



THE TVR SAGARIS

BACKGROUND

The gestation of the Sagaris began with a notion to develop and enter the TVR T350 in N-GT racing. In much the same way as the TVR Cerbera mutated into the wild Cerbera Speed 12 for the GT1 racing class, so the T350 was widened (by 50mm), lowered (by 25mm), subjected to the wind-tunnel and, last but not least, given a healthy power boost with a 4.0 litre TVR Speed Six engine.

The Sagaris first broke cover at MPH2003 in London (November 2003) where it stole the show with a surprise appearance in the action arena. That prototype car starred in the reality TV show "The Heist", where the objective of the programme was to steal a priceless concept car. The Sagaris was displayed in racing trim at the 2004 Autosport show and, in pre-production form at the 2004 Birmingham Motor Show (along with the Tuscan Mk2).

Production was due to start later in 2004 but in July, Nikolai Smolenski bought TVR from Peter Wheeler. Smolenski immediately introduced a quality improvement programme that included the extraordinary steps of suspending production while cars were thoroughly reviewed and, for the first time in TVR's history, dispatching development cars to Saudi Arabia, Bahrain, South Africa, the USA and Russia for endurance testing in extreme climates. The results are evident in all current TVRs with hundreds of small detail revisions to components and manufacturing techniques.

The Sagaris is the second new model (after the Tuscan Mk2 Targa) to be introduced under the new regime. The first production cars were handed to dealers on 2 March 2005 and **press reviews are embargoed until 00:00 1 April 2005.**

THE TVR RANGE

The TVR model range comprises two series, each comprising a convertible, a coupe/targa and a road racing "hero" car:

The T350 series, from £36,500 - £49,995:

Convertible = Tamora

Coupe = T350C, Targa = T350T

Road Racer = Sagaris

The Tuscan Series, from £39,850 - £84,995:

Convertible = Tuscan 2* Convertible [DUE SUMMER 2005]

Coupe = Tuscan 2*

Road Racer = Typhon [DUE LATE 2005]

* Available as 3.6 litre or 4.0 litre S.

INTRODUCING THE SAGARIS

The TVR Sagaris began as a plan to create a racing version of the T350 that would be an ultimate trackday car in 'road trim' but, with the minimum of modification, be a race winner by having 'all the right bits' already in place.

Looking at the bodywork, the pretty T350 lines have mutated into a shape that exudes attitude – and no exterior body panel is shared with the T350 anymore. Starting with the roof, the driver's side is raised to accommodate a crash helmet. The front and rear of the car feature stylized spoilers and splitters to guide and control airflow for downforce. The sculpted front and rear wing surfaces retain the shape of the vents featured on the 2003 concept car but the vents are closed to strengthen the wing and prevent the exit of road spray and stones on to the windscreen. The central bonnet panel releases heat from the engine. Finally, the body mounts have been moved up on the chassis rails so the body sits some 25mm lower than a T350. Stationary or in motion heads turn and camera phones are pointed - the Sagaris is a dramatic car from every angle.

Open the door and enter the car for the first time and the results of the quality improvement programme are immediately apparent as you close the door and take the helm, sitting in a TVR-made and custom trimmed racing seat. It feels solid and the driving position is low and comfortable. Adjustable reach and rake on the steering column and [optional] electronic lumbar adjustment allow you to tailor the driving position to suit you. Start the 406bhp 4.0 litre TVR Speed Six engine and you get a sense of the potency that backs up the promise of the aggressive styling. The stainless steel side exit exhausts bark with an engine note unique to the Sagaris – you can't resist blipping it, probably with the window down!

On the move the ride is tightly controlled – remember this is a car biased for track use – yet the Sagaris will easily ride bumpy city streets and B roads without fuss. It feels planted, even at low speeds. The steering rack is fast and precise at 2.0 turns lock to lock, with electro-hydraulic power assistance. This is the point of revelation with a Sagaris – the wild looks and headline power output of 406bhp may intimidate, yet first impressions are that this car inspires confidence from the moment you move off. And it gets better the faster you go.



