

# 1973 Triumph TR6

2dr Convertible . 6-cyl. 2498cc/106hp 2x1bbl

#1 Concours condition

**\$52,200**

0%

#2 Excellent condition

**\$36,700**

+10.2%

#3 Good condition

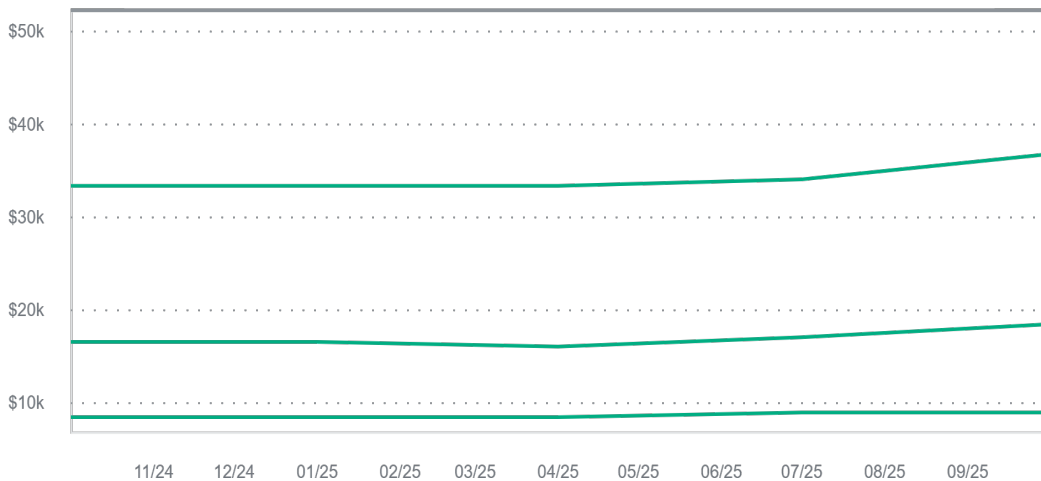
**\$18,400\***

+11.5%

#4 Fair condition

**\$8,900**

+6%



NOTE: The chart displays price changes for the last year.

## Value adjustments

**+\$500**  
for glass roof.

**-10%**  
for auto trans.

## Model description

The TR6 is adored by British sports car fans as the last of the traditional hairy-chested English roadsters. While it's possible to argue with the precise wording of that statement, the TR6 was certainly antique in many ways when it was introduced in late 1968. A narrow cockpit, separate body and chassis and a bouncy ride courtesy of its rather crude independent rear suspension made it seem in many ways to be little advanced from the TR4 of 1962 or even the TR2 of 1953.

On the plus side, Karmann of Germany had done a masterful job of updating the TR4 body shell while actually changing very little. The 2.5 liter straight six, while not a powerhouse in emission controlled twin carburetor form, had plenty of torque and made some of the best sounds in sports cardom. TR6s are easy to maintain, good-looking, rugged and have easy parts availability. They make an ideal first collector car.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

**Body styles**

2dr Convertible

**Engine types**

6-cyl. 2498cc/106hp 2x1bbl

**1969-1976 Triumph TR6 stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$79,099</b>	<b>\$935</b>	<b>\$8,032</b>	<b>1543</b>

**Vehicle's condition classification**

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.