



		Basic £	VAT £	Total £
Tamora	3.6 Litre	31063.83	5436.17	36500.00

The Tamora is to the Tuscan what the Chimaera was to the Griffith – a softer version with more conservative styling. The Tamora is the only full-convertible in the range and it carries over the simple, award winning roof mechanism of the Chimaera – a lift out roof section (stowed in the boot) and a folding rear screen.

The engine is the 3.6LITRE version of the TVR Speed Six that serves up 350BHP at 7200RPM and 290LB.FT of torque at 5500RPM. Maximum revs is 8000RPM. The engine is identical to the Tuscan 3.6 - a fuel injected, 24v, dry sump etc. – but the Tamora has a unique exhaust note by virtue of a special stainless steel and titanium exhaust system.

Speed Six engines are extremely tractable, enabling the Tamora to behave like a pussycat if you want to use it daily. However, all it takes is exploration of the last couple of inches of throttle travel to take off like a scalded cat. Performance is firmly in the supercar league with 60MPH reached in 4.4SECS and 100MPH in 9.5SECS. The top speed is over 170MPH.

The handling is benign but involving with double wishbones and coil springs over gas filled shock absorbers. The ride quality is tuned for everyday driving and the handling set up to achieve a high level of grip in wet and dry conditions with progressive breakaway should you reach the limit. The standard 16" wheels use a unique British-designed and made Avon ZZ3 tyre, while the 18" Tuscan wheels (shown in the photographs) are an optional extra.

The Tamora uses electrical assistance for the steering and, in

conjunction with the suspension settings and optimised tyres provides confidence-inspiring feel, but not an intimidating level of feedback. Brakes are cross drilled and ventilated discs all round (304MM front and 282MM rear) with powerful four piston callipers at the front.

The Tamora has a roll hoop around the windscreen and substantial door beams, are manufactured from T45 steel. The composite bodywork and weight-saving construction methods mean that the Tamora is the lightest of the current generation of TVRs at just over 1,000KG.

The dashboard comprises an analogue speedometer and matching tachometer above a switchable multi-function display which gives the fullest range of information from water and oil temperature, outside air temperature and battery volts to maximum and minimum values achieved (including maximum speed). Shift lights give a clear visual cue for gear changing points.

Further weight saving is achieved with race-style composite bucket seats and an alloy floor mounted pedal box that is bolted through to the chassis.



T H E S P I R I T O F D R I V I N G

Tamora

TVR



**Fully convertible 2 seater,
3.6 litre straight 6 engine with rear wheel drive**

Specification

Engine 6-cylinder inline alloy engine with
4 valves per cylinder and dry sump lubrication
Capacity 3605 cc
Max power 350 bhp @ 7200 rpm
Max torque 290 ft.lbs @ 5500 rpm

Performance

0 to 60 mph 4.4 secs
0 to 100 mph 9.5 secs
Maximum +175 mph

Suspension

All round Independent - double wishbones and coil over gas dampers assisted by anti-roll bars.

Braking

Front- 304mm ventilated disc brakes with 4 piston alloy callipers.
Rear- 282 mm ventilated disc brakes with single piston sliding callipers.

Steering

Power assisted rack and pinion.

Wheels

16 inch aluminium alloy wheels

Dimensions

Length overall	3948 mm
Width overall (inc. mirrors)	1835 mm
Height overall	1205 mm
Ground clearance	122 mm
Weight	1100 kg
Fuel tank capacity	63 litres



T H E S P I R I T O F D R I V I N G

T350c T350t



T350		Basic £	VAT £	Total £
	T350c	32765.96	5734.04	38500.00
	T350t	34468.09	6031.92	40500.00

Just looking at the T350, it is obvious how efficiently it slides through the air. The frontal area is ultra-smooth – without a central radiator intake – to ease the airflow over the car. At the other end, the abrupt tail of the T350 drops the airflow sharply to reduce drag at the rear of the car.

Based on the Tamora chassis and drive-train, the T350 is all about aerodynamics. Minimum drag means you can go faster with less energy – a useful advantage on the road or track. The other side of the coin is instability and loss of grip caused by 'lift'. Minimising lift – generating downforce – can carry a drag penalty so the challenge to the aerodynamicist is to create a balance between drag and lift.

