



SR3

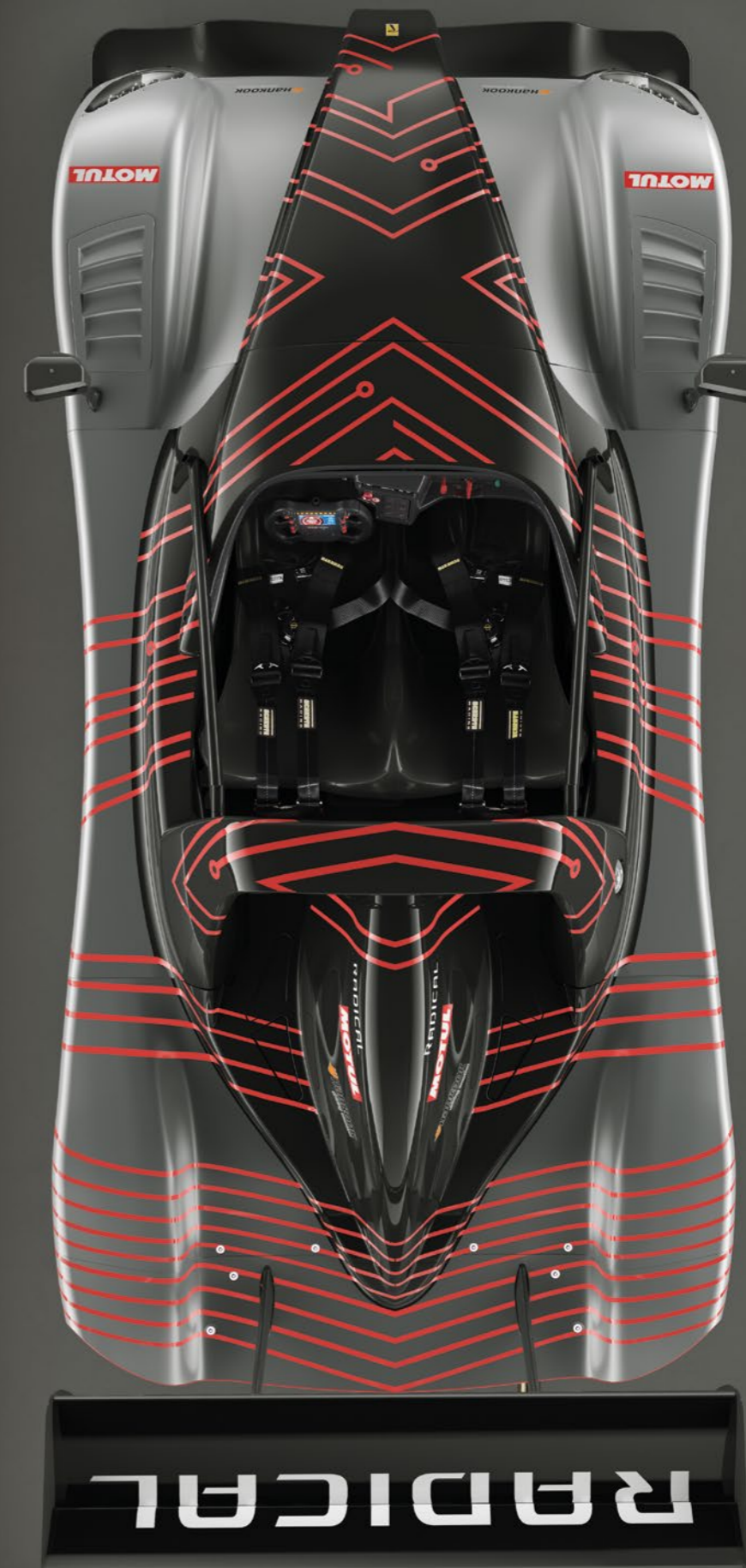
XX



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MEDIA RELEASE:

RADICAL SR3 XX: THE WORLD'S BEST-SELLING RACE CAR JUST GOT SMARTER

The world's best-selling race car just got smarter thanks to the rollout of new technology

- New cockpit and controls put more functionality at driver's fingertips
- New electrical architecture saves weight, increases performance and data acquisition
- New data tools designed to boost performance in both sprint and endurance racing
- Key styling changes help to elevate the SR3 XX above the previous-generation car

Peterborough, Cambridgeshire (UK) – Friday 22 May, 2020;

Radical has today unveiled the ultimate evolution of its class-leading SR3 sports prototype, with the new SR3 XX bringing unparalleled technology to the fingertips of drivers around the globe. Developed in conjunction with Radical's long-term data partner AiM Technologies, the SR3 XX benefits from an all-new electrical architecture, allowing drivers access to more data and feedback than ever before.

The SR3 XX will be the first production race car to feature AiM's new solid-state technology, which controls not only power management, but also a suite of data options and technology to help Radical drivers be the fastest in the field. It will also be the first car to feature AiM's new Formula steering wheel technology, akin to those usually seen in high-level single-seaters and Le Mans Prototypes.

