

If you take pre-war racing Morgans as inspiration, and contemporary racing sidecars and other high performance trikes as 'proof of concept', the question to ask could be; Whyever not?

Practical usable excitement.

The Zero delivers the excitement of a bike with greater comfort, more sociability and reverse gear! Light and elemental, the Zero involves you with the driving experience, evoking the delights of vintage sports car motoring in a thoroughly contemporary way.

Minimalist motoring - Distinctive engineering.

Light, compact and reduced to essentials the Zero evokes the purposefulness of a big bike, a fighter plane or sports racing car. Its character and individuality leave in no doubt that its form has been dictated by function.

Its 'Hammerhead' layout puts the weight and the power where it belongs. Rear wheel drive trikes too often display alarming characteristics where the back threatens to overwhelm, twist out of shape or simply launch the front.

Here the planted bit of the car does the work, the rear trails obediently and faithfully contributing the least possible weight and an absolute minimum of roll effect and weight transference from the rear. Result; an ultra compact car that is instantly responsive, lightly loaded and tremendously quick as it unlocks the maximum potential of its comparatively modest powerplant.

It's worth bearing in mind however just how much power can be liberated from the VW flat four and the bang for the buck available from this light, plentiful and stout donor engine.

Not your 'average' sports car.

The Zero delivers a visceral motoring experience, a sensation conspicuous by its absence, in the contemporary "sports car". Bikers will understand this. But it delivers it with comfort and security. Bikers will appreciate this!

Engineered solutions.

What makes a sports car? Aside from looking good it must offer elevated levels of performance and an involving driving experience. The Zero delivers brilliantly on all counts, the sum well beyond its economical collection of parts. The difference between the Zero (and the Avion) and lesser trikes is engineering. Performance, like quality, has been designed in, rather than added on. Nothing is wasted, compromises are minimal.

Simplificate and add lightness.

Colin Chapman's famous dictum surely applies here. The Zero is an expression of automotive efficiency, a sporting vehicle reduced to essentials with driving enjoyment the aim. While the fit and finish are impeccable, nothing is permitted to burden the Zero with excess, or dull the driving experience.

A 360 degree fibre glass tub with reinforced bulkheads is underpinned and clamped by a multitube chassis. Light weight with stiffness is the result and the Zero's responsive acceleration, cornering and braking will be a revelation to drivers used to more more flabby, or indeed, flimsy, products.

Front suspension is via fabricated tubular wishbones and modified Golf GTI uprights, acted on by AVO adjustable coil over damper units. A dedicated swing arm is used at the rear with an AVO adjustable coil over damper unit. Braking is well taken care of by VW 260mm cross-drilled discs and four piston 'Hi-Spec' alloy calipers at the front and at the rear a Golf GTI disc with Bendix alloy caliper. These purpose made and carefully selected components ensure low unsprung weight and fine balance.

"...the Zero displays consummate roadholding, handling and performance... ..I end up intoxicated by the thing..."

– Steve Hole, 'totalkitcar' magazine.



"...The Zero is wonderfully, joyously designed - something that very, very few other kit-cars can lay claim to..."

– Ian Stent, 'Which Kit Car' magazine.

A bullet-proof drivetrain.

VW's legendary type 1 air cooled flat four was selected for its relatively light weight, simplicity, availability and vast range of tuning options. Its magnesium cased 4 speed gearbox is equally well served by aftermarket options. In the Zero application this well proven and durable powertrain is used back to front, by the well established expedient of moving the crownwheel to the other side of the differential.

VW drivetrain options including 5 speeds and a limited slip diff are available, thus the builder has access to relatively low cost options ranging from the relaxing to the frenetic, with torque characteristics better suited to the car than those offered by air cooled motor cycle engines.