The sloping roofline of the T350 has been very precisely profiled to ensure that the airflow remains attached to the car in order to negate lift. Allied with a diffuser under the exhausts and a splitter at the front of the car, the shape has been optimised aerodynamically in a way that is simply impossible with a convertible.

Here the T350 offers a neat compromise between coupé and Tamora convertible. Alongside the T350C (coupé) is the T350T (targa) which has two removable lightweight carbon fibre panels overhead.

That slippery shape looks quick even standing still. As you would expect the T350 is a very fast car – the 350 in its name is a reference to its power output of 350_{BHP} which, with barely more than 1000_{KG} to carry, results in supercar slaying performance. It is all too easy to become blasé about the 'baby' TVRs in the

company of Tuscan S, Cerbera 4.5 and T440R!

The Speed Six engine is the small displacement 3.6_{LITRE} version but this is a mighty engine. Since 1998, the Speed Six, in various guises has seen service in roadgoing and racing TVRs, surviving 24 hour endurance races and taking numerous class wins.

Lauded by the press as an engine likely to be recorded in history as 'one of the greats', the TVR Speed Six delivers strong torque, high specific output power and operates at up to 8000_{RPM}. A long-travel throttle pedal allows accurate metering of the power – with individual throttle bodies for each fuel-injected cylinder and a small flywheel to which a compact twin-plate race-type clutch is attached, the power delivery is eager and responsive.

The T350 takes most of its interior from the Tamora. The dashboard comprises an analogue speedometer and matching tachometer above a switchable multi-function display which gives the fullest range of information from water and oil temperature, outside air temperature and battery volts to maximum and minimum values achieved (including maximum speed).

The multi-function display can be upgraded to display lap times or, for racing, a variety of other outputs from a data-logger.

As with all TVRs, the switchgear is made by TVR and beautiful details can be found throughout the car – look for the turned aluminium electric aerial aperture and the machined alloy hinges of the glass hatchback.



T H E S P I R I T O F D R I V I N G

1350c 1350t

TVR



**2 seater coupe,
3.6 litre straight 6 engine with rear wheel drive**

Specification

Engine 6-cylinder inline alloy engine with
4 valves per cylinder and dry sump lubrication
Capacity 3605 cc
Max power 350 bhp @ 7200 rpm
Max torque 290 ft.lbs @ 5500 rpm

Performance

0 to 60 mph 4.4 secs
0 to 100 mph 9.5 secs
Maximum +175 mph

Suspension

All round Independent - double wishbones and coil over gas dampers assisted by anti-roll bars.

Braking

Front- 304mm ventilated disc brakes with 4 piston alloy callipers.
Rear- 282 mm ventilated disc brakes with single piston sliding callipers.

