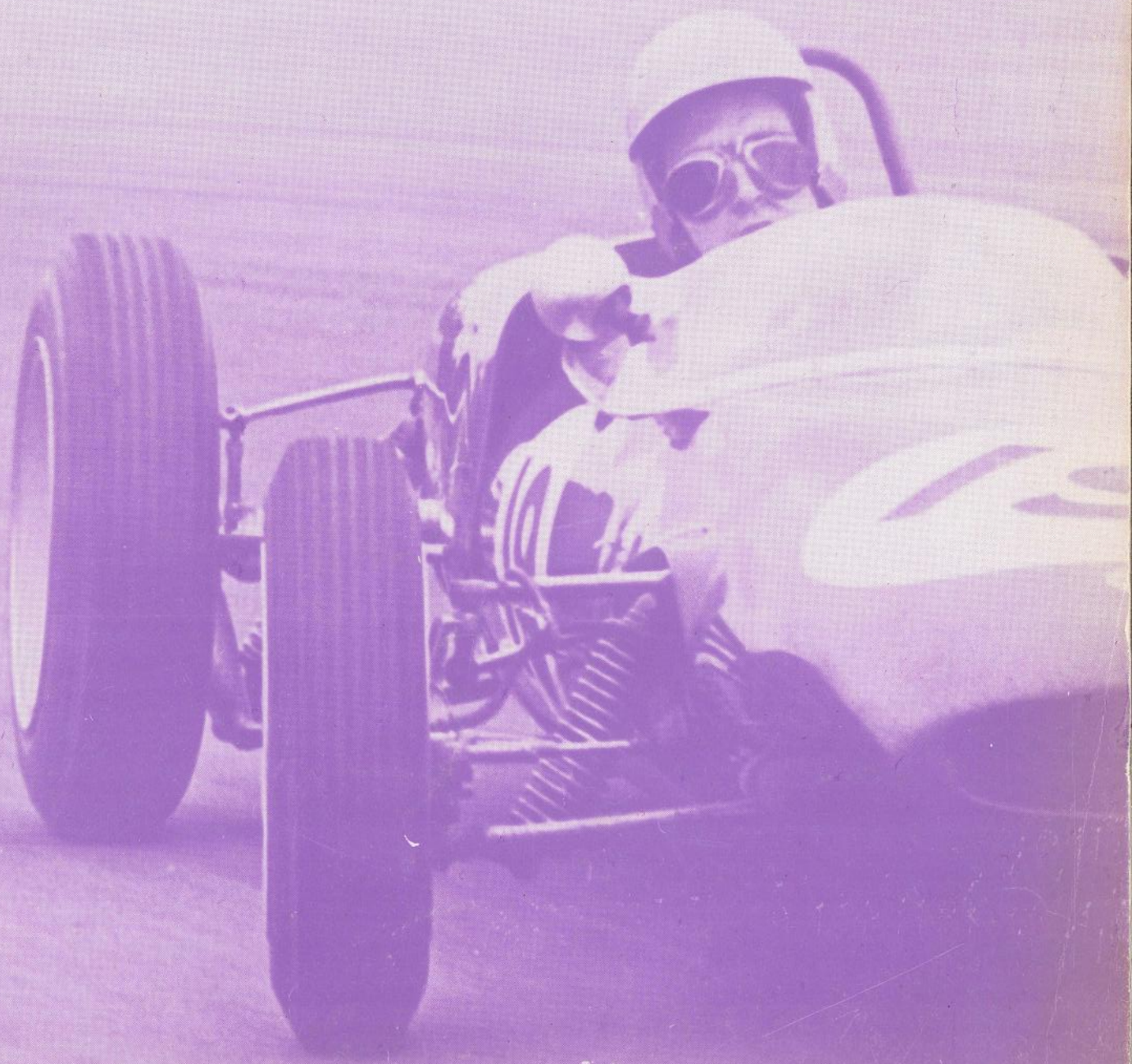


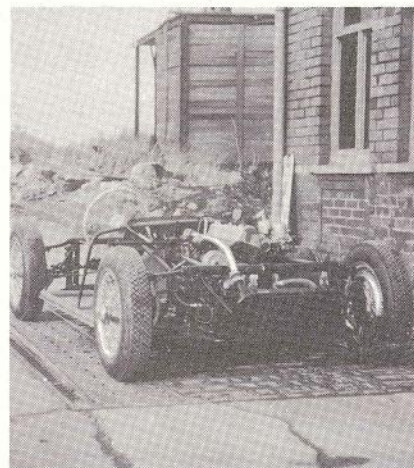
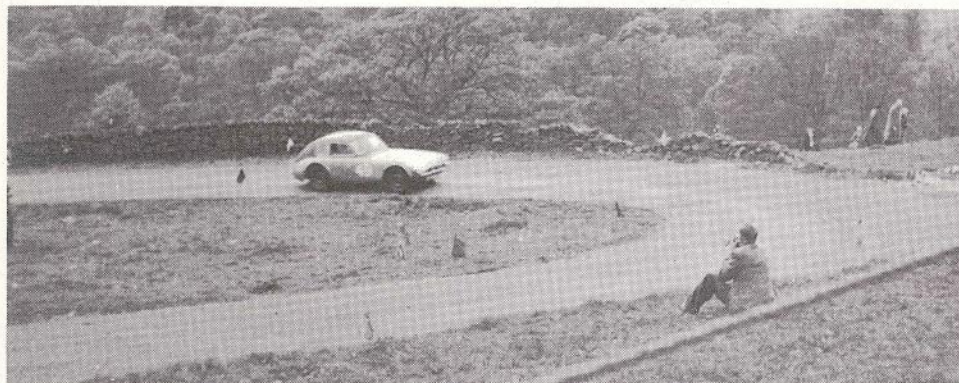
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Lotus 7*

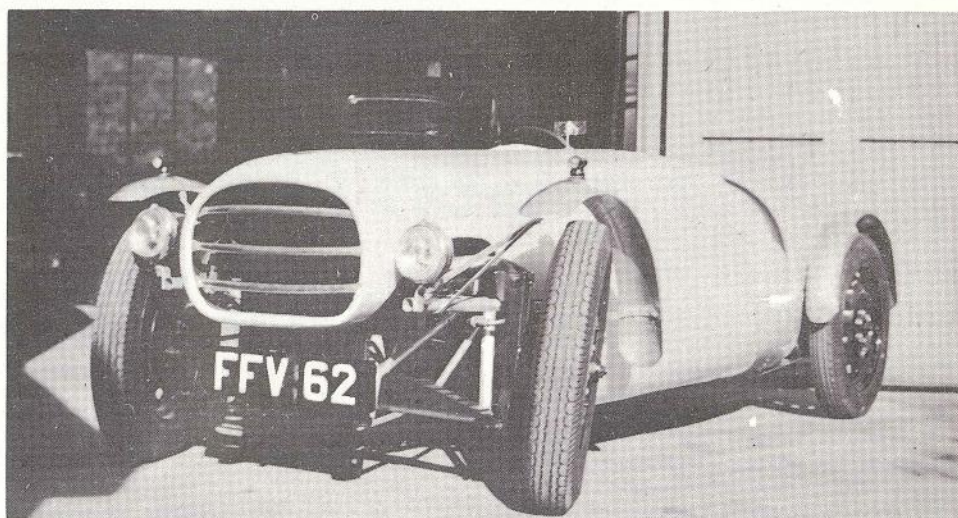
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SOME OF THE BEGINNING



by DAVID SCOTT-MONCRIEFF

Readers of last month's instalment will remember that I started the TVR story when I joined the firm in 1958. This is what happened before that, as told to me by Trevor and Jean Wilkinson.

Trevor Wilkinson was 23 years of age when in 1946, full of hope and ambition to design and build a sports car, he founded TVR Engineering, deciding to call it TVR, after his own christian name TreVoR.

As he believes that, to put it in his own words 'True happiness lies in achievement', he foresaw a full and exciting future; so, very much against family advice, and with grit and determination, he set out to fulfil his schoolboy dream alone. However, his father, himself a successful and venturesome business man, recognising his determination, advanced half the cost of a small factory in Beverley Grove, South Shore, Blackpool, and from there on, Trevor was on his own. He then set to and concreted, re-wired, painted and generally made ship-shape the whole place ready for the fray.

In 1946, with the reassured sum of £100, he sallied forth into the bold, bad world of motor cars.

Realising he needed plenty of cash to develop a sports car, Trevor carried on with general engineering and second hand car dealing, for a couple of years. He also made bakery equipment, amusement machines, machines for making Easter eggs, and even a machine for coating ice cream blocks with chocolate, these for a very well known restaurant proprietor and chocolate manufacturer in Blackpool. All this variety of activity amassed sufficient capital to start development on the first TVR chassis, early in 1949. This was achieved by burning the Midnight Oil - (during the nights and weekends), whilst general engineering went on during the day.

