Cossie killer gets life and look, here comes Bubba who wants him to be his new 'Julie'. Oh dear.

Aside from complex modifications to the inner and outer wings and the bodykit, the rear beam had to be relocated — in effect lengthening the wheelbase — to bring the wheels into the centre of the arches. Serious calculations are necessary so as not to bastardise the steering geometry and subsequently the handling of the car. As you can probably appreciate, conventional four-stud hubs aren't a great deal of use when it comes to retaining centre-mount wheels. To remedy this, Severn Valley enlisted the services of their next door neighbours, Churchill Engineering, who manufactured one-off hubs from aircraft alloy to fit the standard stub axles. The philosophy behind this kind of modification is precision engineering rather than trial and error: that's why there are no lock stops and they still don't rub.

When bought, the car was already five years old, but had been regularly serviced and maintained regardless of cost, and was still consistently producing the 350 bhp that the original owner had specified. The brief was big, big power though, so the car was sent to meet its maker, Kevan Kemp at Severn Valley.

The engine was lifted from the car and completely stripped on the bench. The original build used a 200-series 4x4 block which was still in perfect order and so was retained for the 550 bhp conversion. The standard crank was