

## DEVELOPMENT

The initial development of the Crusader was carried out by Clive Clark, who was soon to be joined by his son Mark, a qualified Motor Engineer. Links were formed with component manufacturers (tyres, suspension, braking systems and others) a road test programme was started which was to cover over 60,000 miles, while track testing at Mallory Park examined airflow characteristics and chassis tuning.

Modifications were calculated, incorporated and tested in turn. Some of the changes were considerable, some subtle. All were carried out in accordance with the Excalibur philosophy - "The customer deserves the highest quality". For example, perfectly good mechanical arrangements were torn apart and redesigned because on practice assembly runs it was found that some sections of the build sequence were too complicated or difficult to assemble. The design parameters were:- ease of assembly, versatility of power plant choice (in line or V6), no-compromise build quality, a comprehensive kit package, and value for money.

All this preparatory work did not come cheap. In total, over three quarters of a million pounds have been spent to date on preparing the car for the public. With this level of development work behind the car, you can be assured of a well sorted product to offer your customers, whether it be as a kit in component form, partly built in your own workshops or fully built to your customer's individual requirements.

Support your customers with your after sales service and they will be the first to show interest in the future products from Excalibur which are already on the drawing board. Or, in the case of the convertible version of the Crusader, a car already off the drawing board and in the construction phase.