



The gearbox is now being rebuilt at Alan Jackson at ATJ Transmissions in Chester.



More parts to label as the Elephant becomes a box of bits.



In deep conversation with Richard Thorpe over the best options and the way forward.



Stripping the throttle bodies off the engine.

The White Elephant Preparing for the Refurb'

Having removed the White Elephants bodyshell in November, the entire project suddenly felt like it was starting to come together. We now know where to source most of the parts and we have found most of the specialists to help us with the intricacies. My original budget still appeared to be realistic and our enthusiastic sponsors continued to be most supportive.

Our next job was to take the rolling chassis, complete with engine and box, to Richard Thorpe at RT Racing in Sheffield to discuss the refurb' with him. As with most wedges of this age, Richard pointed out that the outriggers were 'thinning' a little and would need replacing, but apart from that the chassis was in good condition. Richard also assured me that the experimental rear pointing front anti-roll bar-cum-torsion tube, which Neill Anderson informed me worked well on the car, could be reconnected and made fully serviceable again, whilst Neill's experimental adjustable rear anti roll bar could also be brought back to life.

With an overhauled steering rack, reconditioned brakes, re-balanced shafts, new universal joints, skimmed disks, new springs and adjustable shock absorbers, the Elephants chassis, which Richard will finish in the original black, but this time in his high specification Nylon coating, will be as good as new – if not better.

So having had the rolling chassis inspected, we now drag the whole thing home again to remove the engine, box and ancillaries before returning it back to Sheffield for RT's work to begin. This is the time when you call upon your local TVR Car Club Archivist and fellow West Lancs member, Richard Sails and volunteer him to lend you his engine hoist. What a great guy!

