

# TVR Taimar Turbo

Body very straight, below; car has done 31,000 miles

**Year of Manufacture:** 1977  
**Recorded Mileage:** 31,000  
**Asking Price:** £13,000  
**Car for Sale at:** Oxfordshire Sports Cars, 64 London Road, Wheatley, Oxfordshire, OX9 1YA; tel: 08677 4412

TVR's Turbo was one of the first turbocharged road cars and the early, Broadspeed-developed turbo installation quickly gave the car its reputation as a roadburner. The large turbo feeds the blueprinted Ford 3-litre V6 through miles of plumbing and a single, sealed carburettor, and that's it. There's no wastegate, no boost control and no fancy electronics to stop you grenading the engine, and the extra urge – 230bhp against 138bhp unblown – takes ages to build and comes in with a rush just before 4000rpm.

All of which made the TVR Turbo hard to live with, and unless the cars were dutifully looked after by diligent owners – set up the engine properly on a rolling road, service every 3000 miles and junk the plugs every 1000 miles – they could become dogs.

Not this car. Only 63 TVR Turbos were made – 30 of them Taimars – and this must be one of the better examples. With just 31,000 miles on the clock, it's had all the right mods – Piranha ignition, Kenlowe fan, a quick rack, wears 215 section rubber and has had its engine rebuilt and set up by AVJ Developments – and is well known to the TVR Car Club.

Oxfordshire Sports Cars is selling this car on behalf of its owner, who inherited it in part exchange for a GTD 40. Partners Dave Foster and Norris Miles can show prospective buyers a thick wad of bills, proof that the previous owner invested a lot of time and money in this car.

Starting underneath, the chassis outriggers and rear crossmember are solid, the discs are unscored and there's no oil trace under the driver's seat pan, which would indicate a tired engine that had been blowing oil out of the dipstick tube.

The body is straight and unrippled, the original bronze paint and very seventies 'Turbo' stickers are unblemished and the interior is unmarked. The period seventies sliding sunroof does just that, and the car wears a factory option roll bar. The driver's door hinges have, inevitably, dropped slightly.



In the engine bay, all the heat shields are in place, the pipes and turbo trunking is in good condition, and somebody has recently sealed up a leaking turbo gasket. An unmatched 70 series tyre sits on the spare wheel in the front of the compartment.

The engine fires up readily with a slight puff of oil smoke (normal) and soon settles down to a steady idle. Once warmed up and on the move, the temperature and oil pressure gauges behave themselves, at 90deg and 75psi. The boost gauge remains dormant until you boot the car, and then shows 8psi at 4000rpm – correct, according to the TVR Car Club.

The controls of this car are heavy and the gearchange of the non-standard five-speed box (from 2.8i Ford) takes some getting used to, but the car reacts well to inputs, drives straight, pulls up straight with a hefty shove on the servoed brakes, and, commendably, no clunks or rattles emanate from the body or the highly-stressed driveline.

**Verdict:** If you want a seventies performance legend and a slice of motoring history, this fully-sorted, almost original car has to be a good bet. The TVR Car Club says the price is about right, but be prepared to spend to keep this car up to scratch.

**Interior (right) unworn – very seventies corduroy, five-speed gearbox fitted; steering column could use new top bush**



**Engine, below has been rebuilt, does not leak or smoke, but regular maintenance essential; spare tyre non-matching**