His enthusiasm and drive was so tremendous that any other form of relaxation or entertainment went by the board, and I don't think anyone could have worked harder and enjoyed it more, as all his old friends will agree. Ideas and designs multiplied in his brain and it was at this stage when he was proving himself, that his father died unexpectedly. This was a tremendous blow, as he was just becoming interested in his son's project.

However Trevor carried on with a sad heart but undaunted nevertheless, and in 1949 the first TVR was born.

This particular car had a multi-tubular chassis with trailing arm front suspension, and live rear axle mounted on half elliptic rear springs, powered with a Ford 10 engine. Aluminium body panels were used and cycle wings fitted. It may be of interest to recall that the chassis was almost completed ready for testing, when the man responsible for the body panels couldn't resist the temptation to try out the chassis, down the road. Unfortunately for him the brakes had not been connected and he disappeared down the road and round the corner out of sight. About fifteen minutes elapsed before he returned, ON FOOT! Sheepishly he reported that, due to the lack of assistance from Messrs Lockheed, he had resorted to the next best thing, a tree!! However, the damage was speedily repaired on recovering the vehicle and all was forgiven. When completed, the car was sold and an order for a replica was soon received.

A third car of this type, but using transverse leaf

springs and wishbone suspension, was built and used by Trevor himself in competition, during 1952-3, gaining several awards. During 1953 a new multi-tubular chassis was developed to take Austin A40 front suspension units and rear axle. When the prototype was complete an RGS glass fibre body shell was fitted.

During test on this particular model, another rather amusing incident occurred. The steering wheel had been left loose pending final adjustments and whilst being driven down the road the wheel lifted, allowing the key to fall out! The car then veered onto the pavement where two joiners, working on some new property were having lunch, seated on a plank supported by two drums. The nearside front wheel of the car brushed along the plank, causing the two astonished workmen to disappear, nails over hammer into the foundations. Needless to say they observed all future trials from first floor windows!'

Sometwenty or so of this type were built and sold to special builders for completion. In 1955 the first export order was received, completed and shipped to Germany. Incidentally Trevor received a letter from this owner only last year saying what fun he had had with the car and it had done everything he asked of it except literally 'Climb Mount Olympus without boiling!'

During 1955 Trevor was designing the present chassis and about this time Roy Saidel wrote from America in response to our advertisement Trevor inserted in the motoring press. He sent the specification, post haste, of the contemplated chassis and an order was duly received.

About 1956, Bernard Williams made Trevor's acquaintance and introduced a friend who assisted in financing the project, and larger premises were rented at Hoo Hill, Layton, where TVR Cars Ltd, now lives. Meanwhile, Mr Saidel had received his chassis powered by a Climax 1100 cc engine and was racing the car under the name of Jomar. Several more orders followed and Trevor then commenced design and development of a TVR glass fibre body (THE PRE MARK 1). In 1957 one of these TVR GT saloons was shipped to Mr Saidel and again more orders followed. Indeed he had sufficient faith in the car to put one in the NEW YORK Motor Show at his own expense, but production was too small to take advantage of the 200 orders received.

In late 1958, therefore, LAYTON SPORTS CARS LTD, was formed and production has gradually increased to the present figure of one per day, the body undergoing changes from pre MARK I to MARK I and the present MARK II model, all design developments executed by Trevor. It would be quite unfitting to relate the TVR story without including a most faithful employee and friend who was appointed works foreman, by name Jack Pickard. He joined Trevor in 1947 and has worked untiringly and with unmatched enthusiasm, side by side with Trevor on almost all stages of development. Jack is not only a fine craftsman, who will turn his hand to anything, but a great character in his own right. As the TVR story unfolds you will hear more of him.

To be continued.

SOME NOTES ON JET PETROLEUM

With the ever increasing number of petrol stations and garages in this country bearing the distinctive mark of Jet Petroleum, a number of readers have written in asking for more details and information on this 'new' range of petrols, and something of the background to Jet's introduction in this country. We should like to express our appreciation to the Jet Sales Department for their co-operation in supplying the answers to a series of questions which we posed them.

Jet Petroleum Limited was formed in October 1953, business initially being with municipalities, commercial consumers and Government departments.

