



Rightly or wrongly, Rolls-Royce is still thought of as "the world's best car". The fact is that their Gargantuan standing is in name alone: for all their reputation, Rolls-Royce sell only one of their cars for every 100 Mercedes-Benzes that burst from the manufacturing womb. In practical terms, Mercedes-Benzes are one of the industry's most important

members whilst Rolls-Royce are little more than a quaint curiosity riding on mankind's continuing weakness in searching for "status". they might do better to set their sights above the standards of Mercedes engineering and aim to **deserve** the title which is still tenously theirs.

In the sports car world, much the same might be said of TVR and Porsche. Last year,

TVR sold less than 500 cars while Porsche continued their ascendency with huge production volumes. There is a massive struggle ahead for a company of TVR's size to provide a car which can compete with the world's best. But as they have shown in their lifespan of less than thirty years so far, great technical advances are indeed possible for the Blackpool-



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provide the road car development team with valuable research information before certain features are installed on production cars. This year the company has gone one stage further by racing a car which will resemble in quite close detail a brand new sports car that the firm will launch later this year. And it's very exciting new flagship for TVR.

So the racer pictured here will form the basis of TVR's new top-of-the-line sports car, the car with which they hope to beat the world's best on the roads of Las Vegas as well as Cadwell Park. The 420SEAC, as the racer is known, has already begun its competition career this year, building up to the launch of the road car this summer. Work had begun on the car's new TVR-built 4.2-litre engine last year but most of the development was undertaken early this year, and although the company claim that this is not how the car will finally appear, it does give an insight into both the cosmetic and technical specifications of TVR's newest baby.

Very obviously based on the current Tasmin range, the 420SEAC - standing for the material of its construction, Special Equipment Aramid Composite - benefits from a body redesign which includes a shorter and rounder front

based firm who, like Lotus, have risen from component car origins to their currently exalted heights.

Perhaps at the forefront of TVR's high-performance development programme is an increasing works involvement with motor sports. TVR are just beginning to taste success against Porsches, Lotuses and Ferraris in prod Sports competitions with cars which

are quite capable of taking pole position with consistency. They have also taken some lap records this year - knocking two seconds off the prod Sports record at donnington Park, for instance - and are becoming a much feared force on the circuits.

As has been the practice with TVR for some time, their racing cars are given extensive competition work in order to

This year TVR will launch their new 300bhp flagship which has been developed over the past few months on the race tracks. We take a look at the racing 420SEAC which is destined to become TVR's road-going Porsche-eater.
