

STAFF CAR SAGAS

— Kettle on... time for some tall tales from the PC workshop —



Danny Hopkins
EDITOR

1972 Triumph 2000

Engine 1998cc/6-cyl/OHV
Power 84bhp@5000rpm
Torque 100lb ft@2900rpm
Gearbox 4-spd man + o/d
0-60mph 14.9sec
Top speed 98mph
Fuel economy 25mpg

Work done

Front resprayed; check strap/fuel lines renewed.

5

(day)

1877

(£)

66

TIME

SPENT

MILES

Also in Danny's garage

1956 RILEY PATHFINDER
Indoors awaiting next move.

1971 MORRIS MARINA 1.3
On the verge of stardom.

1996 HONDA CIVIC 1.4i
Next to go on the road.

1998 MAZDA MX-5 NB
Needs hood and rear brakes.



2000 MITSUBISHI CARISMA GDI

The latest daily, surprisingly quick!

2004 VAUXHALL FRONTERA 2.2DTi
Exhaust mount sorted, Successfully MOT'd.



SAFETY!
'Don't try this at home kids. And if you do, wear all the correct PPE. Mask, suit, gloves...'

PROTECT
and survive. Rust proofing longevity comes with the right kit and an attention to detail.

Rust protection, plus the rest...

Danny gets a more than he bargained for at Mike's place

I've been completely unafraid to use my in-the-family-from-new Triumph 2000 this winter, despite the wet and salt. Simple reason, last autumn I invested in a full-on, end to end, deep as you like, rust prevention regime at Corotec. Boss man Mike Calusmo had previously treated my old Saab 95 Aero to a full session and I was only too happy to join him for another oily marathon, this time on a car that means a whole lot more to myself and my family.

Mike is a bodywork man, as well as a wax injection expert, so I knew he would also be giving my family heirloom Triumph a good

once over before he started with the gloop, pointing out potential issues and giving me the option to rectify them. It didn't take long. The large dent in the top of the offside front wing, that result of a Riley RMA dynamo rolling off a high shelf, was identified as public enemy number one. Within hours I found myself with Mike in a bodyshop removing the bonnet.

Like all truly decent classic professionals, Mike sorts the foundation issues before getting into the main job in hand. This includes accident repair. He took one look at the damage (and the inability to get behind it or remove the panel easily) and fetched a slide hammer puller kit. There followed an education into why, with really difficult, detailed technical repairs, it

sometimes pays to let an experienced pro loose rather than having a go yourself. The puller was spot welded to the damage in over a dozen locations, starting around the edge of the dent and working in; over several hours, with the slide hammer being used to pull it out incrementally, the process was repeated. Then all the welds were cut and ground flat.

A week later after the dent had been completely repaired I returned to find the entire front end of the car had been bare metalled and Rustbuster's Fe-123 molecular rust converter applied. There was still blistering under the paint from where swallow excrement had sat on the flat surfaces for years during the Triumph's enforced barn life.

Epoxy primer followed with some blocking and flattening next, absolutely essential to separate the older paint from the two-pack Mike was about to use and to protect the base metal from further corrosion. Then a conundrum. The Triumph's paint code did not match the colour on the car... so we scanned the paint and mixed up a special batch. Once painted, I couldn't see the join.



Dent removed and primer on. Looking good again at last.



Bare metalled bonnet being prepped for the first coat of primer.



Front door stays and plastic rollers.



And the rest

With that complete, Mike went round the car searching for other things to fix. He is annoyingly thorough... and good natured with it. 'Where is the driver's door check, Danny?', he asked with a grin. I explained my struggles to sort it out and, before I had finished my protestations, he was on the phone to Chris Witor ordering up a roller and check strap.

When I returned a week later the door opened as per design, and another issue had been sorted. Mike had been through the entire fuel system and replaced the old, cracked fuel hoses with high ethanol resistant Codan

Hot wax under high pressure becomes a vapour. Only at that point will it sink into every crevice.



'Rustproofing my 2000 makes me want to do the same to all the cars'

lines, the highest SAE specification petrol fuel hose available. The outer part of the hose is made from nitrile rubber with a thin flexible layer of fluoro-elastomer in the bore, which provides an exceptional resistance to sour petrol plus methanol and ethanol additives. The hose has a working pressure of 100psi and is suitable for use with both carburettor and fuel injected cars... I'm very glad to have it.

The old hoses – only six-years-old – were cracked and badly degraded from the inside out. No wonder there was debris trapped in the filter. Shocking, and potentially deadly. We fitted new stainless steel fuel hose clips which clamp with an even concentric force (unlike Jubilee clips).

Only now did Mike get started on the job I'd originally gone to him for! After a thorough clean, of every orifice, including the extraction of original factory sound deadening, he donned the safety kit and got cracking with hot Dinitrol ML. It was injected into the doors, into the entire chassis, sills, box sections, inside the boot and into the inner rear quarter panels. A day later, the vapour cleared, I had a Triumph 2000, 'Harold' – my forever car – looking perfect



Hoses looked OK-ish on the outside, but inside... unsafe.

USEFUL CONTACTS

Chris Witor, chriswitor.com
Corotec, corotec.co.uk,
 07549881696

Club Triumph,
clubtriumph.org.uk
Classic Driving Development
classicdrivingdevelopment.co.uk

John Spencer (paint),
 07976266936

Longstone Classic Tyres,
longstonetyres.co.uk

Moordale Motors,
moordalemotors.co.uk
Rustbuster, rust.co.uk

Triumph 2000/2500
Reg, triumph2000register.co.uk
Triumph 2000-2500 Owners' Club, triumph20002500.co.uk

and thoroughly protected so it will stay that way for years to come. Mike doesn't go the extra yards, he goes the extra years. I doubt I will ever have to give this car another major bodywork overhaul, not in my lifetime anyway.

So, the Triumph is ready for the year ahead, but it was also ready for winter. I can't tell you the difference it makes driving to a New Year's Day meeting knowing that, however much salt the council wants to use on the roads, the classic I love will be safe.

Next jobs? The twin carbs absolutely need a rebuild, I've got a bottom ball joint needs sorting and... here's the biggy... front and rear bumpers need rechroming. Eeek.

Trouble with all of the above is that I now want to do the same to all my classics. Fitting a new exhaust last week to the 205 CJ made me nervous. I could almost hear the thing rusting!

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Just better all round. Danny is back in love with his car.