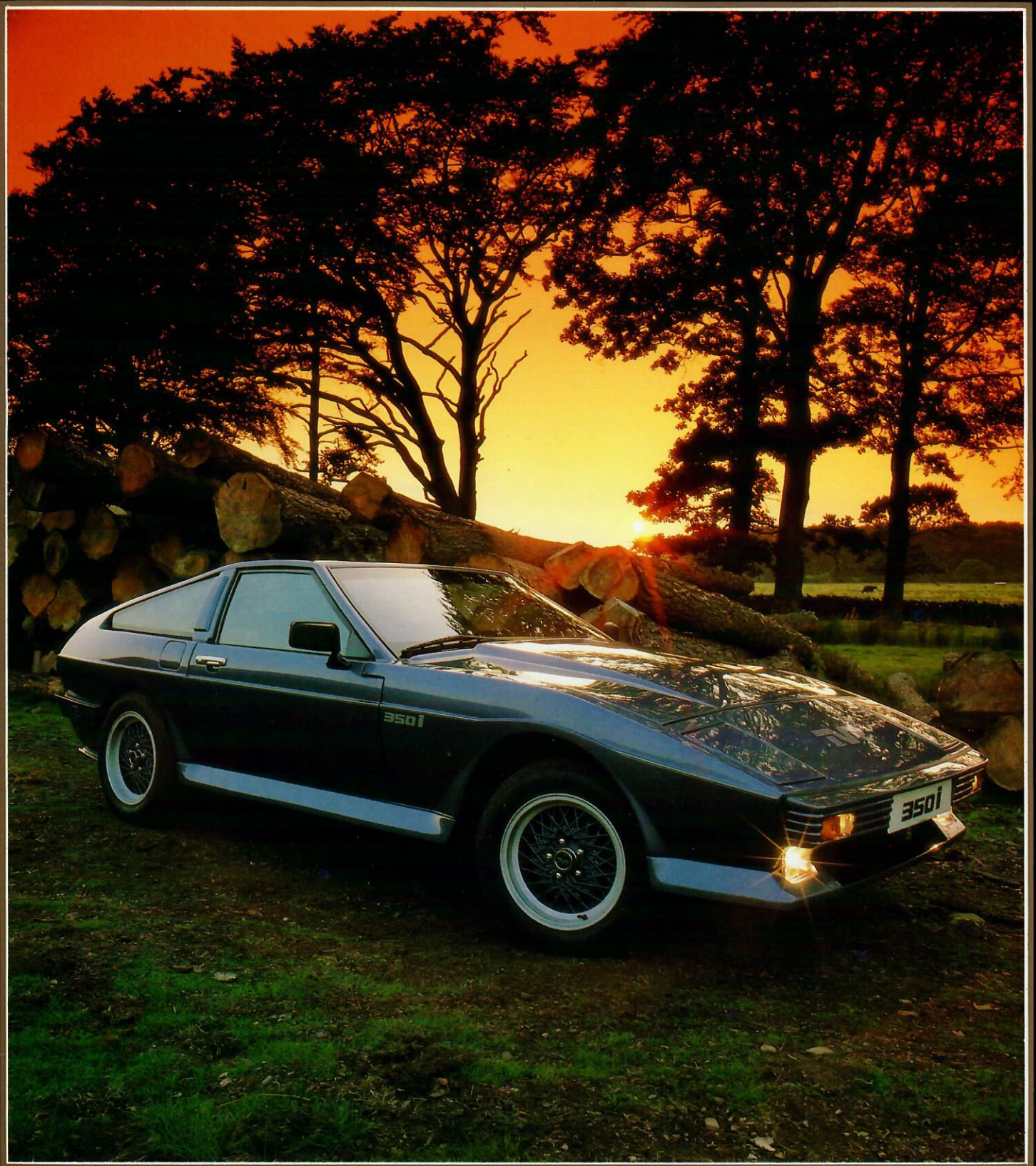


Exclusive Sports Cars





## TVR 350i

In an age when cars are turned out by robots in a matter of hours, TVR is the glorious exception. Instead of racing off the production line, it's made at a snail's pace, almost entirely by hand. Indeed the whole painstaking process takes over four hundred hours, a considerable proportion of which is spent honing the body to its final glass like perfection. Of course although it's every inch the traditional British sportscar, right down to the polished walnut veneer fascia, it lacks few modern

refinements. The real beauty however lies more than skin deep where underneath the steeply raked bonnet lurks a torquey, fuel injected 3500 cc V8 engine. From rest it can rocket to 60 mph in a breath over 6 seconds with sufficient power to send it hurtling past 140 mph. Styling, design and ergonomics combine to create an unparalleled driving machine where control is firmly executed by those select few who appreciate quality above all else.





