Excellent Triumph GT6 For Sale in Michigan

Perhaps once in your life you get a chance to own the very best there is of something. Our classic 1973 Triumph GT6, we sincerely believe, is the finest you will ever find.

This isn't just boasting. In the 22 years since we've owned the car, no expense has been spared, no cosmetic or mechanical detail overlooked, no fault, no matter how minor, has been left unattended. The result of our unprecedented care of this GT6 is not just a roomful of trophies, but years of consistent best of show wins at the highest levels of competition at multi-marque British car shows.

We loved this GT6 and it shows inside, outside, underneath, and, more importantly, when you drive it. We are the type of owner whom you want to buy an investment grade classic automobile from.

If you've wanted to add a GT6 to your car collection, but don't want any mechanical or cosmetic projects — you just want the best there is regardless of price — then have a look at our beautiful blue 1973 GT6.

Every classic car has a story...

On November 23, 1992, we became the third owners. After a long search for just the right GT6 to fill the void left by the loss of our 1972 GT6, we located this car in St. Clair Shores, Michigan and purchased it immediately, in spite of some condition issues.

The GT6 had just been repainted, but the engine bay was grimy and the firewall and many components near it had been sprayed black. The interior was complete, but tired, trashed and in need of restoration. We overlooked these problems since they were mostly skin deep. The car was solid, complete and unmolested, and we knew it was the one for us.

Once we brought the GT6 home, we went over the car and decided exactly which things we wanted to correct. The first order of business was a complete mechanical inspection, from the front bumper to the rear. We brought the car to one of the Detroit's area's finest British car repair shops at that time, T&W Restorations. Engine and drivetrain, electrical, fuel, cooling and brake systems were all gone over and repaired as needed. We even had the speedometer recalibrated.

Now that we had a very good running car, we turned our attention to the interior. We immediately began tracking down and purchasing new interior components, including seat foams and covers, headliner, dashboard crash pad, sun visors, carpet kit, and several of the smaller inside trim pieces. Our good friend and British car enthusiast Dan Kreucher handled the installation of the interior components and did his usual excellent work. The GT6 took on a totally good look as we cleaned and polished components in the engine bay.

Then we started showing and driving the refurbished GT6. We even participated in a few autocross and hill climb events. Proper maintenance and care headed our list of priorities at all times and we enjoyed years of trouble-free touring.

In 1999, after totally enjoying our Valencia Blue beauty for seven years, we decided to take the big step and undertake a complete, professional, cost-no-object restoration. The goal: Make the GT6 one of the best in the world.

We wanted an experienced professional familiar with GT6s who was close to home so that we would be able to visit the car and monitor the progress during the restoration. We chose Surrey Motorsports in Niles, Michigan after visiting with owner Bill Farr and having him inspect the GT6. Surrey had a good reputation among members of British Motor Trades Association. He started the restoration of our GT6 in October of 1999. The project was completed and we picked up our brand spanking “new” GT6 in April of 2002.

The restoration included: A complete disassembly and professional rebuild of all major systems and components using original NOS factory parts where possible, and the best replacement parts available when NOS factory parts could not be found. We're talking engine, transmission, suspension, brakes and all ancillary components, a complete rebuild.
After the restoration was complete, we resumed driving and showing the car, meticulously maintaining and pampering her every inch of the way. Today, a dozen years after the restoration, the GT6 still looks factory fresh. Of course, the GT6 has been taken off the road during winters. She has been stored at home in our climate-controlled garage and has been perfectly maintained. Everything works and the car runs and drives great.

The GT6 can easily handle high-speed highway driving all day long. There are a few minor modifications carried out to improve reliability and reduce maintenance. Our GT6 is 95% factory stock. The exceptions to her include:

— Electric cooling fan
— K & N air filters
— Cast aluminum valve cover
— Black anodized aluminum engine valences & radiator cowl
— Pertronix Ignitor electronic ignition
— Cloth seat fronts, logo valve stem caps

Here are the particulars on this great little Triumph:

— 1973 Triumph GT6 Mk3. Comm. # KF21069U
— BL paint #66 Valencia Blue/Black trim.
— Total Miles: 74,500.
— Driven 14150 miles since restoration.

Our GT6 is concours quality as evidence by numerous VTR Best of Show and Preservation Awards. You will not find a nicer GT6.

With the purchase of the car, the new owner will receive a treasure trove of spares. We'll include an NOS valve cover & OE air box/filters in case you wish to undo some of the minor modifications we made and return the GT6 back to its exact factory appearance.

Also included are NOS and hard to find parts, such as a matched pair of rebuilt Zenith-Stromberg 150 carburetors (a complete spares inventory is available), extensive collection of sales brochures for the model range, BMIHT build certificate, Bentley, Haynes & Chilton workshop manuals, a real BL factory (not Bentley repro) graphic parts catalog, and numerous books on the GT6. There is easily another $3500 value in parts and literature included in our asking price. The car also comes with a California Car Cover custom fit technalon car cover,

This car is well-known nationally and internationally among GT6 followers. It is 100% ready to show and drive, and an absolutely beautiful car.

It’s a tough thing to sell a car you have invested to much love and effort into. And are truly sorry to see it go. But we find that physical limitations are preventing us using the GT6 as she should be used and enjoyed. Sadly, and as much as we hate to admit it, it IS time for us to let her go to a new home.

If you follow Triumphs, you know the six-cylinders sports cars, TR250s, TR6s and now GT6s are rapidly increasing in value. GT6s were always low-volume and finding ones that are even safe drive takes time. Show-worthy GT6s are rare. Concours quality GT6s are nearly non-existent. It would be extremely difficult as well as expensive and time-consuming to try and duplicate the quality of our car by building a GT6 of your own.

The $25,500 asking price for our GT6 reflects not just its quality, but the rarity of the final year GT6.

If you want to own one of the best GT6s left in the world, one that is truly museum quality, here’s your chance. It won’t be inexpensive, but then the best of anything never is.

This excellent GT6 is being sold reluctantly, but necessarily. It is 100% ready to show and drive. Again, the asking price is $25,500. Reasonable offers will be considered, but our price is already lower than suggested by several Triumph experts. Delivery of the car and all extras within 200 miles will be also be considered, depending upon final sale price.
Also for sale is the Pace American Shadow GT car hauler used to transport the Triumph to more distant car shows. It is a 2002 model year with charcoal grey aluminum siding, stainless steel trim, mag wheels and spare wheel mounted on the front exterior. Overall length is 23'9" overall width is 8'6" and overall height is 8'4". The interior box dimensions are as follows: Length is 19'7", width is 8" (6'9" between the wheel wells,) and interior height is 6'5". The interior is finished in white, with a B/W checked linoleum floor. There are both upper and lower front cabinets with stainless counter workspace. The electrical package includes the usual exterior lights plus AC/DC wiring and outlets, and AC fluorescent ceiling & counter lighting. The side cargo door is 4' wide, and the box has 2 roof vents as well as 2 side vents. The total Mileage used is 38,477 and plenty of tread on newer tires. Asking $4,000.

Will accept $27,500 for package sale of both car & trailer. Sue or Dave: snydleydog@yahoo.com 586-979-4875 or 586-945-1483.