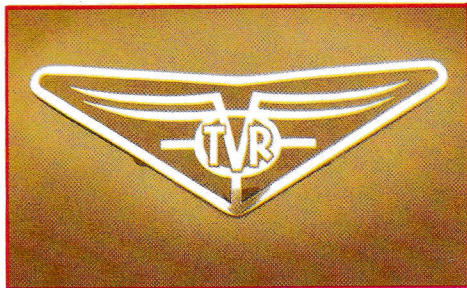


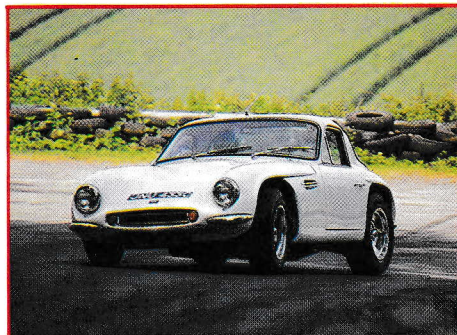
NR

Tradition . . .



The TVR story effectively began in 1947 when a young 23 year old engineer and sportscar enthusiast, TREVOR WILKINSON, decided to build his own motor vehicle. In those early post war years, materials and resources were difficult to come by and Trevor's final result was a transformation of an Alvis Firebird rolling chassis with a special light alloy, 2 seater sports body. The name soon bestowed on this creation was TVR – the initials coming from shortening TreVoR's christian name and so TVR ENGINEERING was born.

body, saw considerable success in sportscar racing. Out of this design came the original TVR Coupe, which when exhibited at the 1957 New York Auto Show slowly nudged the company from its building of cars in tiny quantities, to the building of TVR's in something like Series production. Unveiled in 1958 and retrospectively named "GRANTURA" the launch was the successful culmination of two years' testing and racing in North America.



Gradual development of the marque



1967 VIXEN S1

his name continue on all models. Export success in the U.S.A. carried on with the 2500M, utilising the Triumph 2.5 litre straight six engine while the home market saw the introduction of the VIXEN and TUSCAN Vee 6. Powered by Ford 1.6 four cylinder and 3.0 litre Vee 6 units, these carried on into the late 70's in the guise of the further developed Series 1 – 4 and 3000M's. Continual research saw advances in chassis design, suspension and production methods with body styling encompassing numerous changes, while still retaining that instantly recognisable TVR profile.



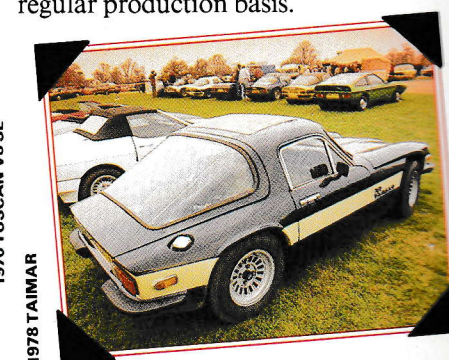
1969 VIXEN

Untold pleasures were experienced by a limited number of motoring enthusiasts who appreciated performance, handling and roadholding above all else, with TVR now in a unique position to supply all these ingredients. Final development



1970 TUSCAN V8 SE

by the end of the 70's saw the introduction of a turbo charged Vee 6 with some 230 B.H.P. making it the first British car to have turbocharging on a regular production basis.



