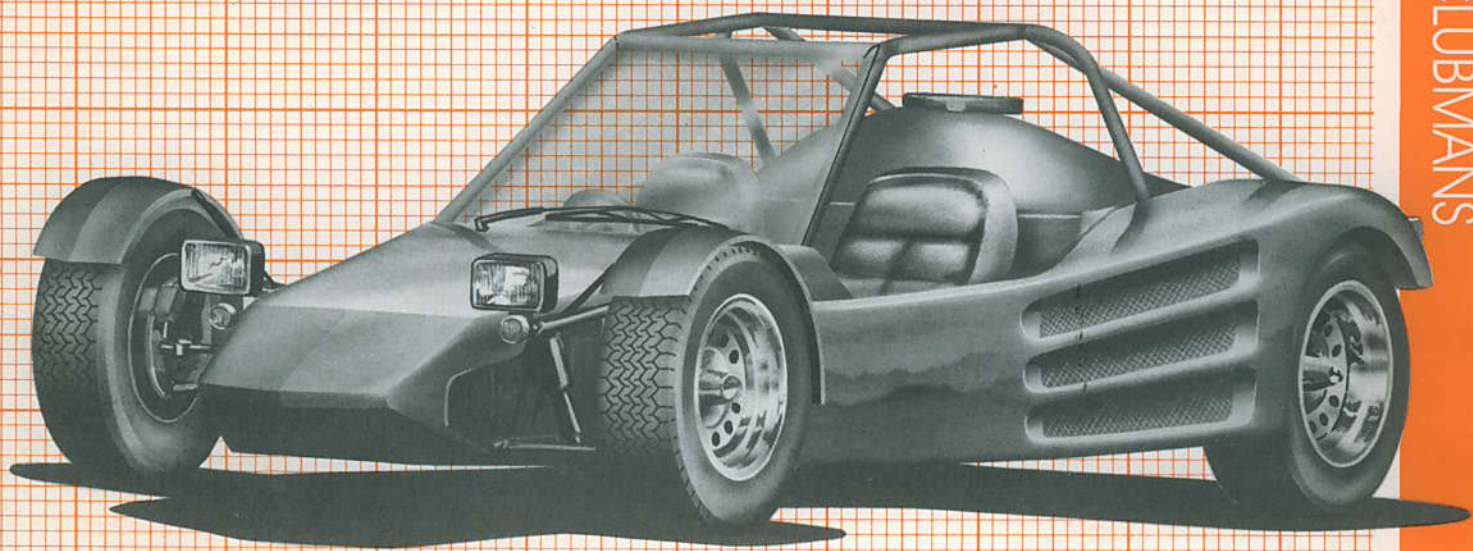
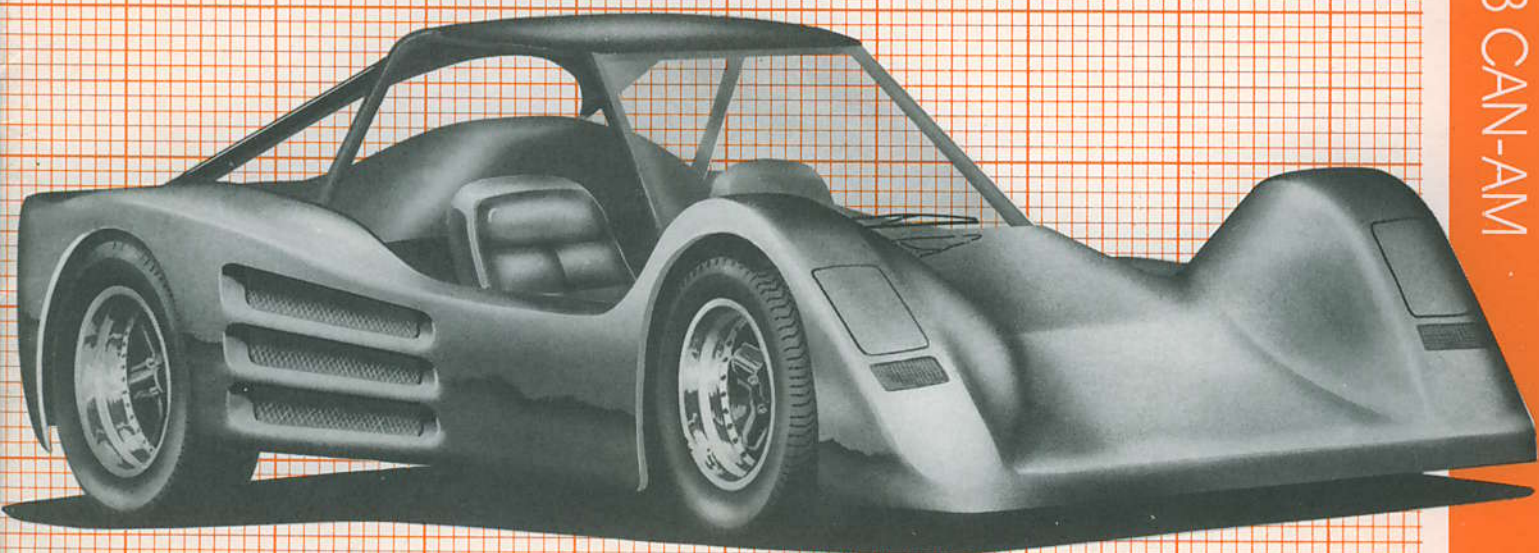


