2+2 cabin. Neatly integrated, the substantial roll-over hoop that joined the B-pillars gained extra strength from a T-bar link to the windscreen frame. With some 145bhp and 167lbft of torque on tap from its bespoke 2997cc SOHC V8 engine, the model was reputedly capable of 120mph. Available with a choice of four-speed manual or three-speed automatic transmission all but the earliest Stags benefited from both hard- and soft-top roofs. Despite being in production for seven years during which time 25,877 cars were made, a mere 9,500 or so are thought to have survived.

Retaining its original Passport to Service, handbook and Supercar documentation, this particular example formed part of the renowned Patrick Collection from new until December 2004 when it entered the current ownership. Issued with its last MOT certificate on January 7th 2004 at 10,187 miles, the Triumph has only covered an additional 700 miles since then. Resprayed from Red to Jade Green at the Patrick family's request before it even left the showroom, the Stag was treated to routine maintenance whilst in their care including a new clutch and overdrive overhaul etc. Benefiting from a Kenlowe fan, the factory-fitted V8 engine started readily during our recent photography session (October 2017). Offered for sale with the aforementioned paperwork, handwritten Patrick Collection maintenance log and assorted old MOT certificates (including its first one at 3,576 miles).

PLEASE NOTE: All estimates are subject to a buyer's premium of 15% incl. VAT (@ 20%)

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