1978 TAIMAR



1970 TUSCAN V8 SE

Trevor, by now no longer associated with the company he had christened, saw

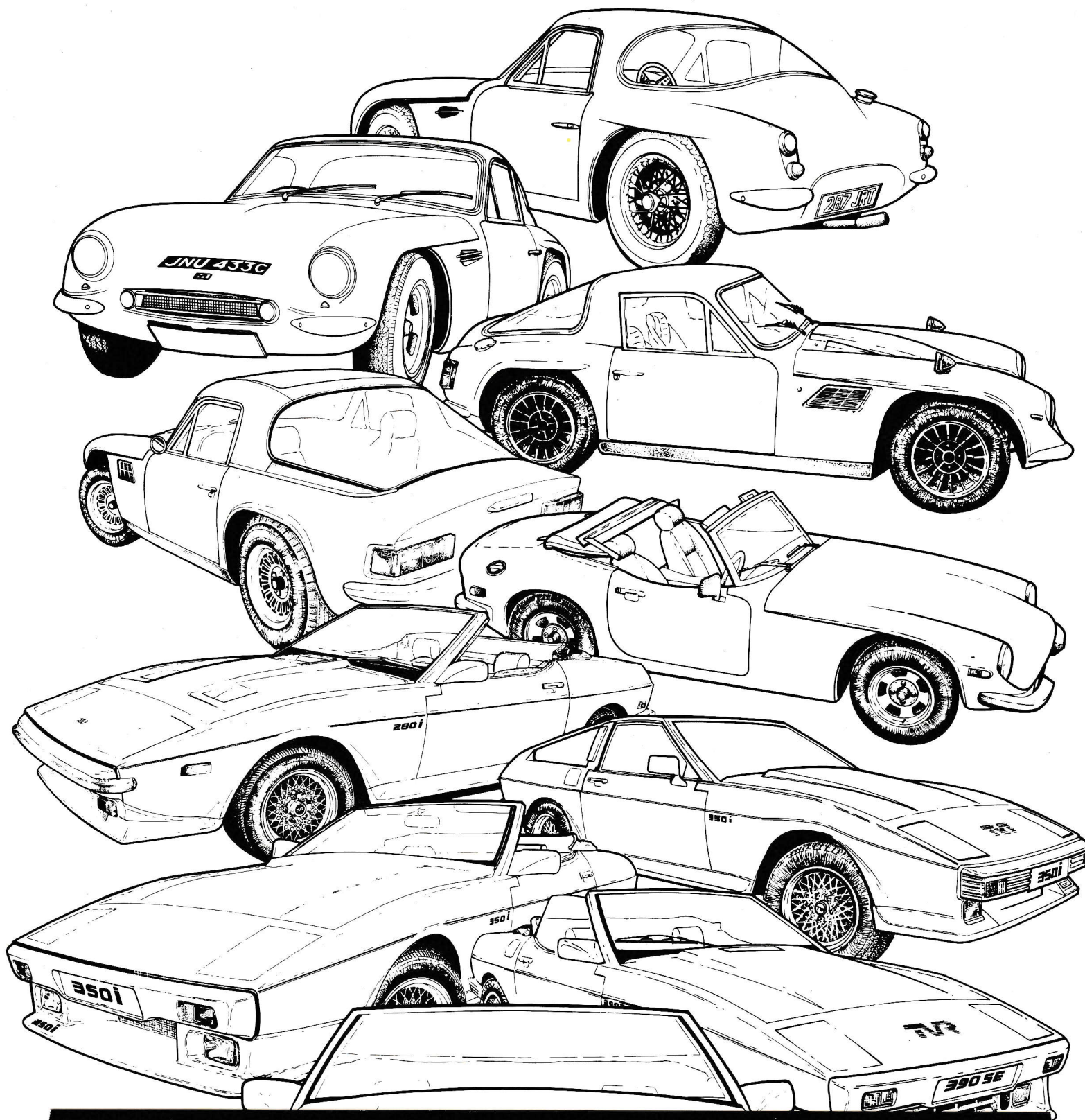
1963 GRANTURA 2A



By 1949 Trevor was designing his own chassis – a multi tubular affair clothed with a "torpedo" style body. This was soon sold, providing finance for the construction of another. Initial success in local track events enhanced the vehicles' reputation which slowly spread and individuality of these early cars soon gave way to serious production. In line with other "special" manufacturers of the day Trevor offered his cars as a complete built up machine or ready to assemble kits to exact customer specifications. For economic and reliability reasons he chose to source many major components like engines and transmissions from the larger manufacturers, while designing and constructing those components that served to make his TVR's unique.

By late 1955, interest from the U.S.A. saw the supply of rolling chassis to that market, which clothed in a distinctive

transformed those early models into the exhilarating GRIFFITH and TUSCAN Vee 8's of the 60's. Here dramatic power increases from large capacity, U.S.A. supplied engines bestowed on the vehicles a reputation for performance, phenomenal by standards of the day, enough to severely embarrass Jaguar E types and some Vee 12 engined Ferraris!



TWR

Handcrafted British Sports
Cars Since 1949



1980 TAIMAR TURBO SE

With the addition of an all new Convertible body and hatchback TAIMAR, it served to put TVR back into the standing of a supercar builder, a position abandoned in 1970 when the last of the powerful TUSCAN Vee 8's were made.