Steering

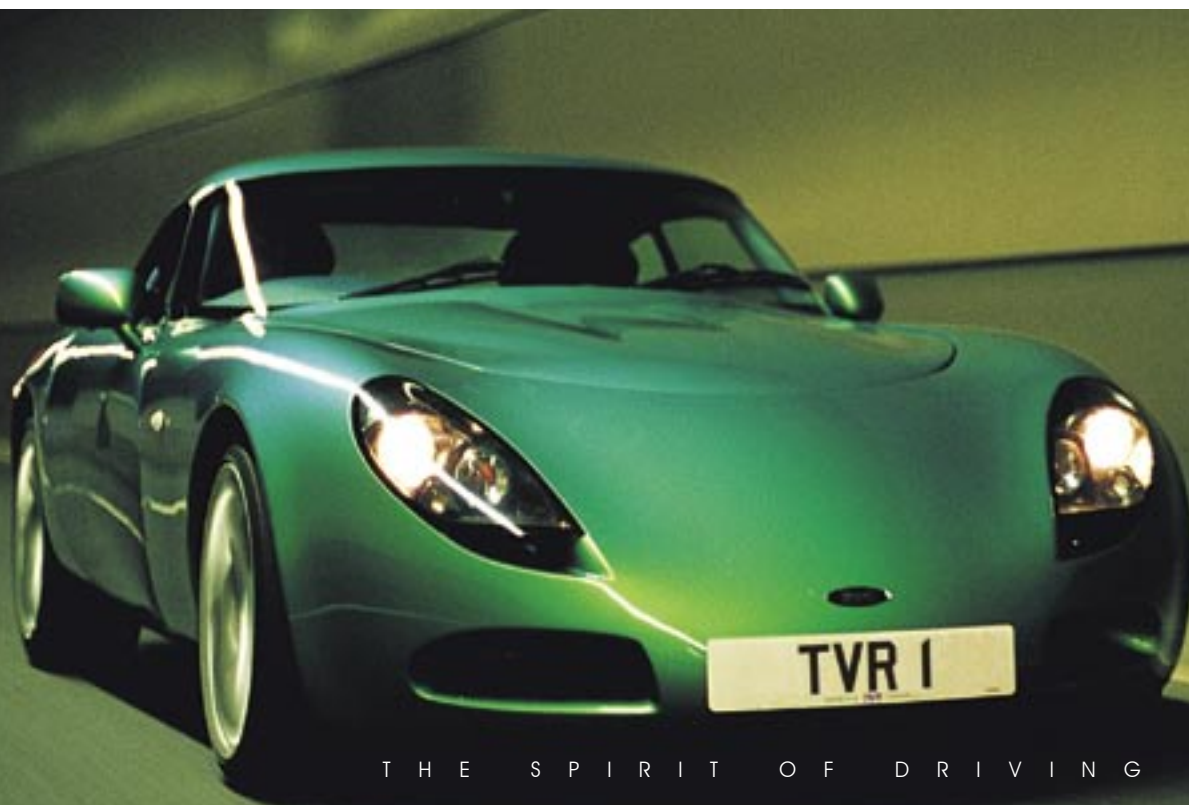
Power assisted rack and pinion.

Wheels

18 inch aluminium alloy wheels

Dimensions

Length overall	3974 mm
Width overall (inc. mirrors)	1835 mm
Height overall	1195 mm
Ground clearance	100 mm
Weight	1187 kg
Fuel tank capacity	63 litres



T H E S P I R I T O F D R I V I N G



Cerbera		Basic £	VAT £	Total £
	Speed Six	34978.73	6121.27	41100.00
	4.2 Litre	34978.73	6121.27	41100.00
	4.5 Litre	39574.47	6925.53	46500.00

The Cerbera began as a styling exercise, an experiment. A running prototype was unveiled at the 1993 London Motor Show where it met tremendous acclaim and following year it was decreed that the Cerbera would use a version of the race-proven TVR Speed Eight engine.

TVR has at its disposal the most gruelling of engineering tests: the ultra-competitive TVR Tuscan Challenge. Speed Eight engines have been mercilessly thrashed by up to 40 racing drivers every fortnight for years!

The installation of the Speed Eight in the Cerbera was significant on two counts. First, that TVR should produce its own engine was itself a quantum leap, marking the start of a transition from Rover-based V8 power to altogether more innovative and powerful 100% TVR power. Second, the installation of the Speed Eight was the first time that any company had modified a race engine for the road, rather than vice versa.

An all-alloy engine with its eight cylinders arranged in a 75° vee, the Speed Eight delivers more torque than any other normally aspirated petrol engine of equivalent size and weight. The Speed Eight engine design draws on many F1 principles but at 121kg, it is actually lighter than most V8 F1 and F3000 engines.

The Speed Eight features an extremely sophisticated water circulation system, a lubrication system that delivers oil at high pressure to the engine and at low pressure to the crankshaft, and a block so rigid that it can be used as a stressed member. Durability, survival in the Tuscan Challenge, is no surprise when you consider that the Speed Eight is fitted with extremely high quality components.

Enough of the engine! The Cerbera, even a decade after it first appeared is still an arresting sight. Curvy and low slung, one of the Cerbera's great surprises is discovering the interior space with its occasional rear bucket seats.

The Cerbera differs from a normal 2+2 in that its seating arrangement may be better described as a 3+1. The front passenger seat is able to slide further forward, freeing a substantial amount of extra legroom for a rear passenger. The long doors make rear access far easier than you might expect. The most remarkable part of the interior is the dashboard – it is like no other car.

