

## TECHNICAL DETAILS

Clive Clark is a founder member of STATUS (Specialist Transport Advisory Testing and Utility Society), set up under the guidance of a specialist consultant in engineering and technology at Manchester Polytechnic.

One of the roles of STATUS is to draw up and implement a Code of Practice applicable to all member component car manufacturers. Some of the areas it covers are: build information, build advice and availability of post-build inspection if required, product liability insurance, component standards (based on current Construction and Use, and E.E.C. regulations) tests of chassis strength (including competence of company welders), seat belt mounting integrity and even handling performance. A demonstration car must also be available for test drives.

### Chassis

Constructed from box section steel tubing, the chassis is jig-assembled and precision MIG welded with outriggers to locate the bodyshell and ensure extra rigidity to prevent flexing or any stresses through the bodywork.

The chassis is pre-drilled and provided with all the necessary mounting points and brackets to accept the Excalibur bodyshell and all the Ford mechanical components.

The dimensions of the chassis and body have been chosen to give good head and leg room, even for the over 6ft. tall driver.