

# I did it - so can you

Richard Booker got sick of taking his TVR Tuscan back for a new engine every few weeks and opted for a 650bhp V8 crate motor that cost less than rebuilding the old straight-six. Well, who wouldn't? An engineer by trade, he researched his choice of crate engine pretty thoroughly:

'I rang round various companies until I settled on Proformance Unlimited. They answered all my questions over several phone calls before I'd spent anything,

and they were happy to put me in touch with the component suppliers so I could ask them questions too.

'I used an independent shipper, which was probably a mistake in the end - I should have stuck with the one Proformance use. But the engine was dropped off as promised in its box on the pavement outside the house. So we lifted it out, put it on a dolly and wheeled it to the garage, lowered it into the engine bay, hooked it all up

and turned the key and wham! It just fired instantly. It really was that easy.'

Richard says the engine is a complete animal: 'It revs like a bike engine, and I've set the limiter at 7500. It'll pull a lot more quite safely.'

It's made the car even more ludicrously fast than it was before. 'Quite frightening, actually,' says Richard. 'About 110 in second and 160 in third...' and all for not much over five grand.

*2: Tuscan's AJP six-pot kept going bang so owner Richard decided to nail..*

*3: ...in a 650bhp Chevy V8 instead. It cost him less than getting the TVR engine rebuilt.*

