

SR8RSX

PRESS RELEASE



Radical SR8 RSX Race & Track car
Radical's most advanced, powerful and aerodynamically-developed
open racing car yet

Radical Sportscars today announces the SR8 RSX, the Peterborough manufacturer's most advanced, powerful and aerodynamically-developed open racing car yet. The SR8 RSX is Radical's new flagship racing car offering an experience closer to LMP competition than ever before - at a purchase and running cost far below the competition.

Using the latest-generation technology shared with the RXC V8 coupe including a new seven-speed paddleshift gearbox and variable-assistance power steering, the SR8 RSX enjoys larger dimensions than the current SR8 RX, allowing for a bigger and more generously-appointed cockpit than any previous open Radical and with a greater range of driving aids and benefits than previously available.

A specification to beat all rivals

The SR8 RSX is the only car in its class and price range to offer a bespoke racing engine designed specifically for race and track use. The latest-generation RPE 3.0-litre V8 engine develops an incredible 440bhp at up to 10,500rpm, yet is also warranted for up to 40 hours between rebuilds - the equivalent of a whole season's racing use. The SR8 RSX is also the only open race car at this price to feature a seven-speed, paddleshift transverse gearbox, with architecture identical to Le Mans prototype and top-end single-seater design.

The all-new FIA-compliant chassis will feature inboard pushrod suspension for a greater range of adjustment, and 350mm six-pot ventilated disc brakes behind either 17" or 18" wheel options to suit a variety of control tyre brands. The SR8 RSX is also the first open Radical to feature electrically power-assisted steering with variable assistance options.

The unique body shape draws styling cues from its sister RXC closed-cockpit model as well as Radical's SR9 LMP2 model. Modular composite bodywork construction reduces servicing and repair costs whilst giving the SR8 RSX a contemporary, fluid look clearly distinct from Radical's existing open-cockpit range.

Inside the cockpit, the dash is dominated by the brand-new AIM MXG dash logger, featuring a high-contrast 7" TFT display and integrated WiFi connectivity for data download. The central instrument pod is styled seamlessly into the nose for optimum visibility and airflow. Each FIA-certified bucket seat - specially designed for the requirements of the SR8 RSX - is adjustable, perfect for trackdays and corporate as well as race use.

The larger platform allows an FIA fuel cell capacity of up to 100L, with dual dry-break refuelling an option for endurance racing.

Pre-orders for the new SR8 RSX will commence immediately with deliveries in Q1 of 2015. The SR8 RSX will be eligible for the 2015 Radical European Masters championship, Radical's premier pan-European racing series visiting revered Grand Prix circuits across the continent and racing alongside Radical's existing SR3 RS, SR8 RX and the new SR3 RSX models. The new SR8 RSX will retail at £109,950 +VAT at launch in January, with a wide range of performance and racing options and personalisation available.



Specification

Engine

72° 3.0-litre RPE V8 engine with steel flat plane crankshaft, incorporating a high flow-rate oil system, integral 4 pump oil scavange system, 2 oil pressure pumps and rotating vane water pump. 45mm eight-throttle body induction system

Transmission

Bespoke 7-speed transverse Quaife gearbox with paddle shift and autoblip

Chassis

High-tensile strength CDS carbon tubular steel spaceframe with FIA specification crash boxes front and rear

Body

Aerodynamic multi-piece composites front and rear diffusers, full-width carbon bi-plane rear wing, full lighting system with LED daytime running lights

Interior

Multi-function fully adjustable steering wheel, EPAS power steering, adjustable carbon-composite wing mirrors, adjustable pedal box

Bespoke FIA-compliant HANS compatible bucket weather-proof seats with six-point harnesses

Fuel tank

70-litre foam filled aluminium tank.

Electronics

AIM MXG dash logger with a high-contrast 7" TFT display, integrated WiFi connectivity, digital rev counter and display, LED gear shift lights

Suspension

Front and rear double wishbone, pushrods, bespoke inboard adjustable Intrax dampers

Brakes

Fully-floating disc brakes with six-pot calipers front 350mm, rear 310mm

Wheels

Centre-lock cast alloys front: 17 x 9.5, rear: 17 x 11.5

Tyres

Dunlop SP Sport, front 235/620 R17, rear 290/645/R17

Dimensions

L 4300mm W 1960mm H 1127mm

Downforce

900kg at max speed

Performance figures

- > Power: 440bhp @ 9100rpm
- > Torque: 280lbft @ 7500rpm
- > Weight from: 860kg
- > Power to weight ratio: 558hp/tonne

SR8RSX



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 SR8 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