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Most worrying of all was the state of the suspension top mounts, which had started to disintegrate completely. Replacing them was non-negotiable, but proved something of a challenge because available current reproductions are 'sub-standard' according to Witor, who sells them but goes to great pains to point out their many flaws.

Fortunately, I recalled a conversation with Jerry Humphreys at Enginuity in Acton, west London, a year or so ago about roller-bearing top mounts that he was having built by tame engineer Mike Maingot, and within a few days we had a set to fit to the 2500. An easy swap that should eliminate the stiction that characterises the original mounts, and make the most of the other improvements to the front suspension.

After taking the car for a test drive I was left kicking myself for leaving it all so long. There's no appreciable difference in ride height, but at the wheel it feels like a different car with lighter, sharper steering that's both confidence-inspiring and better over bumps. Most of all, though, I'm pleased that so many faults have been put right and that some of the original stressed components have been upgraded to beyond what the factory could manage.

I'm a long way from having enough faith in the Triumph to take Sadie out for a ride in it, but it's a step in the right direction.

#### THANKS TO

- Mike Colasuonno: 07549 881696; corotec.co.uk
- Chris Witor: 01749 678152; chriswitor.com
- Jerry Humphreys: 020 8993 7737; enginuity.co.uk
- Classic Driving Development: 07812 766789; classicdrivingdevelopment.co.uk



Ignominious end to the well-intentioned Lancia Flaminia project, 'EJJ'



## LANCIA FLAMINIA

RUN BY Martin Buckley  
OWNED SINCE November 2020  
PREVIOUS REPORT February



Flaminia's rapid replacement in native Italy

I sort of knew I had bitten off more than I could chew when I took on the Flaminia saloon project. And so it proved. Having spent weeks removing parts, stripping paint and acquiring better doors and other odds and ends, it was finally time to have EJJ sent for work in Swansea. I rode along with Dan my transport man because we were bringing back a pre-HE XJ-S. On arrival I could see from the bodyshop owner's reaction that the Lancia was more than he had been banking on.

Sure enough, after a couple of days I got a message from my friend Matthew Rees saying that the poor car was almost falling in half when placed on the lift and was beyond any sort of economical repair. Lurid pictures of sills and other rusty bits followed, and I could only concur.

So what I had was a parts car – a breaker that could yield heaps of spare bits such as trim, glass, and engine and transaxle – for a vehicle almost nobody else owns.

Feeling deflated I checked *Autoscout*, the European website that seems to have anything your heart desires on offer, no matter how obscure. You just need Google Translate to work out the lingo. Sure enough, there was a Flaminia Berlina – in fact, four or five were for sale. The attraction of this one was that it fell within my price range. It also seemed to be missing a few bits (not a problem), but crucially had a very solid body.

From what I could gather from my friend Andrea, who was doing the translating, the car had been repainted 25 years ago but there the refurbishment had stalled. Apart

from a few bubbles the paint was still good but the interior was scruffy, and the top of the dash and instruments were missing.

Located close to Venice, this Flaminia was an earlier model than EJJ; still a 2.5-litre with disc brakes, but with the inside and outside rear windscreen wipers with which I'm not sure any other production car was ever fitted. It started life as a duotone Berlina, probably with a black roof, but is now pale blue.

I bought it unseen in January and Andrea had it delivered to his Turin workshop. He deemed it very sound but missing crucial mechanical bits such as distributor, brake servo and dynamo. It still sounds like a lot of work, and there is also the question of getting it back to the UK and doing the post-Brexit paperwork, but the car was not a stack of money to buy and is a vastly sounder base than poor EJJ, the shell of which is now on its roof in a field in Swansea.

I'll be off to pay a restrictions-compliant visit to Wales to collect its remains (I already have the seats and a lot of the brightwork in my storage room) and say goodbye.

#### THANKS TO

- Matthew Rees; Ian Davis; Andrea Brunazzi

## AND IN OTHER NEWS...



### VOLVO 240 GL

"Bob on," was the reassurance from one of those click-and-

collect servicing places this month. With mileage about to rack up, I thought it prudent to get the 240 checked over and flushed of its fluids. And me of a surprising amount of cash, though a £17 bulb received a sharp "thanks but no thanks". **JP**



### SUZUKI CERVO CX-G

After a few hours of lying on my back

and raiding my archive of expletives, I've now managed to extract the Whizzkid's fuel tank (having first filled with petrol every safe receptacle I could find). I'm now planning to make a template of the hole in the wheelarch, so pal Tim Smith can fabricate a repair section to weld in when COVID regulations allow. **AC**



### CHEVROLET CORVAIRE

I ordered new dampers and a fellow owner

donated a pair of springs: I think this has levelled out the ride height nicely. I have fitted an aerial and a radio, although typically it doesn't work other than a slight crackle through the speaker, wherever it is. Ken Britton in Stroud did the work, which meant I took the car on its longest trip to date. **MB**



### JAGUAR E-TYPE S1

At last, there is light at the end of the

tunnel. Brilliant Barry Bishop tells me that Boo's engine and gearbox are finally back where they belong and subjected to his eagle-eyed inspection of the mechanic's work, and the car should be making its way back to the bodyshop for the final prepping before its new coat of Old English White. **GC**



Perished engine mounts are now removed