# **Fugitive 3 Series**

*blows away more  
than just cobwebs.*



F30 CLUBMANS



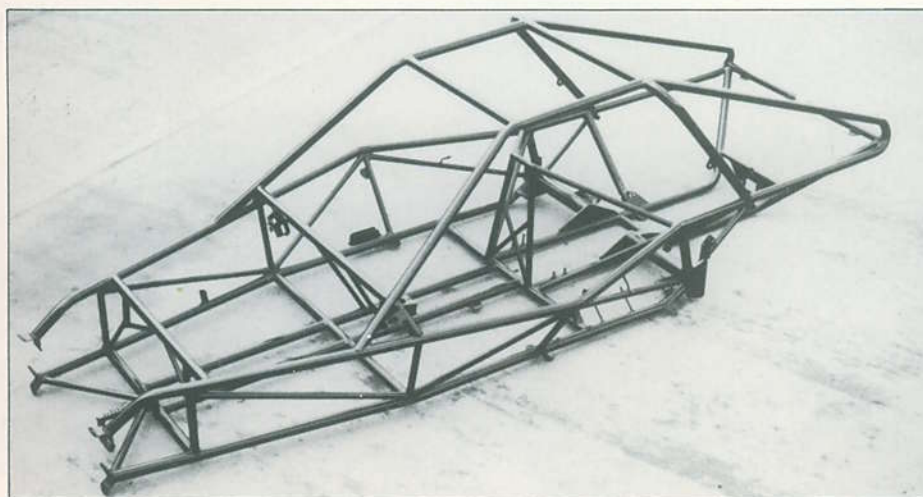
F33 CAN-AM



The Fugitive 30 is a descendant of UVA's popular and competitive Fugitive II on/off road car. UVA's development with the II in producing a strong rigid but light-weight chassis that can stand the strains of off-road racing were brought to bear in the interesting design of the 30. UVA have combined their off roading experience with their suspension developments experience with such notable cars as the Montage UVA M6 GTR and UVA Fugitive sports roadster.



The chassis is made from 1½ - 1" 16 gauge C.D. steel tubing of the true space frame design. Chassis are MIG welded and supplied in fully welded form. The Fugitive chassis has been subjected to a full stress and computer analysis programme, offering tremendous torsional stiffness combined with occupant safety.



## BODY

The body is made from glass reinforced plastic (fibreglass) and is supplied in white, or, alternatively 60 colour options are available. The Clubman's body consists of the front nose and bonnet section, 2 front cycle style wings, 2 side panels which incorporate the side radiator intakes, and rear wheel arch sections. The Can-Am body consists of the one piece all enveloping front, pop up head lamp pods (motorising optional) 2 side/rear wing sections which include the side radiator intakes. The body panel kits are supplemented with the fibreglass bulkhead between engine and occupants and its mating rear engine and transmission cover. The full width fly screen is made from laminated and tinted glass in an aluminium frame. Alternatively, this can be supplemented by the full weather equipment package incorporating a full height screen, two speed wiper/washer system and foldaway roof and doors.