## **TVR 280i**

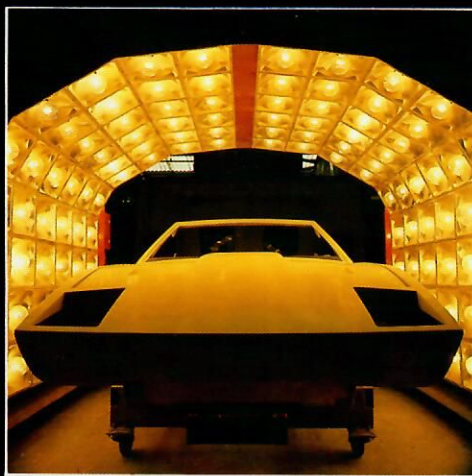
In keeping with the trends established by the 350i, TVR also offer the exciting Convertible and Fixedhead designs in the 280i range. Both offer performance, style and excitement in their own individual way with all the attributes synonymous with the craftsmanship of TVR. Convertible models feature a unique top assembly allowing it to be driven in a "targa" formation or as a completely open car. Fixedhead models have a distinctive glass rear hatch, providing access to a large fully carpeted luggage deck, beneath which is located

space for the secure stowage of valuables. Performance is almost as impressive as the larger capacity models. With 2800 cc of fuel injected V6, 60 miles per hour arrives in a whisper over 7 seconds. When pressed further either vehicle will achieve a maximum speed of 133 mph. Of course you can't build cars like this by the millions and this year we will only create a mere few hundred. A degree of rarity we feel will reflect the type of owner.





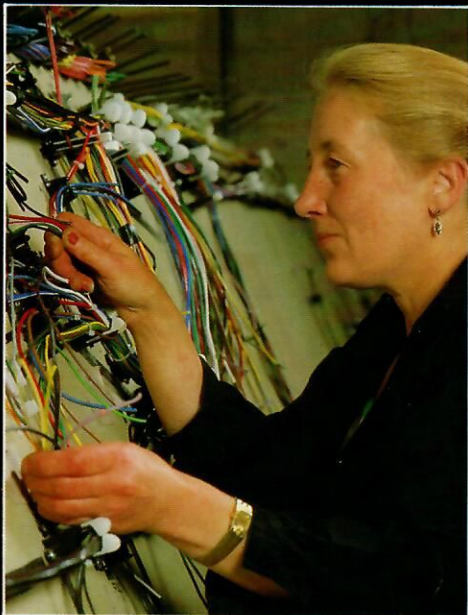
Meticulous care and attention to detail at the priming stage will ensure perfect finish later on. Rubbing down by hand between each of the five coats prepares the surface for the application of the paint.



Bodyshells manufactured in two halves and bonded together will be extensively smoothed and prepared prior to curing in the purpose built, travelling infra red oven.



In due course the painter will take almost a day to carefully layer on the many coats of paint required to achieve the mirror like finish of the final production car.



In order to preserve TVR's long established tradition of quality, a large majority of the components used in the vehicles are manufactured in house. These, like the wiring looms, trim and bodywork enable us to achieve the exceptional high build quality that is second nature to TVR.



Trim in a variety of standard colours or any shade of the finest Connolly leather will be carefully cut to shape prior to stitching and installation in the vehicle.



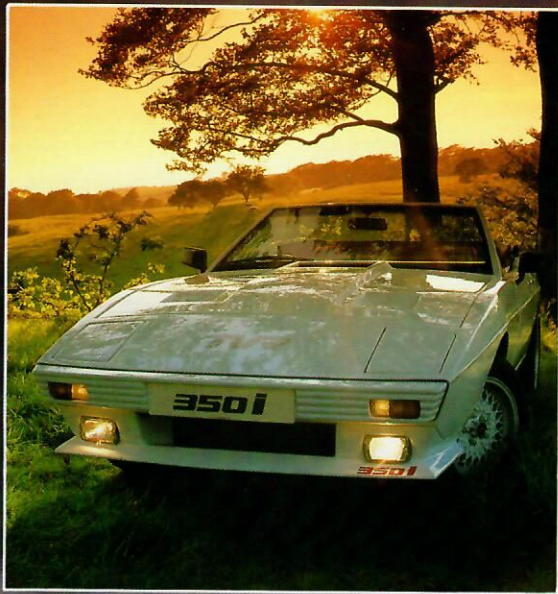
Painted bodyshell and complete rolling chassis finally come together in what by now will be the fruition of over two hundred hours of careful attention to detail and quality.



