

THE TRIUMPH SPORTS SIX CLUB

More sting in the engine. More cling in the tail. The new Triumph GT6 Mk2.

TSSC Buyers Guide

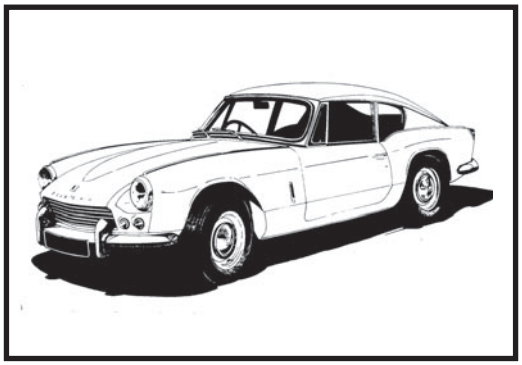
Triumph GT6 Mk1, Mk2 and Mk3

TRIUMPH GT6

GT6 Mk1 1966-1968 Number built: 15,818, 1998cc.
Chassis numbers:- KC1 to KC13752

The Mk1 was given a lot of bad press when it was introduced, mainly due to its relatively poor handling but it is now a very popular model although very few clean original examples are available. Overdrive and wire wheels were available as optional extras.

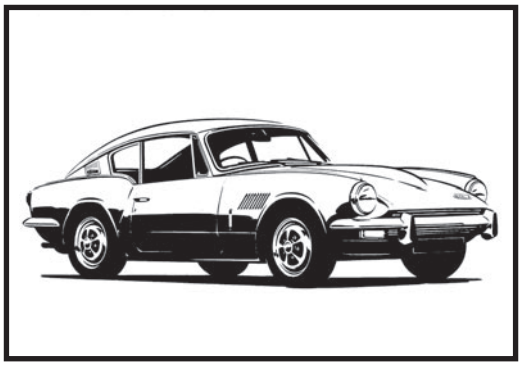
Some body panels and trim difficult to find.



GT6 Mk2 1968-1970 Number built: 12,066, 1998cc.
Chassis numbers:- KC50001 to KC58046

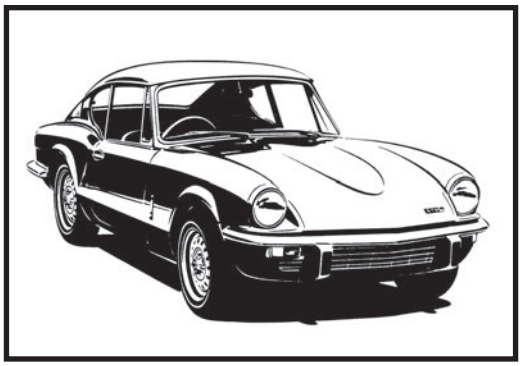
Widely regarded as the best of the three models. The Mk2 has Rotoflex suspension which overcame the handling problems of the MkI.

These cars are becoming rarer and increasingly collectable, especially low mileage original cars.



GT6 Mk3 1970-1973 Number built: 13,042, 1998cc.
Chassis numbers:- KE1TO KE24218

The styling of the Mk3 was changed to incorporate a re-designed bonnet and squared off rear end similar to the later Spitfires. Rotoflex rear suspension was used on these cars up to chassis no. KE20000, after this the swing spring rear axle was used. Full length Webasto sun roofs were available as an extra, making the Mk3 an occasional soft top during the summer.







BUYING A GT6? WHAT TO LOOK FOR

CHASSIS & BODYWORK

The GT6 uses a separate chassis, which makes the car very simple to work on. As this chassis provides the backbone of the car, it is important that it is in good condition and free from accident damage. Check the main chassis members where the suspension is attached for kinks, cracks and distortion, which will be the result of crash damage. If you find this, the car is best avoided. Also check the main chassis rails around the differential, a well-known rust trap.

Check the two front outriggers that the bulkhead attaches to. If possible, have a good poke around with a screwdriver, particularly where they are bolted on to the bulkhead. Chassis sections can be replaced, but body corrosion here is difficult to repair properly without taking the body off. Have a look at the remainder of the chassis along the centre of the car as this is worth checking but hardly ever rusts badly.

A good initial guide to the overall condition of the car can be ascertained by the quality of the panel fit and alignment. The door gaps should be even, and the door should sit squarely between the 'A' and 'B' posts. Check the condition and fit of the sills. Any weakness here or poor replacement due to MoT failure, and the car can 'sag' here, causing doors to jam or misalign. The sills provide the main structural rigidity for the tub on the GT6, so the condition of these is critical to panel fit. Check also the inner sill and floor pan condition; most have commonly been replaced as these panels are available, but be happy they have been done well.

Check rear heel board condition (panel across floor behind seats) from underneath; these are prone to rust at the ends. Also check rear radius arm attachment points.

Other places to check are: windscreen pillar bottom area, front roof edge, rear inner wings and boot floor. Panel availability is reasonably good, with many repair sections now available. Check all over for body filler, especially around the lips of the wheel arches, door bottoms and rear wing to sill/bottom of 'B' post.

