CONTENTS

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I INTRODUCTION

TVR are announcing no less than four significant new developments at the London Motor Show.

1) The first viewing of the TVR Tuscan Speed Six in production guise.
2) The launch of the TVR Cerbera Speed Twelve.
3) The launch of the revised TVR Cerbera.
4) The launch of a new division of the factory dedicated to performance enhancements for TVRs.

None of this would have been possible without the talent of TVR's engineers and craftsmen, which is often obscured by people's perceptions of TVR. Every car is hand-built to a customer's own specification; every engine has the engine builder's initials on it. Nowhere else could you buy a car of such sophistication which is all hand-made, to your own order, for a price even remotely comparable. In the case of the Tuscan Speed Six, this philosophy has been implemented even further and everything, from body to chassis to engine and in this case even the switchgear and instrumentation, is designed and crafted in house. Indeed, TVR is irrationally proud of the fact that there are probably more employees per car produced here than there is anywhere else.

Yet despite all this talk of craftsmanship, it would have been impossible for TVR to have engineered such a car ten or fifteen years ago. The very latest high technology has been used, not in the styling but in the design engineering, to enable the largest British car manufacturer to produce simple and elegant solutions to problems of how to hand-build such sophisticated cars in such small volumes. It is only at the stage that a design has to be compromised in order to mass produce it where TVR parts company from high tech. If TVR ever had accountants in positions of authority, they would make sure that, just because of the cost of the switchgear, a car like the new Tuscan would never make it off the drawing board. Fortunately, TVR Chairman Peter Wheeler is an engineer who, in his own words, "just likes designing and building things..."

II THE TVR TUSCAN SPEED SIX

It was a year ago that TVR showed the Tuscan Speed Six for the first time. Since then, over 1300 deposits have been taken for the car in an unprecedented rush of demand. While many of the orders have been from TVR's existing customers, a far larger proportion than ever before have been from people who have decided to transfer their allegiance away from mass manufacturers.

Much has happened in that year as the car has undergone an intensive development programme. As well as subtle changes to the interior and external styling of the car, hundreds of thousands of man hours have gone into its development and homologation. All that remains to be done is the sign-off of the very finest of fine-tuning of engine mapping and suspension. Production will start within weeks of the end of the Motor Show.

The TVR Tuscan Speed Six is probably TVR's most significant new model since the Chimaera was introduced seven years ago. To sum it up, it is a convertible in which two people and their luggage could go on holiday for a month with creature comforts like air conditioning and power steering but without the car weighing much more than 1000kg. It has TVR's own straight six engine which pumps out 360 bhp and has a novel roof design whereby, despite looking like a fixed head coupé, it is able to stow its roof and rear window in the boot, while still leaving room for luggage. No computers have been used in the styling of the car and TVR's team of stylists, led by Damien McTaggert but with the close involvement of Chairman Peter Wheeler, has taken two years sculpting the shape of this future classic.

There are a number of advantages in designing a car in the manner that TVR does. Sculpting and developing the shape solely by hand is an inordinately time-consuming business. Just as one only truly appreciates the lines of a car when one washes it, so it is TVR's belief that one can only really get to grips with the design of a car over a long period of time. Furthermore, it is impossible to control a surface as subtly on a computer screen as when sculpting the car by hand.

It is with this in mind that one should view the new Tuscan. When a vehicle is mass-produced the tooling takes longer to develop than the styling but that is categorically not the case here. The whole philosophy at TVR is that the shape of the car comes first so the constraints of conventional industry thinking have not been an issue.

As such, the philosophy behind the styling of the car has been that function and form have been combined and the result has been left on show. Many of the features that make this car extraordinary are there for sound engineering reasons but the simplicity and elegance of their form enhances the overall look of the car. For instance, the unusual bonnet arrangement, whereby the main piece of the bonnet is bolted into the car, is there for the reasons that it is in most racing cars. It is actually lightly stressed and means that one is able to duct the airflow very precisely. Furthermore, it is bolted into place and therefore can be manufactured lighter.

One of the notable features of the car is the way that the shutlines run along the top of the car so that if you draw them, you draw the shape of the car. This shows its lines off to the best advantage but also gives a far bigger boot opening to make the roof much easier to stow in the boot. While it might be possible to say that the exterior design of the car is relatively extravagant in concept, TVR has taken a minimalist approach to the interior. The very highest quality components have been used and once again, function has determined form. The curved aluminium top to the dash, for example, actually acts as one of the transverse strengthening beams for the car. The pedal box, again hand made from extremely high quality components, is left on show as it would be a shame to hide craftsmanship like it and it also serves to make individual fittings for customers that much easier.