Two years ago it was decided that there was room in the United Kingdom market for a real independent, one that had no ties or association with any of the companies distributing in this market - but how to effect this in a satisfactory way seemed to be an insurmountable problem. A survey was made which produced the knowledge, amongst other things, that 7 per cent of the stations in this country were free - they were untied and not bound

by any solus agreement. It was also found that the material sold by competitors was of a similar basic quality and price. One important point emerged from this, that the average filling station in England should sell a little over 1,000 gallons per week. From this it appeared impossible to sell motor spirit profitably. During the survey the company continually received the same answer; 'Selling petrol is not profitable; the throughput is not big enough and the margin of profit, at 3 per cent approximately, is not adequate'. The garage proprietor sold petrol as a means to an end to sell cars, accessories and the like.

Jet instituted radius and trading areas in other words, one garage in one district so that it did not interfere with another. Jet had not the same financial liability as its competitors. They have built super stations to render a service to the motorist, but the cost of each must have been fantastic. They ignored completely the duplication of outlets; in fact, within four miles of our offices, one company has six retail outlets when in our opinion one would be satisfactory. If it is computed what these stations cost, including money involved and the redemption of repayments, it must and does put pence on to the price of petrol per gallon to the private motorist. This was one lesson which we learnt and one pitfall which had to be avoided. Assume that a station costs £20,000 and many do. To borrow the money at, say 5 per cent interest would be £20 per week. If the station is to be paid for over 15 years that means an additional £25 per week, making a total of £45. So if the station sells 2,000 gallons per week, it puts 5d per gallon on the price of the petrol and if it sells 4,000 gallons per week it means just over 2½d per gallon. All these top-heavy charges are passed on to the motorist.

Jet decided to sell a quality of material which would suit the majority of new cars coming off the as-

APPLICATION FOR MEMBERSHIP

TO: Honorary Secretary, The T.V.R. Car Club, Mrs. Katie Rowe, "Vlenmar", Cricket Lane, Lichfield, Staffordshire. Telephone: Lichfield 3081

I HEREBY APPLY for membership of the T.V.R. Car Club. If elected I agree to abide by its rules and regulations.

Full Name:

Mr., Mrs., Title or Rank:

Address: Tel. No.

Car(s) and Year: Engine:

Signature:

Date:

Proposed by:

Seconded by:

I enclose £	:	:	made up as under:-	£	s.	d.
Annual Subscription to 30th June 19				(£1 1s. 0d.)		
Junior Membership (under 17)				(10s. 6d.)		
Club Tie				(£1 1s. 0d.)		
(Dark blue terylene with silver T.V.R. motif)				(6s. 0d.)		
Club Badge (dashboard/buttonhole)				(5s. 0d.)		
T.V.R. Headed Notepaper 5" x 8" 50 sheets				(7s. 6d.)		
" " " 10" x 8" 50 sheets						

Total:

NOTE: If the date of this application is after 30th April, the Annual Subscription will expire on 30th June, the following year.
If you decide to use the following Bankers Order, please detach, send it to your Bank, and notify the Club Secretary.

TO: The Manager, Bank Ltd.

Please pay to the "T.V.R. Car Club", Midland Bank, Market Street, Lichfield, Staffordshire £ : : now, and on 1st July in each succeeding year, £1 1s. 0d., being my subscription to the T.V.R. Car Club, until notified otherwise.

Signature:

Address:

sembly lines and also 90 per cent of the cars which had been manufactured three years previously. We started with the Standard Grade which was 90 octane, against our competitors' 82 octane, knowing full well that once a motorist had used our 90 octane material his engine would soon tell him if he went back to our competitors' 82 octane. Then we had a 97 octane to suit cars with a higher compression ratio than our 90 octane would satisfy. Since then our Standard Grade of petrol has risen to 94 octane, and we have 97 octane and now also a 100 octane.

The distribution of our material is our largest cost and we decided that 90 per cent of our fleet should have a carrying capacity of 4,000 gallons; the other 10 per cent being of 2,700 gallons capacity. The latter type are small enough to get on to the majority of the filling stations to which we deliver. It is because of these economics that we are able to sell at a competitive price. The Outer Zone prices of our 94, 97 and 100 octane petrol respectively are:- 4s 3½d, 4s 6½d, and 4s 8½d per gallon.

The crude comes from the Middle East, North Africa and Venezuela. It is fashioned in the most modern and up-to-date refineries in Europe and offtake is a most rigid specification. Not one drop of material leaves the works before it is tested and re-tested. The additives used are the minimum of tetra-ethyl lead for anti-knock value and, in winter, a de-icing additive.