An almost complete car receives its hood installation along with one of the numerous quality control checks nearing the end of build. When

complete the Production Director will personally road test each vehicle prior to signing off the build book.





Any shade of the finest Connolly hide may be obtained when specifying individual requirements. Contrasting piping may enhance the leather chosen and only the very best quality woven English carpet is used to complete the interior.

It's been said that few cars can get the adrenalin flowing quite so freely, but then you don't have to climb in and drive it to appreciate that. The 350i looks every inch the hand-made British sports car, which of course, is exactly what it is.

The luxurious and comprehensively equipped cockpit complements the automobile's superlative styling. The ultimate in comfort is afforded by individual seats fully adjustable and upholstered in a wide range of colours with the option of full English leather available. Contrasting deep pile carpet and extensive instrumentation set in the finest polished walnut veneer behind the small diameter leather trimmed steering wheel completes the interior.



The styling of Fixedhead models is radically different to Convertibles with the all glass rear hatch providing access to the large carpeted luggage area. An angled lower vision panel is incorporated, aiding the rear view while simultaneously enhancing the overall effect of spaciousness. Revised bodywork with different front air dam, bonnet and side skirts further separate the two models, while all 350i versions have the addition of front driving lights, colour co-ordinated road wheels and an integrated rear bumper/apron arrangement.



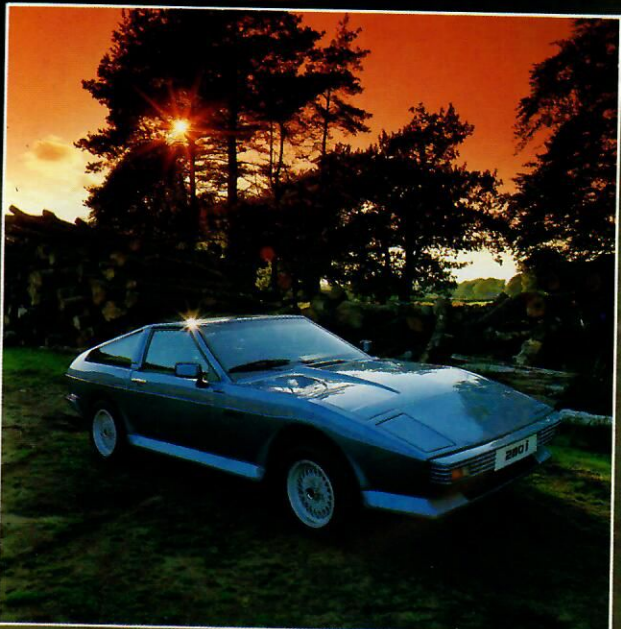


Power comes from the 3.9 litre, 275 BHP fuel injected V8 engine. Handling derives from the uprated chassis and continuous drive differential. Braking is by ventilated discs, large calipers and balance system.

This is the 390 SE.

The TVR 390 SE was designed around established racing principles and philosophies with a single purpose in mind. It had to be one of the quickest and most exciting cars of its kind, docile in traffic yet furious when unleashed. Developed with this in mind and finally productionised, it is a car the serious driver could envisage picking up in London, driving through rush hour traffic to Silverstone and being competitive on that winding, torturous circuit.

The traditional sportscar reincarnated at last, by TVR.



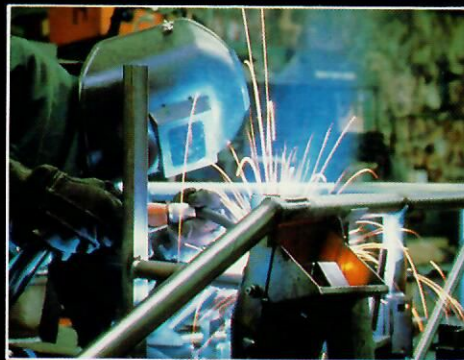




Performance with any TVR is, as you like it, happy to cruise about in city traffic without straining at the bit, while out on the open road it's another story. The high performance 390 SE will rocket to sixty miles per hour in a mere five seconds, while one hundred miles per hour is achieved in just twelve, making it one of the quickest production cars available. The 350i, on the other hand will take one second longer to reach sixty, while one hundred is obtained in sixteen. When it comes to performance 280i's are not overshadowed by their larger capacity stablemates. With 150 BHP of fuel injected V6 on-tap, the sixty figure is obtained in a fraction under eight seconds while it will happily go on to record a maximum speed of over one hundred and thirty miles per hour.



