



JUST COME BACK FROM THE Exeter show (a success as usual) and am feeling pretty good about things. People down in the south-west always seem so friendly, especially the ones who visit the *Which Kit?* stand and compliment us on the magazine's content and quality. We might be selling around 11,000 copies each month but we only ever get to talk with a tiny percentage of you readers. After all, it's not as though you all assemble together in a great stadium once a month and cheer us or shout at us (or hurl abuse at us) while we do the job.

Response to last month's piece on this page about our once notorious 'Shed' six-wheeler has also been rewarding. We've so far been offered a six-wheel Jaguar XJS pick-up and a seven-seater Asquith coach. The latter's not a bad idea but I'd probably be made to drive while the rest of the team lounged about in the passenger area

playing cards and partaking of the odd tippie.

IF YOU ENJOY WHICH KIT? now, you're going to find it irresistible next year. Apart from various detail improvements which will enhance the overall package of information you receive each month, we're storming back on to the kit car building scene – with a vengeance. Indeed, we're starting this month with part one of Nigel 'Detail' Dean's next project, a stonking Ultima GTR.

There can't be many of you who aren't aware of 'Detail's meticulous ways and extremely precise technical features in this magazine. Oh, and also the two stunning

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Westfields he's built.

The 'Detail' Ultima is scheduled to make a six-month mega-series of build-up stories and result in a truly stunning mid-engined supercar. But it's hardly a low-budget project and I'm aware that many kit builders would prefer to spend a few pennies as possible on their creations. So during 2003 we're also going to be building budget blasters such as the new all-Sierra based Westfield and the MK Indy, aiming to be real cheapskates with them. *Which Kit?*'s established standards of build quality and immaculate

finish won't change but I'm going to be as mean as possible on expenditure. Should make for some entertaining car building.

FUN CAN TAKE ON AN entirely new meaning when it comes to kit cars. I mean, people still buy some amazingly awful contraptions to 'enjoy' tinkering with in their leisure time. Having been daft enough to acquire the 'Monster', I'm a prime example myself, the only difference being that I'm letting 'Doctor' Watson have all the pleasure while he attempts to sort out the car's inadequacies. Well, he loves it...

But er... um... I've gone and done it again: I've bought a very rare, Mini based utility wagon called a Siva Mule. Styled by the legendary Neville Trickett, the

Mule is a GRP bodied, Moke-type vehicle, one of only about 12 made between 1970 and '75. I think it's a 'fun' piece of history. Others aren't quite as complimentary but then I suppose that's understandable because they're going to be the ones getting all the 'fun' out of working on the Mule.

While I'm owning up to my sins I'd better also admit to the purchase of another Ginetta G26 to provide company for the 'Big Blue Parking Cone'. More on it in *Staff Car Sagas* next month. Ah, isn't life just a bundle of laughs?

TALKING OF GINETTA G26s, guess what is the subject of *Buying Second-Hand* this month? Well, as we're becoming world authorities on the G26, what better car to evaluate? We've also taken a close look at the new Razer Type-E, which is actually a reborn Eldon Roadster, a car notable for its superb chassis – as proven by Matthew Lewis's race-winning V8 powered example.

That bloke Dave Ashley, boss of JBA, has been at it again, too. Writing lengthy stories about the JBA Falcon, that is. This time, to follow on from his entertaining tale of his company's history published in our August issue, he's covered the years since the Sierra based Falcon SR was introduced in 1991. Once again it makes good reading. Next time I visit JBA's far-north base, I expect the full treatment: cow pie, mushy peas and a pint of stout.

APOLOGIES IF YOU WERE particularly looking forward to the Pembleton competition planned for this month. For production reasons we've had to hold it over for another month but it will definitely appear in the February '03 issue.

CRUIKEY, WE'RE ALREADY talking about February '03. The saying 'time flies when you're enjoying yourself' is very true – the *Which Kit?* team has had a great year in 2002 but it has passed oh-so-quickly. To all our readers, we'd like to say a thunderous thankyou for your great support, wish you a terrific Christmas and hope that '03 runs a bit more slowly yet just as pleasurably.

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