

Collector Vehicle Appraisal

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On October 30 2025 I personally visually inspected and evaluated the vehicle described below for the purpose of providing an estimation of the vehicle's cash/fair market value today. I inspected the vehicle's exterior, interior, chassis, and engine compartment. A mechanical evaluation was conducted where possible. The evaluation is based upon authenticity, preservation/ restoration, maintenance and/or replacement costs.

Vehicle Make & Year: 1974 Triumph TR6
Comparables: 1974 Triumph TR6

VIN: XXXXXXXXX
Color: Blue (this is a repaint)
Mileage: 88888

Body Style: 2 Door Convertible
Interior (color/material): Black vinyl

Vehicle Inspected at: Owner's home garage
XXXXXXXXXXXX
XXXXXXXXXXXX



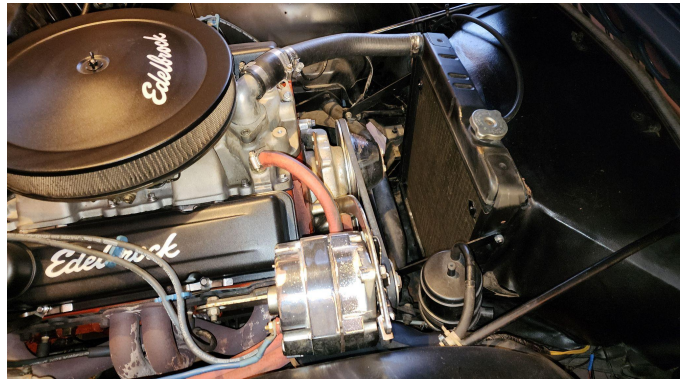
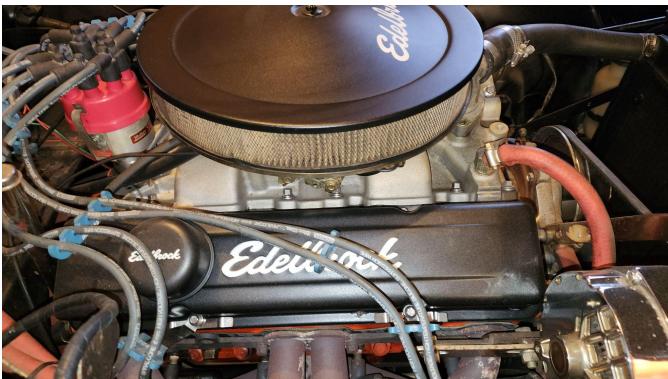
Special Features

L48 Corvette small block 350 motor. Custom front and rear chrome bumpers. Custom roll bar.



Comments

Engine/Engine-Compartment: (Overall Condition Grade 3) L48 Corvette small block 350 motor. Edelbrock air filter and valve covers. Chrome alternator and chrome water pump pulley. Aluminum intake. Headers. The carburetor was recently rebuilt.



Chassis: (Overall Condition Grade 3) Borg-Warner 3 speed automatic transmission. Tires were in good to very good condition. The factory wheels with trim rings & center caps were in very good condition. The fuel tank was recently replaced. New hoses in 2019. New exhaust system in 2010. New brake master cylinder in 2018.

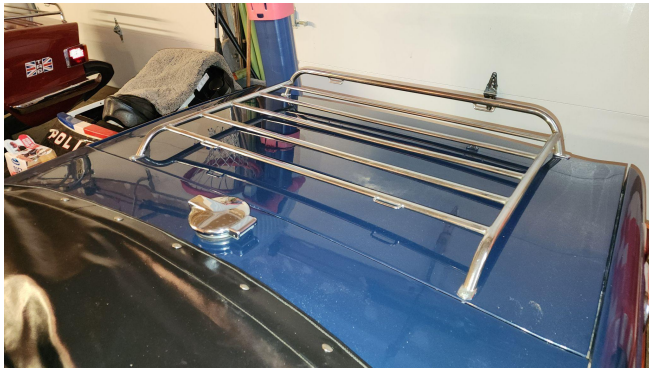


Interior: (Overall Condition Grade 3) Black vinyl seats. Wood grain steering wheel. Woodgrain dash panel. The carpet was in good to very good condition. TR6 floor mats. It appeared to have a customer console.



Exterior: (Overall Condition Grade 3) The convertible top was in good to very good condition. There was a convertible top boot. Chrome luggage rack. The exterior paint was in good to very good condition. The vehicle appears to have been maroon in color at one time. Custom front & rear chrome bumpers. Stone protectors on the headlamps. Fog lamps. Windshield is in very good condition with no visible stone chips. There was one small dent in the hood with the paint chipped/cracked. The doors open and close properly.

The body lines line up properly. Overall, the paint was in good to very good condition. The exterior chrome was in very good condition with some minor pitting.



