

## **TVR - The EVOLUTION & STORY –**

**By Hi-Link Account Manager**

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### **THE STORY –**

After selling my last motorcycle & having an empty “Short Bay” in my Garage I started looking for a toy to fill the space. Based on overall length it came down to a few options but I narrowed it down to a choice between a Lotus Elan & a TVR. The Lotus prices were about 3 times the TVR prices & that combined with parts availability along with several other factors like frame construction & my preference for a hard top it narrowed my search to the TVR. I found my car in MA in 2005 & the saga began.

TVR is a handmade limited production English car that raided the British Leyland parts bin for many components thus it is an uncommon car made with common parts. The mid-engine cockpit to the rear, tubular steel chassis, 4 wheel independent suspension, fiberglass body & wide variety of engines makes it very innovative for its time. The TVR name comes from the consonants of the founder Trevor Wilkinson’s first name. My car is an “M-Series” which was named after Martin Lilley & was made for 5 years but TVR made a total worldwide production of only 947.

The original 2500M was a good car for its day but the 3000M was a more balanced performance car & that was the “Resto-Mod” (restored / modified) car that I found. The legend was that the car was the object of a contentious divorce & the “Woman Scorned” set fire the 2500M. My goal was to put a V-8 into it eventually but the 3.0 liter engine spun a bearing so the process was accelerated. I found a 1991 Mustang 5.0 Liter donor with an H.O. (High Output) 302 cubic inch V-8 engine & a 5 speed transmission then the work began. Currently I am enjoying my 5000M “Brit-Rod” (Hot Rod British Car) by going to cruise nights to network with other gear heads & attending charity car shows.

In 2005 the saga began & it continues today with lots of “fine tuning” along with many “smiles per mile”!

### **THE EVOLUTION -**

**Born as 1974 TVR 2500M** (only 947 built from 1972 – 1977)

TVR, the 2500M used the 2.5L straight-six engine from the Triumph TR6 due to that engine having been previously certified for US emissions regulations. Also borrowed from the TR6 were its gearbox, differential, and front suspension uprights.

In October 1972, the 2500M cost £2151. Between 1972 and 1977, 947 2500Ms were sold.

#### Specifications

Top speed - 109 mph (175 km/h) & Acceleration - 0-60 mph: 9.3 sec

Engine displacement - 2,498 cc (bore and stroke: 74.7 mm (2.9 in) x 95 mm (3.7 in))

Engine type - Normally aspirated straight six

Compression ratio - 8.5:1

Fueling - Twin Zenith carburetors

Peak power - 106 bhp (79 kW; 107 PS) at 4,900 rpm & Peak torque - 133 lb-ft (180 N-m) at 3,000 rpm

Transmission - 4-speed manual, optional overdrive

Number built - 947

Chassis numbers: 2090T (prototype) - 2240TM through 4094TM

**Bought in 2005 as Resto-Mod TVR3000M (3.0 Liter Essex Ford V-6, Built to Stage 1 Spec by Oselli in U.K. )**

**Stock Specifications**

Top speed-121 mph (195 km/h)

Acceleration: 0-60 mph: 7.7 sec, 30-50 mph in top: 6.6 sec 50-70 mph in top: 6.1 sec

Engine displacement - 2,994 cc (bore and stroke: 93.6 mm (3.7 in) x 72.4 mm (2.9 in))

Engine type - Normally aspirated cast-iron V6 with pushrod-operated two-valve cast-iron heads

Compression ratio - 8.9:1

Fueling - Twin-choke Weber carburetter

Peak power - 138 bhp (103 kW; 140 PS) at 5,000 rpm & Peak torque - 174 lb·ft (236 N·m) at 3,000 rpm

Transmission - 4-speed manual, optional overdrive

**Currently TVR5000M (Resto-Mod conversion by Cruisers Motorsports, Danbury, CT)**

Top speed - ? Acceleration: 0-60 mph: ? 30-50 mph in top: ? 50-70 mph in top: ?

Engine displacement – 4,942 cc (5 Liter)

Engine type - Normally aspirated 302 "Hi-Po" V8

Peak power - ? Peak torque - ?

Compression ratio - 9.0:1

Transmission - 5-speed manual ( Tremec T-5 )

Fueling - HOLLEY four-barrel carburetor & Edelbrock intake

Headers (ceramic coated) – custom made by;

Mr. Ken Capraun, 15 Jesse Rd. Howell, N.J. 07731 - 908-839-7469

Shop is at;1717 Rt 34, Monmouth Executive Air Port, Farmingdale, NJ 07727

Fuse Box & Wiring replaced by; Classic Technologies/Marc Goldblatt, Norwalk, Ct. (203) 461-0463

Nissan R200 viscous limited slip differential 3.54:1 from Good Parts.

4 Disc Brakes with modern 2 piston calipers by Wilwood ( Upgraded from rear drums & TR-6 in front )

6 new coil over shocks/springs ( 2 on each rear wheel ), new bushings & rebuilt front end ( nickel plated )

15 Inch Wheels ( Upgraded from 14 inch to accommodate bigger brakes ) & wider tyres

Oil Pan – 6 Quart (AVIAID COMPETITION OIL SYSTEMS Standard front sump Road Race pan.

Includes ...custom pickup, 4 door trap assembly, slosh/windage tray w/ welded in lip scraper. Max oil control with ...max ground clearance.) #155-55362 Original 289 Daytona Coupe Pan.

Weight – 2,160 Lbs. – Power to Weight Ratio (assuming 300 H.P.) = 0.138

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