The new solid-state Power Distribution Module (PDM) acts as the SR3 XX's electrical heart, replacing a conventional wiring loom to send, store and process electrical data and telemetry quickly and more efficiently. The system not only offers a 65% weight saving over traditional wiring, but also makes diagnostic and fault resolution simpler than ever.

To put the power of this new technology at the drivers fingertips the SR3 cockpit has been re-designed, with a new dashboard designed around a new multi-function steering wheel incorporating a built-in LCD display to bring real-time information to the driver. The system is fully customisable, with hundreds of data feed combinations to choose from, with up to four fields being displayed at any one time. Multiple vehicle control buttons are also incorporated in the steering wheel, enabling maximum driver control. The new dashboard incorporates a centre-stack design with secondary control functions via momentary touch-pad switching, back-lit for night-time visibility.

The new technology opens up a range of new data logging and review options, with Radical offering a host of extra equipment that can be bolted-on to tailor the SR3 XX's system to a driver or team's needs. Among the new features, new data fields such as tyre temperature and pressure sensors will be offered. These new data channels help the track-day and club racer optimise their tyre and aerodynamic settings for both peak performance and endurance. These features, coupled with ride height sensors, will be of particular value to those embarking in Radical's endurance format races, not to mention longer-duration events such as the 25 Hours of Thunderhill, in which an SR3 scooped outright victory last December beating GT3, LMP3 and LMP2 machinery in the process.

Drivers can choose between Radical's proven 1340cc or 1500cc four-cylinder RPE-Suzuki engines to power the new model. Both are driven through a six-speed sequential gearbox with paddle shift and Quaife limited-slip differential, and are coupled with a new-generation racing exhaust system.

Styling upgrades for the SR3 XX include revised LED race lighting, composite mirrors and new rear-wing endplates. For additional comfort, new 60mm wider moulded twin- and single-seat options have been introduced, offering greater lateral stability and safety. These are designed to work in harmony with the bespoke seat insert systems favoured by professional racers from Formula 1 down.

As part of Radical's rollout of the new SR3 XX to its established international markets, the Peterborough-based manufacturer will be offering tailored training and advice to help new owners harness the strengths of this new data capability. A campaign of data seminars supported by Radical and AiM technical staff are planned for 2020 in Europe and North America, targeted at existing racers and country club members, two of Radical's biggest customer groups in recent years.

"The SR3 model line has always been a car that enables drivers, whether a seasoned professional or first-event rookie, to quickly, safely and confidently get up to speed on any track, and the new features of the SR3 XX make that process even easier," said Marketing Manager, Will Brown. "Our longstanding partnership with AiM Technologies means we are debuting electrical architecture previously only reserved for high-price LMP and GT race cars. In SR3 XX this technology is easy to comprehend for everyone, so carries the SR3 reputation into the next decade of racing success."

The Radical SR3 XX is available to pre-order now with the first deliveries scheduled for June. Radical has maintained a production capability throughout the UK's enforced COVID-19 lockdown so is well-prepared to ramp-up production for SR3 XX orders.

For further information visit

WWW.RADICALSPORTSCARS.COM/OUR-CARS/SR3

ABOUT THE RADICAL SR3

First introduced in 2001, the SR3 has been the cornerstone of the Radical Sportscars range for almost two decades. The design has undergone constant evolution to ensure the SR3 continues to lead the way in both national and international sports prototype racing. Nearly 1,300 units have been sold during its lifespan so far, making it the world's best-selling race car. Currently 74 per cent of all SR3 production has been exported overseas from Radical's Peterborough, UK manufacturing base, with the USA accounting for one-third of all exports and Radical's largest export market.

ABOUT AIM TECHNOLOGIES

For years, AiM has been providing world-class motorsport data and technology solutions for some of the biggest names in the industry. It possesses decades of experience in the design and manufacture of software, hardware and advanced technologies for the automotive sectors. AiM products are currently used by thousands of racers worldwide and AiM are highly regarded as the industry standard for data acquisition systems and motorsport camera technology.

ABOUT RADICAL SPORTSCARS

Radical Sportscars is one of the world's most prolific sportscar manufacturers, with over 2,200 market-leading race, trackday and road-going cars produced in the past two decades.

From its 1997 inception, Radical set out to create a customer-led niche in the world of motorsport, a race-bred thrill-a-minute driving experience on the race track and road. A combination of lightweight construction, superbike technology and aerodynamic downforce delivers models faster than a super car, totally driver focused and rewarding to drive.

Entering its third decade, the Radical stable also includes the 182bhp SR1, the Nürburgring record-breaking 405bhp SR8, road- and track-focused Rapture, plus the RXC Spyder, RXC 600R and RXC GT3.

The SR3 model line has been in production since 2002, and is Radical's best-selling variant with nearly 1,300 sold worldwide. The latest car from the renowned racing car manufacturer will be solely designed, engineered and built at Radical's Cambridgeshire headquarters, by 70 of the company's 130-strong staff.

