

TVR TRIDENT *Ultra-Modern GT styling on a TVR chassis.*

JERRY SAGERMAN IS THE PROUD OWNER of what is presently a one-off prototype TVR. Depending on public reception to the striking and exotic body styling, the TVR factory may put the machine into limited production. With some modification to the tubular TVR chassis, a 289 Ford Fairlane was installed along with its four-speed, full-synchromesh transmission and a Salisbury limited-slip differential.

The body, fabricated from both aluminum and steel, is really an exercise in far-out design, but not so far as to be too impractical. The first thing that hits your eyes is the huge rear window. The whole fastback is glass. The lines are all clean and sculptured, with a nose section somewhat reminiscent of the original prototype Sting Ray. This entire section, incidentally, hinges forward to reveal the complete front end of the car from the firewall to the radiator. The headlights, atop the nose, rotate out of flush panels and are

fully exposed in their own nacelles when in use. The doors open wide, but entry is just a little on the tight side, due to the semi-reclining seats. Space-aged in appearance, the entire interior is plush and beautiful, obviously marks the car as a luxury vehicle despite its performance characteristics.

Weighing just over 1800 pounds, the 90-inch wheelbase car can really romp when the gas pedal is depressed, with a reported 0-60 mph figure of five seconds flat and a top speed approaching 150 mph. We did not obtain these, but contented ourselves with two tame laps around Lime Rock for a general impression. The ride is quite soft — at a sacrifice in lateral stability and cornering power — and steering pressure somewhat high, but the other comfort and control features more than acceptable. Visibility, through all the glassware is good. The dash is a bit high and persons of average height would want the seat raised straight up over

an inch, but Sagerman is a tall one and quite happy with the current position behind the wheel.

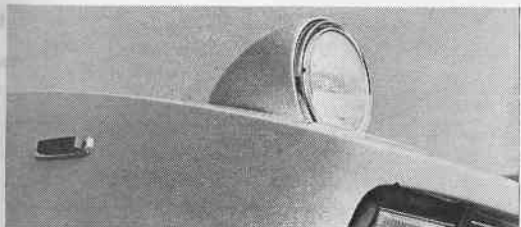
The contoured seats are as comfortable as they are attractive and should prove ideal for long touring. This positioning enables the design to hold to an overall height of 41 inches without any problems whatsoever, with adequate headroom. Electric windows and power assist on the big four-wheel disc brakes are among the luxury items. Butterfly switches of Alfa derivation are mounted on the center wood-paneled console, the remainder of the dash being padded. The steering column is adjustable.

In all, it's quite a car and certainly an attention-getter. We doubt the need for an elaborate tubular frame in this application, and feel the purpose would be better served with a rugged — and stiffer — big-tube, ladder-type unit. The projected price is over \$6000 if production is instigated; probably well over that. Meanwhile, it's an interesting one-off GT.





PHOTOS: WALT HAESSNER



Essentially a Fairlane-powered TVR with a plush and ultra-modern Italian body, the Trident is an exotic prototype that awaits public reception before limited production proceeds. Entire nose hinges forward to allow engine access. Huge area beneath rear window comprises the trunk compartment, includes spare tire.

