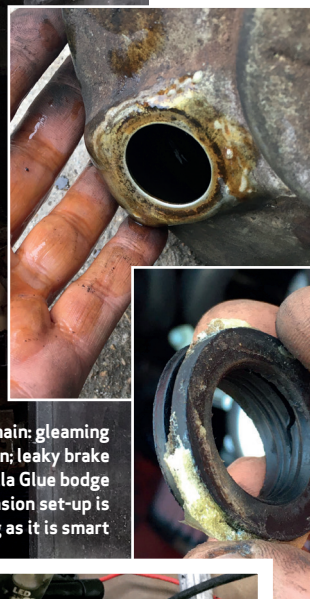


OUR CLASSICS



Clockwise from main: gleaming TC waits its turn; leaky brake servo; failed Gorilla Glue bodge repair; new suspension set-up is as sweet-riding as it is smart



welder and a Dinitrol specialist, Colasuonno has spent years on the spanners and fully restored countless high-end classics, not to mention keeping his Fiat Strada Abarth on the road, so was well placed to fit the remaining parts.

They included a pair of front damper inserts from GAZ Shocks, a set of progressive lowering springs from Witor that will drop the front end by one inch, and a set of lightweight alloy hubs and spindles from Classic Driving Development, a safety-critical upgrade that probably shouldn't

have been left this long. Unlike the rear suspension, which is simply a case of slotting in place with the back end jacked up, the front end requires spring compressors and splitting the often rusty and difficult suspension turrets – both jobs that lend themselves more to a workshop than a single garage.

But what began as a relatively simple job quickly broadened in scope as Colasuonno's eagle eye spotted a number of other areas of concern – some of which I knew about, most of which I didn't. The perennially weeping clutch slave cylinder was replaced along with the shot track-rod ends and a pair of partially seized balljoints and a 'spider' hub with damaged threads.

It seems like only yesterday that I replaced the engine mounts, but each had begun to completely separate rubber from metal, so both were swapped for Witor's polyurethane upgrades, as were the track control arm bushes. An axle set of fresh EBC brake pads was also installed in place of the existing ones, which looked as if they were older than me.



TRIUMPH 2500TC

RUN BY Greg MacLeman
OWNED SINCE June 2017
PREVIOUS REPORT April

THE BIG TRIUMPH SPRINGS TO LIFE

My daughter Sadie was born on 6 January, and since then life has been a caffeine-fuelled blur where my wife and I barely seem able to find the time to keep ourselves in clean clothes and eating hot food.



Worst fears allayed by loose power lead

Working on the car has become a distant memory, so when it failed to start in January – accompanied by a horrendous noise – I couldn't face spending a cold morning on my back teasing out the starter to inspect the damage. I wish I had, because it would have spared my blushes when AA patrolman and Mini fanatic Steve Yates found and quickly cured nothing more serious than a loose power lead.

Ego bruised, I was nonetheless thrilled to hear the Triumph roar into life, just in time for a scheduled trip to Nazeing in Essex, where I had booked the car in for some remedial work at rust specialist Corotec. I'd stumbled across Mike Colasuonno's work on Instagram (@coroteclondon), and was so

impressed with his attention to detail and care that I knew he was the right man to cast an eye over the saloon. At some point Colasuonno will be donning his welding helmet to seek out and cure any rot, but for now he's fitted some suspension parts that had been gathering dust since Martin Port and I sorted out the car's rear end in 2019.

Before work had begun, Colasuonno spotted the long-standing vacuum leak at the brake servo, as well as my half-baked and wholly unsuccessful attempt to patch it up with Gorilla Glue. Further investigation revealed a half-pint of brake fluid inside the servo, so I ordered a rebuild kit for the master cylinder along with the replacement one-way valve and rubber seal. Another occasion where I feel fortunate to have such fantastic specialist support in the form of Chris Witor, who had the parts posted the same day.

Port and I nearly killed ourselves fitting the new differential and rear suspension when we attempted it on the hottest day of the year, so we never got around to tackling the front. As well as being a master



Fresh polybushes newly installed