

# Street Machine

September '84 · 90p

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**NEW** FUGITIVE II ROADSTER



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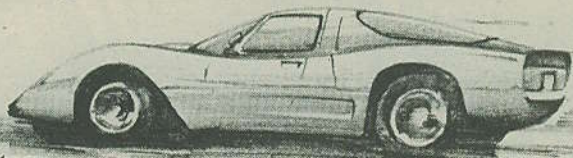
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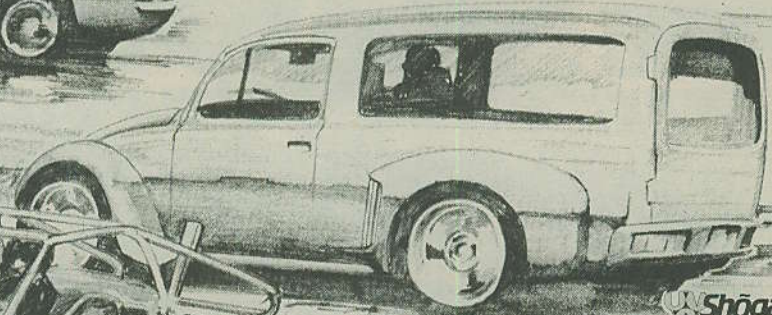


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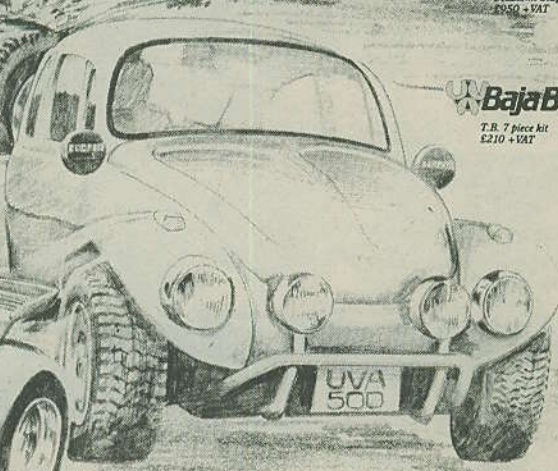
**UVA Montage**  
Superkit Stage III  
£4,900 + VAT



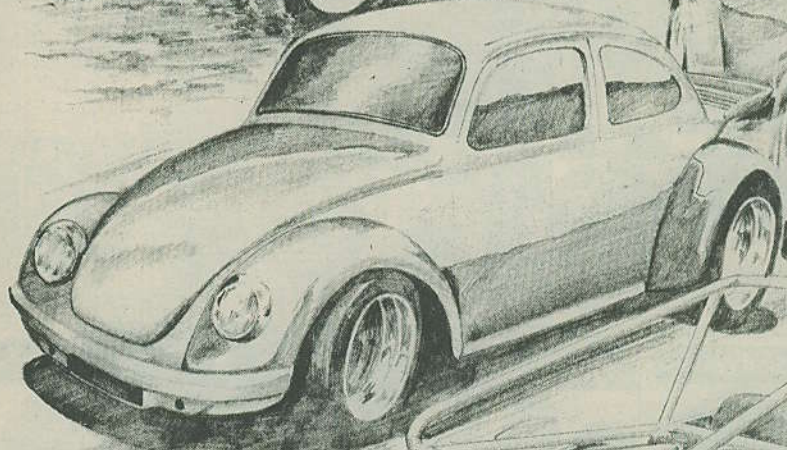
**UVA Shogan**  
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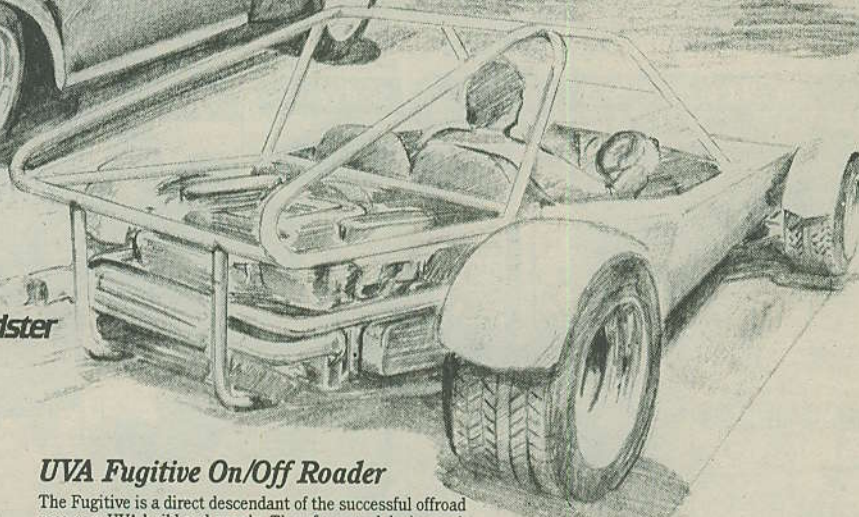
**UVA Fugitive On/Off Road**  
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**UVA Baja Bug**  
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£210 + VAT