Driving on the wave of torque at around 3,000 – 4,000 rpm, you can make very rapid yet quite relaxed progress. But, like all TVRs, there is another side to this engine that comes alive when you press the gas pedal harder. Peak power is between 7,000 and 7,500 rpm and visiting this area of the rev range reveals the Speed Six's heritage as a GT race winning, Le Mans motor. The brisk Mr Hyde can become the manic Dr Jekyll at the behest of your right foot. The chassis of the Sagaris is beautifully resolved to feed all this torque and horsepower into the tarmac and exiting 2nd gear corners – even in the wet – can be a tidy affair.

The TVR development team is justifiably proud of creating a chassis that is extraordinarily accomplished on a racing circuit and genuinely nice to drive around town. The modifications to make a Sagaris into an out-and-out racecar are minimal but for trackday-goers it's close enough to a racer without becoming unpleasant on the road. Returning to the original plan, the Sagaris is "mission accomplished".

All Sagaris owners benefit from TVR's 3 year/36,000 mile warranty. The warranty applies to all cars registered from 1 March (05 plate) onwards.





TVR SAGARIS PRESS INFORMATION

TECHNICAL DATA

Engine

- Displacement: 3996cc
- All-aluminium TVR Speed Six straight six engine with 4 valves per cylinder and double overhead camshafts
- Direct overhead cams actuating valves via finger followers
- Forged aluminium pistons and forged steel con rods
- Individual port throttles on tuned inlet tracts with multipoint fuel injection
- Fully mapped ignition and injection system with adaptive Lambda control
- Dry sump lubrication system with oil cooler.
- Double close-coupled 3-way catalytic converters
- Tuned length stainless steel exhaust system
- Max power: 406bhp @ 7,000–7,500rpm
- Max torque: 349ft.lbs @ 5,000 rpm
- Max rpm: 7,800rpm

Driveline

- Front-mid engine, rear wheel drive
- Twin plate organic Ø 215mm AP Racing clutch
- 5-speed manual transmission
- Limited slip Hydratrak differential

Suspension

- Front: independent double wishbones with coils over gas hydraulic dampers assisted by anti-roll bar
- Rear: independent double wishbones with coils over gas hydraulic dampers assisted by anti-roll bar

Steering

- Electro hydraulic power assisted rack and pinion
- 2.0 turns lock to lock

Brakes

- Power assisted
- Front: 322mm ventilated disc brakes with 4 piston alloy callipers
- Rear: 298mm ventilated disc brakes with single sliding piston callipers

Chassis

- Powder-coated tubular EN36 steel backbone chassis with integral roll cage

Body

- Two door fixed head coupe
- Hand-laid composite GRP, hand-finished before painting
- Integrated steel side impact bars in doors

Wheels & tyres

- 8.5J x 18" 7-spoke 'spider' aluminium alloy wheels
- 255/35 R18 tyres

Dimensions & weight

- Length overall: 4057 mm
- Width overall (inc. mirrors): 1850 mm
- Height overall: 1175 mm
- Wheelbase: 2361 mm
- Track: 1510 mm (front); 1520 mm (rear)
- Ground clearance: 85 mm
- Weight: 1078 kg 560kg (front); 518kg (rear)

Fuel & oil

- Fuel tank capacity: 57 litres
- Fuel grade: 95–98 octane
- Oil grade: 10W40

Performance data

- Top speed: +185 mph
- 0 to 60 mph: 3.7 secs
- 0 to 100 mph: 8.1 secs



TVR SAGARIS PRESS INFORMATION

STANDARD EQUIPMENT

Mechanical

- Electro-hydraulic power assisted steering
- Double close-coupled 3-way catalytic converters
- Stainless steel exhaust
- Hydratrak limited slip differential
- 18 inch wheels
- Anthracite or silver wheel colour

Safety & security

- Integral FIA roll cage
- Side impact bars
- Electronic alarm system with engine immobiliser
- Outside temperature indicator
- Visible vehicle identification number