In 1961 the Jet management was distributed because if there was any international upheaval, there would not be a continuity of supply, if only of short duration. A deal was made with Continental Oil Company. This company is a big American independent who have an abundance of crude in Libya, only 80 miles from the Mediterranean. So now we have the crude supplies, the tankers to move it, modern refineries to fashion it and a distribution set-up to more than adequately cope with the retail demands as it builds up.

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TVR CAR CLUB



NATTER & NOGGINS

Arrangements are in hand for a get-together at a local Inn, by members in the London, Midland and Northern districts. It is hoped that as many as possible will support this type of natter and noggin, and details of rendezvous, etc., will be sent to you on each occasion. Members could use this opportunity to raise any queries, make suggestions for future club activities, and let the organiser for the particular evening have photographs, articles, etc for inclusion in the club magazine or scrap book.

A social meeting of the Midland Members of the Club was held at the George Hotel, Solihull, on Friday, February 31. About 30 members attended, and from the volume of noise from the bar and the reluctance of members to leave at closing time, we can presume that everyone enjoyed themselves. It was proposed that, in the Midlands area at least, this type of meeting should be held every two months. It is hoped to find suitably situated hostelrys to enable as many members to attend as possible.

CLUB PRESIDENT ON TV

Some members may have seen our President, David Scott-Moncrieff, on television during February, discussing his collection of Rolls Royce cars. It was a very interesting discussion and enquiries are to be made to see whether the club can borrow the film in question from the television studios and show it at a future natter and noggin evening. It can only be hoped that in the distant future, a collection of TVR's will be as valuable.

GRAND PRIX TRIP

A member has suggested that some club members might be interested in getting up a party for special week-end flights to continental grand prix, also Le Mans and Nurburgring, the events where the TVR team have been entered. Anyone interested in this proposition should write to the secretary as soon as convenient so that, if the response is sufficient, plans can be put in hand.

COMPETITION NEWS

Arrangements have now been made for another Members Testing Day at Shenington Aerodrome on Saturday, 31st March 1962. Full details of this event will, by the time this magazine is published, have already been circulated to members.

Negotiations are in hand for a Sprint, under RAC regulations, to be held at a well known venue, some time during May or June. Members will be sent details as soon as possible. Members suggestions for other events and/or venues would be most welcome.

Members will, no doubt, be interested to know that Chris Summers, 1960 Autosport Championship winner, will be driving a TVR this year in International and National races. Known events so far will be Oulton Park April 7, Mallory Park Easter Monday, Silverstone International Meeting May 12, Mallory Park Whit Monday. It will be interesting to see how an experienced Elite driver handles a TVR. The car is the MG engined lightweight belonging to Research Garage Ltd and normally driven by the Club Chairman, who, for increased family reasons, will concentrate on Club racing and

Hill Climbs.

We have recently had an opportunity to try an MG engined TVR which had been modified by Jim Whitehouse of Arden Racing & Sports Cars Ltd. The car was fitted with a modified and gas flowed head and a special inlet/exhaust manifold of tuned length. The first thing we noticed was the considerable increase in power right the way through the rev range and the much smoother feel to the engine. In fact this particular car, without any other modifications, will accelerate cleanly to 6,300 rpm and if it were not for the thought of expensive noises from the standard crankshaft, would obviously go even higher. The fact that this car will cover a standing start $\frac{1}{4}$ mile in 17.2 secs in otherwise completely standard form, is proof indeed of the success of the modifications. Those who are interested will find that Jim Whitehouse carries out these, and other engine modifications, at very reasonable charges.

To relieve Katie Rowe of some of the increasing clerical work concerning the competition side of our club activities, a new member, Mrs Heather Golding, has agreed to become Competition Secretary. She can be contacted c/o Research Garage Ltd, Watling Stud, Nuneaton, Tel. Nuneaton 2649.

TVR SUCCESSES

CONGRATULATIONS TO:

- MR S.C. CHRISTENSON and navigator B.R. Potts, 2nd in Class 1 of Three Counties Rally (Chorley Auto Club). Clean sheet and outright win All Night Rally. (Congleton and District M.C.)
 (a) MESSRS LEWIS & CREED, 3rd in Experts Section in Jacobean Rally (NLECC) and
 (b) MESSRS BOLTON & PHILLIPS who came 3rd in Novices Section of the same (Jacobean) Rally.

