



A truly menacing spectacle to have looming in your rear-view mirror...

TVR Sagaris

City Life take a look at TVR's extreme machine...

It is surely one of the most spectacular sports cars we've ever seen to go on sale in the UK. In the flesh it's a surprisingly small machine. Yet the drama of its stance and its details still lend it massive road presence, especially the low front splitter and the fake cooling fins that run along the tops of each wing.

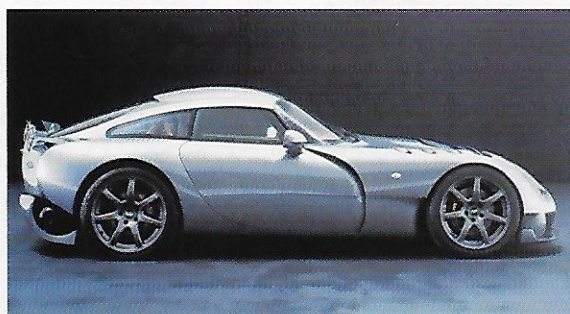
Beneath the bonnet, but mounted so far back in the chassis that TVR rightly refers to the Sagaris as being front-mid-engined, lies Blackpool's 3996cc aluminium straight six. Except in this instance it has been tuned to produce 406bhp between 7000-7500rpm and 349lb ft at 5000rpm. Thank this particular engine's forged aluminium pistons, forged steel conrods, remapped fuel injection system and dry-sump oil system for that.

But it's the chassis, arguably, that makes the biggest leap forward. There are double unequal-length wishbones at each corner and predictably vast ventilated disc brakes front and rear, but the springs are more than two times stiffer than any previous TVR's and mark a radical change in suspension philosophy.

There aren't many things on this earth that can prepare you for what happens when a Sagaris really gets into its stride. Initially, there isn't quite the eruption of wheelspin, tyre smoke and acceleration you might expect from a car with 406bhp and just 1159kg to lug around, but once you

realise the Sagaris can do over 60mph in first gear and hit 100mph while still in second, your whole perception of the car's performance shifts.

By the time 60mph arrives the juggling act between throttle, clutch, tyres and Tarmac has only just been resolved, hence the time of 3.9sec. It's only once you select second



It's massively, gloriously, loudly fast, and it's a proper drivers car. Angry, viscous, menacing, totally in your face. Its road a road legal trackday weapon of the highest calibre.

within the snappy five-speed gearbox that the real damage is done against the stopwatch: 0-100mph takes a mere 8.5sec, 0-150mph just 20.0sec. By any standards that's a mighty set of statistics.

The Sagaris is so obviously better made than its predecessors that it easily justifies its higher price. The cabin is not made to the same exacting standards as a Porsche or Aston Martin, but if it were then this much performance would mean a price at least double the one you have to pay here.

In terms of packaging it's a minor miracle. It manages to appear small on the outside yet inside has bundles of room for passengers and their luggage. Once you've acclimatised to the seats – specifically their dramatic shape and how hard they are – you soon realise how good the basic driving position is, how well located the pedals are, how easy to use the digital dashboard actually is and how special it feels inside.

It's hard to be 100 per cent positive about the safety of a car that doesn't have traction control, anti-lock brakes

or airbags. On the other hand, the Sagaris has fabulous brakes, a full FIA-approved roll cage as standard and more mechanical grip than almost any other rival we can think of. Equipment levels are pretty good, although the fact that you have to pay extra for air conditioning is pretty poor. Other optional extras include a digital radio, six-disc CD changer, electric lumbar supports and a DVD-based navigation system.

Running a Sagaris is not cheap – it returns between 15 and 24mpg depending on how hard you drive. Emissions are high so it's a full 35 per cent company car tax machine, and servicing comes regularly (every 6000 miles) and costs plenty each time. On the other hand, it's hard to imagine another 185mph car that costs less to buy and run than this.

What distinguishes the Sagaris as something special isn't merely its pace or its extraordinary good looks – there have been plenty of TVRs that have looked good and gone like stink over the years. Instead, it is its completeness as a package, and that's a real first for TVR. The Sagaris goes like a rocket, is affordable compared with its rivals and looks

sensational – the exact same straightforward formula that brought TVR fame in the first place. The difference this time is that the Sagaris has real polish in almost everything it does.

Here at City Life, we love it and believe it to be a sensational car. If 'tear your face off' performance is what you're after... TVR is it!

SPECIFICATION

TVR SAGARIS

- Engine: Inline 6
- Displacement: 3996cc
- Location: Front-Mid-Engined!
- BHP: 404 @ 7500
- Torque: 349lb ft @ 5000
- Weight: 1078kg
- 0-62mph: 3.7
- 0-100mph: 8.5
- Top Speed: 185
- Basic Price: £49,995
- On Sale: Now!

CITY LIFE RATING: ★★★★★