The original thinking of TVR's team of engineers and designers has also manifested itself in the instrument binnacle, again manufactured in house by TVR. The advantage of this is that it enables one to link it to the engine management system which, combined with a number of other sensors, results in an extremely comprehensive range of instrumentation being available. Most immediately noticeable is the use of aluminium and brass which is a combination not seen in a car for many decades and which gives a sensation of warmth in the car without using walnut. It is also notable that a revcounter is not among the analogue gauges. This goes against the long-standing trend that in sports cars the revcounter should be to the forefront. However, with today's engine management systems and the far wider rev ranges of modern powerplants, it is no longer necessary to monitor the engine speed all the time. Indeed, nowadays, even in racing applications, road speed is far more important. Yet for those who wish it, the graphical LCD display in the middle of the binnacle displays engine speed with just the two salient digits clearly visible, Formula One style. Alternatively, a myriad of further readouts is easily selectable via a rotary knob and so, while the binnacle is extremely sophisticated, its appearance and operation is simplicity itself. These readouts include road speed, engine speed, fuel level, oil level, water temperature, oil temperature, ambient air temperature, oil pressure, fuel pressure and battery voltage. Minimum and maximum readings are recorded. In the future a track option will be available which includes a lap time recorder and memory. Furthermore, on the top of the instrument binnacle is a graduated shift light which again takes its inspiration from Formula One racing cars. This whole binnacle adjusts up and down with the steering wheel so all the gauges are always visible.

The jewellers' quality of the exterior is matched by an extremely high tech interior with mapped stepper motors operating the water temperature and fuel gauges which learn as they go along and an aircraft grade stepper motor controlling the speedometer so that the instrument can keep up with the performance of the car.

All the rest of the switchgear will be in the driver's line of sight and once again will be simple and elegant. With the exception of the heater and window controls, all these extremely expensive switches, as well as the radio, are mounted high up on the dashboard.

A lot of thinking has also gone into the design of the seats which have the seatbelts built into the backrest so that the buckle always falls easily to hand. Furthermore, it is impossible to build a seat height adjuster into such a low car so the squab is removable. This is primarily so that the many TVR owners who take their cars on track days can more easily get into the car with a crash helmet on.

The styling of the car has been very much influenced by the fact that it has a straight six mounted between the front wheels and it is this engine which is the heart of the car. Straight sixes have somewhat gone out of fashion because they cannot be mounted transversely, be it in the front, middle or back of the car. However, TVR's adherence to the true course of sportscar manufacture, i.e. mounting the engines in the front to drive the rear wheels, makes it possible to use this most classic of sportscar engines.

However, while one eye has been on the past in terms of the tradition of the layout, the other has been resolutely forward as the engine is very much up to date. Gruelling tests over the last three and a half years have shown its performance and reliability in Tuscan prototypes as well as the Cerbera Speed Six. Furthermore, in its doubled up, twelve cylinder form, the engine has seen competition in the mighty Speed Twelve.

One of the inherent characteristics of a straight six is that it can be perfectly balanced and this particular one has a capacity of four litres and a power output of 360 bhp.

The all aluminium engine breaks away from the TVR mould in that it has a number of new features. It is the first of TVR's own engines to feature a four valves per cylinder head which gives higher volumetric efficiency at high rpm which helps to give it its sporty nature. Furthermore it has finger followers which allow higher valve accelerations which improve the engine's torque. It also has chain driven twin overhead camshafts for a quiet reliable drive.

However, it also features a grade of high quality components and a level of high technology design on a parallel with its eight and twelve cylinder sisters. Like the Speed Twelve and racing variants of the Speed Eight engine, it has a dry sump which means it can sit very low in the chassis and that it doesn't suffer from oil surge which can be a problem with the long sump required for this configuration of engine. In addition, the engine is canted over 15 degrees to enable the bonnet line to be even lower. It also features forged steel conrods, slipper style lightweight pistons, thin wall cylinder liners and a fully counterweighted nodular iron crankshaft.

The chassis is based on that of the Cerbera but in this case is 8" shorter. This means that it has improved interior room over the Griffith and Chimaera but as the overall thinking behind it, and indeed the dimensions, stem from the Tuscan Challenge racing car, the balance of the chassis between ride and handling is as well honed as ever. The other advantage of basing the chassis on that of TVR's one make race series car is that there is probably no chassis anywhere in the world that has been so often and so comprehensively crash tested. Safety has been uppermost in the designers thoughts throughout the process and the roll cage, door beams and transverse aluminium tube are evidence of that. The brakes are 294mm at the front with superb four pot aluminium callipers and are 273mm at the rear.