NEWS FROM THE FACTORY

SEBRING - 23/24 March

The three cars which were entered in the Sebring 12 hour Race were completed at the factory and shipped at the end of February. The cars travelled by boat to New York and were then flown down to Florida for the race. The cars were all fitted with 1588 cc MG engines. HRG Cross Flow Heads are fitted, with Weber carburettors, special cranks, pistons, valves, etc.

TULIP RALLY - 7/12 May

TVR Cars Ltd have signed MRS ANNE HALL and MISS VAL DOMLEO to drive a TVR Grantura Mark IIA in the Tulip Rally. This entry completes the team of three TVR's which are entered, the other two being driven by the well known TR3 exponent JOHN PATEMAN and by ARNOLD BURTON, son of the celebrated Montague Burton.

NEWS FROM THE FACTORY (continued)

Mr Pateman's car and Mr Burton's car are both private entries, whereas Mrs Hall's car is a factory car.

Mrs Hall's car will be fitted with a 1622 cc MGA engine, modified to full Sebring specification, including HRG CrossFlow Head, Weber carburettors, high compression pistons, all synchromesh 4-speed gear box, etc. The car will be finished in the official TVR factory colours - white with two longitudinal bands in British Racing Green.

LE MANS - 23/24 June

The TVR factory has secured the services of the following drivers or Le Mans:-

Jack Fairman
Ninian Sanderson
Keith Ballisat
Peter Bolton
Rob Slotemaker

FACTORY ENTERED CARS

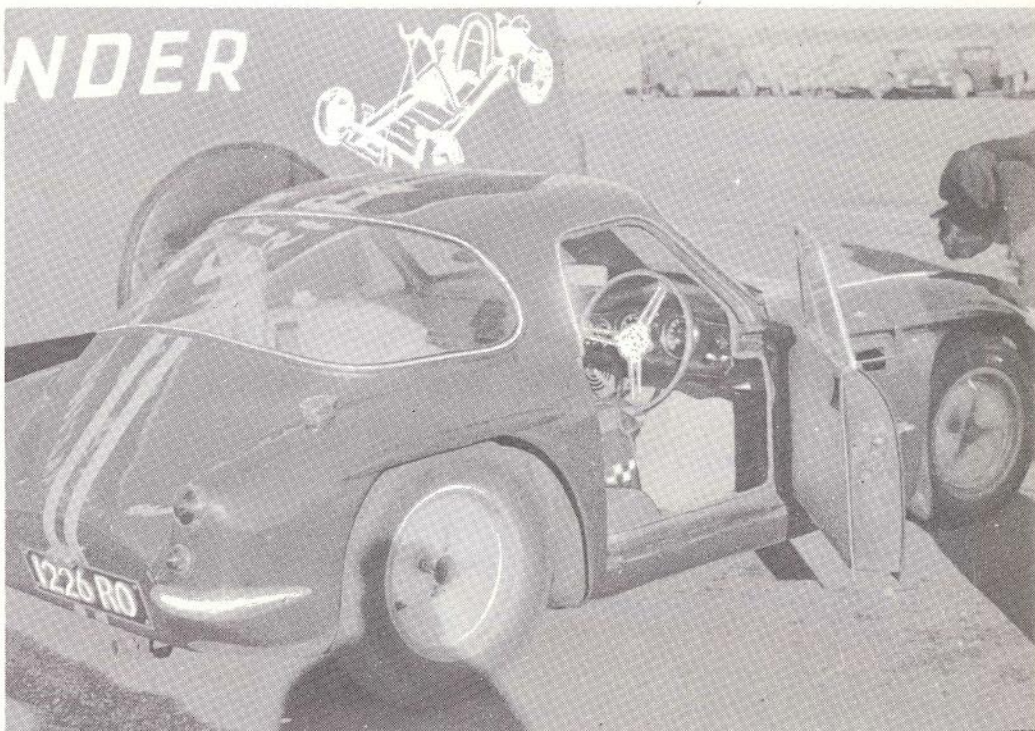
All the Factory Entered Cars will this year be using - Shell Fuel & Oils, Dunlop Tyres, Lucas Electronics, Smiths Instruments, Girling Brakes and Ferodo Brake Linings.

'MARQUE' RECOGNITION

The TVR Grantura is now officially approved by the RARC as being eligible for their 'marque' races.

