

## History of KC79072L

KC79072L is a 1970 Triumph GT-6+ (MKII). It was purchased in September 1980 as a wreck. The driver side front suspension had been pushed back to the frame rail.

### Frame Restoration:

The body was removed from the frame and taken to Bee Line Frame and Alignment. It was heated and pulled out on an alignment table to factory dimensions. Next, I had it sand blasted to clean the metal. I applied two coats of industrial galvanizing zinc in MEK solvent, followed by two coats of Rustoleum. The body was reinstalled with new rubber aluminum mounting pads.

### Body Restoration:

The body was found to be mostly rust free. There were two pin holes in the driver side footwell that were brazed and closed. It was then taken to Sports Car Works in S Charleston WV for painting by Carl Steinberger. During the initial prep it was found that the outer rocker panels needed to be replaced. Panels were obtained from the Roadster Factory in Pennsylvania, then installed. The body was sanded to bare metal and painted with two coats of primer and two coats of custom mix British Racing green acrylic lacquer (Chrysler green with additional black). The bottom of the body was power wire brushed to bare metal and painted with cold galvanized compound with two coats of Rustoleum.

### Body Reassembly:

Original windshield glass was reinstalled in the frame using new rubber gasket. The frame was installed with new top and bottom rubber seals. At this point, I put a deep scratch in the right side cowl reinstalling the

frame by myself. The scratch has been partially filled. Rear original glass was reinstalled in the hatch frame with new rubber.

The front bumper was re-chromed. The rear "bumper-ettes" were new. All the window frames were re-chromed. All markers, tail, turn signal and stop lights were replaced with new bodies and lenses. All exterior weather strips (door, door window etc) were replaced with new.

### Interior:

A new headliner was installed. Interior trim panels (door, rear, side and back) were original tan and were cleaned and reinstalled. A new carpet kit was purchased from Roadster Factory and installed. New door top finishers were installed. The tan seats are from another car. The wood dash panes were sanded down and refinished with polyurethane. The glove boxes are new. All the gauges are original. The ventilation outlets were refinished, but the heater/defrost tubing was not installed. Have all new tubing.

### Mechanicals:

Engine was rebuilt by Fowler Engines, Columbus Ohio. Bored 0.030" over, new pistons, rings. Engine block decked = approximately 10.5:1 compression ratio (est. 125Hp), all new valves and springs. Stock Cam shaft, block bored for cam bearings. Original crank, magna fluxed, rods & mains 0.010" under, new oil pump. Distributor re-bushed. Radiator was flushed and pressure tested. New water pump installed.

New clutch and pressure plate. Clutch master and slave cylinder rebuilt. All brake components replaced – master cylinder (new), rear wheel cylinders, front calipers rebuilt. All brake system converted to silicon fluid. New fuel and brake lines. Flexible brake lines at each wheel replaced with Aeroquip. New Koni shocks all around.

All suspension bushings replaced with new. New roto-flex "donuts".  
New front and rear wheel bearings installed.

Transmission was opened and found to be okay. Rear differential examined and stub axel bearings replaced. Case was drilled and tapped for drain plug.

The car was 98% finished, but drivable and licensed, and put on the road in July 1986. The car was sparingly driven and occasionally auto crossed. It currently has \_\_\_\_\_ miles, \_\_\_\_\_ since restoration. It is licensed yearly but not driven since about 2013. Always covered and garaged, it has not been started since 2016.