## INTERIOR

The seats are specifically designed for the Fugitive, supporting the driver and passenger in relaxed and reclined position. The seats are constructed from GRP and designed to a body hugging contour shape. These are covered with UVA's tailored and removable padded seat covers.



The moulded dash and tunnel section blends beautifully into the centre of the Fugitive. The centre console accommodates the instruments, rocker switches and warning lights, all falling directly to hand.

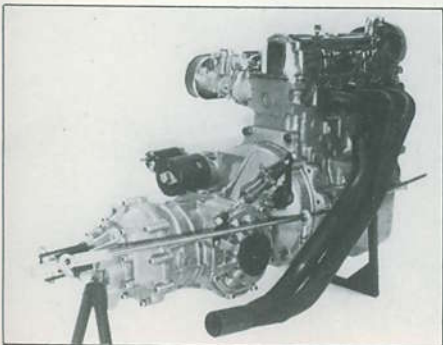
Instrumentation is by VDO and a wide range can be accommodated within the Fugitive. Supplied with the kit are 80mm speedo and matching tachometer with a 52mm fuel gauge, water temperature gauge, oil temperature gauge and oil pressure gauge, complete with senders.

Three point inertia reel seat belts are recommended for road use, whilst four point racing harnesses are also stocked by UVA for racing purposes.





The mid-engined configuration is renowned as the best set up for high performance handling but, inevitably, with an engine encroaching in between the wheel-base, compromises have to be made. The Fugitive 30, therefore, is a strict two-seater sports car with minimum frills. It is a no nonsense high performance car. The other essential with the 30 is the performance per £ spent. A good example can be built for £4,500 while an ultimate version will be nudging towards £6,500.



The UVA Fugitive 30's smooth body shape is carried on to the underside of the car where UVA have leant on racing car technology to improve the underside aerodynamics of the car. Tests have shown these design advantages with the stability of the car at speeds over 145 mph.

The two main engine options are the Rover V8 and the Ford 2-litre, although UVA produce a wide range of engine adaptor kits to accommodate other options.

Technically, the UVA Fugitive 30 abounds, the aforementioned true mid-engine layout and underside venturi effect aerodynamics, plus twin side mounted radiators, 4 wheel 11" cross drilled disc brakes\*, balanced brake pedal assembly (to finely tune the front to rear braking ratio), adjustable shock absorbers, front and rear height adjustment, independent rear transverse torsion tube suspension, 4 wheel independent suspension, urethane suspension bushes, plus more.

Although the Fugitive 30 is technically advanced, it is designed for ease of home construction.

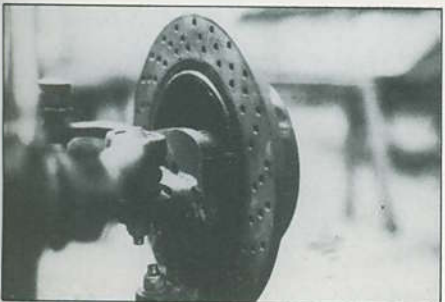
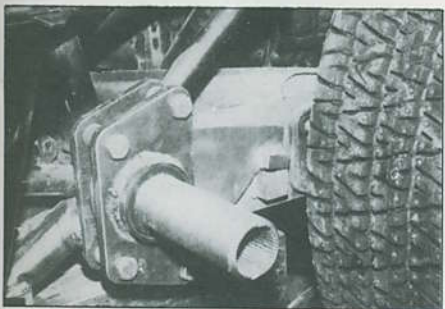
\*Rear disc brakes optional.

## REAR SUSPENSION

Fully independent rear suspension utilising UVA's uniquely designed split torsion housing. The kit is supplied complete with rear urethane bushes and UVA's special height adjusting spring plates, plus adjustable shock absorbers. The builder supplies the spring torsion bars and independent suspension arms from the VW Variant III or Beetle 1302/1303 models.