TVR SALES DIRECTOR

Mr A.J. (Tony) CLARKE, the TVR Sales Director, will shortly be leaving for the United States to supervise the TVR Sales Organisation in the US and Canada. Mr Clarke, who will later be joined by his wife Jill (sister of the TVR Chairman, J.B. Hopton) and their nine month old daughter Fiona, expects to be away several months.



CITY GENTLEMAN — HAS TVR

by John Woolfe

Not having competed in a sprint, or even tried a standing start $\frac{1}{4}$ mile in my life and being interested to find out how long it would in fact take my TVR, I quickly accepted Katie Rowe's invitation to go up and have a go at Shennington Aerodrome last November.

I was particularly interested, since after a season of hard development work, we had all the bugs ironed out and the car going extremely well and felt quite proud of the 2 minute 5 seconds time put up at the BARC Oulton Park Meeting a few weeks before. This was faster than the Marcos Climax, various racing Elites, etc, far different in their stark form from my TVR, which whilst built with a lightweight racing body, magnesium wheels and so on by the works, nevertheless pottered to my office in the City every day without any signs of temperament (even down to 15 mph in top), and with its comfortable bucket seats, heater and mohair roof lining, seemed the acme of comfort.

I think TVR cars can be very proud of having produced a grand touring car which can take its owner, pinstripe suited and stiff white collared to his office in the City, then down to Brands Hatch to get a front row on the grid after practice on the Grand Prix Circuit with assorted works Morgans, Elites, Aces etc behind - and above all putting up a quicker time than the Ferrari 250 GT Berlinetta - and then back to the office again, still with a white collar and clean hands. All this being

done remember with a 1600 cc MG engine, one of Mr Procter's HRG heads and without changing the plugs. This surely is the idea behind GT racing, but few cars are capable of it.

To get back to Shennington, the day dawned bright and sunny and well insulated from the chilly wind by one TVR we set off. Surely there can be few stretches of road more exhilarating than that between Aylesbury and Banbury with its long sweeping curves, almost all of which can be easily taken at over the ton, few cross-roads and wide open countryside. The meeting place was well signposted and we arrived without difficulty but in apparently the wrong vehicle, as we were in the midst of a beautifully laid out Go-Kart track. On the far side of the Go-Kart track however, was a most impressive sight. Long lines of TVR's of various hues. Proceedings soon got under way and I was most impressed by the business like organisation and the smooth way everything was run for the first meeting ever of the TVR Club. This was a magnificent achievement and one which John and Katie Rowe, and our Chairman Ricky Oakes-Richards, and all their helpers are to be congratulated.

After everyone had had quite a few runs up what I felt sure was a very steep hill but what everyone else stated was as level as a billiard table, various members were wondering why I was only taking about 16 $\frac{1}{2}$ seconds

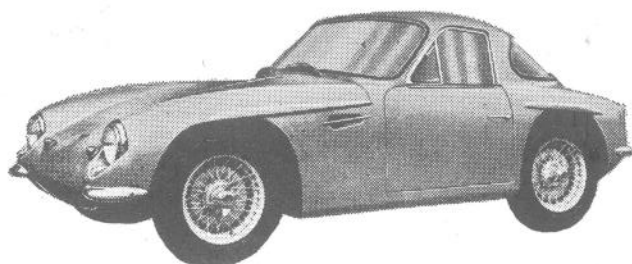


to do the standing $\frac{1}{4}$ and whether this was due to the efforts of the car or myself. I left them to find this out for themselves while I tried to sort out the workings of the electronic timing device. Everyone discovered my times were entirely due to the car long before I had sorted out the timing device.

During this most pleasant day, the Go-Kart Circuit had become more and more inviting and eventually I felt compelled to have a go on the lap record. This appeared to be more appreciated by the Go-Kart members than by some of the officials of the TVR Club, but in any event showed that narrow and twisty though a Go-Kart Circuit may be, with the 4 in ground clearance insisted upon by Appendix J, lapping a Go-Kart Circuit is relatively simple.

When this was over we all retired to a local Hostelry where we really got to know one another and eventually set off for London considerably warmer than when we had started out. I should like to thank everyone for a most enjoyable day.

Since writing the above, the gentleman who had decided to buy my car has 'cried off'. I think either he or his mother thought it too fast for him. I am selling it because I shall not be racing it this year and feel it is wasted only on the road. Anyone interested could contact me at my office - Clerkenwell 5351.



