



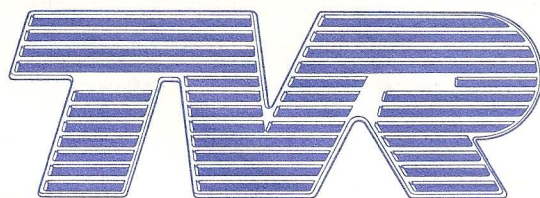
Directors:
P.R. Wheeler Chairman
K. Jones Purchasing
J.N. Palmer Marketing
M. Penny Production



Registered Office:
Bristol Avenue Blackpool
Registered in England 730711

TVR Engineering Limited
Bristol Avenue
Blackpool
England FY2 0JF

Telephone 0253-56151
Telex 67519
Fax 0253-57105



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PRESS PREVIEW TO THE 1988 NORTHERN MOTOR SHOW - MANCHESTER

TVR ENGINEERING LIMITED, the sportscar manufacturer from Blackpool will announce a Series 2 version of the successful 390 SE Convertible at the forthcoming Northern Motor Show at Manchester later this month.

The **390 SE** was introduced in 1985 with the first of the TVR modified Vee 8 powerplants. In the 390 SE the engine capacity was taken out from 3500 cc to 3900 cc by overboring the aluminium alloy cylinder block. High performance Cosworth pistons, high lift camshaft and revised electronic ignition and fuel injection saw the overall power output rise from 190 B.H.P. of the standard engine to 275 B.H.P. in the 3900 cc unit.

This provided additional performance and gave quoted performance times of zero to sixty miles per hour in 5.0 seconds with a top speed of 150 M.P.H. "Fast Lane" magazine in a performance test recently bettered these figures achieving a zero to sixty miles per hour in 4.7 seconds.

TVR further developed the powerplant taking it ultimately to 4.2 litres with the adoption of a long throw crankshaft in association with the increased cylinder bore. This engine work was developed with the successful TVR 420 S.E.A.C. Production Sportscar Racer over a two season period and became available in a road going vehicle at the 1986 International Motor Show at Birmingham. Road cars develop 300 B.H.P. and provide a maximum speed of 165 M.P.H. This combined with a full Kevlar/carbon fibre bodyshell, a world first in any production vehicle !

The new **Series 2** benefits from a restyling on the front air dam with flaired wheel arches and sills to cover the larger 8J x 15 five spoke aluminium alloy road wheels. These are shod with the latest in tyre technology with Bridgstone RE71 225/50 VR 15 low profile tyres. TVR were again the first manufacturer to fit these tyres as original equipment after extensive testing on the racetracks of England with the 420 S.E.A.C. racer. The rear bumper and air dam is now a combined unit making it easier to manufacturer.

The actual vehicle on display today, reflects the versatile attitude of TVR as a manufacturer. The interior of the car is totally non standard having in fact the instrument layout of the top of the line S.E.A.C. model. The customer, who is now waiting to take delivery of the vehicle after this weekend, specified the new Series 2 bodyshell but requested at extra cost the other style interior.