All the instruments are right in front of the driver. A secondary binnacle, mounted with the steering wheel on an adjustable column, houses the clock, the fuel gauge, a fresh air vent and the engine start/stop buttons. Steering wheel-mounted buttons operate main beam, windscreen washers/wipers, and the horn.

The Cerbera range comprises three models. The 4.0litre Cerbera Speed Six has softer suspension and higher profile tyres to give a more comfortable ride and less road noise. Its focus is grand touring and its personality is like a modern rendition of the Great British G T cars of the 1960s. The Cerbera 4.2 is 'the original', the barn-storming gatecrasher that rocked the supercar establishment ten years ago. Much developed over the years it exists for those who demand a V8 just a little milder than the visceral Cerbera 4.5.

If the Speed Six is reminiscent of charismatic 1960s GTs, then the 4.5 is most reminiscent of Cold War jet fighters. There is nothing else ground-bound quite like it. Its 420BHP punch is backed up by 380LB.FT of tarmac-rippling torque and it dismisses 60MPH in 3.9SECS, 100 in 8.1 and 150 in 17.9.

The 4.5 embarrasses those with more cash than car knowledge – it is a serious motor car, one of the fastest in existence. Modified suspension and larger wheels and tyres to cover bigger brakes complete its armoury – the descent from 100MPH in just 3.8SECS.



Cerbera

TVR



2 door 4 seater coupe with integral roll cage

Specification

Cerbera - Engine 4.2

4185cc alloy V8 engine

Max power	360 bhp @ 6500 rpm
Max torque	320 ft.lbs @ 4500 rpm
0 to 60 mph	4.2 secs
0 to 100 mph	9.9 secs
Maximum speed	+180 mph

Cerbera Speed Six - Engine 4.0

3966cc straight 6 alloy engine

4 valves per cylinder

Max power	350bhp @ 6800 rpm
Max torque	330 ft.lbs @ 5000 rpm
0 to 60 mph	4.4 secs
0 to 100 mph	10.2 secs
Maximum speed	170 mph

