

much more aggressively."

He's serious, too. The changes to the new era Jaguar based Sumo are comprehensive: a hugely improved, much stiffer chassis, improved and sorted diff location, repositioned rear shockers and a steering rack repositioned to eliminate bump steer. The side pipes have been improved, the instruments moved up-market and the trim updated. But the kit will still

undercut the opposition. "We're selling more Jaguar based kits now," says Tony, "but our version will always be the cheapest. Yet still top quality."

All exciting and ambitious stuff for a company that originally made its name on budget Cobras for the common man. However, the plan seems to be working and there's plenty more to come. The new Pilgrim Racing Team, for instance, which

will be campaigning a quite sensational Jag based, Chevy powered Sumo in the British GT Challenge just as soon as the racer is finished. Soon, they hope.

Supporting the race effort will be a road going version of the racer and a new Pilgrim demonstrator for which there's a strong possibility of 7-litre big block Chevy power. There are even plans for an entirely new

breed of Sumo. It will come 'in a box' including everything from a 5.7-litre Chevy V8 with Tremec 5-speed box down to a bag of cable ties. It could get a new name, too.

Including the boss and his wife Carol, there are twelve staff working at today's reinvigorated Pilgrim factory. Seems like they've bonded well – they're certainly producing the goods. More on the racing project next month.



THE PYTHON HAS LANDED

A new batch of RV Python kits hit UK shores early in May. Despite the disappointment of missing the Stoneleigh show, the new demonstrator is already up and running and undergoing final completion prior to SVA. It's here!

A 40FT CONTAINER HOLDING one demonstrator, six body/chassis kits and various assorted parts represents an unloading task of gargantuan proportions. Especially when it arrives at seven o'clock in the morning and needs to be cleared out within three hours. The pressure was on for RV Dynamics boss Vince Wright and his team



Above: Kits now in the UK. Below: Inboard coil-overs.



of eight helpers – and a fork lift truck.

Needless to say, the job was done with time to spare... and the Python had arrived in some force, at last. Annoyingly – to say the least – the container had been delayed by Customs & Excise at the docks, forcing the bright red demonstrator to miss its planned debut at May's Stoneleigh show. But patience is an undoubted virtue and all comes to those who wait...

Although it currently resides down in deepest Cornwall at the workshop of kit car craftsman John Watson, the first of the new breed of Pythons is now available for anyone who wants to see it. Once it's over the hurdle of SVA, it will also be available for demonstration runs, probably in August, maybe sooner. Power for the car comes courtesy of a BMW 535i 3.5-litre straight six which, in standard form, produces some impressive figures: 218bhp and 230lb ft of torque.

Distinguishing the Python from the rest of the Cobra clan is its use of the BMW 5-series (E34) as its sole donor car. Taken from the superbly engineered German saloon are the MacPherson strut and wishbone front suspension (mildly modified), independent rear suspension, Getrag gearbox, brakes, steering, pedals, driveshafts, radiator etc. Depending on the donor model used, power can range from the 'budget' 518 1.8-litre four-cylinder unit right up the to superb BMW V8 found in some

of the later 5-, 6- and 7-series cars. Other V8s such as the Rover and American Ford and Chevrolet units can all be fitted – there's plenty of room in the engine bay.

Prices start at £1495 inclusive for the fully galvanised Python chassis and £1895 for the complete GRP bodyshell. As it is

possible to buy a 5-series donor car for anything between £250 and £1000, the company's estimate for the completion of a home-built Python is around £10,000 – although, with no cars yet completed, that figure is obviously open to adjustment. To complete the job, a wide range of extras and accessories will be available as soon as they have been developed at the factory.

For further information contact **RV Dynamics, 1 Howard Road, Reigate, Surrey RH2 7JE. Tel: 01737 225888, mobile: 07768 031329.**



Above: One of the first of the new-era Python chassis. Below: It's here! RV boss Vince Wright poses with UK demonstrator.



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