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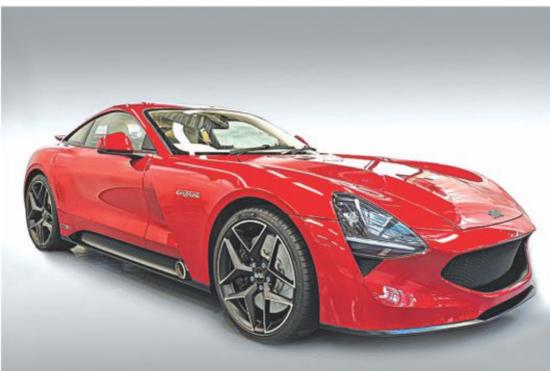
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TVR - THE RETURN TOUR

TVR was the largest small volume producer of sports cars for nearly 4 decades, and was a driving force in the British sports car development charge in the 60s, 70s and 80s. Fighting the good fight as an independent manufacturer meant it never actually made much money – financial troubles and a wonky approach to wooing prospective owners meant one of the most iconic British brands disappeared into the night about ten years ago. Now, with new owners and a more solid engineering approach, they're coming back. Here's our tribute to the Black Sabbath of motor cars - TVR.

Rebirth of a British icon



Whacky, over-the-top, most of the time hilariously inept at adapting to changing tastes – TVR has had a rocky run of over 65 years. In that time, they have given the automotive world veritable gems like the Griffith, Chimaera, Cerbera and the wonderful M-series cars of the 70s. Loud, proud and as temperamental as British weather, these cars were often loved and hated in equal measure. Now, partnered with Cosworth and a certain Gordon Murray, whose engineering and design portfolio includes the iconic McLaren F1, TVR is making a comeback.

At the Goodwood Revival event on September 8, TVR showed off what that comeback would look like. Draped in a typically TVR red – full of flakes and shined to a tee to show off the car's multiple creases – the Griffith certainly looks the part. Its part Mercedes AMG GT, part Toyota



Supra MKIV, with hints of the aggression that lies beneath coming out in the side-exit exhausts, gaping mouth and a huge rear air-dam. The powertrain promises to back up that visual aggression, with a Cosworth fettled, Ford sourced 5.0 litre V8 sending power to the rear wheels. Like TVR would ever do All-Wheel Drive.

Will it work? Considering TVR is still an

independent, relatively low-volume sports car manufacturer, it's unlikely that they'll be any more competent at building sales-friendly cars than they were previously. But sales hasn't deterred TVR for 65 years, so why should it matter now? The Griffith promises hilarious powerslides, noise and fury like older TVR's – it'll perhaps be better engineered than before with a maestro like Gordon Murray in charge of development. It's an old-school enthusiast's car at a time when even the enthusiasts are slowly warming up to the idea of vehicles that make no noise and plugs up next to the blender. What else can you expect from a company so set in its ways that the mere mention of the name conjures up images of Blackpool, stone walls and quiet, gruff men taking a smoke break after hand-beating some body panels in a grimy factory?

TVR is definitely back.

The greatest hits album



The Vixen was based on the initial Grantura model, with a Ford Cortina donating the engine and most of the smaller parts to the budding sports car maker.



The TVR M-series cars established their reputation as a maker of fast, agile cars with a distinctive soundtrack. The ultimate M TVR is the 3000M Turbo. Only 20 were made.



The Chimaera was highly significant, setting the tone for TVR design and engineering for the 90s and early 2000s with its rounded design and Rover V8 power.



Based on the Cerbera, the Speed 12 is the angriest and fastest TVR ever made. The 7.7 litre V12 put out 960 BHP and was designed to compete with the legendary McLaren F1.



The Sagaris was the last great hurrah for TVR before it went down around 2008. Crazy styling, difficult to tame and 100% TVR.



Every single interior ever designed by TVR is a hero – for being a complicated mess and an ergonomic disaster.

TVR Collectibles



TVRs are the dragon equivalent of cars. They simply shouldn't exist because they are built around an implausible idea of fire and fantasy. And yet, TVR lived, on and off. It offered crazy designs, pointless horsepower and occasional glorious bouts of fiery display. This is the perfect manly car. So what do we have of it in scale models?

Starting with 1:64, there is a Matchbox Tuscan that is best avoided for its slightly stunted in profile. The Tuscan was one of the first factory cars to come with iridescent paint. Kyosho on the other hand offers that and the Sagaris for an average of \$15 online.

1:43 will offer a few of the older TVRS like the Tasmin and the 3000M. For very select collectors, these are also very pricey if you go by online rates.

Best to jump straight to 1:18. Revell has a brilliant Tuscan with a removable roof so you can recreate that scene from the movie Goldfish where Travolta is shooting at the other bad guys. Paragon Model also makes both the Tuscan and the Sagaris and priced within \$60-90. A Hotwheels version of the Speed12 is available for under \$25. It looks far too flattened and is usually suitable as a wheel donor for other projects.

I'm surprised there is almost no 1:24 kit available. Or the fact that the most subtle of all TVRs, the Cerbera, isn't anywhere to be found. At least, none worth mentioning.

EHSANUR RAZA RONNY

AUTO NEWS



Hyundai's up-market push – Genesis G70

Hyundai, South Korea's largest manufacturer and a rapidly growing powerhouse in the global market, set their sights on the executive sedan market about two years ago – culminating in the establishment of the Genesis brand. Since then, they've launched the G90 flagship and the mid-range G80 model, aimed at the traditional German marques currently dominating the segments. Their latest, the G70, completes the model range as the entry-level executive sedan.

The G90 is aimed at the Mercedes S-class, BMW 7 and Audi A8, while the G80 goes up against the 5-er, E-class and A5. While Genesis can hope to sell a few of the G80 and 90 in their home market and a small number in China by beating the prices of established models like the BMW 7 and

Merc S, the G70 is going to be the make or break model for the brand. A lot hinges on the G70, since the BMW-3 series is a veritable giant, and entry level models make or break luxury brands in the early years of inception.

Power comes from a 3.3 V6 in the top end model, along with 2.0 turbo 4-cylinder and a 2.2 diesel 4. Inside, there's the expected tech – highway driving assists, plenty of airbags, connectivity and voice command. It also looks pretty good, aside from the awkward grilles that have somehow planted themselves on the Genesis model line. It's the right balance of aggression and streamlining, and we think it'll be a hit in the emerging markets where Genesis will surely make a play.



Hatch, hot – Yaris GRMNNMNNM

The Toyota Yaris GRMN (*Gremun? Grumun? Graman? German? How would you even pronounce this?*) is a heated up version of the Yaris and inspired by the Yaris WRC rally car. Finished in the white-red-black colours of the Toyota Gazoo Racing team, the GRMN comes with special lightweight BBS alloys, bigger brakes, center-exit exhaust and a bespoke interior. More importantly, it has a lot more power – the 1.8 litre Dual VVT-i 2ZRFE 4-cylinder motor under the hood has been supercharged, and now delivers 210 HP at 6800 RPM and 184 lb-ft torque at 5000 RPM. Weighing in at only 1135 kg, the Yaris GRMN has a power to weight ratio of 190 HP per ton, which is quite impressive on paper – quite unlike the 1.3 and 1.5 Yaris and Vitz we get in Bangladesh.

It's good to see Toyota put some effort into its kind of dull model range. With the GT86 selling strong and the upcoming Supra, along with their promise of delivering hybrids tuned for power by next year, Toyota's stable is getting warmer and warmer. Bless them.



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