

screen and being able to use it without a helmet," he explains. "I thought it doesn't have to be absolute purgatory every time I go out in it – I've got a bike for that!" Opting for the more conventional Fury package, complete with SVA-friendly Le Mans bonnet, Andy set to work.

Eight months later the project was complete and running just over his original budget of £7000. Indeed, tight finances had precluded the fitting of a reverse gearbox. "I thought it would be nice to have a reverse just in case you ever get caught. And then while I was building it I ran out of cash, so that was £450 I didn't have to find. Within a couple of months of me having built it I was so pleased that I hadn't because loads of friends of mine were taking them out. They were removing them because the ones that weren't breaking were vibrating. They add a huge amount of driveline clonking and it just makes the thing a lot less pleasant to drive.

Pushing Andy's car around for the photos exposes this one

weakness, although with a little care it's not something that catches him out too often on the road. Anyway, fire-up the Kawasaki lump and hit the highway and it's soon forgotten. Unlike the thumping

the most accomplished in terms of suspension set-up, feeling wonderfully supple, with an ideal spring and damper rating for generalised road use. Indeed, everything about this car felt especially well sorted –



torque of Dave's Pinto-powered bruiser, this is all stratospheric revs and snap gearchanges up the 6-speed sequential gearbox. Both cars must be similarly quick, but you couldn't find two more different ways to get to the same end game.

Out on the road Andy's car is

while the others were great, this one just seemed to smooth out the ruffles – all the more amazing since Andy claimed he had yet to sort out the suspension properly!

Meeting these three customers and seeing what a terrific job they have done with

their cars is a timely reminder of the thrill and huge sense of achievement people get from building their own cars. And while Andy and Dave at least knew which end of a spanner to hold, all of us were amazed at what a fantastic job Chris had managed with his own car. We couldn't quite believe how little he knew about kit cars when he put down his order and collected his kit. But the fact that he's made such a fab job is a credit not only to himself, but also to Fisher Sportscars for supporting him so well throughout the assembly.

While Chris reckons his car has cost over £8000, both of the others have come in at just over £7000 and we reckon all of them represent terrific value for money. For a car that handles like a Lotus Seven-inspired replica yet comes with all the practicality and good looks of the Fury, it's little wonder this car has proved so popular over the years.'

For more information, contact Fisher Sportscars. Refer to *Racing Line* panel for full contact details.

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