

SR3 RSX

PRESS RELEASE



Radical SR3 RSX Race & Track car
Taking the World's favourite track racer to the next level

Since 2002 the SR3 has been providing drivers thrilling, cost-effective, high-performance track driving and racing, and now the SR3 RSX with its dramatic styling, improved aerodynamics and extended durability will blow you away in a sportscar package that's faster over any lap, easier to drive and cost even less to run than before.

First launched in 2002, the SR3 is the world's most successful sports-racer, with over 900 satisfied customers. The SR3 RSX has been carefully developed over the last 12 months, incorporating a show-stopping new look and latest-generation LMP aerodynamics into the proven, lightweight and high-performance SR3 powertrain package.

Powertrain

In our continual quest to reduce the cost of racing while maintaining all the thrills, the SR3 RSX features a new high-performance variant of the RPE 1500 Generation 3 short stroke engine, with more mid-range power and torque for faster laps, at the same time delivering longer service intervals and improved efficiency.

The 2015 Generation 3 four-cylinder engine features a new larger-diameter stainless steel tubular exhaust manifold, bigger 45mm individual throttle body induction system and redesigned air box, including bespoke inlet trumpets tuned for optimum torque, power and response.

The benefits of this modern powerplant include an increased factory warranty from 40 to 45 hours. Radical remains the only manufacturer in the world that offers this level of comprehensive factory guarantee on all road and race engines. Other benefits include a reduction in high-frequency vibration, leading to smoother running characteristics and increased component longevity, particularly camshaft drivetrain.

The RPE 1500 Generation 3 short stroke engines produce lower levels of CO₂, both in the manufacturing process and in running, through greater efficiency and reduced weight.

These new engines and the previous generation of RPE 1500cc engines will both be eligible for all 2015 Radical SR3 Championships - the Radical Clubman's Cup, Grove & Dean Motorsport Insurance Radical SR3 Challenge and Radical European Masters. From 2016 onwards only the RPE 1500 Generation 3 short stroke engine will be eligible.

Design

Whilst the SR3 RSX retains the class leading, confidence inspiring and FIA-approved SR3 spaceframe chassis, the differences are obvious as soon as you set eyes on the spectacular new styling.

The stepped cockpit surround echoes current Le Mans Prototype (LMP) styling whilst still affording excellent visibility for the driver and passenger. Advances in Computational Fluid Dynamics (CFD) modelling have seen the SR3 RSX gain a redesigned front diffuser. This features a 'double-tunnel' profile from leading edge to rear and for the first time integrates into the wheelarch leading edges for improved airflow. This in turn improves the front aerodynamic efficiency of the car without compromising front-rear balance, and also creates greater stability under braking.

The front view is dominated by an 8-LED race lighting array, affording improved forward visibility and track illumination for night or poor-weather racing. Moving to the rear a new open-deck tail improves airflow, grip and cooling at the back of the car, and incorporates high-intensity LED brake and rain lighting. The rear diffuser profile has been greatly revised using experience gained from the RXC development programme, with a lowered deck angle to improve 'ground effect' aerodynamic grip. Above this sits a new dual exit exhaust system.

Suspension and brakes

For the first time, the SR3 RSX features fully-floating disc brakes front and rear as standard. 280mm 48-vane ventilated discs are gripped by four-piston calipers for phenomenal braking performance, and a hard-line braking system for greater consistency and improved feel over a full race distance. Intrax Racing Suspension adjustable dampers complete the package, making the SR3 RSX the most advanced specification yet.

Electronics

The SR3 RSX features the new AIM MXL2 multifunction LCD dashboard and datalogger, with expanded capability and a new high-contrast display. The MXL2 offers a black to white ratio nearly double its predecessor, fused with a graphical LCD offering great flexibility in alerts and information, including a real-time track map location for the first time. An ambient light sensor keeps the backlight at optimum brightness levels. The latest-generation SmartyCam HD GP can be added to the system to provide video with a realtime overlay of data, ideal for lap time improvement or corporate use at up to 720p resolution.

Performance figures

- > Power: 210rwhp @ 9,500rpm
- > Torque: 124lb/ft. @ 8,200rpm
- > Weight from: 570kg
- > Power to weight ratio: 368hp/tonne
- > 0-60mph: 3.1 seconds
- > VMax: 155 mph

* All figures quoted at rear wheels on Radical's rolling road – add 20% for crank figures

Price from: £66,958.00 plus local taxes

Specification

Engine

RPE-Suzuki Generation 3 1500cc 4-cylinder DOHC engine, dry sump lubrication with remote oil reservoir. Oil cooler and electrical pump to circulate water to prevent heat soak. Twin battery 24v starting/charging system.

Transmission

Six-speed sequential transverse gearbox, pneumatic paddle-activated gearshift system with auto-blipper. Gear drive system incorporating Quaife torque-biasing limited-slip differential. Interchangeable gear ratios and integral reverse gear system. RPE transmission oil pump & radiator. Lightweight steel fly-wheel with multi-plate clutch.

Chassis

Two-seater, powder-coated carbon steel spaceframe chassis, with integral safety cell complying with FIA Production Sports Car Safety Structure Test. Aluminium honeycomb front crash structures complying with FIA Production Sports Car Crash Test.

Body

Six-piece lightweight fibre-glass bodywork with self-coloured gel coat finish. Owners name on side of cockpit. High-downforce composite front diffuser with removable, high-nose, low-drag front section and front brake ducts, towing eye. Composite side pods with air management system and radiator inlet, composite side skirts. Removable composite tail section with integral induction intake & ventilation grilles. High downforce bi-plane rear wing with end plates. High-intensity LED tail/brake lights and FIA-specification central rain light. Carbon Le Mans adjustable rear-view mirrors

Interior

Moulded composite, FIA high-sided driver & passenger seats with adjustable mounts. Carbon-composite dash surround with quick-release steering wheel and dash-mounted rotary brake bias adjuster. Manually-activated fire extinguisher with engine bay and cockpit nozzles.

