

Triumph Torque

1962 Herald Coupé, 1969 2.5PI Mk 1, 1970 GT6 Mk 2, 1980 Dolomite Sprint by Tim Bancroft

2.5PI: Nothing to report on this car, she is still with Steve Waddingham's workshop. I am moving home at present, so I had a word with Steve and asked him to slow down the restoration works so that I could move her to my new place when done. I'm starting to miss the old car, certainly starting to miss driving her!

I've been daydreaming about what to do with the car when I get her back; I am hoping to re-fit the PI kit and am thinking about fitting Stag brakes to the car. Herald: Still nothing to report.

GT6: Over the Christmas break I must get the radiator fixed and also fit the new Caterham hubs I have bought for her from Dave Pearson's Canley Classics business. That will be it for the work that I intend to do to her for 2008.

I have entered the RBRR and will use the GT6, I hope that this will be the sixth time I have taken part using the GT6. I am very hopeful that my old friend Richard Arthers will co-drive with me. The last CT event we did together was the inaugural 10CR in 2003. It's amazing to think it is nearly five years since then and the little car has certainly undergone a lot of work in that time. A new engine, re-built gearbox and diff, CV driveshafts, some new panel work and a re-paint. I hope that Rich will enjoy driving her, she is a much better car now.

Last weekend I took part in a Bedford Car Club mini-rally using the old car, James Carruthers kindly navigated for me. We had a good evening's driving during one of the coldest evenings so far this winter. After insulating the GT6 gearbox tunnel to reduce the cockpit heat issue for the summer, I have been too successful, we froze! I forgot to mention to James that I had disconnected the heater control valve (back in 1987) so I could not turn the heater on! By the time I got home my old toes were frozen, who could have imagined this happening in a GT6!

I've been thinking about the last year's Triumph motoring and must say that some of it has been superb. The highlights being the track days at Silverstone in April and Goodwood in November. I am very pleased with the way that the 2.5 and the GT6 performed on the track, especially the GT6 at Goodwood. My, what a day at

Goodwood, to be able to drive my car at that track was superb. I enjoyed it as the speed that can be reached made

it imperative that one drove with precision, a slightly different line certainly meant that speeds were reduced coming out of corners with subsequent lack of speed down a straight or, in the worse case, a trip onto the grass with the consequences of a meeting with the track fences. I have said it before, but the CT track day regulars are a good bunch of people to share a day and track time with, good manners and respect being exhibited. The only problem I have found with these track days is that one has so much fun that the time passes so quickly!

The other great event was the 10CR that I drove with Jim McGuinness. Some real magical moments were had, my favourite was whilst driving in France near Dijon in the middle of the first night. Following Paul Darbyshire in his 'bonnie' Spitfire with a gaggle of other Triumphs, Paul pulled over onto the verge and we all got out to be confronted with pitch darkness. Paul then asks us to look up, to be able to see the night sky without any light pollution, blooming marvellous! Suddenly we are confronted by the noise of a six cylinder Triumph being given some beans and Jason Chinn arrives in his 2.5PI engined Vitesse, gee did his car sound good! I'm not really sure why it was such a special moment, it just seemed good! The other top moment was going up the Stelvio pass, which is a bit of a special road, especially on the way down! The other highlights of the 10CR are the scenery one encounters, the other entrants and some of the other cars being used, favourites being Leighton Ball's 2.5PI (I enjoyed watching Leighton adjusting his mixture!), Andy Martin's TR4A, Ben Hutching's GT6 and Mike Bestard's GT6. I am looking forward to seeing these cars on the RBRR.

So two good Track Days, the 10CR and the Historic County Run, the little car did me proud. I cannot wait for 2008's events.

1978 Spitfire 1500 by Steve Waddingham

Sadly, this will probably be my last *Triumph Torque* for some time as I have decided, after nearly ten years of ownership, to part with my beloved Spit.

Over the last year I have been able to use the car (as I would like to) less and less for a variety of reasons, namely having a new business to run and a growing family. I guess I'll be able to use the old 'baby forces sale...' line in the advert!

Known within the family as the 'six million dollar Spitfire', I have had an immense amount of fun and pleasure from

FNV 96T and have clocked-up getting on for 60 000 miles of her total mileage. Every moving part has been renewed or overhauled at some point, most recently the engine. The last big spend was a total body and paint make-over back in '04 when she gained a new GT6 bonnet. I've notched up three RBRR entries with her, an appearance at the NEC and a couple of Stoneleigh stand appearances. Her last 'operational sortie' was really my stag weekend this year, since then time to play has been limited...

On the bright side of things, I intend to replace her immediately with another Triumph, I'm thinking along the lines of a Dolomite ideally. I've always admired the 1500HL model, although an earlier rear wheel drive 1500TC would appeal as well – so ideally I'll be looking out for one of these, preferably with overdrive and a decent colour! (I just couldn't live with brown or hearing-aid beige!)

A big factor in deciding to sell the Spit was my brief ownership of the 2000 Mk 2 that I had last year. During the time I had that car I hardly used the Spit for practical reasons. I really enjoyed the big saloon experience, but the full rate road tax (on a post-73 car) and the ever increasing cost of fuel puts me off having another one just at the moment. My fond memories of my brief fling with that particular 2000 were rekindled when it featured in the 'Chasing Cars' pages of *Triumph World* last month. Just for the record, it wasn't me that lowered it or added the *Max Power* sunstrip on the windscreen!