III CERBERA SPEED TWELVE

The TVR Cerbera Speed Twelve makes its world debut at the London Motor Show and is a departure from the traditional TVR manufacturing methods. With its hybrid aluminium honeycomb and tubular steel chassis, carbon fibre bodywork, six speed sequential gearbox and unique fabricated steel blocked V12 800 bhp powerplant, this sensational lightweight variation of the Cerbera theme is in the tradition of week-end race cars that can be driven to and from the track.

The car inherits more than just the engine and therefore name of its GT1 predecessor. With the recent demise of GT1, TVR has taken the opportunity to develop a new GT2 contender that will take TVR back onto the global GT stage.

International GT rules mandate a flat floor and a tubular steel roll cage and so the primary chassis of the car consists of a T45 steel tubular safety cell which is integrally braced by the flat aluminium honeycomb floor and bulkheads. This hybrid construction both follows the racing rules and allows for the car to be quite simple to assemble. The front bulkhead is immediately behind the engine whilst the rear one lies directly ahead of the rear wheels. This allows the exhausts to exit cleanly away from the engine and then turn ahead of the footwell to run down the sills, and the driver to sit as far rearward as possible. The removal of the previous structural reliance upon the tunnel allows this to be as narrow as the gearbox dictates and in turn allows the driver to be positioned further inboard towards the centreline of the car. The honeycomb floor and bulkheads are stiff enough to accept the seat mounts and pedal assemblies directly without need for further reinforcement. The floors are stabilised at their outer edges where they are folded up 90° to give 40mm of crushable protection for the occupants. The wide sills house the silencers which are also contribute to the side impact protection which ends finally with the cage doorbars. Because the floor and bulkhead assembly form the complete cockpit area they can be assembled, bonded and riveted before the cage is bolted into place. This then forms a sealed centre section that contains the driver and fuel tank safely within the rollover cage and also has the required flat floor.

There are front and rear subframes that are simple, light yet stiff tubular fabrications (again in T45 steel). These are bolted to the cage through the honeycomb bulkhead panels via ingenious self aligning steel fittings that make use of the shear stiffness of the bulkheads to triangulate the roll cage structure. The engine is fitted by removing the entire front end of the car, without the necessity of disconnecting any oil or water pipes. The outermost ends of the subframes terminate in aerospace alloy billet bulkheads that fulfil both structural and practical roles. At the front two back to back, machined from solid plates, form a void that is the oil dry sump tank; provide all the mountings for the front suspension and steering rack and physically connect the open subframe tubes. At the rear a similar machined from solid plate seals the rear of the differential housing and provides mountings for the rear suspension. The differential housing provides a structural load path between the rear subframe and the cabin section via a fabricated casing that also locates the rear lower wishbones.

The suspension consists of classic double wishbones all round, with coil over gas dampers operated by pushrods and with rising rate anti-roll bars front and rear. The centre lock magnesium wheels run on steel hubs within exquisitely fabricated aerospace steel vaned uprights to allow cooling air to reach the massive (15") brake discs and calipers. At the rear the driveshaft CV joints are integrated within the hub/bearing assembly. All of the suspension joints pivot on spherical bearings.

The bodywork is all manufactured in house out of carbon fibre pre-preg composite with a mixture of Nomex and Kevlar reinforcement, the overall style being that of a Cerbera on steroids. The entire front and rear are one piece mouldings for quick and easy access whilst the cabin section is bonded to the honeycomb bulkheads and sides to form the sealed passenger compartment. The front screen contains a heating element for elegant demisting whilst rear vision is perhaps described at best as "adequate", given the imposing presence of the rear wing.

Of all the new features of the Speed Twelve, the most significant is TVR's own all-new, 7.7 litre V12 which gives the car its name. In unrestricted form this engine gives 800 bhp @ 7250 rpm and 650 ft lb of torque at 5750 rpm. In principle, the engine is two Speed Sixes but in reality shares little but the valves of its smaller sister. Among its more notable features are its aluminium 48 valve heads, high molybdenum EN14T steel block, EN40B nitrided steel crankshaft and EN24B conrods.

IV NEW LIGHTWEIGHT CERBERA 4.5

The Cerbera 4.5 has been updated for the 2000 model year with the introduction of a number of weight saving measures and a new look.

