

Your Triumphs

**STAR
TRIUMPH**

We want to see your car and hear its story, whether it is a concours contender, a daily runner or even a rusty old wreck. Each month, the car selected as our Star Triumph will win a fabulous Sealey deluxe professional socket set with heat treated chrome vanadium steel WallDrive® sockets. The set has a dual satin/chrome finish, a flip-reverse gear-to-gear ratchet with quick socket release and is supplied in a metal storage case. It includes sockets from 4-13mm and from 3/16-1/2in. Send your story to: Triumph World, Kelsey Publishing Group, PO Box 978, Peterborough PE1 9FL or via email to tw.ed@kelseypb.co.uk

AN OLD MAN'S CAR? NO WAY!

When Martin Rolén Hustad from Norway bought his Triumph 2000 he was still a young student, but he thought it was an old man's car and put a suitable hat on the rear parcel shelf. That was back in 1991, and he is now growing into his car very nicely!



A rare sight on Norway's roads, Martin Hustad's Triumph 2000 came close to being scrapped before he took the plunge and restored it to this fine condition.

I have owned this car since 1991 when I was a student studying aeronautical engineering. The Triumph replaced my somewhat modern 1978 VW Golf LS and my father's first comment as I returned home that summer was: 'Oh yes, you are buying work.' He assumed that there would be some rust in it, and to be honest he wasn't totally wrong.

The car has only had one previous owner, from Lillehammer here in Norway, and is an original Norwegian car. As the owner died in 1987, the car had stood untouched for four years by the time I found it at a small car dealer. It was in pretty good shape, but needed new outer sills. After that it went

into regular use for three years.

I had worked on the VW Golf and wasn't scared to break my tools out and have a go with the Triumph too. As the engine was running a little unevenly, I took out the carburettors and disassembled them in my student flat's kitchen using the Haynes manual for guidance. Then I moved on to adjusting the valve clearances. That went well too, but it still didn't run smoothly. Then I realized the battery was bad and replaced it, but still no improvement. Finally I discovered that it was a bad alternator causing the problem. It's not always obvious what is causing a problem on the Lucas cars, but I learned a lot!

In the following three years I drove the car daily (a total of 20,000km) and had a lot of fun with it. It is not the most typical car to see in daily use here in Norway. I, of course, also did some more work along the way – new joints all around, new rear wheel bearings and so on. One result of this was the loss of a wheel on the motorway when the outer shaft broke at the threads. I might have heated it a bit too much trying to get the bearing off? The car then stood on the lawn for five weeks and I used my landlady's bicycle (of 1943 vintage) all summer. I lost some weight, too. Then I got new parts from Rimmer Bros, repaired the Triumph and we were back on the road.



SEALEY POWER PRODUCTS



After those three years, the car was put into storage. I had no plans to sell it, as I had always wanted to restore it some day. This finally began in 1995, but I kept moving around Norway for work. Each time, I towed the car with me on a trailer, but never got rid of it. When I was finally settled with wife and kids, I got the kick I needed to get on with the job from my father. He said: 'That car is never going to be finished!' Only a few days previously I had been asking myself whether I should finish it or scrap it, but

A friend who runs a workshop volunteered to repair the wheelarches – looks like he did a proper job!

now there was no question. My father was not going to be right this time!

The next step was to find out how to go about it. A friend of mine runs a workshop with his father. He told me to get the car over and they would help me do the welding on the wheelarches. That was 2½ years ago. I worked on the car every week; my wife was very understanding and let me

use almost all my free time. The car was totally stripped, I only left the roof lining and wiring loom in place as they were OK. The engine was completely stripped down and rebuilt, with all bearings, seals and gaskets being replaced. The cylinders were cleaned up with a re-grind and the conversion to unleaded fuel was then done the easiest way – simply by filling the tank with unleaded fuel. I've read many different articles about conversion to unleaded fuel, but I rely on a friend of mine who told me just to do it that way. As long as the engine is not run for a long time at high revs, it's no problem. He has done this on all his cars – Rovers, Jaguars, Triumphs. I don't even use any lead substitute, but alternate between 95 and 98 octane petrol.



The seats are nearly good as new, and needed nothing more than a wipe with a damp cloth.



Martin added 20,000km to the clock in just three years before taking his Triumph off the road.

My car passed its MoT in July this year and I've done a few hundred kilometres since. It's a real joy to drive and turns heads everywhere. Even the young ones look twice, I assume because they have never seen such a car before. And the sound of the stainless steel exhaust is just fantastic! The only issue now is to eliminate some vibration in the driveline by replacing the joints and adjusting the steering.

Somebody did ask me who had refurbished the seats, but I had to admit that they were original – I'd only cleaned them with a moist cloth! He had difficulty believing me, but it's true; the seats are almost as new after 37 years of use and storage, most of it in a cold garage. The only parts I've replaced are the diaphragms on the underside of the front seats.

The car has a new carpet set in beige (the originals were brown). The interior is otherwise original, just washed. Even the door cards are original, time has not made them deteriorate. The underside of the body is primed, painted and waxed. All surfaces have been professionally painted in the original colour, Sienna Brown. Chrome is also original all around, a bit tarnished, but in fine condition. The door mirrors are new, along with all the seals. New wheels came from Rimmers and, of course, it has new tyres. All in all, the car is almost as good as new and I'm very satisfied to have done this on my own! ■



Engine has been stripped and rebuilt, and is currently running happily on unleaded fuel without help.