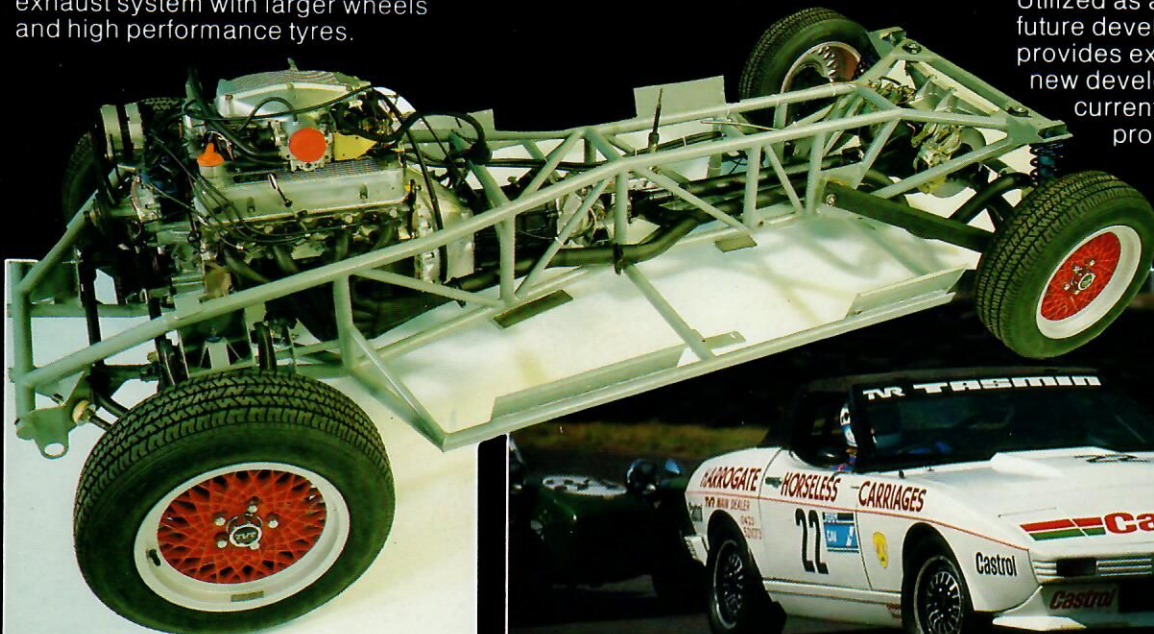
Construction of the rear independent suspension features the centrally mounted differential, inboard powered disc brakes, lateral links, fixed length drive shafts, trailing arms and hub carrier all retained by coil springs and telescopic shock absorbers.



Complete 390 SE rolling chassis featuring uprated suspension, ventilated disc brakes, race proven exhaust system with larger wheels and high performance tyres.

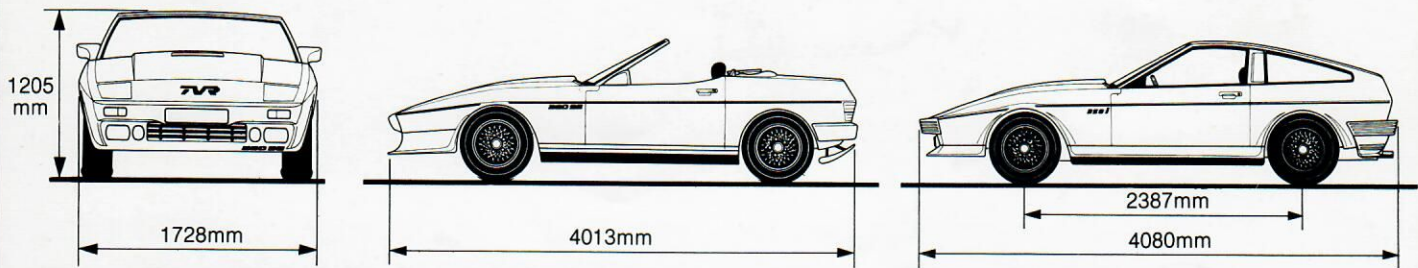
Perhaps, more impressive than raw power is the car's ability to let you use it. Steering, handling and roadholding are in a class of it's own, surpassing those considered as rivals. Very few road cars exist today that are still constructed by the same methods employed in the world of competitive racing. TVR construct their own separate multi-tubular steel backbone chassis with outriggers, whose all round independent suspension and wide low profile tyres put the driver in complete control. Power from the front mounted engine is fed through a slick five speed transmission driving the rear wheels, while braking is by powered discs all round. Definitely a car meant for the serious driver – a car designed to be driven.

