

Race car preparation - from a simple set up to a complete re-build

# servicing

RV8 6,000 service	£350
RV8 12,000 service	£450

Speed six 6,000 service	Now £415
Speed six 12,000 service	Now £535

Cerbera V8 6,000 service	Now £385
Cerbera V8 12,000 service	Now £535

(Valve clearance check included in 12,000, adjustment is at additional cost on speed six and cerb V8 if required)

All prices include fully synthetic oil

Speed six and AJP warranted engine rebuilds and upgrades available by ex factory technician, Please ring for details. All prices plus vat.



Clean back chassis and under-seal £200\*\*

Nitron dampers from £995  
Griffith and Chimaera roll bars £375 (in matt black)

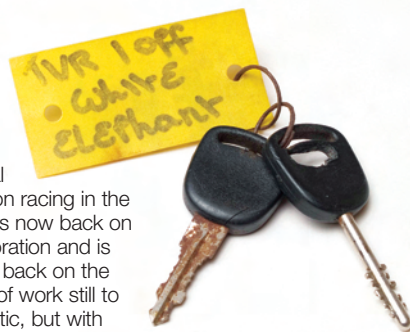
\*\* Chassis work can vary due to conditions



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## elephant update...



Having taken a two year sabbatical from Elephant rebuilding to focus on racing in the Tuscan Challenge, Howard Bryan is now back on track with his famous Wedge restoration and is aiming to have the White Elephant back on the road early next summer. With lots of work still to do, the restoration schedule is hectic, but with plenty of help on hand from both sponsors and car club members alike, there is an air of confidence that the finishing line is now in sight.

Currently the Holden Bathurst V8 race engine is being rebuilt and will be thoroughly bench tested before being re-installed in the chassis. It is important to make sure the engine is running perfectly and is leak-free before re-installation as the Holden unit cannot be removed from the car once the body is back on.



The body itself is being sanded back to remove all of the flaking paint and lacquer and after receiving several internal modifications to the nose section to facilitate the fitting of a larger, more appropriately apportioned radiator, will be taken to Surface & Design in Blackpool where a new hinged and strengthened bonnet will be fabricated. The entire shell will then receive a good dose of looking at followed by a coat of two-pack primer, with an amount of final painting to be completed on the underside of the tub, the inside of the engine bay and the tunnel. This will facilitate the body finally being mounted back on the rolling chassis for the first time in almost four years.

Having married the body and chassis together, Howard, ably assisted by Tony Cole, will start the final leg of the project and is looking to have pretty much everything back on the car by early spring.

Howard comments, "Pretty much everything on the Elephant is bespoke, so we have an amount of fabricating to do, alongside sourcing a number of 1980's OEM parts from Australia. We are therefore concentrating on getting the difficult jobs out of the way first, to allow us to have a clear run at the old girl in the New Year. Well that's the plan anyway..."

An exclusive and detailed update will be published in Sprint Magazine before the end of this year, but to keep an eye on where the project is up to right now, you can log onto the White Elephant website on [www.tvrwhiteelephant.co.uk](http://www.tvrwhiteelephant.co.uk) for all the latest news.

## featured event

### Pre 80's Extravaganza '08

Sunday 14th September 2008 at The Nottingham Transport Heritage Centre, Ruddington, Notts. [www.nthc.co.uk](http://www.nthc.co.uk) It is always our aim to base the event on a working museum and this year is no exception. The centre, situated within Rushcliffe Country Park, is home to a number of preservation groups ranging from mainline steam and diesel through buses, lorries, breakdown vehicles, cars and an extensive mixed gauge miniature railway.

We have extended invitations to Martin Lilley, Mike Bigland, Norman Hawkes, Colin Lyons and Peter Filby, author of Success Against the Odds and its sequel which we all hope to see in the not to distant future. As with previous events we will be featuring a time line of cars from Grantura to Taimar and a line up of specials, prototypes and one-off's that have been built prior to 1980. Don't forget to bring your cleaning and polishing materials for the Concours d'elegance, the winner of which will take away this year's trophy, which will be theirs to keep. On a sad note, we will be commemorating the life of Trevor Wilkinson through a two minutes silence and then a mass engine rev which I'm sure will be heard in heaven.

Entry is £5 per car, irrespective of the number of passengers, the majority of which will be donated to the Heritage Centre for future projects and commitments.

For further info contact Geoff Gwynne on 07976374230 or [tvr-m-series@ntlworld.com](mailto:tvr-m-series@ntlworld.com)

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