

loom, all the factory supplied steering components, the radiator and fan, the complete pedal box and even items such as the Willwood brake callipers and four Compomotive alloys complete with tyres. Package two then provides all the bodywork as well as a long list of other items such as mirrors, exhaust, heated windscreen etc, etc. The items vary slightly depending on whether it's a Stylus or RT kit you order but, according to the factory, if you add your own engine and gearbox, seats and some paint you would have a ready-to-drive car.

The first package will cost £6500 (inclusive) for the Stylus (£7000 for the RT), with the second being a further £3800 (£5400 for the RT). Allowing for a difference of £2000 between the Stylus and RT, it means the complete kit price is either £10,000 (inclusive and with a combined order discount) for the Stylus or £12,000 for the RT. Considering that it means the car will be made of virtually all brand new parts when complete, I think that represents good value for money.

So it's exciting times for SSC at the moment, as the company re-examines how it markets and sells the products while also fine-tuning and developing the core components. There's some good work being done here and the company deserves to reap the rewards in 2006.

## FACTFILE

### SSC Stylus RT

**Engine (test car):** Raceline 2-litre Ford Duratec.

Engine options: Ford Zetec, Zetec SE and Duratec.

**Chassis:** Multi-tubular spaceframe with sheet steel rear bulkhead, front footwells and side sections.

**Bodywork:** Single piece fibreglass main tub with bonnet, boot and doors. Optional flip front.

**Suspension:** Front – Mk2 Escort uprights with lower wishbones, top rocking arms and in-board coil-over dampers. Rear – Either Escort Mk2 live axle with 5-link location or a new IRS with fabricated hub carriers, lower wishbones, top links and both leading and trailing arms.

**Brakes:** Discs/drums or discs/discs. No servo

**Kit prices:** From £6500.

**Budget build cost:** Home built from around £12,000 for a Stylus.

## VERDICT

**The Stylus and RT ought to sell in greater numbers. Perhaps the new focus at the factory will now deliver the success these cars deserve.**

**We liked:** Great chassis and body rigidity, mega engine package, lots of interesting chassis tweaks.

**We didn't like:** Typical race car compromises make this example too hardcore for the road.

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*SSC is now more focused on Stylus sales than ever before, bringing more manufacturing processes back in-house.*