Currently competing in the world of production sportscar racing is a factory sponsored 350i Convertible. Utilized as a mobile test bed for the future development of the marque it provides extensive information on new developments, which are currently finding their way into production models.





# TECHNICAL SPECIFICATIONS



**BODY:** Two seat, two door Convertible or Fixedhead bodyshell manufactured in glass reinforced plastic (G.R.P.) moulded in two halves and bonded along the waistline. Laminated Sundym front screen with Sundym toughened side screens. Detachable roof section with fold down rear header on Convertible or all glass rear hatch, supported by gas struts on Fixedhead models. Specially moulded G.R.P. bumpers along with strategically designed internal body crumple zones protect front and rear portions of the vehicle.

**CHASSIS:** Multi-tubular steel spaceframe chassis with outriggers, protected by an epoxy coating provides the backbone of the automobile. Occupant protection is provided by well designed front, rear and side intrusion beams conforming to all legislative requirements. Front suspension is by upper wishbone, stabilised lower lever, coil springs, telescopic shock absorbers and a forward running anti-roll bar. Rear suspension is by lateral links, trailing arm and hub carrier, fixed length drive shafts, retained by coil springs and telescopic shock absorbers.

MODEL:	280i	350i	390SE
<b>CYLINDERS:</b>	VEE 6	VEE 8	VEE 8
<b>CUBIC CAPACITY:</b>	2792 cc	3528 cc	3900 cc
<b>BORE:</b>	93 mm	88.9 mm	93.5 mm
<b>STROKE:</b>	68.5 mm	77.12 mm	77.12 mm
<b>COMPRESSION RATIO</b>	9.2:1	9.8:1	10.5:1
<b>MAXIMUM POWER:</b>	150 BHP at 5,700 RPM	190 BHP at 5,280 RPM	275 BHP at 5,500 RPM
<b>MAXIMUM TORQUE:</b>	162 FT/LBS at 4,300 RPM	220 FT/LBS at 4,000 RPM	270 FT/LBS at 3,500 RPM
<b>PERFORMANCE</b>			
<b>1st</b>	36 MPH	36 MPH	36 MPH
<b>2nd</b>	67 MPH	57 MPH	57 MPH
<b>3rd</b>	96 MPH	86 MPH	86 MPH
<b>4th</b>	121 MPH	120 MPH	120 MPH
<b>5th</b>	133 MPH	140 MPH	150+ MPH
<b>ACCELERATION 0-60 MPH:</b>	7.5 sec.	6.0 sec.	5.0 sec.
<b>VALVE GEAR:</b>	O.H.V.	O.H.V.	O.H.V.
<b>IGNITION SYSTEM:</b>	ELECTRONIC	ELECTRONIC	ELECTRONIC
<b>FUEL SYSTEM:</b>	BOSCH K-JETRONIC	LUCAS ELECTRONIC	LUCAS ELECTRONIC
<b>GEAR RATIOS:</b>			
<b>1st</b>	3.36:1	3.32:1	3.32:1
<b>2nd</b>	1.80:1	2.09:1	2.09:1
<b>3rd</b>	1.28:1	1.40:1	1.40:1
<b>4th</b>	1.00:1	1.00:1	1.00:1
<b>5th</b>	0.82:1	0.79:1	0.79:1
<b>REVERSE</b>	3.36:1	3.43:1	3.43:1
<b>DIFFERENTIAL RATIO:</b>	3.54:1	3.54:1	3.54:1
<b>WHEELS:</b>	ALLOY 7J x 14	ALLOY 7J x 15	ALLOY 7J x 15
<b>TYRES:</b>	205/60 VR 14	205/60 VR 15	225/50 VR 15
<b>BRAKES:</b>	POWERED DISCS	POWERED DISCS	VENTILATED DISCS
<b>STEERING:</b>	RACK AND PINION	RACK AND PINION	RACK AND PINION



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