Most important are the lightweight honeycomb composite panels which together save approximately 40kg. This is part of TVR's continuing dedication to the use of high tech composite technology on road as well as race cars.

All Cerberas now have the new rear lights, A pillars and roof line while on the interior all four seats have been changed to bring them in line with those of the Tuscan. The rear light clusters are now similar to the Chimaera's and the roofline modifications have dramatically altered the appearance of the car.

The Cerbera 4.5 also features the same lightweight high intensity projector headlights found on the Tuscan Speed Six but in a layout which echoes that of the new Cerbera Speed Twelve.

Removable seat squabs are standard so that the seating position can be lowered to improve headroom for the many Cerbera owners who take them on the track and therefore have to wear crash helmets. Higher levels of lateral support have also been built into the new seat design.

V NEW FACTORY DIVISION FOR SPECIAL PERFORMANCE ENHANCEMENTS

All TVR's are designed with the compromise between road comfort and outright performance but with an increasing number of owners taking their cars onto the circuit, a facility to alter the balance of that compromise is now required.

TVR are taking the opportunity of the London Motor Show to publicly announce the foundation of a new division at the Lancashire factory. Dedicated to special performance enhancements for current and recent TVR models, this new division is to be headed up by TVR's Chief Chassis Engineer, Neill Anderson.

Areas earmarked for modifications will include anti-roll bars, springs and dampers, wheels and tyres, brakes as well as engines.

Cars that have received attention from this division will be identified by the red rose of Lancashire emblem.

VI MODEL RANGE

CERBERA

Even though there are now well over 1,000 examples of it on the road, the TVR Cerbera began life in the early summer of 1993 as a styling exercise by TVR's team of designers, who were very quickly given the go-ahead to start building full scale models. They sculpted the car out of full-size blocks of foam rather than being constrained by the two dimensions of a paper sketch or the dehumanising aspects of design by computer.

A handsome Grand Tourer began to take shape and it was easy to see that the car would be a winner so a running prototype was prepared for the 1993 London Motor Show. Unencumbered by endless committees, TVR was able to complete the prototype in record time and the Cerbera was unveiled at the show. It was greeted with tremendous acclaim. Orders flooded in, a further 276 of them at the 1994 Birmingham Motor Show alone.

Since then, almost every aspect of the car has been improved. Originally, the Cerbera was designed to be powered by the TVR Power Rover based engines but it was decided that TVR's own engine, the Speed Eight, would be a more suitable power plant. The Cerbera was the first roadgoing TVR to feature the Speed Eight engine.

This engine is quite remarkable in design in that it owes more to the current trend in racing engines than to anything that has ever been seen before in a road car. In other words, instead of basing a race engine on an existing road engine, TVR have developed an engine for the Cerbera out of a race engine. The result is that the Speed Eight has many features in it which would be more commonly found on an F1 engine. Examples of these are its extremely sophisticated water circulation system, its lubrication system which delivers oil at high pressure to the engine and at low pressure to the crankshaft and a block so rigid that it can be used as a stressed member. An all alloy engine with its eight cylinders arranged in a 75 degree Vee, the Speed Eight engine has more torque in its various specifications than any other normally aspirated petrol engine of equivalent size and weight.

At 121 kg, the engine is indeed lighter than the V8 F1 and F3000 engines with which it shares so many features. Many Speed Eight engine components are of extremely high quality such as the pistons and connecting rods which are forged and the camshafts which are rifle bored and are made of solid billet EN40B steel. The net result is that the Speed Eight has performed extremely well in the most gruelling test known to engineers: to give forty of them to TVR Tuscan racing drivers to try to blow up every weekend for the past five seasons.

Although sharing styling cues with the Chimaera, the Cerbera is a completely new car with new brakes, chassis, suspension and a different construction method. Introduced in response to overwhelming customer demand for a 2+2, the Cerbera has seen TVR return to a market sector that it has not inhabited since 1985.

With the Cerbera's interior, TVR have discarded conventional thinking and have created a dashboard binnacle in which all the instruments are right in front of the driver. The clock and the fuel gauge, visible through the steering wheel, and a fresh air vent are situated under the steering column and are adjustable for reach and rake with it. Mounted on the steering wheel are controls for the main beam, windscreen washers and wipers as well as the horn.

The Cerbera is more than a normal 2+2 in that, in terms of the configuration of its seating arrangement, it would be better described as a 3+1. The front passenger seat is able to slide forward further than normal, thereby freeing a substantial amount of extra legroom for the passenger sitting directly behind.