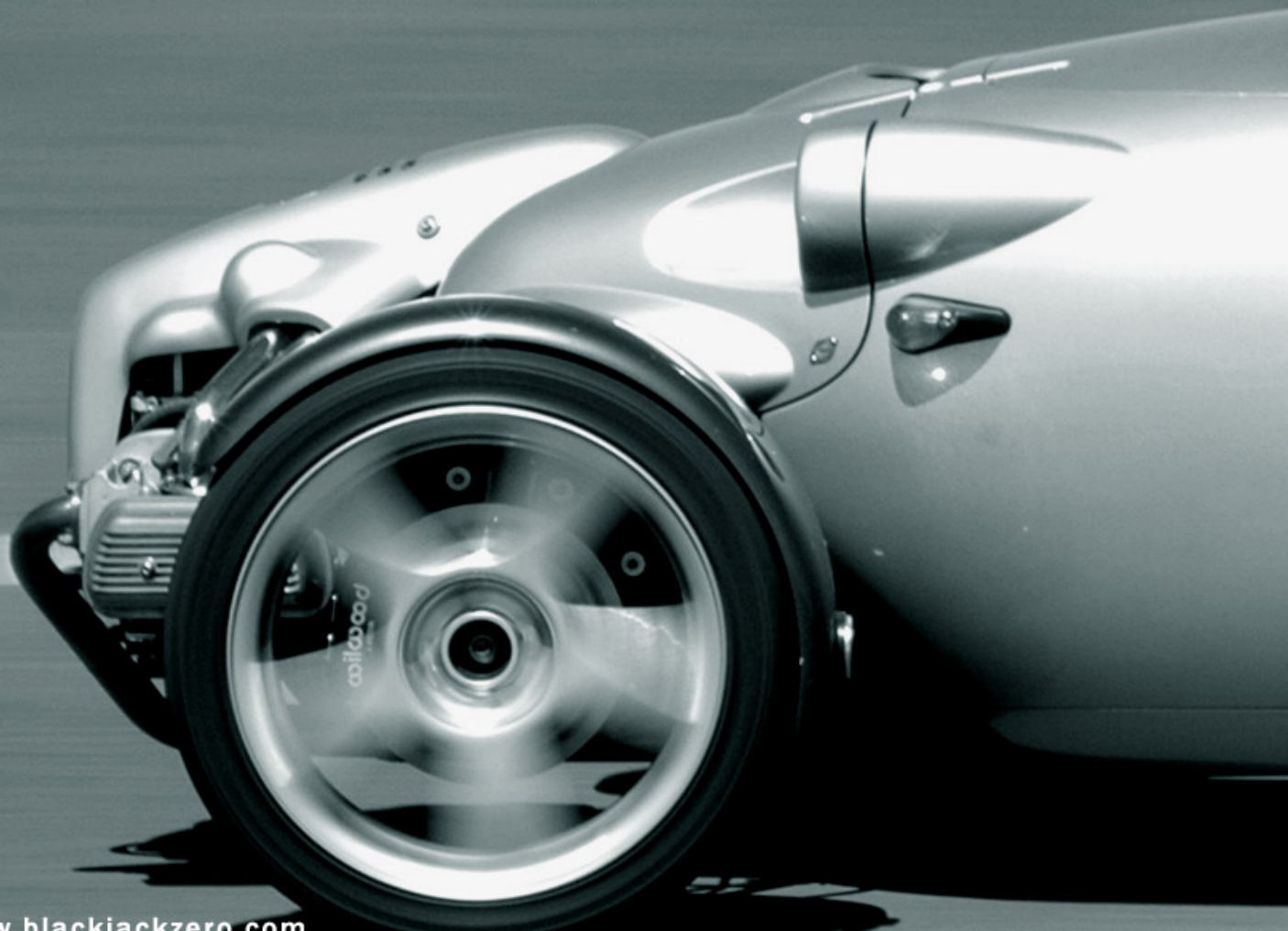
Accessible performance.

The torquey nature of the VW engine means that the Zero, while every inch a performance machine, is more enjoyable to drive than some of its highly stressed rivals. Combine the planted nature of its front wheel drive layout, with 2.5 turn lock to lock rack and pinion steering and quick, accurate responses from the pedals and you have a faithful and reassuring drive. Bags of torque and instant response, it delivers performance you can enjoy.

The cockpit is a pleasing place to be too, with complete instrumentation, 12 inch steering wheel and controls that fall logically and easily to hand. Deep sides that you climb over, (no doors to compromise rigidity) and an available tonneau, plus heater vents, make the cockpit quite cosy. A storage locker in the front scuttle area and a surprisingly roomy area behind the seats will swallow enough luggage for (well organized) touring.

Blackjack quality is designed in.

Precision production tooling and straight to the point design means there is absolute consistency and quality in every Zero component, which means that you can depend on your Blackjack trike for quality, reliability and faithful performance





“I loved this car, which will delight three-wheeler fans and will convert a great many more.”

- Ian Hyne, 'KitCar' magazine.

Brief Specification:

Engine.

VW Type 1 air-cooled 4 cylinder boxer, 1300-1800cc (many internal options.) Weber 40DCOE/ Dellorto 40 DHLA carburettor on unique BlackJack inlet manifold. 304 Stainless steel exhaust system and remote oil cooler and oil filter.

Transmission.

VW Type 1 gearbox with four forward gears and reverse, standard final drive ratio approx. 3.8:1. Double jointed drive shafts driving the front wheels through Golf GTI steering uprights.

Suspension.

(Front) Unequal length double wishbones with AVO adjustable dampers and springs. Bulkhead mounted 22mm anti-roll bar operated by lower wishbones through long pull-rods.

(Rear) Unique trailing swing-arm with AVO adjustable damper and spring

Steering: Rack and pinion, 2.5 turns lock to lock.

Brakes.

(Front) VW 260mm cross drilled discs with four piston 'Hi-Spec' alloy calipers.

(Rear) Golf GTI rear disc with Bendix alloy handbrake caliper.

Fuel tank.