Exterior

- Electric door release
- Electric boot release
- Electrically adjustable heated door mirrors
- Tinted glass

Interior

- Full hide trim
- Lamonta headlining
- Machined aluminium trim finishing
- Stainless steel kick plates
- Polished aluminium gear lever and handbrake
- Manually adjustable steering column (reach & rake)
- Adjustable pedal box
- Programmable digital instrumentation
- Lights-on warning
- Central locking
- Electric windows
- Pioneer CD tuner with removable front, DAB compatible
- 2 x 5.5cm NXT, 2 x 13cm Clarion speakers
- Retractable luggage cover
- Emergency tyre inflation foam

Three year, 36,000 mile warranty

OPTIONAL EXTRAS

Mechanical

- Air conditioning
- Close ratio gearbox
- Gas discharge headlights (main beam only)

Exterior

- Cascade paint
- Chameleon paint
- Metallic paint
- Pearlescent paint
- Red Glow Pearlescent paint
- Reflex paint
- Starmist paint

Interior

- Electric lumbar supports
- Spare mats
- Carbon leather

Audio

- DAB Tuner
- 6 Disc Changer
- CD Navigation System
- DVD Navigation System

Owing to TVR's policy of continuous development, the right is reserved to change specification or price at any time.



UK PRICE LIST: SAGARIS

	Basic £	VAT £	Total £
Sagaris 4.0 litre Coupe	42,548.94	7,446.06	49,995.00

STANDARD EQUIPMENT

Mechanical

Adjustable pedal box	Central locking
Electronic alarm system with engine immobiliser	Outside temperature indicator
Electric windows	Electro-hydraulic power assisted steering
Programmable digital instrumentation	Stainless steel exhaust
Hydratrak limited slip differential	Colour coded wheels; anthracite, silver
18 inch wheels	Integral FIA roll cage
Side impact bars	Double close-coupled 3-way catalytic converters
Visible vehicle identification number	

Exterior

Electrically adjustable heated door mirrors	Electric boot release
Tinted Glass	

Interior

Full hide trim	Lamonta headlining
Machined aluminium trim finishing	Manually adjustable steering column (reach & rake)
CD tuner with removable front, DAB compatible	Stainless steel kick plates
2 x 5.5cm NXT, 2 x 13cm Clarion speakers	Retractable luggage cover
Polished aluminium gear lever and handbrake	Lights-on warning buzzer
Emergency tyre inflation foam	

OPTIONAL EXTRAS

	Basic £	VAT £	Total £
Mechanical			
Air conditioning	1,642.56	287.44	1,930.00
Close ratio gearbox	1,302.13	227.87	1,530.00
Gas discharge headlights (main beam only)	497.87	87.13	585.00
Exterior			
Cascade paint	3,000.00	525.00	3,525.00
Chameleon paint	1,574.47	275.53	1,850.00
Metallic paint	310.64	54.36	365.00
Pearlescent paint (ex. Red Glow)	617.02	107.98	725.00
<i>Red Glow Pearlescent paint</i>	<i>817.02</i>	<i>142.98</i>	<i>960.00</i>
Reflex paint	1,574.47	275.53	1,850.00
Starmist paint	353.19	61.81	415.00
Interior			
Electric lumbar supports	300.00	52.50	352.50
Spare mats	59.57	10.43	70.00
Carbon leather	P.O.A		
Audio			
DAB Tuner	408.51	71.49	480.00
6 Disc Changer CDX-P670	217.02	37.98	255.00
CD Navigation System ANH-P10MP	936.17	163.83	1,100.00
DVD Navigation System AVICX1	1,702.13	297.87	2,000.00
<i>See Pioneer Catalogue for further choices</i>			

Three year, 36,000 mile warranty

Due to circumstances beyond our control prices may have to be adjusted, including any amendment to the rate of Value Added Tax. Prices correct at time of going to press. Prices may vary for different markets. Owing to TVR's policy of continuous development, the right is reserved to change specification or price at any time.