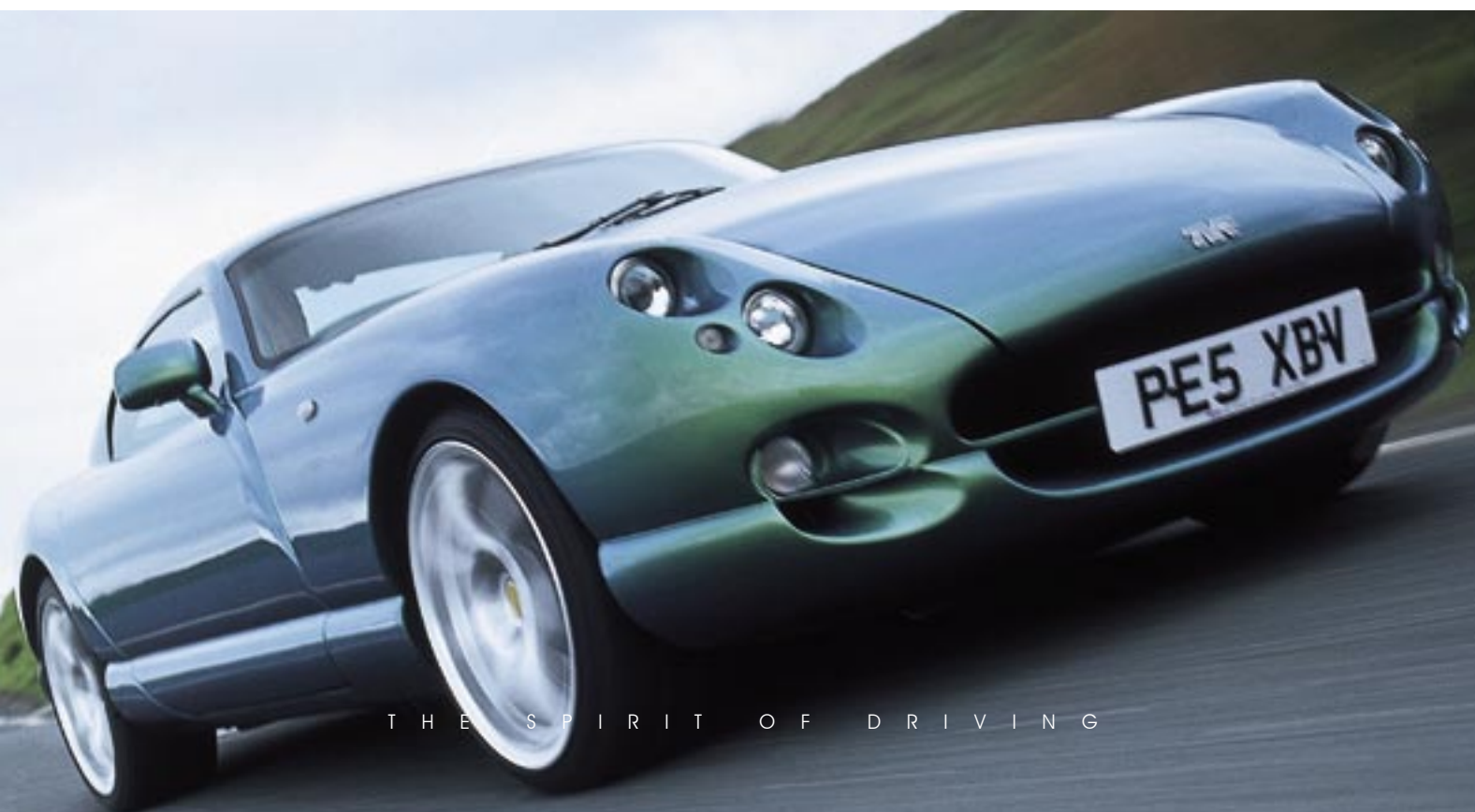
Cerbera 4.5 - Engine 4.5

4475cc alloy V8 engine

Max power	420 bhp @ 6750 rpm
Max torque	380 ft.lbs @ 5500 rpm
0 to 60 mph	3.9 secs
0 to 100 mph	8.3 secs
0 to 150 mph	17.9 secs
Maximum speed	+195 mph

Dimensions

Length overall	4280 mm
Width (inc. mirrors)	1865 mm
Height overall	1220 mm
Ground clearance	130 mm
Front track	1464 mm
Rear track	1470 mm
Wheelbase	2566 mm
Fuel capacity	65 litres
Weight	1100 kg (Speed Six 1130kg)



T H E S P I R I T O F D R I V I N G



		Basic £	VAT £	Total £
Tuscan	3.6 Litre	33914.90	5935.10	39850.00
	4.0 Litre	42548.94	7446.06	49995.00

The TVR Tuscan was designed to be a convertible in which two people and their luggage could go on holiday for a month with creature comforts like air conditioning and power steering. A sensible enough brief. But, with the car weighing little more than 1000kg and packing 400bhp in Tuscan S guise, the Tuscan is another product of the sense of humour that served up the 'practical, young family-man's Cerbera' with a full-house racing engine...

The Tuscan, with looks to make pedestrians walk into lamp posts and a sound track that sends pets running for shelter, had one of the longest gestation periods of any current TVR.

Peter Wheeler and TVR's stylists, led by Damien McTaggart, took two years sculpting this future classic. By hand. Shapes this complex are simply beyond computer modelling. Wash a Tuscan by hand and you re-trace the path taken by the stylists' hands. Their passion is palpable.

Many of the features that make the Tuscan look so extraordinary are there for sound engineering reasons. For instance, the unusual bonnet arrangement, whereby the main piece of the bonnet is bolted to the car, is to duct airflow very precisely. The panel is lightly stressed but since it does not have to hinge, it can be made very light to save weight. The bonnet and boot shutlines show off the Tuscan's shape to best advantage but they make the boot aperture large enough to store the roof across the top of the boot interior.

The roof and rear window can each be removed and both sit perfectly across the top of the cavernous boot, barely impacting on the luggage space. You can see where and how two years of fettling was exhausted: the Tuscan is beautifully resolved.

The styling of the car is suggestive of its Speed Six engine – only an inline six could sit under that long bonnet contour. In the Tuscan, a 350bhp 3.6litre is used and in the Tuscan S, an even more potent 400bhp 4.0litre version.