## FRONT SUSPENSION

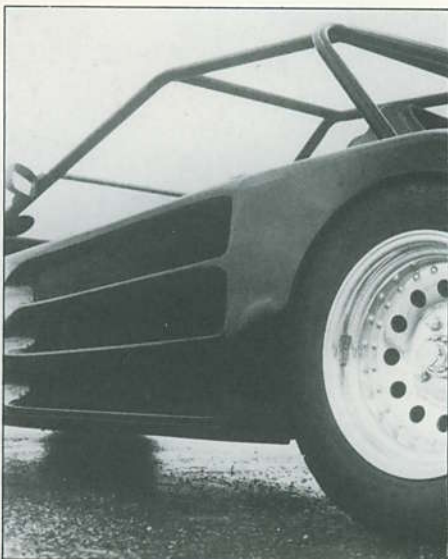
The front suspension incorporates UVA designed unequal length tubular wishbones with adjustable coil over shock absorbers. This geometrically, precise system is race car inspired to give the excellent handling and steering you would expect from a competition car. The hubs are the 1500 Beetle with their respective 11" dia disc brakes. These are remarkable brakes from what at first seems a lowly marque of donor car. The rack and pinion steering and column is from the Austin Metro range, and has been critically chosen to suit the precision of UVA's front suspension. A front anti roll bar kit is available for competition use.



## FUEL TANK AND ELECTRICS

UVA supplies a purpose built 8 gallon aluminium tank which is centrally mounted between driver and passenger. The tank is baffled and comes complete with fuel sender and alloy flip cap filler. The centrally mounted tank is safer in a collision, and better for weight distribution. The battery is mounted forward in the nose section of the Fugitive. UVA supplies a complete wiring harness which comes with all the connections, fuse boxes, etc. and plugs easily into the Fugitive's electrical components.

The front headlamps incorporate main, dip and side lamp and are of the oblong style. The front indicators are QL Bugpack models. The rear light assemblies that fit into the rear body sections are specials available from UVA. They incorporate stop, tail and indicator. Rear fog lamps and reverse are optional.



## COOLING

The single or twin side rads are located just forward of each wheel. Golf GTI rads are recommended but other suitable side rads can be accommodated. The engine size dictates whether one or two rads are fitted. In general, one rad is adequate up to 100 bhp.

## TRANSMISSION

The VW transaxle from the 1600 cc Variant or 1302S/1303S Beetle is ideal. Also, the drive shafts from the same donor vehicle. The crown wheel is flipped to the other side of the pinion within this box for mid-engined purposes. This is a 15 min DIY operation. A UVA mid-engined gear shift kit supplied in the Stage II kit reverts the gear shift back centrally into the car. The transmission in good condition can stand 150 bhp. Bhp figures above this require heavy duty internals to be installed into the box which are available from UVA. 5 speed Renault option available soon.

## ENGINES

The Fugitive 30 is designed for the Rover V8 although other engine options are available. These include: Ford V6 engines, Ford 4 cylinder engines including the OHV, OHC, CVH, twin cam and BDA, Golf/Scirocco, Fiat twin cam, Lancia twin cam, Mazda rotary. UVA offers many additional parts to make these engine installations easier, including exhaust manifold kits and silencers plus their unique flexy rad hoses.

## CHASSIS SPECIFICATIONS

Overall width — 70"  
Overall height — 41"  
Overall length — 148" Clubmans 162" Can-Am  
Weight - approx. 11½ cwt.  
Wheel base — 100"  
Front track — 59"  
Rear track — 59"  
Front wheel and tyre size — 6½ x 14 215/60 VR14  
Rear wheel and tyre size — 8 x 15 235/60 VR15  
(The speed rating of the tyres depends on the engine performance, consult UVA for specific guidelines)

## BRAKES

Front discs and rear drums are acceptable for engine options up to 110 bhp. Four wheel discs are recommended for engine options above that power figure (particularly for competition use). The cross drilled venting is recommended for competition use.



Because of the rigid and light weight of the Fugitive 30, the power to weight ratio is such that a standard overhead cam Ford engine producing 100 bhp gives a 0-60 figure in the region of mid 7 seconds. The UVA Fugitive 30 is primarily designed for high performance road/farmac racing use.

