

engines the Tuscan have always provided high speed action combined with close racing. One of the most successful one-make race series ever, the Tuscan Challenge is attracting ever increasing grids. Currently the cars lap most circuits faster than the BTCC Touring Cars, though their limited sophistication and downforce provides spectacular cornering.



Nigel Mansell's "Red 5" Tuscan. Photo: Chris Harvey

The Holden V8



During the Eighties, TVR experimented with different potential engine suppliers. The supplier had to have available an engine that met the performance characteristics that TVR required and be willing to deliver them in low volume batches. Significant development was undertaken with Holden from Australia, this culminated in the development of a one-off special 'the white elephant'. Powered by a Holden V8, this car was

produced to meet some of Peter Wheelers personal transport requirements, having suitable luggage areas for his hobby of shooting. The car was reviewed by several magazines, before being put on display at Team Central in Birmingham. Currently it is due to be returned to the factory after this show; this car is a unique insight into a TVR that might have been.

Today

Whilst the S series started the TVR revival, the car that put TVR firmly on the map as supercar manufacturers was the Griffith. Combining contemporary styling with a retro-look, complete with explosive performance, the Griffith redefined the rules for the traditional