



**A SPORTSCAR DESIGNED FOR  
UNCOMPROMISING DRIVERS**



## "WHAT IS IT?"

These are the three words a TVR owner learns to live with. Simply because most people have never seen a TVR. Our factory in ENGLAND produces about 500 cars a year. One half of which are shipped to the U.S.A. Since the TVR is made mostly by hand, to increase production would be to decrease the standards of workmanship. And we won't. (Besides, our TVR owners like the idea that everyone and his brother doesn't drive one.)

## HOT. BUT NOT TOO HOT.

The power plant is a 6-cylinder, overhead valve engine capable of delivering up to 150 hp. When you consider this power in a car that weighs only 1750 lbs., the performance figures, as you might expect, are quite remarkable: 0 to 60 in 6.5 seconds, and a top speed of 135 mph. But despite its power, the TVR runs easily in city traffic. Unlike other high-performance machines, it won't require constant tune-ups. Another surprise; when tested under all driving conditions, the TVR averaged a nice 27 miles per gallon. As for the 4-speed synchromesh gear-box, you'll probably never notice it. Since it's one of the smoothest and quietest around.

### ENGINE SPEEDS

Engine speed at:

	Top	3rd	2nd	1st	Rev.
10 m.p.h.	471	626	947	1479	1516
10 k.p.h.	296	393	595	940	952
Road speed at 1000 r.p.m. in top gear—	21.21 m.p.h.				
Road speed at 2500 ft./min. piston speed in top gear—	85 m.p.h.				

### ACCELERATION

Top Gear	Speed Range	Time
...	30 to 50 m.p.h.	6.5 seconds
...	40 to 60 m.p.h.	7.0 seconds
...	50 to 70 m.p.h.	8.5 seconds
...	60 to 80 m.p.h.	9.0 seconds
Through gears	0 to 30 m.p.h.	3.0 seconds
...	0 to 50 m.p.h.	7.0 seconds
...	0 to 60 m.p.h.	9.0 seconds

MAXIMUM SPEED : 118 m.p.h.