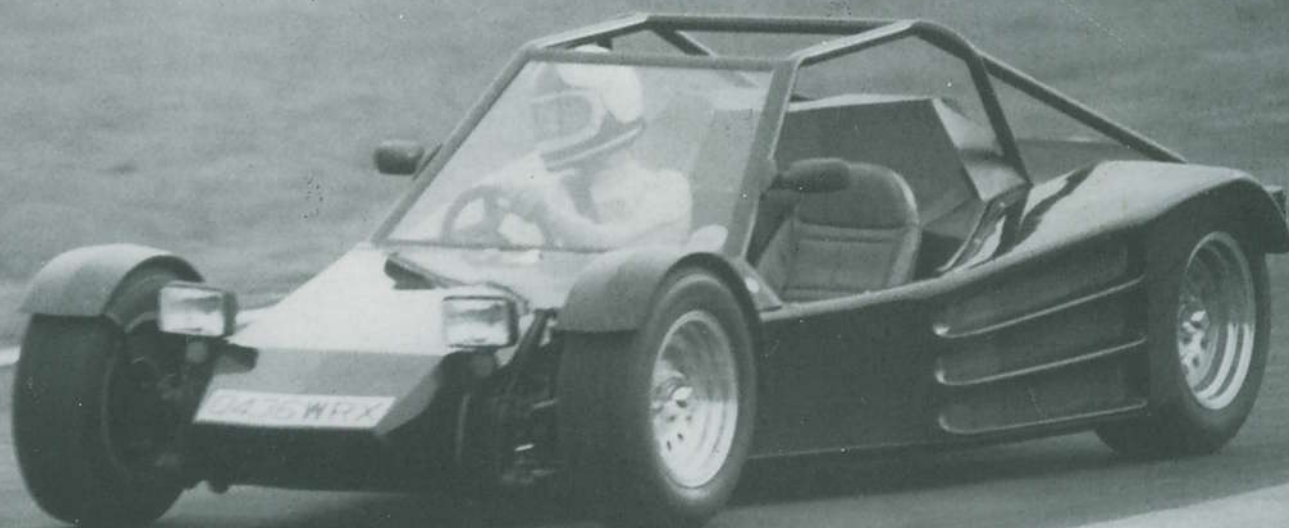
The kit is supplied in basic components or in our stage kit programme. The kit programme supplies everything in 3 stages, (excluding the standard donor parts), that you will need to complete your car. Whilst the alternative is to buy the car and parts in individual component form. The side body panels clip on to the top rail and attach neatly to the floor section. The bonnet is held on with Dzus fasteners and hinges forward at the front. The Clubman front wings are attached to the front wheel hubs. Hub mounting is preferable so that the mud guards can be mounted closer to the tyres allowing movement with the suspension and steering.

The Can-Am body hinges forward from the front and is held down by Dzus fasteners. The 'pop up' head lamp pods are mounted in the front body section.

The floor is purpose machined from aluminium and is attached to the underside of the chassis. This gives the Fugitive 30 a clean and uncluttered underside for better aerodynamics. UVA offers a special aluminium floor with dropped floor pans to accommodate drivers of 6' 2" and above.

The engine options shown above are all covered by UVA's range of engine to transmission adaptor kits. Fugitive 30 kits are available within 12 weeks from receipt of a 50% deposit, the balance being payable prior to delivery or on collection. Building a Fugitive 30 for road use using a mixture of new and second-hand parts will qualify a 'Q' prefix registration number when registering your example for road use.

	Rover V8 3.5, 3500 SD1	Ford 2 lit Cortina Capri	VW 1600cc Variant 1967-73 VW 1302S 1970-72 VW 1303S 1973-77	VW Beetle 1967-77 1300-1500 (Pref 1500 c/w disc brakes)	A.R. Metro	Golf GTi
Engine	●	●				
Transmission			●			
Drive shafts			●			
Gear lever			●	●		
Gear selection shaft			●	●		
Front suspension hubs				●		
Steering column					●	
Steering rack					●	
Rear suspension arms			●			
Rear torsion bars			●			
Front brakes				●		
Rear brakes & hand brake			●			
Radiators						●



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