

1980 Triumph TR8

2dr Convertible . 8-cyl. 3528cc/133hp 2x1bbl

#1 Concours condition

\$40,800

↗ +2%

#2 Excellent condition

\$24,000

↗ +4.8%

#3 Good condition

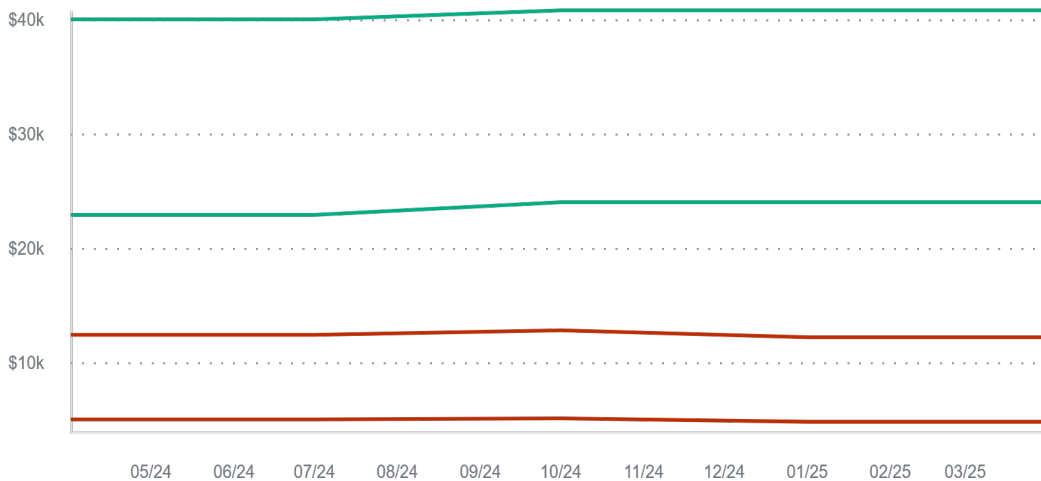
\$12,200*

↘ -1.6%

#4 Fair condition

\$4,800

↘ -4%



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

Model description

Triumph's wedge-shaped TR7 was brought to market in 1975 to replace the company's aging product lineup. The car bore an extreme wedge shape designed by Harris Mann, and it met to decidedly mixed reviews. Early cars developed a reputation of unreliability, and the TR7 was routinely criticized for being underpowered.

To address the latter concern, Triumph introduced the TR8, which was a TR7 powered by the aluminum Buick/Oldsmobile/Pontiac 215-c.i. V-8. Most of the 400 pre-production cars were automatic coupes and amazingly, were sold via the Jaguar-Rover-Triumph dealer network as used cars after the evaluation period ended. Built for only the 1981 and 1982 model years, all California cars were Bosch injected as were all 1982 cars. The rest had a pair of Zenith-Strombergs. Only 2,700 were built, most in somewhat odd metallic colors ranging from green to aqua and many had very period plaid seats.

The TR8 cockpit is reasonably comfortable. Wider and more spacious than the TR4 series and TR6 cars, it also had far less character. Gone was the wood dash, replaced by a non-descript hard plastic affair that could have come from any contemporary sedan. At least ventilation was greatly improved and a/c was available. Ride, handling, braking and fuel economy were deemed excellent by Road & Track who said "the only other thing we could ask for is good looks."

The TR8 suffered the usual rust maladies but not to the extent of earlier TRs as well as overheating issues. From a parts support standpoint, things aren't nearly as rosy as they are for separate body and chassis TRs and Spitfires. Lack of popularity and low survivorship are the reasons.

Body styles

2dr Convertible

2dr Coupe

*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)[®] 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.

Engine types

8-cyl. 3528cc/133hp 2x1bbl

1980-1981 Triumph TR8 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$45,150	\$3,630	\$14,437	95

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.

#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.

#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.

#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.