So that's it for now, I will write again once I have a new car to write about. I'm not looking forward to seeing my old Spit go, but needs must and at least I can get excited about buying something to replace her with. Happy Triumphing for 2008.

2.5PI Mk 1 estate, Acclaims: red CD (Rupert, on SORN in pieces), beige L (Clarabel, daily drive), red CD Triomatic (Hercules, daily drive), red CD manual (unnamed, use unclear)

by Barry and Caroline McGrath

A number of Acclaims have passed through our hands recently and two of them have been sold to fellow CT members we have 'converted' to admitting that Acclaims are really rather fun to drive. Paul Darbyshire re-homed the red HL called Mark X that we towed home from Romford with under 20 000 miles on the clock. It had arrived with us needing a new water pump and some serious engine fettling

to pass the MoT, but pass it did and Paul seems delighted with his acquisition. He took it to the last P&P meeting denying himself a point for arriving in a car that had represented the Club in the last 12 months and a further point for not arriving in a car that had completed the RBRR or 10CR, but he still won this year's championship, as I'm sure Martin will testify elsewhere in this magazine!

Andy Flexney provided new accommodation for Gavin the blue HL from Grimsby. The previous owner had had an unfortunate run in with an enormous pothole whilst avoiding a lorry, causing dramatic damage to the front chassis, but curiously not the suspension, which was fine. The garage who have done so much work for us on the estate were able to put that right for us very quickly and this seemed fortuitous when Paul and Andy started hotly debating who should purchase Mark X!) Amicably, they chose one car each.

When Paul first mentioned to us he was interested in an Acclaim we knew of one in Buckinghamshire available and he went to look at it. It wasn't what he wanted at all but he was able to arrange transport of it back to Yorkshire for us to strip for bits – unfortunately that was all that could realistically be done with it.

Once Paul and Andy had given Barry a hand in the garage one afternoon we went for a drive in the Dales – me in the lead in Clarabel with two sleeping children, then Andy in the TR3A, then Paul in the

Spitfire. As Andy's is left hand drive, at one point in my mirror as we were stationary it appeared that both drivers (identically dressed, except for Paul's bobble hat) were in one car; I could hardly see any of the Spit!

As I type, Barry is driving another Oporto red CD Acclaim up the A1 from Huntingdon to join our flock, having had a lift down with Andy in his new Acclaim. So the summary since the last magazine is four added to the stable and two of them re homed. We sat down the other day to count and we think we've owned 19 Acclaims in nine years, although we may have missed some out...

The estate is back with us, but still unnamed. Barry has put the child seats in it from Clarabel so it gets used daily for all sorts of things except commuting. However, it will make a guest appearance at my work before Christmas to prove to my colleagues it does exist after all the years of them wondering what I was talking about. Parked on the driveway it looks the same size as Clarabel and in the driver's seat it seems smaller externally somehow but bigger internally. It's positively cavernous in the back in comparison. It was lovely being able to put the shopping in the boot without worrying about lifting boxes over a lip. Also, I can actually climb in to strap a child into the seat for a change. Their seats are much higher up than in the Acclaim. They get a good view but I suspect it won't be many

years until they fail to fit between the headlining and the compulsory booster seat for children less than 12 years. So then they will have to walk or stop growing.

However, of course, there are teething problems. The fuel tank pipes aren't fitted correctly, the passenger door lock is sticky and the driver's seat still doesn't budge without at least two adults using their full strength. It has a way to go before it does the RBRR, but that's fine by us. At least we got into the RBRR – although only just. I will blame a national postal service for failing to deliver my entry.

On a final note, I would like to reproduce some of the letter we received from the owner of the Acclaim from Great Missenden, new cCub member Diana Pell:

"I was delighted to meet Michael who duly arrived on Thursday as promised, with lorry and trailer. Smashing chap, as is Paul, and I have now met two of the three sleeping drivers featured on the front page of the September Club Torque magazine! I am very honoured and you guys have been fabulous.

"I will be very interested in what you have to say about my old car. Personally, I feel it is well beyond restoring and will be confined to a wheelchair. But it has a lot of spirit and much to give as an organ donor and I would like to think it lives on. The car has never let me down – I challenge anyone to beat that. It has given me 25 continuous years, and 108 550 miles of trouble free, safe and reliable motoring"

I am sure this is what the Club is about.

Book Review

***The Enthusiasts' Guide to Buying a Classic British Sports Car* by Peter Hingston, £22.95, Hingston Publishing Co., (www.hingston-publishing.co.uk) ISBN 978-0-906565-25-5**

Having been privileged to make a small contribution to the research involved in the production of this book, it is a pleasure to be able to review it on publication. A hardback running to 184 pages, it is an attempt to cover in some detail all British sports cars launched between 1945 and the early 1980s. Each model is fully described and is accompanied by a data panel giving number built, dates, type of body/chassis, engine details, layout and performance. There are three or four black and white photographs on each page and many of these are new to me, having been taken

by the author himself over the years. Triumph models covered include the TR range, Spitfire, GT6 and Stag. The author has done a really lengthy and painstaking job with what initially must have seemed a mammoth task involving around 150 different models. As well as all these cars the book includes sections on the buying process divided into five steps, information on car data with a guide to approximate values, a 100-point vehicle check list, a list of UK car clubs and some information about the author who has owned six sports cars including a GT6 Mk 3 and a TR7. All in all this is another worthwhile addition to the enthusiast's bookshelf as well as being a useful tool for the first time buyer – or any buyer for that matter.

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