

SSC Stylus RT

be achieved with a Duratec. Assembled by Tim using Raceline throttle bodies and other performance components, the 2-litre all-alloy unit now pumps out an impressive 225bhp. Should be interesting in a car weighing just 525kgs!

The engine has been lobbed under the flip-front bonnet of the company's existing RT demo car, which has been updated with many of the new tweaks now found on current production kits (although the front rocking arms are SSC's optional tubular items). This example is a stripped-out trackday-focused weapon that's in stark contrast to the more restrained original Stylus model that remains available. With its more understated and traditionally focused bodywork, the Stylus has a classical appeal that RT customers will struggle to understand. With its cut-down screen, flared arches and side skirts the RT is an utterly different animal. That said, with only a wider track separating the underpinnings of both cars, if one works well, then so will the other.

The test car certainly looks the part. The orange and black livery works a treat, with the split rim alloys and multi-lensed headlights setting a modern and stylish marker. The cut-down Perspex screen and



side deflectors are more basically handled, but the effect is nonetheless striking. A serious triangulated rollbar leaves you in no doubt of this car's intentions, with bare carbon seat shells, full harnesses and a stripped-out interior equally blatant.

A weight saving exercise means the doors are bolted into place and lack any hinges, so it's hop over the top and slide down into position. An aftermarket Tillett carbon racing seat isn't especially comfortable and the SSC seat shell on the

Test car is so focused in its set-up that it actually doesn't make a lot of sense on-road. Builders will spec their cars differently.

