

MY FIRST TVR

I have been a car guy all my life, but I never knew much about TVR until 2003.

A bit of background:

When I was a kid growing up in the east end of Toronto in the 50's, I went to Danforth Technical School. Through grades 11 and 12 I was enrolled in the automotive program. At that time, certification, insurance, safety inspections, emission tests etc. were not a high priority, so this allowed me, and the guys I hung around with, to buy, fix up, and sell old cars.

Ten dollars would buy (for example) a '37 Hudson, or a '35 Plymouth, or a '39 Packard etc. Just hand over the ten bucks, and we got the car and the ownership. We would then decide what had to be done to the car, and our shop teacher would let us do the work in the school garage. We would then sell the cars for a meager profit.

One great memory was when we had the '37 Hudson which had a rod through the block (which we were about to fix), but had very good brakes. We also had a '40 Ford sedan with a great motor and body, but no brakes. So we drove around for a couple of weeks towing the Hudson with a rope attached to the Ford, using the brakes on the Hudson (via hand signals) to stop the two cars. What a Hoot! Never got caught.

During those years, my favourite car was any Ford with a flat head V8. I had a number of these sedans and coupes, and on various occasions fitted them with all the goodies - (Edelbrock, Dynaflow, Hurst, Holley etc.) dual exhaust, performance intake manifolds, headers etc. The biggest problem with Ford cars of that era was that in order to replace the clutch (which we seemed to burn out quite frequently), we had to either pull back the entire rear end and transmission, or pull the motor to get at the clutch.

In those days we enjoyed modified and hobby stock car races in Toronto at the Canadian National Exhibition, and for a couple of seasons I was part of the pit crew for a '39 Ford coupe which was raced pulling off a few wins.

I then found that I had to work for a living and spent a number of years at a large GM dealership in downtown Toronto where my old cars were replaced with company demos. And then on to the insurance business where 'Company Cars' were prominent in the positions I held.

However, throughout my working years, I owned MGA's MGB's, a Jag XK 120 and a number of other British and European sports and saloons, but never a TVR until 2003.

But I digress - I have got to get to my TVR story.

Having retired from the insurance business, and getting bored with the usual daily drivers, I found myself itching for a vintage sports car of some sort. While working in my garage one day, I received a visit from an acquaintance who I will refer to as 'NC'. I mentioned to NC that I had been looking at various British and other European sports cars, but had not found one that took my fancy. NC then suggested that I consider TVR. Apparently NC had purchased a brand new 1975 2500M at the Toronto Auto Show, and drove it for about 10 years.

Later that day, NC came back to my house with a copy of the book '**TVR - Success Against The Odds**' written by Peter Filby. I started to read the book that night and just could not put it down. Needless to say, I fell in love with the marque, and I am still crazy about TVR to this day.

I searched out a few TVR's in Southern Ontario, and eventually found one in Toronto. It was Arizona Yellow, and in fairly good shape. John Wadman and Doug Hickey at TVR North America were very helpful in doing the necessary inspection and repairs to make the vehicle roadworthy, and also to handle the purchase transaction.

So, on November 3, 2003 I became the proud owner of 1974 2500M S/N 3297M. After a few fun rides, the car was put away for the winter, and in the Spring the car received a new set of tires, exhaust system rebuild, and a number of minor improvements. I still have this little baby, and enjoy driving it along with my other 'Tivvers' – a 1990 S2 (formerly owned by Dave Graham) and a 1994 Griffith affectionately referred to as 'The Black Slut'.

Now, let's go back to the aforementioned acquaintance, NC. Throughout the purchase and enjoyment of my great little car, NC kept mentioning that he was interested in finding out where his 1975 2500M is, if it is still on the road, and better still, if it was for sale. Well, one thing led to another, and with a bit of lucky investigation, NC found the vehicle in Toronto. The owner was not interested at that time, but after several months of discussion, the owner agreed to sell.

So, on September 28, 2004, and again with the help of John Wadman and Doug Hickey at TVR North America, NC became the owner of the vehicle he originally purchased new in 1975, and continues to own the car to this day.

As I sit here writing this article, there is a bit of snow on the ground, but hopefully it will be TVR driving season very soon!

Cheers

Bill Rogers

