

4564476462

My wonderful TR8 has to go, I hardly ever drive it and I am starting work renovating the barn that it is stored in. I bought this car in good condition for my everyday transport in June 1988. Then, it was a gold coloured 2 litre TR7. A little later I acquired a hardtop TR7 V8 in 'Tony Pond' British Leyland rally sport livery (not a genuine works one though!). After getting a company car in 1990, I swapped the 2 litre engine and running gear into the hard top and sold it on leaving the way clear to fully renovate and rebuild the convertible to TR8 spec.

It was stripped to the basic monocoque, shot blasted, and treated by a firm in Leeds that usually makes undersea storage tanks. Fitted with all new exterior panels, they were painted on the underside prior to fitting, and where possible all cavities were injected with waxoyl during the build. That part of the build was over 10 years ago, and there is no rot at all. It will last for ever if taken care of. A few body mods to standard; front valance/intake, and body coloured sills, silver chrome instead of black, US rubber bumpers & cruise lights, nothing radical, but doesn't it look loads better. The 3.5 litre engine breathes through a holly carb and offenhauser manifold, and was rebuilt to stage I/II tune. It flies! If only ebay had a facility for audio as well as pictures, you would buy it just because of the gorgeous V8 roar that emits from the twin stainless steel exhausts running from tubular s/s manifolds. The brakes are 4 pot vented fronts, and 2 pot rear discs. Sitting on lower, higher rate springs and koni dampers, all the suspension was rebuilt with new uprated bushes. 5 new alloys (no scuffs) and Bridgestone 205/60 R14 tyres.

Most classic cars that look good on the outside usually leave me dissapointed when I look inside, not this one, it is completely reupholstered in leather (seats, doors, dash, and roof cover), quality tailored carpets etc. it holds its head up against a new car. With a new double duck roof (zip down rear window) this car looks superb.

I have probably only ever driven it 1500 miles since I finished it in 1998 and it has been parked in a dry garage in my barn. Indoor Triumph car cover included + BL TR8 parts book etc. Number plate TRB 35X (can be TR8 3.5X) is included in the sale. Altogether, I reckon this car has cost me over 20,000 pounds - silly me, but a bargain for you!

Everything works. MOT to end June 2006, Tax to end Nov 2005, For any other information, please contact Cedric on 07719 575733 or 01423 781938.

www.axol.biz client log in link, user: triumph password: trb35x

Why buy a fibreglass TVR with poor build quality and doors that don't shut properly when you can get this beautiful beast in solid steel instead?

I would prefer cash on collection, I think it is safest for everyone. But it is a lot of money, so a bankers draft would be okay. However, I would want to present it to the bank before the car can be taken away (just to check that my bank accept it as genuine). Therefore, if collected on a weekday, we could nip into the bank together and exchange documents there.











