

VIXEN S2

Manufactured:	Oct. 1968 to Oct. 1970
Total built:	424 (inc. 177 exported)
Chassis:	Multi-tubular backbone; 1 1/2 in. diameter 16G tubing
Suspension F and R:	Independent by coil springs and unequal length wishbones
Engine:	Ford Cortina GT 1599 c.c. with all synchro gearbox
Power output:	92 b.h.p. at 5400 r.p.m.
Steering:	Rack and pinion
Brakes:	Girling 10 7/8 in. front discs; 9 in. x 1 3/4 in. rear drums; dual circuit
Wheels:	4 1/2J x 15 in. pressed steel
Wheelbase:	7 ft. 6 in.
Track:	Front 4 ft. 5 in.; rear 4 ft. 6 in.
Overall dimensions:	Length 12 ft. 1 in.; width 5 ft. 4 in.; height 4 ft.
Fuel tank capacity:	15 gallons
Kerb weight:	15 cwt.
Approx. performance:	0-60 m.p.h. in 9 secs., 115 m.p.h. maximum
Price on introduction:	£1250 in kit form; £1583 fully built
Optional extras:	Wire wheels, 5 1/2 in. x 15 in. alloy wheels, leather rim steering wheel, laminated windscreen, tinted windows, various performance extras

Further notes:

The Vixen S2 was initially distinguished by its front wing vents, Ford Cortina Mk 2 tail light clusters, and single exhaust pipe. Also by its 'sausage' bonnet, though it soon used the l.w.b. Tuscan bonnet as standard equipment. Brakes became servo assisted early in 1969. Performance versions of the S2 with Speedwell modifications were known as the Sport and Super Sport variants.

Cars and Car Conversions magazine:

'The longer and harder you drive, the better things seem to get. Cornering abilities when pressed to the limit are among the best we've ever tried.'