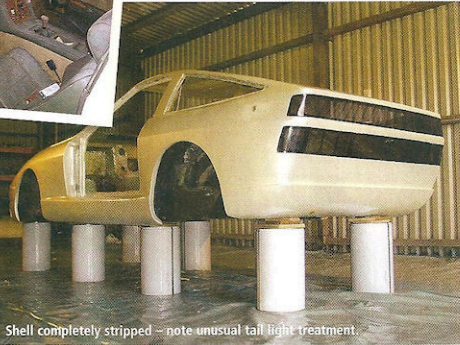




Once the body was removed, the chassis was revealed – note inboard rear brakes.



Shell completely stripped – note unusual tail light treatment.

generous coating of quick-drying modelling foam – or to be more precise, cavity wall insulation. Garden hoes and craft knives were then used to form the prototype's final shape. To finish, a layer of fibreglass was laid up over the top to complete and seal the job.

But that wasn't quite the end. The car was to be driven by TVR managing director Peter Wheeler so several very personalised modifications were made.

On the hunt

Peter was famous for his love of country pursuits and asked for a hidden compartment to be built

into the car to accommodate a brace or two of pheasants.

The car also had to be able to accommodate Peter's faithful gundog Sam, so one of the car's two fuel tanks was removed and a fibreglass dog basket was

“TVR decided to try a prototype 5.0-litre Holden race engine”

fabricated and countersunk into the floor immediately behind the passenger seat. To make up for the shortfall in fuel, an additional S-series fuel tank was installed in the back of the car, just forward of the gun box.

It was also decided that the signature Tasmin pop-up headlamps had to go, so the car's nose was cut off and replaced with the front of a previous prototype – the 420 Sports Saloon – which was further

modified to sport fixed-position twin Hella headlamps. After a topcoat of highly lacquered pearlescent white paint, the body was ready to go.

The shell now complete, the powerplant became the subject

of much debate. At the time, Rover, who supplied all the V8 units to TVR, were regularly out on strike. Earlier in 1988, Tom Walkinshaw had taken over Holden Special Vehicles from Australian motorsport hero Peter Brock, and was looking for export customers to purchase his distinctive HSV race engines.

Aussie muscle

TVR decided to try a prototype 5.0-litre V8 Bathurst race engine, complete with US-spec Borg Warner T5 gearbox, as a possible alternative to the Rover unit. A widening and raising of the chassis rails to accommodate »



Enthusiasm was high during this resto.



New moulds were required as part of the bodyshell renovation.



Nose and front end were taken from a previous 420 prototype.