Ford fuel injected Vee 6 engine. All new chassis, independent suspension and full luxury extras pushed the TVR further up the ladder of success.



1983 U.S.A. TASMIN

More power was once again called for, and in August 1983 the TVR 350i made its first appearance. Christened by CAR magazine as having "more appeal than a

Ferrari" it continued the ongoing success story, by now utilising the powerful Austin Rover 3.5 litre 190 B.H.P. fuel injected Vee 8 engine. Performance figures similar to those early 60's vehicles were now possible, further enhancing the marques name.

October 1984 and the International Birmingham Motor Show took the development one step further with a larger bore Vee 8. A total capacity of 3.9 litres developed from Production Sportscar Racing, with 275 B.H.P. on tap produced 0 - 60 times of 5.0 seconds, in the form of the TVR 390 Special Equipment models.



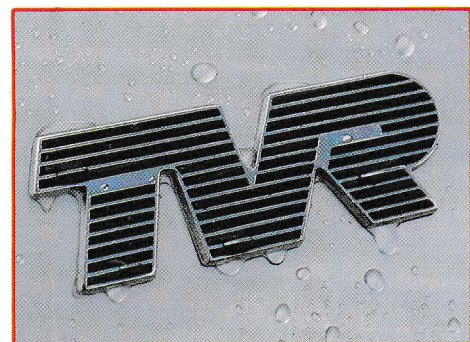
TVR 390SE CONVERTIBLE



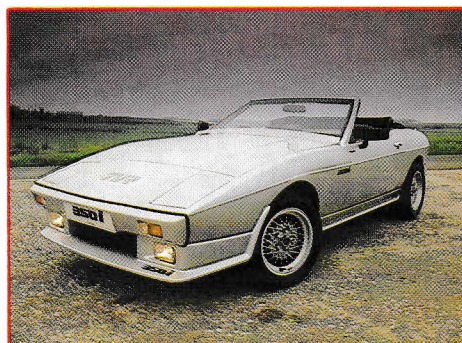
1980 TASMIN FIXEDHEAD

What many may well see as the final progress of the Vee 8 unit is now appearing in the form of the **TVR 420 S.E.A.C.** - standing for **Special Equipment Aramid Composite**. Again developed from the racing team, with an extended stroke and bore, producing **4228 cc** displacement, some **300 B.H.P.** is obtained. Lightweight body materials including **Kevlar** reduce overall mass resulting in dramatically increased performance, while new aerodynamic styling with the use of a large rear wing to increase downforce aid roadholding and handling.

With ever increasing world wide legislation on motor manufacturers, it soon became evident that designs for the future were going to have to break with all past traditions. As early as 1977 work began on an entirely new vehicle. This was to be powered by a new generation of powerplants with convertible and fastback styling appeal. Within three years the first of the new range was ready and the all new TVR TASMIN made its world debut at the Brussels Motor Show.



The beginning of a new era in the developing history of TVR.

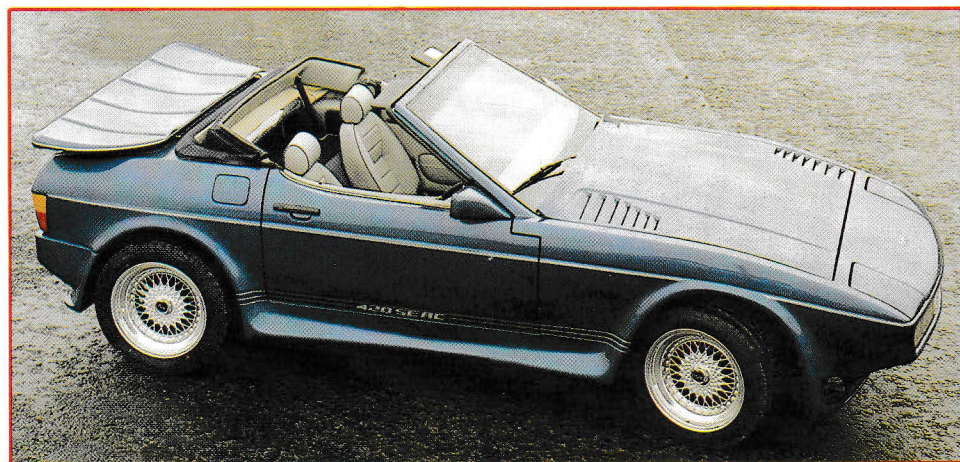


TVR 350i CONVERTIBLE



1981 TASMIN CONVERTIBLE

With up to the minute wedge type styling, it was an immediate success. Followed by a Convertible model the following year, utilising a TVR patented hood arrangement that allowed the car to be driven entirely open, Targa or fully closed. All models used the new 2.8 litre