The all aluminium Speed Six engine is the first time a TVR has featured a four valves per cylinder head. At high rpm, the greater valve area improves volumetric efficiency. This implies that the engine needs revving to perform but the use of finger followers gives higher valve accelerations to increase torque. The result is an engine with a broad repertoire. The Speed Six motor is docile in town where it can burble along at low speeds in high gears. But press your right foot into the carpet and you will find yourself pressed authoritatively back into your seat, a vivid reminder that this engine has won races.

The Speed Six uses chain-driven twin overhead camshafts for quietness and reliability. It features a dry sump – like all racing TVRs – so the engine can sit low in the chassis and avoid the oil surge problems normally associated with a long sump. The engine is canted over 15°, to further lower its centre of gravity. Internally, the engine features forged steel connecting rods, slipper style lightweight pistons, thin wall cylinder liners and a fully counterweighted nodular iron crankshaft. It's a tough engine.

The Tuscan chassis is based on that of the Cerbera, shortened by 200mm, to match the dimensions of the Tuscan Challenge racing cars. Like the engine, the chassis is capable of making the paradigm shift from 'just cruising' to 'cruise missile' at the instruction of your right foot thanks to an excellent balance between ride and razor-sharp handling.



Tuscan *Tuscan S*

TVR



2 seater with removable roof panel and rear window
Straight 6 engine with rear wheel drive

Specification

Engine 6-cylinder inline alloy engine with 4 valves per cylinder
 and dry sump lubrication

Tuscan	
Capacity	3605 cc
Max power	350 bhp @ 7200 rpm
Max torque	290 ft.lbs @ 5500 rpm

Tuscan S	
Capacity	3996 cc
Max power	390 bhp @ 7000 rpm
Max torque	310 ft.lbs @ 5250 rpm

Performance

Tuscan	
0 to 60 mph	4.2 secs
0 to 100 mph	9.6 secs
Maximum	+180 mph

Tuscan S

0 to 60 mph	3.8 secs
0 to 100 mph	8.1 secs
Maximum	+195 mph

Suspension

All round Independent - double wishbones and coil over gas dampers assisted by anti-roll bars

Braking (Tuscan S)

Front- 304mm (322mm) ventilated discs with 4 piston alloy callipers
 Rear- 282 mm (298mm) ventilated discs with single piston sliding callipers

Dimensions

Length overall	4235 mm
Width overall (inc. mirrors)	1810 mm
Height overall	1200 mm
Ground clearance	102 mm
Weight	1100 kg



T H E S P I R I T O F D R I V I N G



Sagaris

Basic £
42548.94

VAT £
7446.06

Total £
49995.00

The car, a development of the T350 coupe has been designed with endurance motorsport in mind. Destined for the race tracks of the UK and Europe, the Sagaris is a T350 which has undergone major development to address the needs for

greater aerodynamic stability and downforce.

It has a wider track than the T350 is powered by a 400 bhp version of the Straight Six engine.



T H E S P I R I T O F D R I V I N G

Sagaris

TR



**2 seater coupe,
3.6 litre straight 6 engine with rear wheel drive**

Specification

Engine 6-cylinder inline alloy engine with
4 valves per cylinder and dry sump lubrication
Capacity 3996 cc
Max power 400 bhp @ 7000 rpm
Max torque 310 ft.lbs @ 5250 rpm

Performance

0 to 60 mph 3.7 secs
0 to 100 mph 8.1 secs
Maximum +195 mph

Suspension

All round Independent - double wishbones and coil over gas dampers assisted by anti-roll bars.

Braking

Front- 304mm ventilated disc brakes with 4 piston alloy callipers.
Rear- 282 mm ventilated disc brakes with single piston sliding callipers.

Steering

Power assisted rack and pinion.

Wheels

18 inch aluminium alloy wheels

Dimensions

Length overall	4035 mm
Width overall (inc. mirrors)	1885 mm
Height overall	TBA
Ground clearance	TBA
Weight	TBA
Fuel tank capacity	63 litres



T H E S P I R I T O F D R I V I N G



T400R
T440R
Typhon

Basic £
59570.22
63826.00
68080.85

VAT £
10424.78
11169.00
11914.15

Total £
69995.00
74995.00
79995.00

These cars first broke cover at the Birmingham Motor Show in 2000 as the 'Tuscan R'. Within a year, the Tuscan R was demonstrating a blistering pace in the British GT championship.

