

Sagaris

The audience gasped when it



There was a gasp from the audience when the Sagaris appeared, and no wonder. It has a presence, one that had not come through on the poor quality pictures that I had seen on the net. It is based on the T350, with a wider track and a wider look, both essential for good handling. It is, according to TVR, designed with the fact that there would be racing versions in mind, and that is apparent.

There are some superbly detailed areas, the front splitter being spectacular, and the rear diffuser, although it takes a little getting used to, is quite beautifully made. There is a transparent spoiler which, in the artificial lighting of the paddock, gave some stunning reflections. The corner at the show was that it would not be or the production model which, I think, is a shame.



"If you want a road-racer that looks exactly that, then where else would you go?"

The vents, which precluded any nude models draping themselves across the car, look a bit naff in the photographs but, before dismissing them as over-the-top, see the car in the flesh. Or rather, see it in its Vinylester composite body, carbonfibre and leather interior, and I promise you will change your mind. Graham Storer's team have produced a cracker. There is little doubt that the Sagaris is not pretty, but if that is what you want, then there are lots of TVRs, both current and historical, for you to choose from. If you want a road-racer that looks exactly that, then where else could you go? Aston into its heels as the Noble M12 GTO, JLR's BR140 CSL, Porsche 911 GT3 RS and the Ferrari 360 Challenge Stradale. The Sagaris, with its claimed sub-4-second 0-60 mph, is joint fastest.

arrived at MPH03...and no wonder.

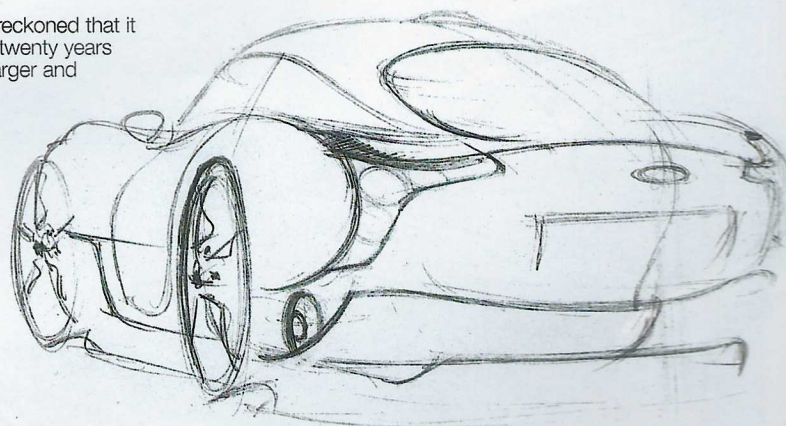


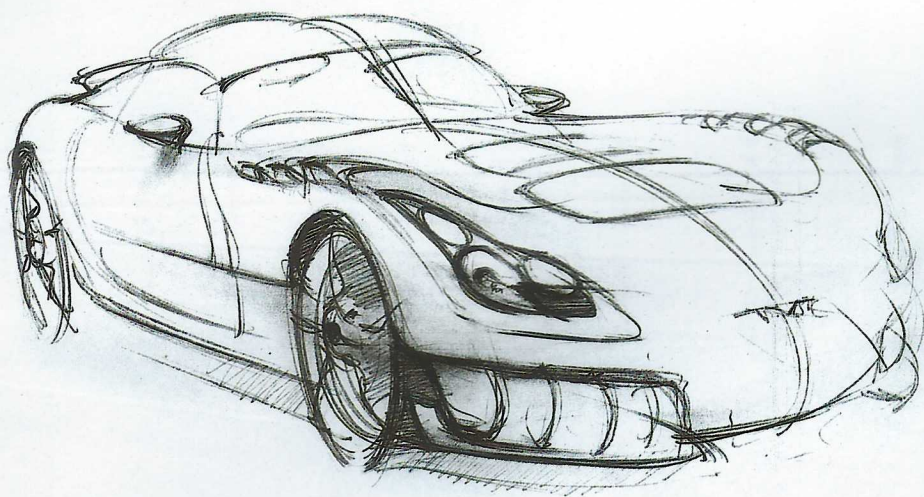
When the sub-£50,000 price comes into the equation then the competition thins a bit.

And if one launch of a TVR is not sufficient for you, how about two? The other new model at the show was the Typhon, a supercharged, 500 bhp, 550 bhp per ton (McLaren F1 range) variation on the T400/440Rs. The main talking point of the visitors to the stand was not the forced induction so much as the forecast 6-speed sequential box. Whatever, with a 0-60 time around 3.5 seconds, a top speed of about the double ton, and a price tag of £80,000, you pick the statistic that is most impressive. Mind you, there was a certain controversy as to whether TVR had ever produced a supercharged car before.

Their press handout reckoned that it was the first TVR for twenty years to feature a supercharger and this caused some debate amongst the visitors. I stayed away from the discussion but if anyone can clarify the matter for me, I would appreciate it.