Rear mounted welded aluminium fabrication with mounts, neck and large Aston filler cap. Approx. 25ltrs capacity.

Body tub: Substantial high quality 360 degree fibreglass moulding with stressed bulkheads, bonded fascia/front luggage compartment and rear diaphragm/ rear luggage compartment. Produced with grey gelcoat surface. Recommended finish-2-pack paint.

Chassis.

Full length multi-tube subframe in round CDS steel tube which extends from engine and suspension mounts at front to swing arm mounts at rear. Laser-cut brackets and yokes- bolts to body tub in three planes.

Wheels and tyres.

Three 7" x 17" cast aluminium wheels with 215/40 ZR 17 tyres.

Interior.

Two side by side space saver lightweight seats with removable leather or vinyl jackets. The seats have tilt and slide facility. Seatbelt mounting frame incorporating headrests. Generous stretchy side pockets. Comprehensive fascia with all switches, fuse box, speedometer, tachometer, oil pressure, bolts and fuel gauges. 12inch leather rim steering wheel. Four piece cockpit capping trim in leather or vinyl. Other equipment includes centre-mounted stainless handbrake, gear lever and battery cut-out switch. To cover it all, a tonneau cover in PVC or mohair.

Dimensions.

Wheelbase: 2500 mm. Overall length 3500mm. Width 1670mm.

Dry Weight.

Approx. 450kg.

Price List Spring 2006

Starter Kit includes;

All fibre-glass parts.

Main body tub with integral luggage compartment and diaphragm.
Engine pod
Bonnet
Luggage cover
Tail cone
Steering wheel faring
Front mudguards left and right
Luggage space panels x 3
Engine air scoops x 2
Headlight cones x 2
Tail light bezels x 2
Seat shells x 2
Cockpit capping x 5
Lower body sills x 2
Gearbox end cover
Rear internal mudguard

Steel fabricated parts.

Main chassis and fixings
Swing arm with bushes and fixings
Anti-roll bar with bushes and fixings
Lower wishbones right and left with bushes and fixings
Upper wishbones right and left with bushes and fixings
Anti-roll bar links with rod end bearings and fixings
Front upright top mounts x 2 and fixings
Gearbox front and rear mounts with bushes and fixings
Clutch cable bracket, pedal box, pedals and fixings
Rear damper top mount
Air box to gearbox mounting bracket

Suspension.

Front dampers, springs and fixings
Rear damper and spring with fixings
Drive shafts x 2
Front suspension ball joints x 4
Front suspension uprights left and right with bearings
Steering rack

£3,800 + VAT - All kits include all fixings.

Visit www.blackjackzero.com for lots more info, or e-mail info@blackjackzero.com.

Telephone; UK 01326 574464

Address; Blackjack Cars, Unit 5 Water-Ma-Trout Industrial Estate, Helston, Cornwall, TR13 0LW

Our prices may change from time to time without notice, as a consequence of continued product development and improvement.

Brakes.

Master cylinder reservoir, rubber pipe and copper nickel pipe with ends
Flexi brake hoses, two front and one rear
Brake callipers x 2 front and rear
Front and rear discs with pads
Handbrake lever, cable, bracket and adjuster
Miscellaneous fixings etc
£900.00 + VAT

Exhaust and steering.

Exhaust system tube work, 8 pieces with fixings, flanges and hangers in stainless 304
Exhaust rubber hangers, clamps, gaskets and fixings
Steering column upper half with spline and lower half with universal joints
Bearings and spline adaptor
£820.00 + VAT

Fuel system.

Fabricated aluminium and stainless inlet manifold, 3 pieces
Connectors, clips, gaskets, rubber mounts and accelerator cable and fixings
Carburettor - Webber DCOE 40
Fabricated aluminium fuel tank with Aston cap and fixings
Petrol pump, fuel pipes, clips and fixings
Air filter with airbox components
£1250.00 + VAT

Electrical.

Instruments with sender units, relays, fuse box and facia panel
Wiring loom, connectors, switches, battery leads and fixings
Coil, plug leads and side entry distributor cap
£850.00 + VAT

Lighting and charging.

2 x Headlamps with mounting frames and fixings
2 x Front indicators, 2 x Rear reflectors, number plate lamp, 2 x stop, tail and indicators
Alternator with special pulley and adjuster
Alternator bracket/ oil filler/ crank case breather
£500.00 + VAT

Interior.

Interior carpet with pockets and bound edges
Cockpit capping covers (vinyl)
2 x Seat jackets (vinyl) and seat adjusters x 2 pairs
2 Piece tonneau cover (PVC) with fixings
Steering wheel with badge and fixings
£770.00 + VAT

Oil cooler and miscellaneous.

Oil cooler with pipes, engine adaptor, mounting gussets and fixings
Stainless front mudguard brackets, right and left
Stainless gear linkage and fixings
Aluminium hinges for bonnet and tail
Rear view mirrors (pair) and aero screen with fixings
£450.00 + VAT