**UVA Road Racer**  
6 piece kit  
£250 + VAT



**UVA Fugitive Sports Roadster**  
Chassis/Body/Wings basic kit  
£535.50 + VAT

### UVA Montage

A sports car that's shape simply and beautifully "comes together". A remarkable motor car that has gained an enviable reputation for it's high standards of quality and engineering excellence. Many, many glowing motoring reports stand testimony to the magnificence of the Montage. The car is supplied in Superkit form, leaving only the chassis, engine/transmission, wheels and tyres to be supplied by the builder. UVA can supply the parts to allow constructors a road for their dreams.

### UVA Shogan

A stylish estate car conversion kit. Practicality and ease of construction have been designed into this sought after car. The builder with an eye on trend can further enhance his Shogan by way of the range of offroad and road racing panels available from UVA.

### UVA Fugitive On/Off Road

The Fugitive is a direct descendant of the successful offroad race cars UVA build and supply. Therefore, good design and strength are part of this nimble car. The Road version is simply accomplished with the extensive range of parts UVA stock, including mudguards, instruments, weather equipment etc. etc.

### UVA Baja Bug

An inexpensive and easy to build kit turning the Beetle into a Masculine Offroader. Kits available for all models of Beetle.

### UVA Road Racer

A body panel conversion for the Beetle. The extensive range of wings, duck tail, whale tail, spoilers, smooth bonnet and general individual panels available, allow the enthusiast to custom build their Road Racer.

### UVA Fugitive Sports Roadster

The Fugitive is a unique concept, using the chassis space frame to complement the strong, safe and stylish car. Like all of UVA's kits, the Fugitive can be purchased in component form allowing the builder to spread his/her costs and/or supplement with parts from the vast range available from UVA. Performance and handling is outstanding in original form, while the ultimate can be achieved with UVA's parts programme.



### Printed Information Available

Shogan/Baja Bug/Road Racer colour brochures	£1.50
Fugitive information pack	.50
Montage colour information pack	£2.00
UVA/Bugpack parts catalogues & price list	£2.50

UVA offer an unmatched service. Their range of kit cars are supplemented by an extensive stock of special parts and accessories to help the builder with electric lights to engine transplant kits. Plus a technical information service and full development workshop facilities.



The Unique Vehicle & Accessory Co.Ltd.  
Argents Mere High Technology Park  
Hambridge Lane, Newbury  
Berkshire RG14 5TU  
Telephone 0635 33888

*Our expertise is obvious.*



# FUGITIVE

Behold the latest kit car to hit the street — the VW based Fugitive II Sports Roadster. It's so much fun you'd be forgiven for thinking it must be illegal!

Designer and builder Alan Arnold who runs the Unique Vehicle and Accessory Co Ltd in Newbury, Berkshire, has introduced the kit to widen the scope for open two-seater kit car enthusiasts.

The new kit is based on American originated Fugitive II On/Off Roadster with low suspension for road use. The result is a Lotus Seven style 'rail' but with an exposed engine unit, namely a Volkswagen flat four, around which this chassis is constructed.

"It's the only kit of its type in the country, and it would even be novel in the States," said Alan.

"With the demonstrator we have tried to further enhance the variation on what people can build, and blow the myth that you cannot make the Beetle perform or handle. We have tried to expand the horizons."

The road going Fugitive uses VW front and rear suspension, and would cost between £1200-1500 to put on the road, says Alan.

The demonstrator you see on these pages with tuned 2.2 litre engine, all-round drilled discs, American Eagle alloy wheels and so on would cost about £5,000 to build to this level of specification.

Prices (inc VAT) for the main components are: unpainted chassis kit £292, white gel coat

glassfibre body panels £224, white gel coat glassfibre wings £108. Painting the panels to your requirements is £41 extra.

At the time of writing items such as a hood, passenger footrest bar and final trim were still being worked on. But by the time you read this these extras should already be in stock.

To build the Fugitive II Sports Roadster all you need is a Beetle as a donor car for its engine, suspension, wheels and ancillaries.