Attention has been paid to the ease of access to the rear seats which in too many 2+2s is unnecessarily difficult. Therefore, the Cerbera's doors are long enough to make getting into the back seats much easier.

The Cerbera is a car with a dual role. On the one hand, it is an extremely competent grand tourer that can be used for either a journey across a continent or across town while on the other hand, it has the performance of a sportscar with handling to match.

Cerbera is pronounced Sir - burr - uh and is derived from the mythological beast, Cerberus, who was the brother of the Chimaera. In addition, in Italian, *una cerbera* is a frightening, fierce woman.

The TVR Cerbera is now available with three different engines. The Cerbera Speed Six is an otherwise unchanged Cerbera but with the same Speed Six engine as found in the new Tuscan (see above for details). Very much in the tradition of British sportscars of the sixties, the Cerbera Speed Six is a coupé with a very British, very sporting nature.

With 350 bhp and 330 ft.lbs. of torque, the Cerbera Speed Six gives similar performance to the 4.2 litre Speed Eight version, at the same price, but with a very different feel.

The Cerbera 4.2 remains in production for those customers who prefer a V8 and the Cerbera 4.5 gives a range topping 420 bhp and 380 ft.lbs. of torque. Getting to 60 mph in 3.9 seconds, 100 in 8.1 and 150 in 17.9, the Cerbera 4.5 is one of the fastest road cars in existence. With larger brakes, modified suspension and larger wheels and tyres, the Cerbera 4.5 offers the handling and braking to match its performance, stopping from 100 mph in only 3.8 seconds. The 4.5 Cerbera also includes a Hydratrak speed sensitive differential as standard.

For the 2000 model year, lights, A pillars, roofline and seats have been changed (see above for details).

GRIFFITH 500

The TVR Griffith was first unveiled at the 1990 Birmingham Motor Show and stunned press and public alike with its blend of classical beauty and race-car performance. Orders were taken on the motor show stand at the rate of one every eight minutes with the extraordinary sight of chequebooks being waved over the barriers becoming almost commonplace.

The Griffith 500 was introduced in July 1993 and continues in production alongside the Tuscan Speed Six.

The Griffith 500 has a 5 litre TVR Power V8 which gives 320 bhp and 320 ft. lbs. of torque. This endows the car with a 0-60 mph time of just 4.1 seconds and a top speed of well in excess of 160 mph. With its light weight and big engine, the Griffith 500 allows one to enjoy some of the most explosive overtaking ability of any car in production.

In order to harness that sort of power, the Griffith 500 features a race-bred chassis, all round ventilated disc brakes and a limited slip differential. Enjoying a nimbleness which can only come with a car of the compact dimensions of the Griffith 500, the front-engined rear-drive layout gives superb handling and roadholding. However, there is another side to the Griffith 500. Its clean lines are not cluttered with wheelarch extensions or spoilers but are discreetly stylish. The clever stowable hard-top roof design means that one has all the advantages of a soft top without the disadvantages and the advent of TVR's own optional power steering system and lighter clutch design now mean that the Griffith is a car that can be used every day.

CHIMAERA

The TVR Chimaera was introduced at the 1992 Birmingham Motor Show and was instantly hailed a success. Based on the award-winning Griffith, the Chimaera went into production in February 1993, then fitting into TVR's model line-up between the V8S and the Griffith.

The name Chimaera refers back to Greek mythology which speaks of a fire-breathing monster thus named with the head of a lion, the body of a goat and the tail of a serpent.

The Chimaera is powered by a 235 bhp 4 litre with the option of the 285 bhp 4.5 litre engine or the 320 bhp powerplant out of the Griffith 500. This gives effortless performance which fits the Chimaera's dual role of Grand Tourer and sportscar.

New at the 1996 Motor Show was a subtly revised Chimaera with a fresh nose and tail which bring it into line with the Cerbera. In addition, it now features much of the extraordinarily high quality aluminium switchgear from its 2+2 sister as well as door opening buttons under the door mirrors which will see it ready to meet the challenge of many years' production yet.

While still very much a sportscar, the Chimaera is more of a grand tourer than any other model in the TVR range with somewhat more benign handling characteristics and a larger boot.

However, the Chimaera's handling has not been left to chance with a chassis developed directly from that of the racing TVR Tuscan. With strong ventilated disc brakes all round, the Chimaera stops as well as it goes.

