

General Interest news letter for TR7 TR8 Owners

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I saw my first TR7 on a stand at a motor show circa 1976 and made a mental promise to myself that I'd have one as soon as possible. I bought my first TR7 in 1979 and have owned one or more than one ever since, even my wedding cake had a white TR7 and a Black TR8 on it!



I am ex-military and a Yorkshire man to boot so tend to be very direct in the things I say/speak from the heart so I apologise now for anything I may say in this and future articles as I deliberately mean for it to be controversial. I am NOT a complete 7/8 nut as I do have other more important interests in life such as a family (wife Alyson and two children Lara and Charlie), my own business, keeping Koi carp, and showing and breeding miniature Dachshunds. I am extremely passionate about the TR7 and TR8 and it's that passion that will add colour to this and future articles in turn stimulating genuine discussion.

Ok so let's kick off with the "Shape of things to come". The styling of the 7/8 has always been controversial to say the least with you very often seeing in print "this is a car you will either love or hate! "

The very large styling difference between the first (TR2) and the last (TR8) is very apparent in these pictures I took of my 8 with TS2 last year.



For more information on the TR7 and TR8 please visit www.tr7-tr8.com

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It is however that very unique style which I fell in love with when I first saw a TR7 circa 1976 and which has led me to be so passionate about them ever since.

The day I got my first TR7 (1979) I remember driving her to my local pub to show her off, pleased as punch I was until some idiot suggested the TR7 was shock horror a "hairdressers car". You will appreciate I put the guy straight! When questioned it was the TR7 shape that had somehow equated in his mind to it being for hairdressers!

Personally I love the car just the way it is, stock original body, but many owners for reasons not obviously apparant seem hell bent on changing the car to some other shape of things to come as fast as possible. I recently asked two friends who own TR7's with skirts gallore why they liked them.



"CHRIS" (car above) As you may recall, we were originally looking for a TR6 or a Stag, but followed your suggestion to look at the TR7s, and took a hike over to Ramsbottom. When we bought it, we had three to choose from, a fairly scrappy but original 7 with a V8 conversion that used S&S parts but had been done privately so I was not exactly sold on it, another was a pretty tidy standard 7 but it was a tad more expensive. It is actually on the back cover of an old S&S catalogue that I have here. It was a Y reg gold DHC with a tan roof, probably one of the last to roll off the line. In hind sight, I probably should have bought that one, but the clincher was that Elona liked the colour of the one we bought. I have had mixed feelings ever since. In some regards, I think the kit enhances the appearance whilst in others it detracts from the original.

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“MIKE” I just never really liked the shape but as it was good value and the body kits were fairly cheap I changed it to the way I wanted it to look.

There are a large number of kits around which suggests many many of these cars have been modified and perhaps now run the risk of becoming donor cars much like the VW Beetle for exotic kits. More common kits include: Viper (full skirts), Rimmers (full skirts), TR40 (F40 look alike) GT40 (GT40 look alike), SPYDER (Ferrari California SPYDER look alike), and then the various 7/8 specialists versions, Grinnal (full body kit almost another car) and S&S with a more simple forest spoiler front end and a rear spoiler from an MG!



While other TR's have had styling mods available over the years in comparison to the TR7 very very few have been fitted. Modifications to the engine have been done to almost every TR there ever was but hardly any body modifications so why does the TR7 stand alone in this field, and I say TR7 as I have yet to see a genuine factory TR8 with a heavily modified body.

Perhaps it's to do with perceived value? Cheap and cheerful do what you want, expensive and rare cherish it for what it is? Or perhaps it's an attempt to get past the love it or hate it aura that seems to follow the car. Make it look new and upto date and it's liked and respected?

Ugly duckling to be changed as fast as possible or Swan to be appreciated for it's true beauty? Essentially while I have my own views and ideas I don't know what the answer is, so this is your personal invite to write/email what ever to let me know your views. I'll then collate and feed back in a future article what the majority outcome appears to be.

TR7 TR8 NEWS

I was recently contacted by Donald who resides in Illinois, U.S.A to say he now owns TR8 408405 which appears to be the last TR8 finished! Not the last TR8 to be built which is 408533 and owned by Bob Tullius – given to him by JRT (Jaguar Rover Triumph) as a reward for his racing success with the TR8.

There has long been a rumour (sent to me by email many years ago) that another TR8 was actually the last and was originally given to Ken Slagle:

“The supposed true story as supposedly told by Ken Slagle ex factory backed TR8 SCCA GT1 racer and good friend of Bob Tullius is that the last TR8 off the assembly line was promised to Tullius and the car he has is documented as such. BUT Slagle who apparently was present at the factory when the last car came off the line convinced the workers to give

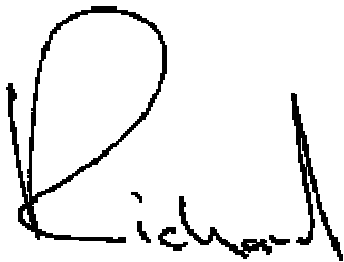
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him the actual last car off the line and give Tullius the 2nd to last car but give it the last VIN# etc.”

The last TR7 incidentally is 408534 and resides at Gaydon. Donald's 408405 shows the 20th of October 1981 on its build record as being the day it was released from the line where as Bobs 408533 was released from the line on the 12th of October 1981 eight days earlier. Nice to see quite a few of the very last TR8's are still around.

Problems, thoughts, questions, information?

Please feel free to drop me a line to Richard@tr7-tr8.com

A handwritten signature in black ink that reads "Richard". The signature is written in a cursive style with a large, looped initial 'R'.