

A big thank you to all that helped.  
 Standing: Steve Charlesworth, Tony Cole,  
 Howard Bryan, John Kenyon,  
 Alan Higham, Neil Hampson,  
 Chris Tierney, John Morgan  
 Front: Allan Humphries, Alex Leith,  
 Richard Sails, Brian Dickson  
 & Howard Bold.



Dropping the exhaust was also an interesting experience as, due to the tight fitting of the Holden V8 unit within the modified chassis, there is absolutely no room to work. Simply splitting the pipes away from the manifolds took two of us well over an hour. Removing the manifolds will have to be left for a later date, as it is physically impossible to get at them with the engine in the car. A minor point really, as you can't get at plugs 1, 5 or 6 either due to the proximity of the chassis rails. Neither can you remove the distributor cap due to its being tight up against the bulkhead. "Think I'll just check the plugs – ok now where's that engine hoist?"



November's jobs should have started with removing the wheels to enable us to drop the steering column. This proved more difficult than first expected, as the wheel centres and OZ security screws were heavily corroded in. After a fortnight of subtleties, and having machined and broken several home-made steel extraction tools, we eventually resorted to drilling the security screws out. So off the wheels came, closely followed by the column.



Pulling the fuel lines through and disconnecting the engine bay ancillaries was next on the list, followed by a comprehensive search for rogue earth straps and cable ties. This may sound like an obvious and mundane job, but the heated rear screen was actually earthed via an eleven foot piece of wire direct to the coil. And don't ever worry about your TVR falling apart – it can't ever happen. We must have snipped at least 300 well placed cable ties off the Elephant – and they were just the ones we counted.



Last but not least we unbolted the body mounts. I must say that taking into consideration the fact that Nelly had stood in the TVR graveyard for the past 6 years, and for most of that time with the rear window and bonnet missing, the car is actually quite sound... if a little musty.

In all we only had to resort to the angle grinder for the two front chassis mounts which are situated under the extended nose and beneath the leaky radiator, the central chassis exhaust retaining bolt and a couple of spot welded tank straps.

So with all disconnected, photographed and duly catalogued the final step was to remove the body and lay it to rest on two rows of 25 litre steel drums. These in place I enlisted the help of a small army of Car Club friends for a little uplifting support.

Having decided how best to raise the prototype body, which is basically a Tasmin FHC inner body, covered in various thicknesses of modelling foam cut to shape by hand, and finished with a fibreglass skin, we all took hold and on the count of three very nervously lifted together. A huge crack was heard as the mounting rubbers and body parted company for the first time in 16 years, and with the disconnection of just one rogue earth strap which was hidden alongside a lower chassis member, the body was off and carefully walked on to its new perch, followed by a spontaneous round of applause. On closer inspection the Elephants bottom looked sound and the newly revealed chassis appeared to be in remarkably good condition too. Much relief!

So the first stage of the project is complete. We are bang on schedule and can now sit back, relax and enjoy our Christmas.

January's jobs include removing the engine and box, making plenty of phone calls to Australia, stripping the chassis and completing the Elephants spring shopping list.

Thank God for space heaters!

Howard Bryan

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