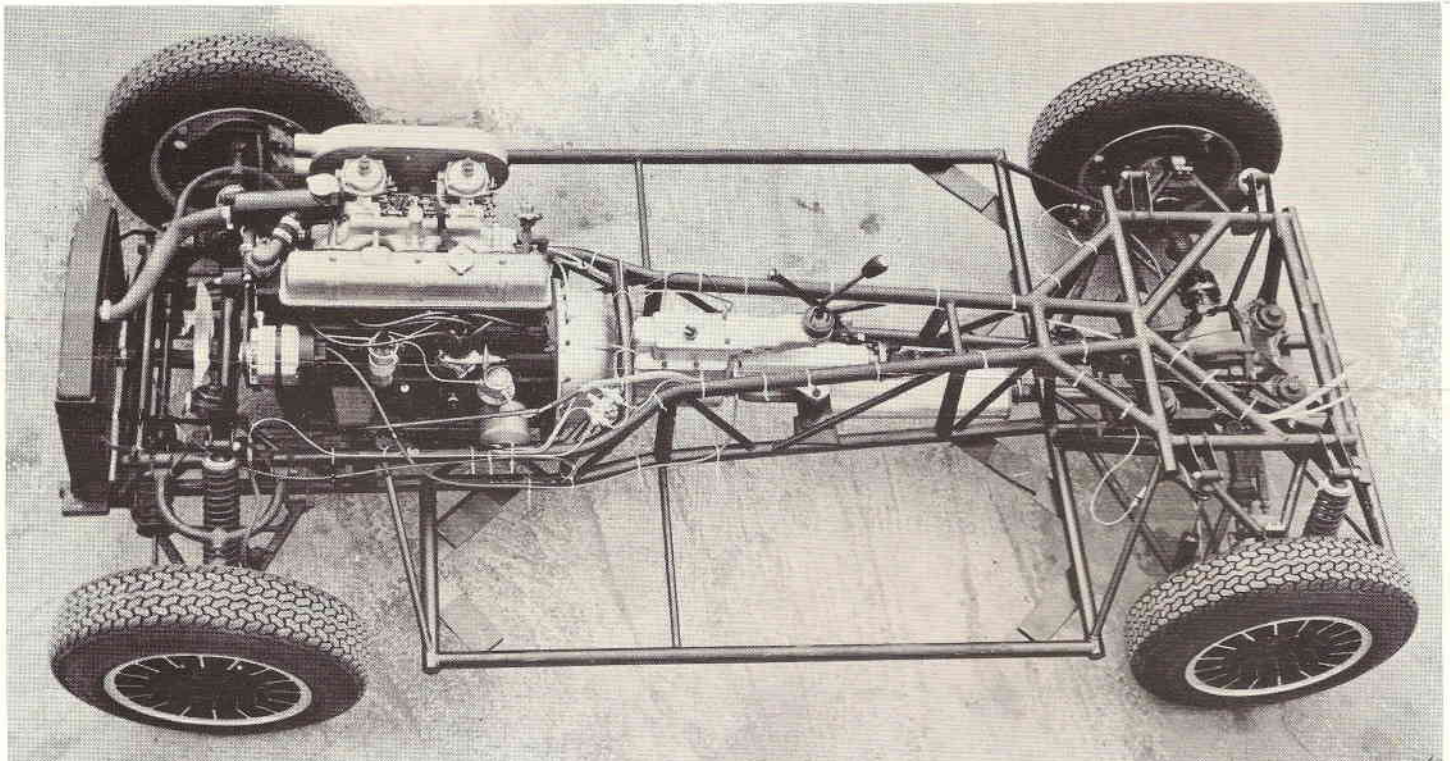
## THE CHASSIS

This cage-like contraption is the TVR's tubular steel chassis. Known as a space-frame, this design is primarily used in Formula Race-Cars. It can only be assembled by hand, which is why you don't find it used in mass produced cars. Structurally, it's the strongest frame you can use in an automobile. (Ask an engineer about that.) It takes a many times greater impact to buckle it than to buckle an ordinary I beam chassis. Which is why the TVR can actually offer more protection than bigger, heavier cars.

Surrounding the chassis is a hand-crafted, high-impact, reinforced fiber-glass body. It won't rust. It won't rot. It lasts indefinitely. Unlike domestic fiber-glass cars, it resists shattering. The exterior finish is of the highest quality hand-rubbed lacquer. Available in ten exciting colors.

Inside the body is one of the most luxuriously appointed, hand crafted interiors you'll find in any car at any price. The seats are true contour buckets. They actually mold to the shape of your body. (Your back won't feel like it's caving in after a long trip.) The instrument panel contains all of the gauges and controls any enthusiast could possibly want. As for luggage space, there's more than enough for three suitcases.

The sunshine-roof is superbly tailor-made. When closed it is completely air tight and water tight. You simply reach up, unlock the handle, and slide back the roof. It opens up a whole new scene in motoring.



TVR 2500 CHASSIS



## HANDLING. A REVELATION.

If you're used to the bulky domestic sedans, or even the average sports car, that sort of "slush" around corners, your first drive in a TVR Vixen 2500 will be a memorable experience. The steering is tight. And incredibly precise. There's no wheel play. When you turn the wheel a fraction of an inch, the car turns. The turning circle is an amazing 27'. (One owner told us he made a U-turn in his two car garage.)

The steering mechanism is rack and pinion; the kind used on racing cars. Since it's direct steering, there are no remote levers or gears between the front wheels and the steering wheel — you literally "feel" the road. This gives you a great sense of control which is especially comforting when driving conditions get a little rough.

Road holding and cornering are superb. Thanks in part to the TVR's dimensions. The Vixen, incredibly, is almost half as wide as it is long. (The ratio for most cars is about 3 to 1.) And only 48" high. This means a very wide track. And a very low center of gravity. This also means the TVR will take curves and corners at speeds you probably couldn't bring yourself to try.

## IT STOPS FAST, TOO.

We wouldn't make a car that goes like the TVR unless we could make it stop equally well. So we put 10" disc brakes on the front wheels and 9" drums in back. The twin master hydraulic brake cylinders are vacuum-servo assisted. This provides effortless brake pedal pressure. This brake system is usually found on cars weighing many hundred pounds more and brings the TVR to a complete fadeless stop from 80 m.p.h. in a mere 304 ft.

## OPTIONAL EXTRAS.

Virtually none. Everything from the sun-shine-roof to the alloy wheels is included in the original price. You might want to add our AM/FM radio. Consult your TVR Dealer for particular special tuning, racing, or rallying equipment . . . he's an expert on that . . . all of our authorized TVR Dealers are.