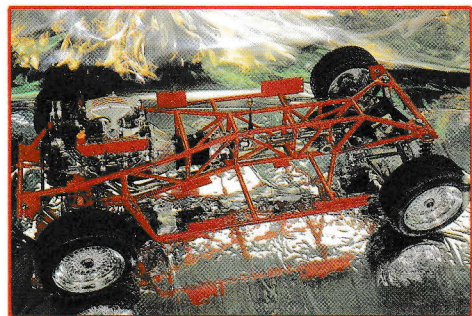
1986 TVR 420 S.E.A.C.

Exclusive . . .

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 portion of which is spent honing the body to its final glass like finish.

Of course you can't build cars like this by the millions so every year we only create a mere few hundred. A degree of rarity we feel will reflect the type of owner.

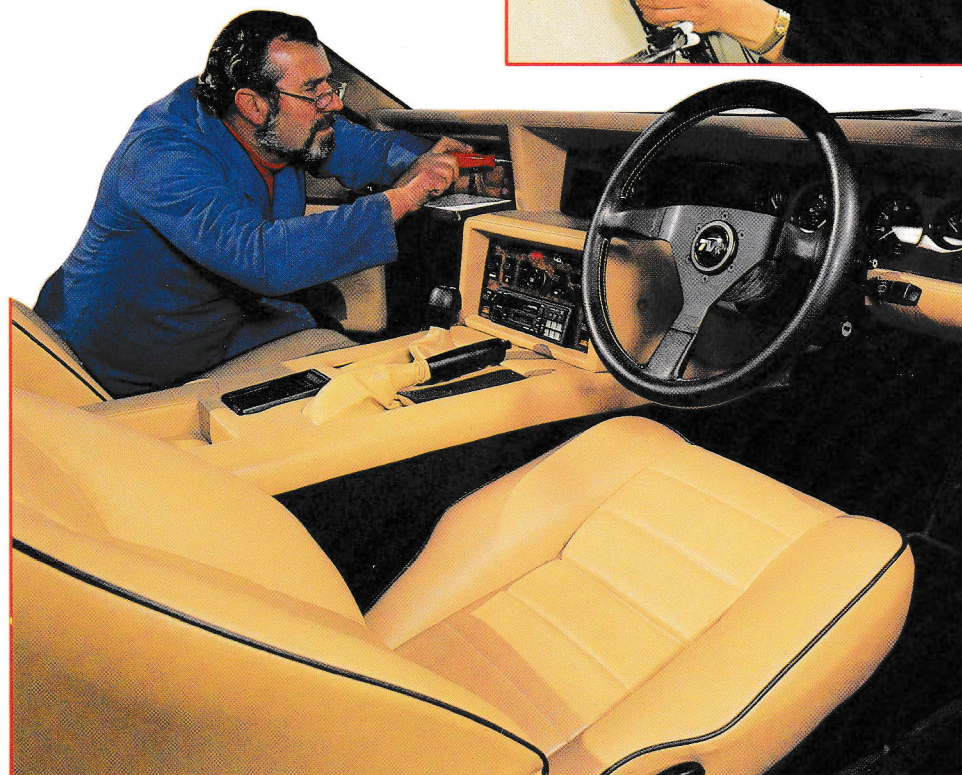
While angular and modern in appearance, today's models do not decry their heritage. Indeed many methods of engineering and manufacture can be traced back to initial concepts laid down by Trevor Wilkinson all those years ago.



TVR 420 ROLLING CHASSIS

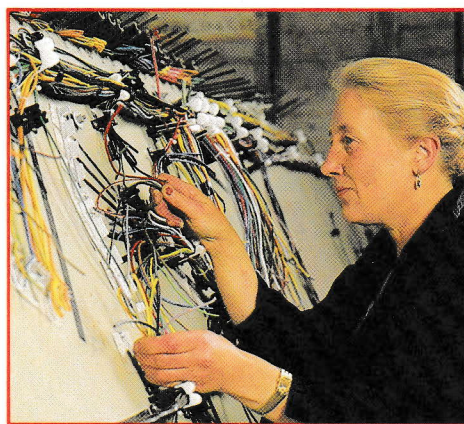
A multi-tubular steel spaceframe chassis for strength. Independent suspension for the ultimate in roadholding and handling. A striking individually styled bodysell, tailored to suit the customer who wanted something just that little bit different. Today's vehicles continue those traditions nurturing the concept that individuality will be with us always.

