

Making your own engine valances for a Triumph GT6 By Ted Carlsen July 2023

The Triumph GT6 has two valances on either side of the vehicle between the engine and the wheel well. Their original material is that tar soaked cardboard stuff that resists oil and water, keeping road debris from the wheel well away from the engine. How effective this is one can only wonder. Although the ones on my car were serviceable, they were also a bit tattered and just didn't look very good under the hood.



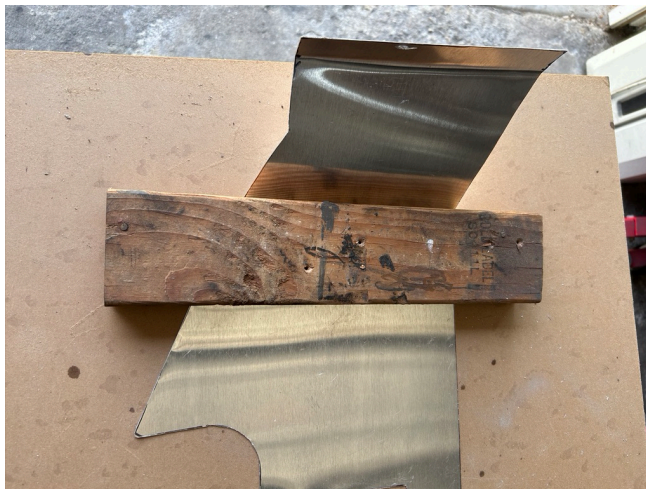
New ones can be purchased for around \$128 each, but the original material is no longer available. Since very little on my GT6 is original and it already has a number of non-stock mods, I decided to make my own valances out of polished aluminum.

The first step was to carefully drill out the rivets that hold the old material on to the support bar that acts as the rigid support and mounts to the car. It was important not to destroy the old valance as I needed it as a template. Once separated, I used a wire wheel on the support bar to remove the old paint and surface rust, then primed and repainted.

I purchased a 3' x 3' piece of sheet aluminum from Home Depot and laid the old valance onto the aluminum sheet. Using a marker, I then traced the outline of the old valance onto the sheet aluminum. Using a cutting wheel on the grinder I carefully cut along the traced lines to match the original valance. I then employed a Dremel tool with a grinding head to round all the pointed corners and smooth some of the edges. A metal file was also used to smooth all of the edges and remove burrs.



The small end of the valance is bent in two places to wrap around the front of the engine and mount to the radiator. Laying the original as a template on top of the flat new valance, I marked the top and bottom of the aluminum to identify the crease line. Using a short piece of 2x4, I lined the edge up with my marks. While placing a hand on the 2x4 to stabilize it I slowly lifted the aluminum to match the angle of the old valance template.



Once this was done, the new aluminum valance was placed into the refurbished support bracket, a marker was used to translate the old rivet holes onto the aluminum and then drilled out. I then mounted the aluminum to the bracket with #8 screws, lock washers and nuts.



Test fitting revealed that larger cutouts around the suspension were required for clearance as the old soft material valance was more flexible for installation and rested on chassis parts. I didn't want to introduce metallic vibrations nor wear the paint off of the chassis, so I cut a larger space in the valance for the suspension. In the end it was an enjoyable, easy project and looks really nice under the bonnet.

