

# SSC Stylus RT

other feature highlighted by this car's overly firm set-up, is the terrific chassis and body package of the RT. I've always found the Stylus to be devoid of the usual creaks and rattles often found in kit cars, and this highly strung RT is just the same. It feels absolutely rigid, both in the chassis and body location – terrific.

And so to the engine. With 428bhp per tonne, this RT ought to be a little rapid... and it is. There's a long throw on the throttle which means initially you never get the unit working at full tilt – it's quick but not eye-poppingly so. But when you do bury the throttle this Duratec lump hits you with real aggression. It feels hugely powerful and hugely strong. There's a hard rawness to it that's typical of a well sorted race engine. Wow, it's a real tool that

shows what the Duratec can do.

Sadly, the compromises of the set-up don't encourage me to really let fly on varying road conditions. The taut suspension doesn't feel forgiving enough at these moments – the tyres show no sign of losing grip, to the point that I'll be going too quickly on the road to catch it when it does. So a modicum of restraint is required, otherwise I might find myself very quickly in trouble.

So it's a frustrating outing in some ways. It's not often that I've come across a kit car that has been too track focused to really make sense on the road, but this particular RT is definitely one of them. That said, don't forget that SSC road spec springs and dampers would almost instantly transform it (as would a fast road set of brake pads),

so it's easy to see what's required to address the problem.

What this drive does demonstrate is the very well sorted chassis and body package, while back at the workshop I'm impressed with the way SSC has been fine-tuning and developing the car to make it both more capable and, equally important, easier to build. Boss Tim Benbow already understood this product well when he took it on, and he's now given it a good shake to weed out some of the idiosyncrasies of the original kit and present a professional kit package.

To that end, both the Stylus and RT are now available in much more structured kits. There are now only two packages for each car. The first gets you the chassis and suspension components, complete wiring