If you like the look of the Center Line style American Eagle wheels shown here UVA can supply them for £100 each rear, and £76.50 each front. Tyres are BFGoodrich T/A P275/50R15 rear, and P245/50R14 front.

The flyscreen on the car shown is in Perspex. For improved weather protection UVA will supply a laminated glass screen, but remember you will require windscreen wipers by law.

Headlights fitted are Cibie Oscars. These are quartz with dip and sidelight filaments.

We are told the total plot weighs between eight and nine cwt. So even a relatively mild engine should give a good power to weight ratio.

In this instance the claimed 140bhp 2.2 litre power unit with close ratio third gear and

fuelled by a pair of 44 IDF Webers works out at over 300bhp per ton.

You need your hat pulled well down over your ears with that sort of performance in the open air!

As for the handling — "initial understeer which can be turned into power oversteer" Alan summed up neatly after demonstrating it out on the road with yours truly riding shotgun.

He threw the low line glassfibre projectile into a left-hander, the front wheels washed out initially and were brought back in line by getting on the gas pedal to slide the back end out.

Apparently this is the usual technique for mastering vehicles with the weight bias at the back, and it gives total cornering flexibility, says Alan.

Riding in the Fugitive with its semi-reclining seats and full seat belt harness is quite a different experience to your average car. You are inches from the ground with the noise and smell from the rearward engine, and the wind in your face.

For fast road work a pair of goggles would be sensible attire with such a low flyscreen.

The ride is fairly harsh as you might expect with such large tyres and such a lightweight body, though Alan thought the ride quite reasonable, and likes the direct feel and response.

Also the conversion to four drilled discs means that the car can be brought to a halt very rapidly. It adds up to instant response in all respects to drivers input.

Nimble and quick the new Fugitive II Sports Roadster may not satisfy a practical viewpoint. But then something which is practically all fun wouldn't.

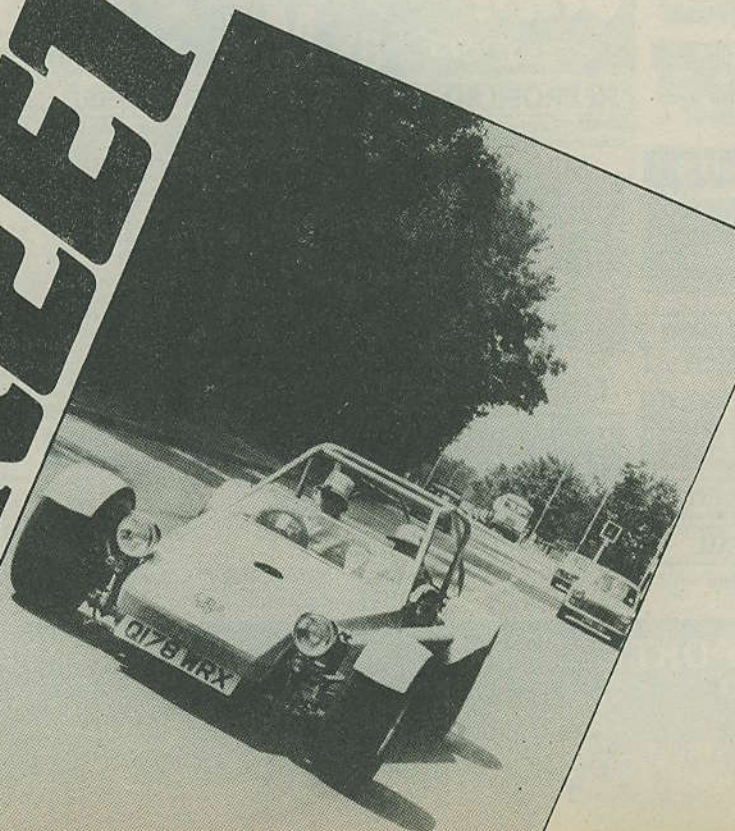
If you doubt the fun aspect you should see the smiles that split the faces of the proletariat when it zips by!

**Brian Crichton**

• For further information contact Alan at UVA Ltd, Argent's Mere High Technology Park, Hambridge Lane, Newbury, Berkshire RG14 5TU. Tel. 0635 33888.

*Left: Trick features on the demo car include adjustable suspension, increased diameter front anti-roll bar, and inverted steering ball-joint mounts to alleviate bump steer*

# STREET





Fuel tank and battery are housed at the front of the car. Filler cap (not shown on some pics) is now a standard fitment in the centre of the glassfibre 'bonnet'. Alloy floorpan is expensive. Most builders will use marine plywood. Suspension modifications on this demonstrator include urethane bushes for more positive suspension location.

