



BAC MONO

Observe, signal, manoeuvre...



Plenty of room for the weekly shop



"ROAD-LEGAL IN THE UK, THE GUYS AT BAC FREELY ADMIT THAT IT'S MORE FOCUSED ON DELIVERING THE ULTIMATE TRACK-DAY EXPERIENCE"



CHECK OUT THE OPPO... See what the BAC Mono will have to beat on p152

No friends? Have we got the single-seat, lightweight, track-day special for you...

IT'S AN OBVIOUS starting-point, but if history has taught us anything it's that the odds of getting a start-up British sports car company off the ground are long indeed. But there's reason to be hopeful that the newest arrival should be able to join the ranks of the successful alongside Ariel, Caterham and Radical.

BAC (Briggs Automotive Company) has been set up by two brothers, Neill and Iain Briggs, who, having gained widespread experience in the mainstream car industry, have gone into business for themselves. Somewhat controversially, their first design is a single-seater – aptly named the Mono.

What makes us hopeful that they're in it for the long haul is the quality of the car they showed us, which could teach Audi a thing or two about fit and finish – there wasn't a wire or stitch out of place and the detailing was stunning.

Power comes from the same 2.3-litre Ford-sourced Cosworth engine used to great effect by Caterham. Here it develops 280bhp and

is bolted to a six-speed paddleshift sequential gearbox, all wrapped up in a steel spaceframe chassis and carbon-fibre body panels. The upshot of that is a 540kg kerbweight and 519bhp per tonne. A McLaren MP4-12C has 413bhp per tonne.

BAC is claiming 0–60mph in 2.8 seconds with a 170mph top speed, although you'll have no one to share the

experience with. Boo. But no chubby passengers ruining your power-to-weight ratio. Yay. So you only have yourself to blame for slow lap times.

Road-legal in the UK, the guys at BAC freely admit that it's more focused on delivering the ultimate track-day experience. For proof of that, look no further than the on-board pushrod suspension with variable dampers and

anti-roll bars. There are also two different compounds of unique Kumho tyres. It even comes with optional specific gear ratios for particular racing circuits.

The engineering details are brilliant. Check out the winglets hidden under the front bodywork – designed to 'clean' the airflow going into the F1-style side-pod radiators. Designed using CFD and CAD, these winglets are more than a stick-on-and-hope job. They will work.

Exactly the same width and 20mm lower, the Mono is intended to get you as close to the F1 experience as possible – and given what that costs, the £79,950 price seems good value for money.

WORDS: PIERS WARD PHOTOGRAPHY: JUSTIN LEIGHTON



0-62 in under three seconds. Well quick

