

Taylor's rolling showcase GT6 runs injection with coil packs on its dry-sump 'six' – note clever inboard/rocker front suspension

MAKING BETTER ENGINEERING

Taylor Automotive

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Specialism engineering solutions

Staff five **Rate** £66 per hour for first 100 hours

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They can handle normal servicing – and the boss drives a beautifully re-engineered Triumph GT6 – but it's the perfectly reasoned application of science that marks out Taylor Automotive. Instead of the usual hubbub, you're more likely to hear the directors muse: "We can't understand why more people don't use multi-spark discharge on a V12 – it makes such a difference."

As well as a GT40 continuation being rebuilt to include better roll-over protection, there's the tub of a real one ready to be prepped to FIA spec and a TVR racer being fettled to take new front uprights designed

in-house. More prosaically, a Series Landie is liberally wired up with sensors to trace a fuelling ailment. It has one of a batch of carbs that basically don't function, so this is an attempt to analyse the airflows and find an effective mod to prevent the whole lot from becoming scrap.

"We do development," says Geoff Taylor, who founded the firm in 2005 after seven years with Wealden Engineering, while partner Louis Pilch keeps up a day job in engine and drivetrain design with Ricardo. "It's not about which car," he says, "it's what interests us."

Ex-army mechanic Pilch, now a B Eng in Motorsport, adds: "We like stealth technology, hiding stuff... that D-type replica has a five-speed BMW gearbox. It was a problem

getting the lever to end up where it is, but fixing faults in the middle of a firefight makes you think of alternative ways of doing things."

"We do a lot of 3D printing, for prototyping parts such as pulleys, to see what will fit," explains Taylor. "We make it in plastic before we replicate it in aluminium, just to see if it'll work. The great thing is that we can give the item to a machining shop so they can get a better handle on what we want rather than just looking at a drawing. We farm out jobs like fabricating uprights, or if we want neat aluminium welding."

The GT6, a project that Taylor began when he was at college, now has fuel injection from a Suzuki GSX-R600 'bike on a bespoke manifold. It also features a Bond-

style flipaway mount for its digital gauges, of which Taylor is very proud: "I use 3D CAD, so it's all on the computer and all repeatable."

There are five staff "but never all at the same time". John Sawyer is ex-Lynx and CKL, while Willie Felger, a former fast-jet navigator, happily owns up to being general dogsbody, plus there's a part-time apprentice, Tom. As Taylor puts it: "The only way to get the right people is to train them yourself."

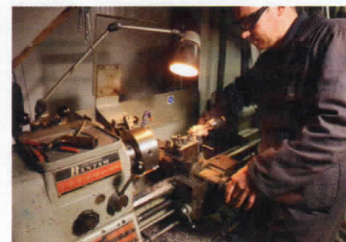
This is an infectious blend of 'can-do' spirit – even if nobody had thought of making it work before – backed up by being able to unravel the physics of what they're creating. In practice, says Taylor: "That means we get all the really difficult jobs." **Paul Hardiman** CLASSIC



GT40 tub is getting a proper modern cage



Repertoire includes regular maintenance



Some components are machined in-house