## SERVICE AND PARTS. NO PROBLEM.

With most specialized cars, service and parts can be hard to come by. Not so with TVR. There are authorized TVR Dealers throughout the world. We carry every conceivable spare part for TVR Cars and make them available to all TVR owners. Furthermore, the drive-train components used in the TVR are standard. There are thousands of imported car dealerships throughout the U.S. equipped to service the TVR.

Now that you've got the facts on the TVR Vixen 2500, there's only one thing left for you to do. Drive it. Compare it for performance, handling and comfort with more expensive sports cars. Talk with our mechanics. You'll be amazed that we could produce such a car at such a price.

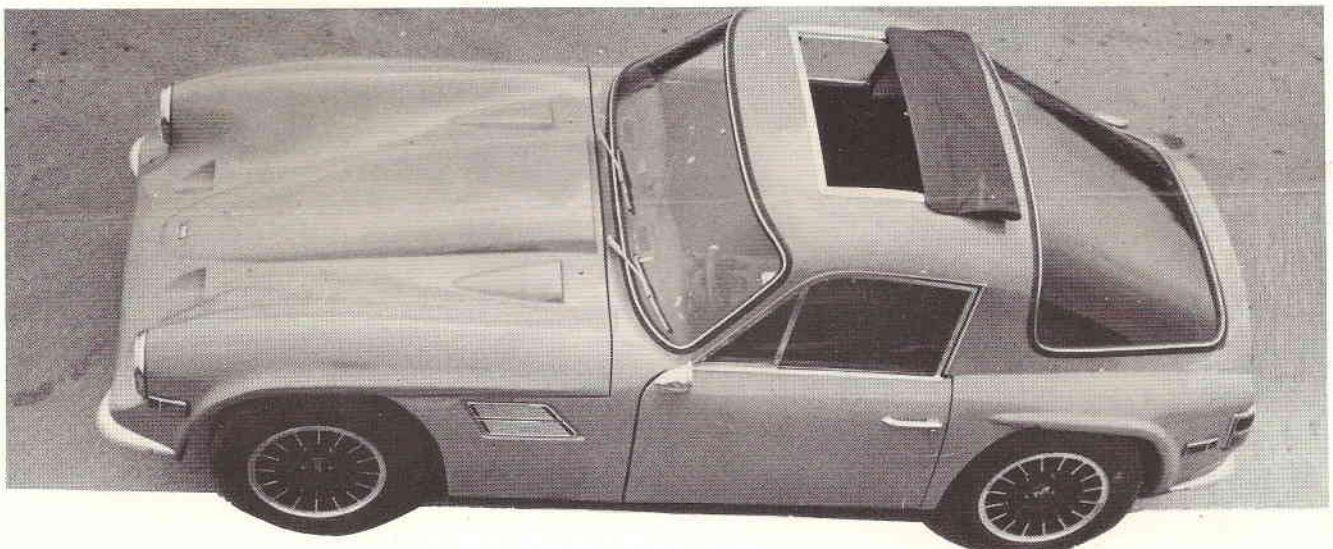
RETAIL PRICE: \$4800.00, 1.17

# TVR

ENGLAND

ENGINEERING LTD.

