



A view under the nose section. Twin Fiesta fans cool the front-mounted Sierra radiator. To improve ventilation, the ducting on either side is to be re-routed beside the radiator.

motor together with a phosphor bronze extended spriggot bush for the input shaft.

The waste gases are emitted through the beautifully made twin exhaust system which in turn runs to two mufflers peeping out through the rear of the bodywork as on the original. This set-up gives a superb exhaust note which really makes the blood boil!

The engine block is kept cool with water flowing via stainless steel pipes to and from a Sierra radiator which is assisted in its task by two electric Fiesta fans mounted at 45°. Mounted in the front, the radiator sits just forward of the ten gallon stainless steel petrol tank, and filling up of the cooling system is done through a small header tank sited above the level of the engine block and mounted on the engine bay bulkhead. This ensures that no air bubbles form in the system and thus safeguards an efficient water-flow. All control cables for the engine are marine control cables used on ski boats, with the exception of the handbrake cable which is a factory made affair.

STOPPING THE CAR

Incorporated into the braking system are a Lockheed 7" servo a master cylinder for the entire copper-nickel pipe system, and a slave cylinder for the split circuit network. Discs are fitted all round as mentioned earlier and our brief trip in the car demonstrated to us that this braking system is one of the safest and accurate set-ups that we've seen. In fact there's no play in the pedal at all - really it's just like driving a Citroen Pallas such is the terrific response under the right foot. Not only does it provide extra confidence to the driver at high speeds but it is a strong reflection of the company's engineering experience and ability that have gone into the construction of the demonstrator.

BODY AND INTERIOR TRIM

All fibreglass is 8oz layer thick and is absolutely ripple-free thanks to the high

quality of KVA's moulds. Underneath the car, Phoenix have added an aluminium sheet to cover the entire area for 'ground-effect' and have also cut out louvres for the exit of air from the cockpit. Because there are no opening windows, fresh air is forced into the cockpit through ventilation tubing running up from the front and into ball-vents mounted on either side of the dashboard facing the occupants.

Other body fittings? Well, there are the lights - the headlights are Lucas quartz Halogen units with Mini sidelights also acting as flasher indicators on the front, while the rear Hella lamp clusters incorporate the flashers, sidelights and brake lights. Triumph Vitesse bonnet catches keep the front and rear deck-lids down, while Lotus Esprit handles and striker plates hold the doors in situ. Having gained entrance to the snug but rather restricted cockpit (this car wasn't designed for creature comforts) the first thing that'll hit you is the array of instruments all lined up in a row, making the control area somewhat similar to the flight deck of an aircraft. This is how the original GT40s were laid out on the inside, particularly with the gearstick and handbrake falling immediately to hand. The driving position was a little awkward, we found, as the combination of the specially-designed pedal box, the Cortina steering column with Moto-Lita wheel attached and the retrimmed Corbeau seats being offset all make the driver have to sit in a very peculiar stance. It is a GT40 remember, not a modern production saloon, so it's hardly surprising to find all the design differences coming to light in a replica based on a 20 year-old sports racer! Interior trim was all done in black leather cloth and the cockpit is kept warm in winter by a Reliant Robin heater.

ON THE ROAD

Right, you are in the car; the harness is strapped around you; your eyes peer down the bonnet line through the vast expanse of windscreen. There's a

thunderous roar as you fire-up the engine; you're in motion; the road is rushing up towards you like a huge wave rolling up a sandy beach on the incoming tide; people are staring at you in total disbelief. No, surely not, it can't be? You nod and smile back at them; it is, you know. You look through the rear mirror at the air filter rocking away on top of the V6; that XR3 is quickly disappearing behind like the blip on an old black and white television set. The journey is all too quick; you're back at base; you manage to retrieve yourself from the low seating position, slightly shaken, but not stirred. It's funny how time flies when you start to enjoy yourself. Never mind, says Terry, come again and we'll go out for a longer trip when the engine's properly run in. You bet your life we will!

THE COMPONENT PACKAGE

The basic GT40 package consists of the chassis plus bodyshell including the bonnet, the front hatch cover, two doors, and the rear body section. All inner and outer skins are fitted, as is the dashboard; the doors are hung and the rear section hinged. Also included are two headlight covers and of course the rear wishbones ready-hung on the chassis. This all works out at £3350 plus VAT for the Mk1 and £2950 plus VAT for the Mk3.

However, for those who wish to obtain certain items themselves or who wish to purchase everything needed from one source, Phoenix can supply every single item required to complete the car. As much as possible it incorporates widely available parts but where it was considered necessary to refabricate parts, Phoenix have produced the necessary items themselves.

SUMMING-UP

Although appearing a relatively simple car to construct for what the concept is, we feel that there are a lot of hidden extras to be obtained from either the factory or elsewhere, eg. windscreen, wiper system, pedals, those lovely Halibrand 15" alloy wheels with Avon 215/60 tyres etc. So, all of a sudden, it begins to add up. In fact, we reckon a minimum of about £6000 or £7000 will be needed to finish a good example, but when you stop to consider that for that kind of money you'll end up with a replica of one of the world's most famous sports-racers, it must be a worthwhile proposition and undoubtedly a very secure motoring investment.

With the reliability and capability of Phoenix's custom and after-sales service, we feel you can't do better than to send an SAE for a free colour information pack on one hell of a sports car to the sales department at **MCR Phoenix Automotive Ltd. (PF), Hilltop, Knighton-on-Teme, Nr. Tenbury Wells, Worcs. WR15 8LY.** Tel: 058 479 336.