Fuel tank

77-litre foam-filled aluminium fuel tank mounted behind the driver within the safety cell, separated from occupant cell and engine bay by bulkhead.

Electronics

AIM MXL2 multifunction LCD display unit incorporating digital gear indicator, internal accelerometer and gyro, 10 LED shift light array and configurable display including track map option.

Suspension

Fully adjustable Nik-link suspension system front & rear - unequal length top & bottom wishbones, fabricated uprights, forged centre lock hubs and interchangeable anti-roll links. Single-adjustable Intrax Racing Suspension coil-over dampers with billet fittings

Brakes

Radical four-pot calipers front & rear on 280mm x 25mm fully-floating 48-vane disc brakes.

Wheels

Radical centre lock, single-piece cast aluminium wheels - 8"x15" dia. front and 10 1/2"x16" dia. rears.

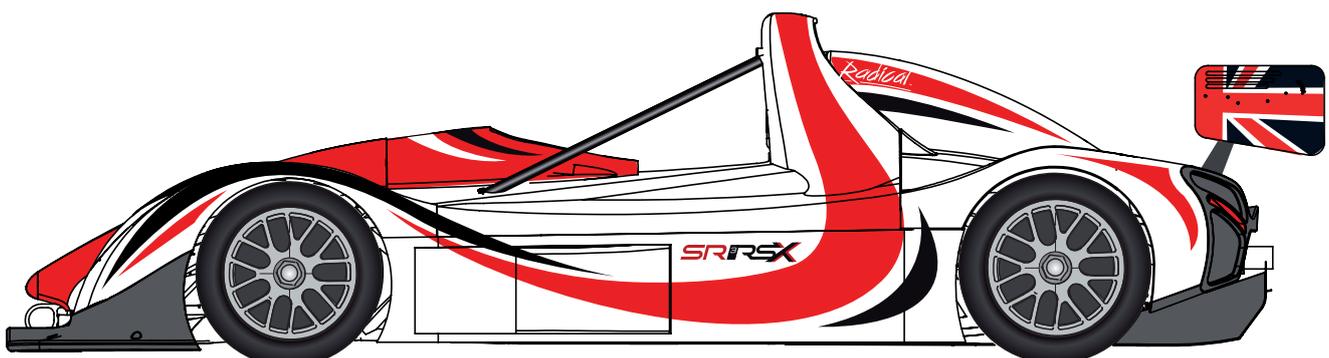
Tyres

Dunlop bespoke slick tyres, front 200/580/R15, rear 265/605/R16

Dimensions

L 4077mm W 1799mm H 1093mm

SR3 RSX



Brief history of Radical

Through continual product development, expansion into new markets and with a customer support framework previously unseen in the motorsport and track car industry, Radical Sportscars has now grown to become the world's largest producer of racing and track cars. Over 250 units leave Radical's Peterborough manufacturing base each year destined for customers in Europe, the Far East, Latin America, Australia and almost everywhere in-between.

During the company's short but very full 17-year life it has written its own very successful chapter in race and road car manufacturing. This has included designing the world's favourite racing car, the SR3 RS (900 units sold over 11 years), designed and constructed its own racing-spec V8 engine (up to 480bhp yet weighing only 92kg), contested Le Mans five times (Radical SR9) and driven around the Nürburgring Nordschleife faster than any other road registered and road-legal car (6 minutes 48 seconds). This, in addition to a host of other lap records and accolades from the global motoring press.

The launch of the EC Type Approved SR3 SL in late 2011 put Radical on the extreme road car map, immediately scooping Evo magazine's Trackday Car of the Year prize and obliterating Autocar magazine's test track lap record at MIRA. EC Type Approval was an ambitious step but though considerable investment and time the SR3 SL has become a European success story, opening up wide-scale Radical ownership to markets such as France, Germany, Switzerland and Eastern Europe.

Radical's continuing commitment to reducing the cost of racing saw a raft of changes in 2013, including the launch of a new championship for novice racers, the SR1 Cup, which continues to be successful with a second successful season just completed and the champion crowned. At the opposite end of the scale, Radical's Masters Euroseries offers racing at Europe's best GP circuits - such as Spa, Monza and Barcelona - with lap times comparable to LMP machinery but at far lower cost.

Radical's first closed-cockpit trackday and race car the RXC has been critically acclaimed by the motoring press for taking the Radical experience to a new, wider audience with a bigger platform and more advanced specification than any previous Radical. The RXC V8 has already become a proven race winner against GT3-specification machinery costing over twice the price, and is rapidly gaining a reputation as the car to beat in Pro-Am GT, sportscar and endurance racing championships.

There is a Radical sportscar racing ladder that can take drivers from trackdays all the way to Le Mans and now the SR3 RSX joins this extraordinary range of cars, adding something new and attracting a wider audience to the Radical brand than ever before enhancing the 'spirit' of Radical by continuing to produce the most focused yet accessible and affordable track and road cars available anywhere in the world.

Additional information

More information can be obtained from the Radical Press Office with press drives available in the early part of 2015. For more information and to arrange a visit to Radical's HQ contact:

Roger Green
Group Marketing Manager, Radical Sportscars
Tel: +44 (0)1733 331616 ext. 217
Mobile: +44 (0)7887 836 499
Email: roger.green@radicalsportscars.com