MECHANICAL

The big advantage with checking the mechanical parts is that they are all easily accessible. Start the engine but don't rev it. Listen for initial crankshaft rumble, which should only last for a few seconds until the oil pressure has built up. Also listen for tappet and timing chain rattle. There should be no excessive oil leaks, but check the head gasket, sump gasket and the rocker cover gasket for any signs of leaks.

Check the suspension by bouncing each corner and allowing it to spring up and back down once. More than one cycle indicates defective shock absorbers.

Check that the brakes are not binding and that the handbrake is working efficiently.

Check the steering column and rack for excessive movement by rocking the steering wheel up and down, and check that there is no play between moving the steering wheel and the road wheels moving.

ROAD TEST

Make sure you are insured to drive the vehicle on the road!!

Move off in first gear and listen for rear end knocks or clonks, which point to worn rear axle or propshaft universal joints.

Increase speed and move up and down the gears, ensuring that all gears select correctly with minimum effort. If an overdrive gearbox is fitted, check that it engages and disengages correctly in third and fourth gears. Cruise at around 50 mph and gently lift off on the accelerator, listening for rear-end noises. A regular knocking is likely to be a universal joint; a rumble is usually a differential problem.

Still at 50mph slip the clutch, build up the revs and re-engage the clutch; it should bite cleanly with no slip.

Check for front wheel vibration and positivity of the steering. Vibration is usually caused by worn wheel bearings, a worn steering rack or incorrect wheel balance.

On a straight road, apply the foot brake with increasing pressure. The car should stop evenly without pulling to one side. Check the temperature gauge for overheating problems.

If you have any particular queries or questions, feel free to contact TSSC H.Q.

We will be happy to answer them for you.

WHY THE TSSC IS THE CLUB FOR YOU...

Monthly Magazine, The Courier: The monthly magazine of the Triumph Sports Six Club. Perfect bound and full colour A4, The Courier has 68 pages packed with advice; events information; general interest and informed technical articles covering simple tips to full restorations; and spares information from all the major trade houses.

The Courier also incorporates the Area News Review packed with local news and events information. Furthermore, The Courier contains the most comprehensive Triumph Classified Adverts likely to be found anywhere, with sections covering both cars and parts for sale.

Insurance: As a member of the Triumph Sports Six Club you have access to 'TSSC Insurance', an insurance scheme provided by Peter James Insurance which is exclusive to our club members and offers a range of benefits – check out www.tssc.org.uk for full details.

Spares: Availability for Triumphs is excellent with numerous specialists throughout the country giving discounts to Club members.

TSSC Club Shop: The Club's own after-market spares department, run by volunteers, specialises in basic servicing items, hoods, interior trim, colour-matched paint plus much, much more with special savings for Club members.

Technical Help & Hints: If this is your first Triumph, you will be pleased to know that they are generally very easy to work on. But if you are unsure, please contact the appropriate Register Secretary or the Club office. Whether you need to know the procedures or methods, parts required, prices or just a shoulder to lean on, we are here to help.

Events & Social Meetings: Over 50 local Areas across the country organise meetings at least once a month. The TSSC also has wide-ranging contacts across Europe and even further afield. This can be one of the most rewarding ways of enjoying your Club membership. Many Areas organise Treasure Hunts, Camping Weekends, and drives in the country.

TSSC Headquarters: A must-visit for all Triumph enthusiasts. Open on various open days throughout the year and by appointment for groups. See the great selection of Club cars permanently on show. Cars include the Earls Court Herald launch chassis, prototype 4-door Herald, Courier Van, Concours Vitesse Mk1, Vitesse Mk2 Convertible and GT6 Mk3, Bond Equipe, Herald Coupe and 13/60 Estate, rally Vitesse, and a Spitfire Mk2 plus 'Guest Cars'. Relax over a coffee in the members' coffee bar or video room, or look up those technical details in the TSSC library. Products from the TSSC Club Shop, Regalia and books are also available over the counter.

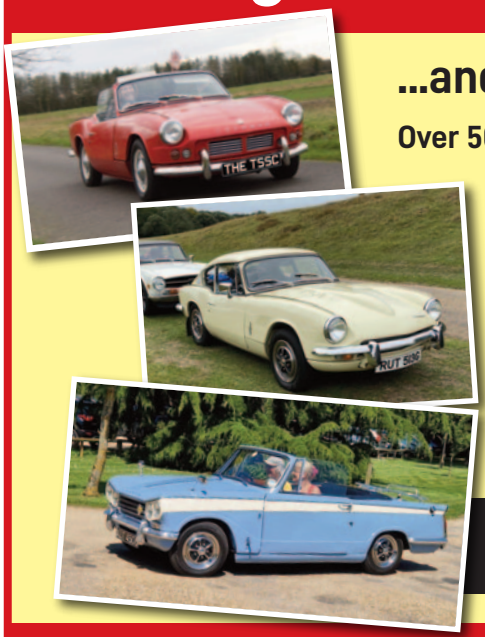
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Join today at www. tssc.org.uk and start your Triumph journey!

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