And yet, while retaining many traditional qualities TVR cars come equipped with all the modern refinements.

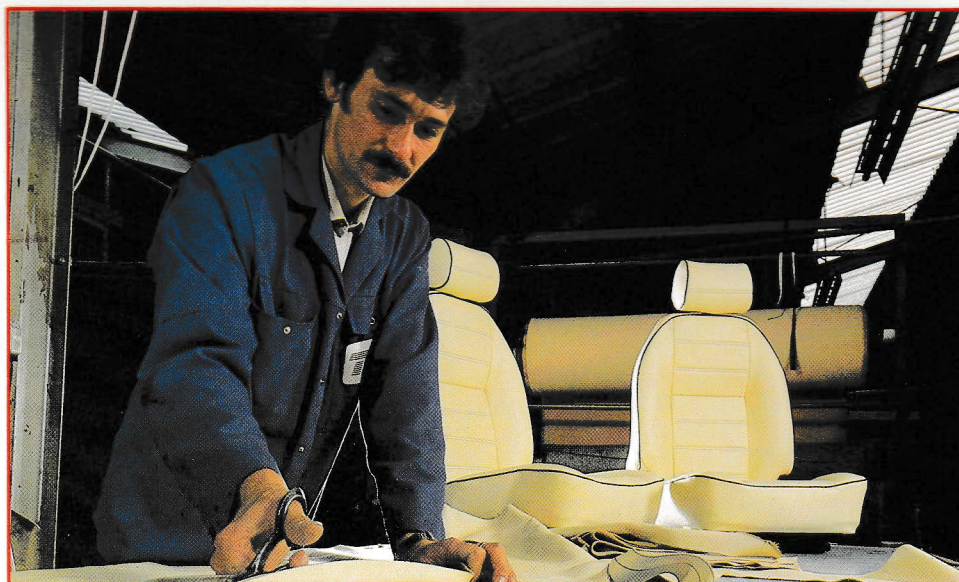


HANDCRAFTED INTERIORS

The luxuriously equipped interior is an appropriate complement to the automobiles superlative engineering, for TVR have paid particular attention to the seating, layout of controls and interior design. The ultimate in comfort is afforded by individual seats, fully adjustable and upholstered in a wide variety of material. Any shade of Connolly hide may also be obtained when specifying individual requirements with the option of contrasting piping to enhance the leather chosen.

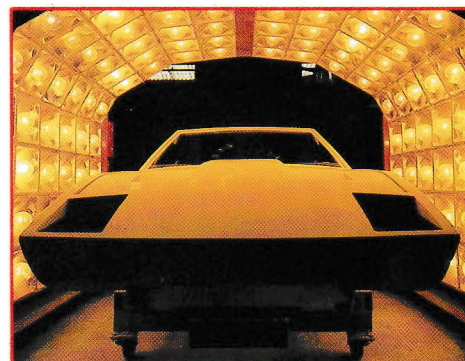


WIRING LOOM CONSTRUCTION



HANDMADE LEATHERWORK

By manufacturing everything in house, items like the wiring looms, seats, trim and the two hundred plus man hours invested in the stylish bodysell ensure that high build standards are maintained.

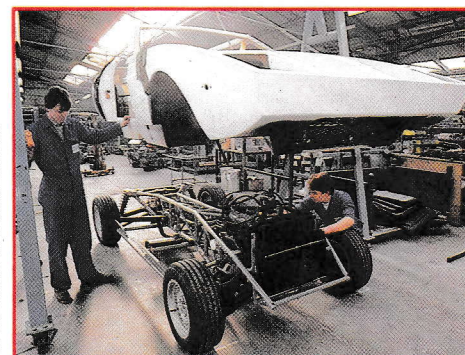


CURING THE BODYSHELL



JIG WELDING THE CHASSIS

This control, however, allows flexibility enabling the customer to specify individual requirements which could not otherwise be catered for. Trim in any shade, paint in any hue - all handled with the same patience and skill rarely found in today's fast moving world.



BODYSHELL & ROLLING CHASSIS

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