Both cars are promised for the spring.

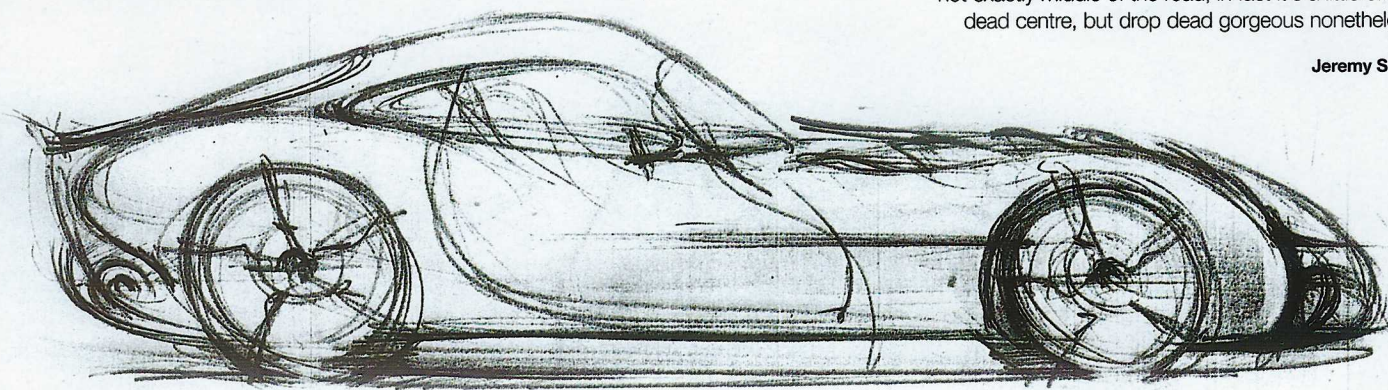


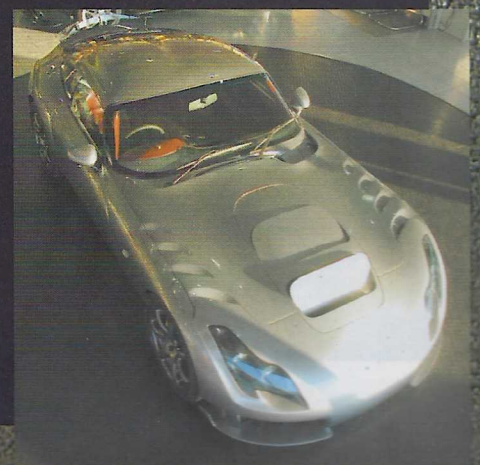


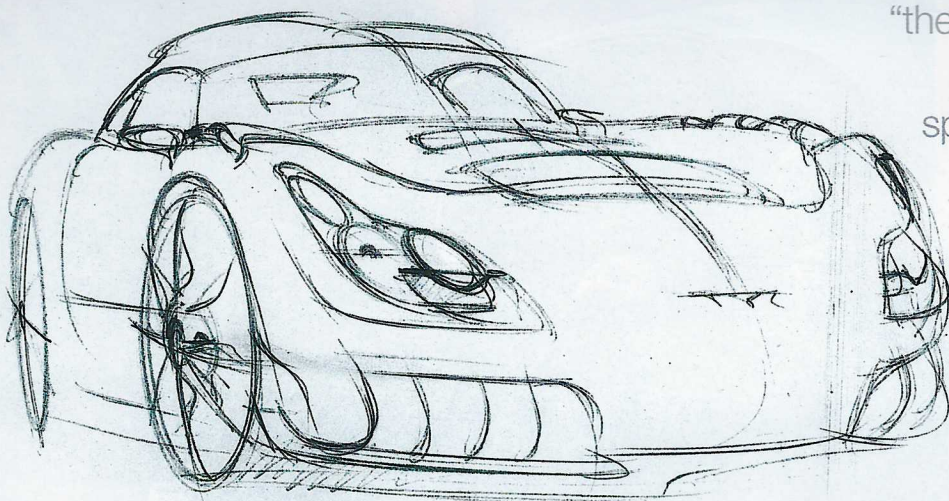
A little off top dead centre

The TVR Sagaris will be with us shortly. For those of us lucky enough to have seen it in the flesh at either MPH03 or at one of TVR's specially selected dealerships, the sight of this radical evolution of the T350 was something special. TVR's drive to surprise us, no, shock us, continues. Like all great artists of their time, they have not sought the comfort of universal appeal, instead they have created both a masterpiece and a monster, that was inspired by Lenard Cohen. "First we'll take Manhattan then we'll take Berlin" said Graham Brown "That song seemed to be constantly filling our heads over the hot sticky summer as we styled the Sagaris." Clearly no AC to purify and soothe their souls. Like Lenard Cohen's music, the Sagaris is not exactly middle of the road, in fact it's a little off top dead centre, but drop dead gorgeous nonetheless.

Jeremy Smith







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