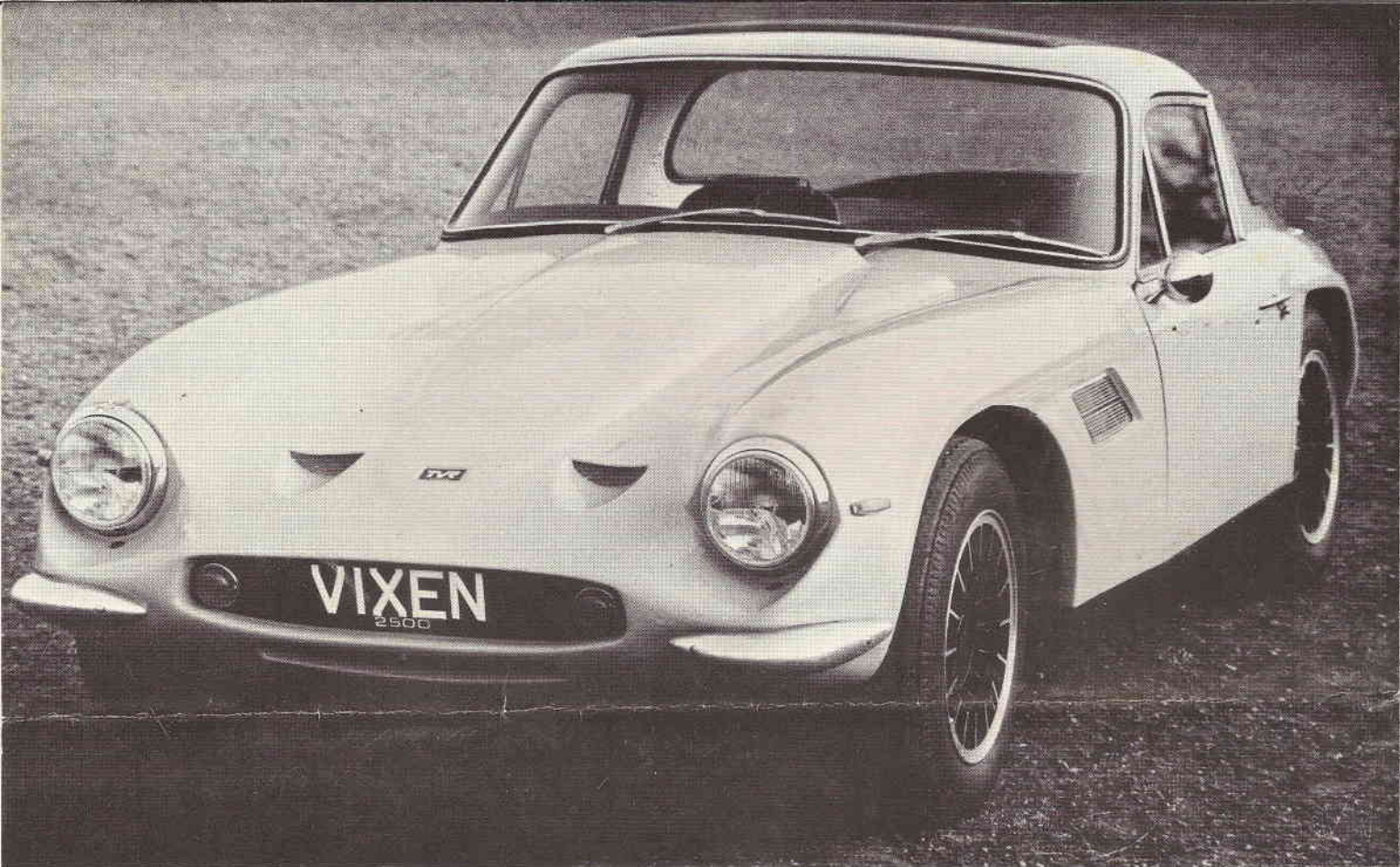
SPORTS CAR DIVISION



## THE LIMITED EDITION TVR VIXEN 2500

SEE :  
TELLEY'S AUTO SERVICE, INC.  
19 VARUM AVE.  
LOWELL, MASS. 01854





## TVR VIXEN 2500 SPECIFICATIONS

### DIMENSIONS

Length.....	144"
Width.....	64"
Height.....	48"
Wheelbase.....	90"
Track-front.....	53"
Track-rear.....	54"
Ground clearance.....	6"
Weight.....	1750 lbs.

### ENGINE

Six cylinder, 2498 c.c., H.P.; 115 @ 4500, Torque; 142 @ 3000, Bore; 2.94", Stroke; 3.74", Comp. ratio; 8.5:1. In-line, overhead valves, twin Zenith carburetors.

### GEARBOX

Four forward speeds, all synchromesh. Ratios: 3.14, 2.01, 1.33, 1.

### FINAL DRIVE

Chassis mounted differential, hypoid bevel, 3.45:1 ratio.

### STANDARD EQUIPMENT INCLUDES

Sun-Roof, Alloy Wheels, Radial Tires, Heater & Defroster, Screen Washers, Two-Speed Wipers, Cigar Lighter, Tool Kit, Leather Covered Steering Wheel, Reversing Light.

### INSTRUMENTS

Speedometer, Tachometer, Fuel gauge, Ammeter, Oil pressure, Temperature.

### CONTROLS

Turn signal, Headlights, Hazard light, Heater, Panel lights, Main lights, Blower, Choke, Horn, Ignition & Steering lock, Handbrake.

*The manufacturer reserves the right to alter the specification, design and equipment without notice.*

**TVR** Cars of America

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U.S. Representative For TVR Engineering  
Importer And Distributor of TVR Cars.

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