

spotlight



Raceline tuned 2-litre Ford Duratec produces 225bhp.



To save weight, doors are bolted to the body so you have to hop over them to gain access to the sparsely equipped cockpit.

Since I was last with Stylus Sports Cars (SSC) the company has changed ownership. It's not been a major event however, because existing employee, Tim Benbow, jumped at the chance of taking on the operation when existing MD Pete Powell looked towards retirement. That said, Tim's been a busy man since the hand over in 2004.

SSC is now a slimmer operation. A Dax Rush and Pilgrim Sumo are waiting to go out from the workshop, and will be the last non-SSC builds the company will take on. Tim's determined to be 100 per cent plus focused on his own product, and to this end chassis manufacture has been brought back in-house, allowing for the construction of a new chassis jig and a number of significant suspension tweaks...

Up front, the car's trademark top rocking arm is now produced in lightweight laser cut flat steel. The stub axle has reverted back to the more appropriate Escort Mk2 item (from Sierra) or a machined aluminium option developed by Raceleda. The lower front wishbone can now be shimmed to adjust castor, something that wasn't available before. Meanwhile, out back there's a new IRS option, while the standard live axle package has new leading links which allow for the fitment of longer coil-over dampers to improve ride.

And confirming this new sense of focus, Tim has wisely decided to concentrate the Stylus engine options to just three core units. Over the years the car has seen all manner of power plants dropped under the bonnet and, while customers are welcome to head down this route, SSC will be focusing on the Ford Zetec, the later Zetec SE and the powerful Duratec options. The standard Zetec is the affordable unit which is tried and tested, while the lightweight Zetec SE shows huge promise and the current demo car aptly demonstrates what can