Despite being derived from the Tuscan Speed Six, the 'R' never shared panels with its name-sake. By 2002, the 'R' had evolved away from its Tuscan roots to become two distinct models. The 4.0LITRE 400BHP T400R forms the basis of TVR's endurance racing programme while an ever wilder version, the 4.2LITRE 440BHP T440R, is aimed squarely at the mantle of 'ultimate TVR'.

The T440R is a fully paid-up member of the 200MPH Club and the most concentrated strain of TVR DNA yet. It is a technological tour de force with the technology focused on engineering excellence, power-to-weight and chassis balance. The T440R is a precision instrument for travelling at extraordinary velocities. Responsive and viciously rapid, it demands and rewards a skilled driver.

The best place to begin describing the T440R is at its extensively developed TVR Speed Six engine. Its displacement is stretched to 4.2LITRES and it boasts a raft of high-tech TVR Motorsport components to serve up a prodigious 440BHP. The 60MPH benchmark is dismissed in less than four seconds but 60MPH is only a little over 25% of the T440R's potential. From 60MPH to its top speed of 215MPH the T440R is truly spectacular.

That special TVR Motorsport 4.2LITRE Speed Six sits in a brand new type of chassis designed with the aid of powerful CAD/CAM software. The rigidity of the tubular steel chassis is significantly increased by a race-type rollcage, the strategic use of aluminium honeycomb and carbon-fibre for the floor and bulkhead. Carbon-fibre and aluminium feature strongly in this car.

You can count the small number of road-going supercars that have had all-carbon-fibre bodywork on the fingers of one hand. Carbon-fibre is expensive but it is extraordinarily light and strong. The unpainted bodysell of the T440R is incredibly light, yet it is many times stronger than steel or glass-fibre.

Aerodynamics play an increasingly significant part in the design of contemporary TVRs due to their high-speed potential. Management of drag and lift has necessarily been taken furthest with the T440R. Meticulous wind tunnel work has yielded a superb balance between downforce and drag. The drag coefficient of the slippery coupé body is only 0.32 while a flat floor, front splitter and rear diffuser work together to give real confidence-inspiring high speed stability by pressing the car against the road surface.

The T440R is fitted with adjustable dampers for you to fine-tune suspension set ups or to change between road and track settings.

The braking system uses powerful ventilated discs with four-piston callipers on all wheels and an option of even bigger racing front discs with six piston callipers is offered for serious track users.

The interior positively shouts 'race car' – from the exposed, highly polished exposed aluminium and carbon-fibre to the digital dashboard. The T440R has unique carbon-fibre seats trimmed with the finest Scottish hides. The ambience is focused and purposeful but nevertheless comfortable and evidently exclusive.

The T400R and T440R differ only in engine but, by virtue of the options available, every example will be unique. Both models are manufactured to special order by TVR Motorsport.



T400R

T440R

Typhon

TR



2 door 2 seater coupe
4.0 litre straight 6 engine with rear wheel drive

Specification

Engine 6-cylinder inline alloy engine with
4 valves per cylinder and dry sump lubrication

T400R

Capacity	3996 cc
Max power	400 bhp @ 7000 rpm
Max torque	320 ft.lbs @ 6000 rpm

T440R

Capacity	3996 cc
Max power	440 bhp @ 7600 rpm
Max torque	350 ft.lbs @ 6000 rpm

Typhon

Capacity	3996 cc
Max power	500 bhp @ 7600 rpm
Max torque	350 ft.lbs @ 6000 rpm

Suspension

All round Independent - double wishbones and coil over
adjustable gas dampers assisted by front anti-roll bar

Braking

Front- 322mm ventilated disc brakes with 4 piston alloy callipers
Rear- 298 mm ventilated disc brakes with 2 piston alloy callipers

Steering

Power assisted rack and pinion

Wheels

18 inch aluminium alloy wheels, optional 19 inch

Dimensions

Length overall	4367 mm
Width overall (inc. mirrors)	1880 mm
Height overall	1210 mm
Ground clearance	100 mm
Fuel tank capacity	70 litres



T H E S P O R T S C A R L I V I N G