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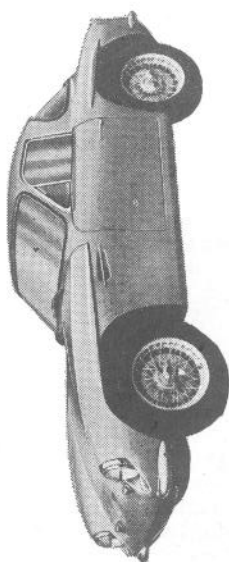
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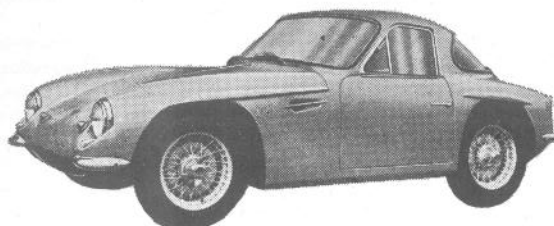
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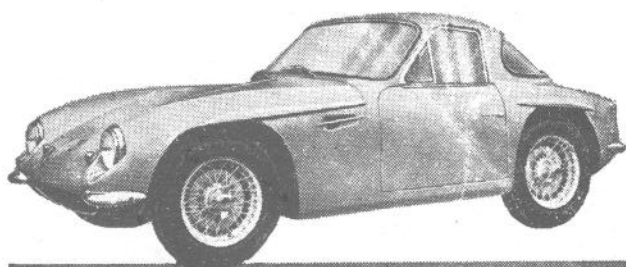
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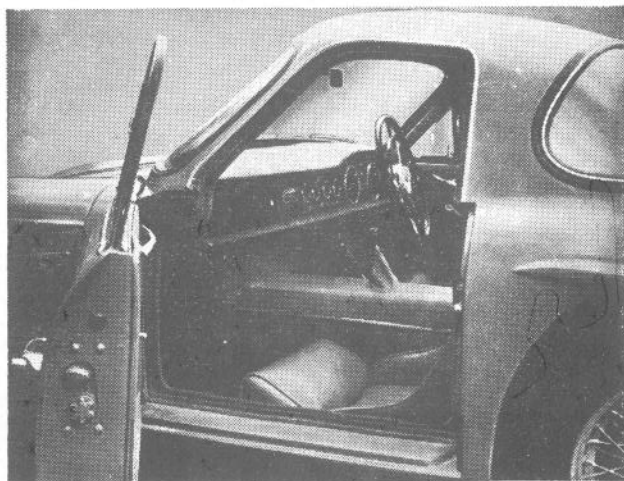
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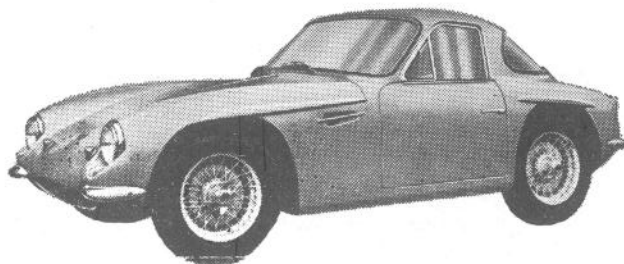


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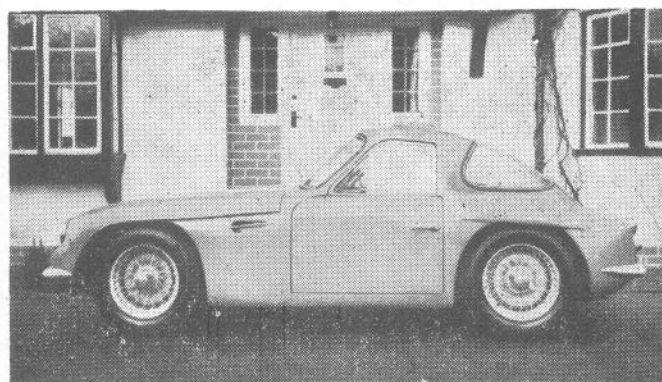
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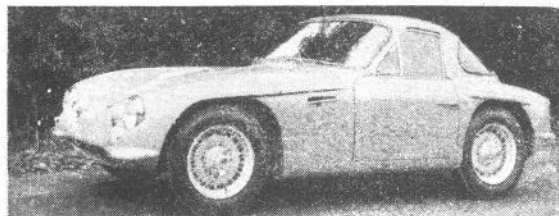
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