

# Triumph Torque

by Steve Waddingham

Welcome to an all-new section of the Club magazine – Triumph Torque. This is a chance for members to tell us about their own cars on a one-off or on a more regular basis. It would appear that many of us enjoy using our cars throughout the year, either for fun or as a daily driver.

It would be nice to see a cross section of cars from pre-war cars to Acclams. You can tell us about your battles to keep your car on the road, restoration progress or about recent trips and adventures. We are looking for members (in particular, with the sort of cars listed below) who would be prepared to write a regular “running report” about their Triumph:

- Dolomite range
- Acclaim
- 2000 / 2500 series
- TRs
- Pre-war cars
- Renown / Mayflower
- Herald / Vitesse
- Spitfire / GT6
- Stag
- 1300 / 1500 FWD
- Toledo
- 1500TC

Your reports can be as short or as long as you like – ideally around about the same length as an Area Report. We would also like some more “one off” stories from members, so if you don’t fancy writing on a regular basis perhaps you have a single story for us?

To get things started Tim Bancroft is going to give us an insight into his 20 years of GT6 ownership, plus I have a first report for my trusty old Spit’.

If you would like to write about your car on a regular basis, please contact me on 07762283392 or e-mail: swaddin1@astonmartin.com (no large attachments please!)

Look forward to reading your stories! Thank you.

## Triumph GT6 Mk.2 1970 by Tim Bancroft

I have now owned my GT6 for 20 years and the list of work that I have done to the car is too large to include in this article. I think that one of the attractions of the car is that there are always modifications that can be done to improve her, however one must be careful not to destroy the character of these nice little Triumphs.

I have not done too much to the car since finishing the 10CR in September, in fact the only job done has been the fitment of an electronic tachometer, as made by Caerbont Automotive. This matches the original gauge in that it has a black bezel and red needle. The fitting of the tacho was simple, just wiring up to the coil. I am very pleased with the gauge as it is more accurate than the old mechanical one.

I did have a weird experience with the car the other week. I was driving reasonably fast along a dual carriageway, when I heard a loud fluttering noise. Suspecting the worst I pulled into a lay-by to discover that the oil cooler hoses that clamp onto the sandwich block had pulled off releasing all the oil. This was very strange as I had not touched these hoses since the summer and had done about 3,500 miles since then. I was very fortunate in that a chap in a Mondeo (good taste!) pulled over to see if he could help, and then ran me to a local Halfords to get new oil. Evidently this man who owns a couple of big motorbikes and a Caterham 7 had broken down recently and was helped in a similar method – what a nice guy! Next time I see an old or interesting car broken down I will stop to assist; evidently the motorbike boys do this all the time. Once I had put the hoses back on and had replenished the oil system everything seemed fine

with no loss of oil pressure being apparent – a lucky escape. Once home I discovered that I had slightly pushed the oil cooler radiator up, probably driving over a speed hump and therefore tensioned the oil pipes. This is a problem as space is limited for an oil cooler radiator – mine is positioned behind the anti-roll bar. Perhaps I’ll change the 22 row sized rad for a 10 row one and therefore increase ground clearance, although the oil cooler has been in this position for 15 years.

Last summer I fitted a nice ducting system for the radiator and some engine bay valances that I had imported from a Californian tuning company, I still have a radiator fan shroud to fit as well as some grille blanks, this will be done over the next weeks. I hope that these parts will help to get more air through the rad. I might take off the engine driven fan and purchase an electric one, however I will fit this between the engine and the radiator to suck air through, I’m convinced that owing to the small surface area of a GT6 radiator it is not a good idea to put a fan in front and restrict airflow.

As I expect to be very busy organising this October’s RBRR I do not intend to do too much with the car in preparation for the event, however the following jobs must be done:

1. Gearbox re-build: 3<sup>rd</sup> gear synchromesh very poor.
2. Fit a new headlining to tidy up the interior.
3. Fit a new electronic speedometer.

I have also entered two TR Register Track Days, these being : Mallory Park, Tuesday 0.04.04 and Anglesey, Sunday 09.05.04. Hopefully I will not bend her!

Any rate, that’s it till next time.

## 1978 Spitfire 1500 Running Report by Steve Waddingham

For me the months of January and February are a real “non-event”, a time of dark mornings, dark nights and weather that does its best to stop me from driving Spitty. My New Year started with a house move and some big changes at work – so thankfully I haven’t really had time to miss not being able to drive the old girl.

With a busy year ahead of her I’ve decided that Spitty needs one or two jobs doing to tidy her up and to prepare for the Round Britain bash in October. First job: new tyres, new seat covers (the driver’s side is completely shot – to an embarrassing level!), a back axle rebuild and finally a general tidy-up of some the edges of the bodywork.

Although still legal I’d noticed recently that the car was losing grip in the wet very quickly – I think I realised how bad this was once I had driven a friend’s Spit’ 1500 recently. So last Saturday (the day before Stoneleigh) started with a trip to my local tyre supplier, Welling Borough Tyres. WTS are a very old car-friendly bunch – not an air-wrench in sight when Spitty goes there! Half an hour and £130 later I was heading for an appointment with a bucket of water and sponge – time for a quick clean-up before the season’s first Triumph show...

That evening my phone rang with a panic-stricken Tim Bancroft on the line: “Steve, can we put your car on the Club Triumph stand tomorrow? One of the cars due for display has had to pull out...” Despite my worries that the bodywork wasn’t quite up to scratch Tim talked me into my first indoor show appearance – what an honour!

That night the wind howled to almost hurricane levels and I must admit I half expected to find a tree lying across the car in the morning! By 9.00am Tim and I were blagging our way past the

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## **continued.....**

“Check Point Charlie” at Stoneleigh and onto the Club stand. The show went very well and I was surprised how much interest there was in my less than concours Spitfire – I felt very proud!

The following day began with my usual journey from home to work (at Gaydon, just next door to the Heritage Museum). Leaving work later than planned I then blasted down the M40 and M25 to get to the Plough for the monthly committee meeting. The following day started at our other factory, Newport Pagnell, followed after work with another motorway journey to the Ace Café in London, returning back to Spitty’s winter garage home in Wollaston, Northants. A grand total of 400 miles in 3 days!

I seem to be spending an ever increasing amount of time hacking up and down the motorways to attend Club Triumph meetings and the Ace Café – this has done little to stop my cravings for a “big saloon” Triumph. I fancy a 2500TC to use as a cruiser for these longer journeys...

Speaking to other Triumph owners it would appear that many of you have more than one Triumph and some of you can’t stop yourselves from buying even more of them – time for “Triumphs Anonymous”! I already have my “TA Sponsor”, Tim Bancroft. Trouble is Tim keeps telling me I need a GT6, yep, I think I want one of those as well... oh dear, I’m an addict!