Summary/Comments

The current owner, Kevin Linck, has owned the vehicle for about a year. There were numerous Triumph TR6 on the market for sale with prices ranging from \$12,000 up to \$69,000 for an original pristine TR6 being sold by the original owner with a lot of the original paperwork. The appraised vehicle was in very good condition, it is not original. The appraised vehicle did have a L48 Corvette engine installed and some performance upgrades were done to the engine. While the engine does add some value to the vehicle, for the purist, it does take away value as well. For comparables, see Flymall.org Market Watch section; for the vehicle, search for TR6 under model and for the engine, search for L48 under model. The value is between a #2 and a #3 vehicle.

(Condition code: #1 Excellent/Show Car not driven, #2 Fine, #3 Very good, #4 Good, #5 Restorable, #6 Parts car.) For an explanation of the condition codes, see Flymall.org under the appraisal section.

After careful evaluation of this vehicle, based on my expertise and experience and after reviewing sale/value data found online, consulting with other professional appraisers when able, museums, and automotive experts, etc., I appraise (estimate) this vehicle as having a fair market price of \$26,500.00 USD. All comparables can be found at Flymall.org in the Market Watch section.

I state that I have received no compensation for this appraisal, from any source, other than my fee of \$225.00 USD. Therefore I have no actual or potential conflict of interest in providing this appraisal.

Signed _____ Harry Kraemer

CREDENTIALS

Harry grew up around classic cars, hot rods, motorcycles, planes, and boats. Harry currently has a collection of over 70 rare motorcycles, bicycles, and engines. The collection ranges from the mid 1800s to current day. Harry has been riding motorcycles for over 50 years and boating/sailing a little longer. As a teenager, Harry attended several sailing schools and learned the art of sailing. Harry has crewed a 42 foot Ketch sailboat and a WWII Crash Boat. Harry's first plane ride was in the late 1960s and he earned his pilot's license in 1984.

Harry's automotive career began in the late 1970s working for a Chevrolet dealer in the parts department. Throughout the 1970s and 1980s Harry worked for numerous new car dealerships advancing to an Assistant Parts Manager. In 1989 Harry was presented with the Nissan Parts & Service Managers' Organization Recognition of Outstanding Dealership Parts Performance Award. Throughout the 1990s he worked for a large automobile dealer (with over 40 franchises) where he gained experience buying/selling cars at auctions, appraising used cars, and working as a service advisor. Harry has over 25 years experience appraising vehicles and aircraft, completing thousands of appraisals on cars, motorcycles, and aircraft. Harry has also published numerous articles on vehicle appraisals in multiple publications.

Harry Kraemer is also an experienced pilot, aviation educator, FAA Designated Pilot Examiner, and writer with more than 10,000 hours of flight time in over 120 different types of aircraft, flying everything from blimps, gliders, ultralights, and jets. He has traveled coast to coast giving over 100 lectures on aviation safety related topics. Harry has held numerous senior management positions in aviation including: Assistant Vice President of a Flight Department, Chief Pilot for a charter operation, Chief Pilot of a Flight School, and Aircraft Sales Manager. Harry is an Airline Transport Pilot and a Gold Seal Flight Instructor. Harry has the distinction of being the only instructor (out of approximately 100,000) to have ever held three Master titles from the National Association of Flight Instructors: Master CFI, Master Ground Instructor, and Master Aerobatic Instructor. Harry has published over 90 papers in over a dozen different aviation publications. Harry has also served as a contributing editor for several aviation publications and has worked as a research consultant for several book publishers. Harry has served as an Aviation Safety Counselor and a FAAS Team Representative for the Baltimore area for over 30 years and currently serves as an EAA Flight Advisor for the Experimental Aircraft Association.

Harry also holds the following certifications/licenses:

- Federal Aviation Administration Airline Transport Pilot
- Federal Aviation Administration Designated Pilot Examiner
- Federal Aviation Administration Commercial Seaplane Pilot
- FAA Flight Instructor airplane single & multiengine & instrument airplane (since 1989)
- FAA Gold Seal Flight Instructor since 1990
- FAA Advanced and Instrument Ground Instructor
- Federal Aviation Administration Remote Pilot Certificate
- Federal Aviation Administration Aircraft Dealer Certificate
- FCC Restricted Radiotelephone Operator Permit
- State Of Maryland Insurance License
- PADI Basic Scuba Diver (since 1976)
- Florida Saltwater Fishing License
- Florida Shore-Based Shark Fishing License
- Maryland Department of Natural Resources Boater Education Card
- New York Boater Education Card
- Canada Pleasure Craft Operator License
- American Canoe Association Paddlesports Safety Certificate
- American Sailing Association Certificate of Achievement
- American Sailing Certified Sailor

Montana Off Highway Vehicle License
ATV Safety Institute Course Certificate
Michigan Snowmobile Safety Certificate
OSHA Compliant Scissor/Boom Lift Type 3 Group A&B Operator
OSHA Compliant Forklift Academy Certified Operator Card