The Chimaera is TVR's best-selling model and has reinforced TVR's position as Britain's largest car manufacturer.

VII MOTORSPORT

TVR has been involved in motor racing since the days when it was only a fledgling sportscar manufacturer. The early high point of TVR motorsport was in 1962 when TVR entered three Granturas in the Le Mans 24 hours race.

In the 1970s, there were a large number of works-assisted cars competing in the Prodsports championships and a 1600M won the CAV-BRSCC Prodsports series in 1979 and a 3000M won every race it was entered in and the BRDC Prodsports series in 1980. V6 and V8 engined Tasmins were campaigned with some success over the ensuing years until a 420SEAC was banned from racing in 1986 because it was too fast and was running away with every race it was entered in.

The next stage was the TVR Tuscan Challenge for which a new car was designed and built. The world's fastest one-marque race series has just finished its eleventh season and is more successful than ever.

With 450 bhp in a car only weighing 840kg, the Tuscans are spectacularly fast but, with long braking distances and more power than grip, they have developed into an extremely popular race series. Record grids of over forty cars have again been seen in the 1999 season and so many cars are now competing that two and sometimes three races have to be scheduled at each meeting in order to guarantee everyone a race. The championship can be seen on ITV, Granada and all three Sky Sports channels as well as a number of overseas television stations which mean that the championship now has fans in everywhere from Brazil to Bhutan. On the show stand this year is the 1999 TVR Tuscan Challenge Champion's car, that of Ian McKellar Jnr. who at 21 is the youngest Tuscan champion yet. Incredibly, the championship was a tie on points with both McKellar and Michael Caine on 1159. However, the championship went McKellar's way on the number of wins he took during the course of the year.

TVR has been competing in the GT sphere over the last few years with a Cerbera 4.5 and then the mighty Speed Twelve. As the GT1 category has been abolished, TVR have developed a new GT2 challenger in the form of the Cerbera Speed Twelve which will take TVR back into the international arena of GT racing in 2000.

VIII COMPANY HISTORY

The TVR story effectively began in 1947 when a young engineer, Trevor Wilkinson, built himself a light alloy special based on an Alvis Firebird rolling chassis. The first TVR with its own chassis was built in 1949 with Ford side-valve power.

By 1956, TVRs were being sold in the U.S. and in 1958 production of the Grantura was well and truly under way. By the standards of the day, Granturas were fast, agile and good-looking. Indeed something of a TVR formula was emerging: strong tubular steel chassis covered in good looking bodywork and propelled by a strong engine to give impressive performance at a very reasonable price.

In 1963 a major milestone was reached with the introduction of the first TVR Griffith, which was fundamentally a Grantura with a modified chassis and a big American V8 under the bonnet. Performance of these cars was very much in the AC Cobra league, enough to severely embarrass the Jaguars and Ferraris of the day.

In 1966 management of TVR was stabilised in the hands of the Lilleys and over the next few years the company gradually grew with the Grantura being replaced by the Vixen and the Griffith by the Tuscan V8. In 1970 TVR moved to its current factory in Bristol Avenue from where it has never moved, although the premises have been expanded enormously over the last 20 years.

In 1972, the M series was introduced which was to serve TVR extremely well through the '70s. As the years progressed the M was sold in fixed head coupe, hatchback, convertible and turbocharged forms, the last accelerating quicker than the Porsche 911 Turbo.

In 1980, the Tasmin was introduced with a new chassis, new body and a new engine. Power came from the Ford 2.8 unit and there were Coupé, Convertible and 2+2 models. In 1982 TVR's current owner and chairman, Peter Wheeler, took over and in the following year the first of the Rover V8 engined TVRs was introduced: the 350i. Over the years, the cars got faster and more sophisticated, culminating in the mighty 450 SEAC of 1988 which produced 324 bhp from a TVR modified 4500cc V8 engine.

A new chapter in TVR's history was introduced with the birth of the S which went into production in 1987. Although it looked superficially like the M Series, it was an all-new car and with its stunningly low price, it transformed TVR's fortunes and saw production almost double in a year.

However, it was the Griffith that was really responsible for TVR's renaissance. The first cars were delivered to customers at the beginning of 1992 and the car was overwhelmingly successful. An order was taken on average every eight minutes at its first Motor Show and, with the introduction of the Griffith 500 in 1993, it has reached the first rank of the instant classics.

The TVR Chimaera and Cerbera have been introduced since then (see above) and have contributed to TVR's position as the most popular, and prolific, of Britain's independent car manufacturers.