

ALL YOUR OWN WORK

Dave Maddock's BRA CX3



WHEN DAVE MADDOCK SAW the BRA, he just had to have one. Thing was, he also had two unfinished kits already, so what made him think this one would actually make it to the road?

"I really liked the looks of the car, and thought that would give me the motivation to complete it". Dave also liked the fact that, at 6-feet tall, he could fit in the BRA and that there was scope to put his own ideas into the finished item. He looked at other three-wheelers, but the CX3's styling meant it remained number one choice in Dave's eyes.

When he visited BRA, Dave realised that there was substance behind the style. Although he couldn't drive the demonstrator, he was impressed after a run out with James Mather at the wheel. He also realised that he would be happy doing business with James and David Wiles of BRA.

November 1997 was the delivery date and, after Dave had collected the body, BRA delivered the chassis to his door.

Coincidentally, this arrived on his birthday which boded well for the rest of the project...

Dave had read the build manual a few times before lifting the first spanner, so when the time came to get busy in the garage, he only needed to refer to the book of words occasionally. The only area he had to study carefully

was the section on wiring, which he found clear and helpful.

Like most kit car builders, Dave didn't feel it necessary to stick rigidly to the instruction laid down by the manufacturer and implemented a few unique features of his own. These included, amongst other things, Dave's own wing stays, a panelled-in rear wheel to create boot space and a reprofiled footwell to give the driver more space.

The interior deserves a special mention, too, since Dave's trimmed the seats and centre tunnel in leather and covered the dashboard in Pomella veneer. Smaller touches include the special chrome-on-brass release knob on the handbrake and its chrome handle.

On the exterior, Dave has freshened things up by dressing and blending the welds on the

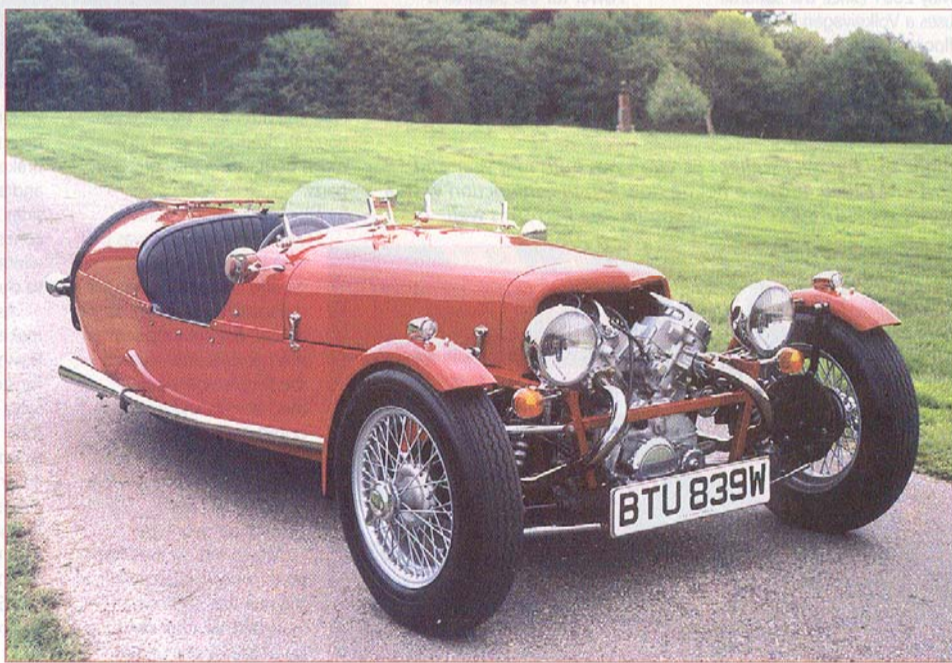
wishbones before they were chromed, while the 20-year old Honda 'bike engine was also spruced up prior to fitment. In all, this particular CX3 looks exceptionally neat and well turned-out.

Like all three-wheelers weighing below 420kg, Dave's BRA wasn't submitted for SVA so it was straight to the MoT centre (it passed the test first time) and then a further 25 miles down the road to register the car at the VRO. Dave had phoned the centre first, so they knew he was coming, but the process still took two hours! Dave advises: "You can't rush this part – just keep calm and smile a lot at the powers who sign off the paperwork."

The car was first on the road in 2000 and the enduring appeal has been the looks:

"The first time I saw the demo car was at the Stafford show in 1997 and I thought the front

Above left: Interior is fit for six-footers and features loads of nice detailing – check out the gear-lever for one thing. Below: Owner Dave Maddock was sold on the BRA's styling.



Readers' Cars

Sandrail

three-quarter view was brilliant and I still do," he enthuses.

The car gets a mixed reaction from those who see it. During the build, many of Dave's neighbours were intrigued by the machine and he spent many hours conversing about the fledgling sports car. His sons, Paul, Tom and Alex are also keen on it although his wife, Ruth, is less so – she prefers the idea of a

four-wheeled car, concedes Dave. You can't win them all.

So, on balance, you'd imagine that the CX3 would have a relatively good chance of staying in the Maddock household, but maybe not... "If I was offered the right price, yes it's for sale," Dave admits. "I'm starting to get itchy fingers and am looking at other kits. The 550 Spyder looks a nice car..."

Adam Wilkins