Radical was the first manufacturer to bring long-format, double-header endurance racing to club level motorsport competition while providing comprehensive spares and technical support. The marque's official single-make championships offer the ultimate driving experience and progressive racing ladder for prototype-style sportscar racing for drivers of all abilities, while Radical's 'Race the World' mission offers an end-to-end racing, training and support network across the globe.



SR3

XX

PERFORMANCE DATA

1500cc TECHNICAL DATA

0 - 60 MPH

3.1 sec

POWER@FLYWHEEL

226 bhp

TOP SPEED

147 mph

POWER:WEIGHT

363 bhp/tonne

PEAK LATERAL FORCE

2.3 g

1300cc TECHNICAL DATA

0 - 60 MPH

3.3 sec

POWER@FLYWHEEL

195 bhp

TOP SPEED

141 mph

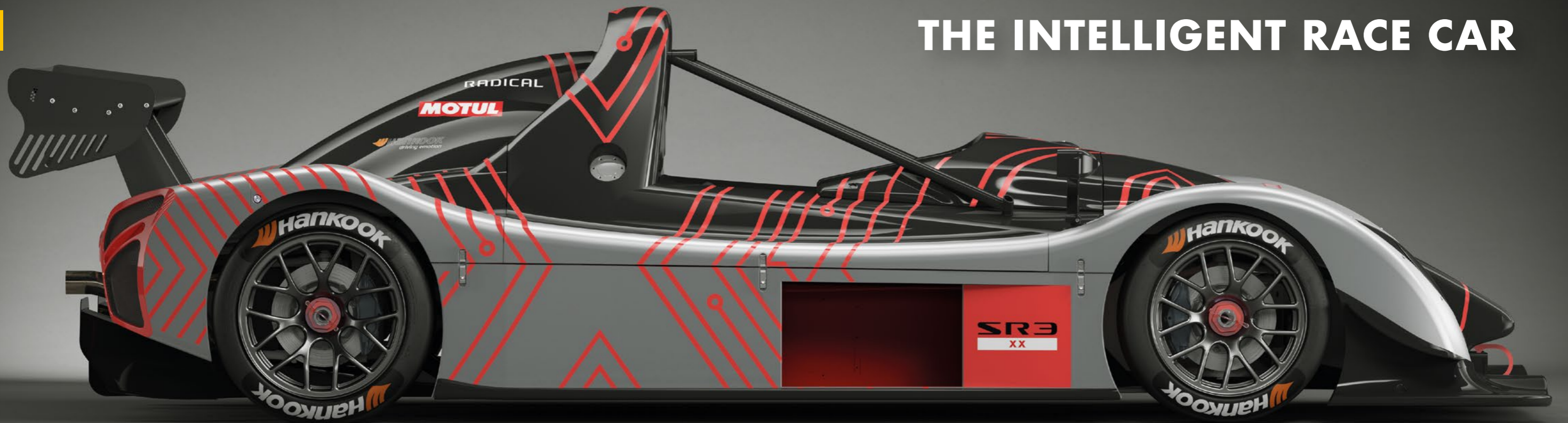
POWER:WEIGHT

314 bhp/tonne

PEAK LATERAL FORCE

2.3 g





THE INTELLIGENT RACE CAR

RADICAL SR3 XX SPECIFICATION

ENGINE

- Gen 4 RPE-Suzuki 1340cc 4-cylinder dry sump oil system (standard)
- Gen 4 RPE-Suzuki 1500cc 4-cylinder dry sump oil system (optional)
- Latest Life Racing ECU with detailed interrogation function for maintenance and analysis
- XX-generation hi-flow racing exhaust system

POWERTRAIN

- Six-speed, integral sequential gearbox
- Paddleshift gear change with auto-blipper
- Quaife gear final drive and limited-slip differential, reversing gear system
- Mid-engined, rear-wheel-drive

BODY

- Lightweight spaceframe chassis with FIA-specification safety cell and crash structure
- LMP-inspired, high-downforce composite bodywork
- XX-generation LED race lighting including FIA high-intensity central rain light
- Bi-plane high-downforce road/trackday rear wing and diffuser
- XX-generation Le Mans composite mirrors
- XX-generation rear wing endplates
- Double front dive planes

SUSPENSION

- Fully adjustable Nik-link suspension system, front and rear unequal length top and bottom wishbones, fabricated uprights, front and rear adjustable pushrods
- Forged centre locked hubs
- Interchangeable roll bars
- Choice of bespoke Intrax fully adjustable damper

BRAKING

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

COCKPIT

- Two-seater chassis with twin or single-seat options, optimised for use with a moulded race seat insert
- AiM Formula Wheel with integral LCD display, lightweight shift paddles and on-wheel switching. Display functions include LCD rev counter, gear indicator, shift light
- XX-generation dashboard with waterproof, backlit momentary touchpad
- Dash-mounted brake bias adjuster
- Wind deflector

DATA & ELECTRICS

- XX-generation solid-state Power Distribution Module (PDM) with Controller Area Network (CAN) linked wiring and telemetry
- XX-generation data integration and logging allowing additional data logging (see below)

SAFETY & SECURITY

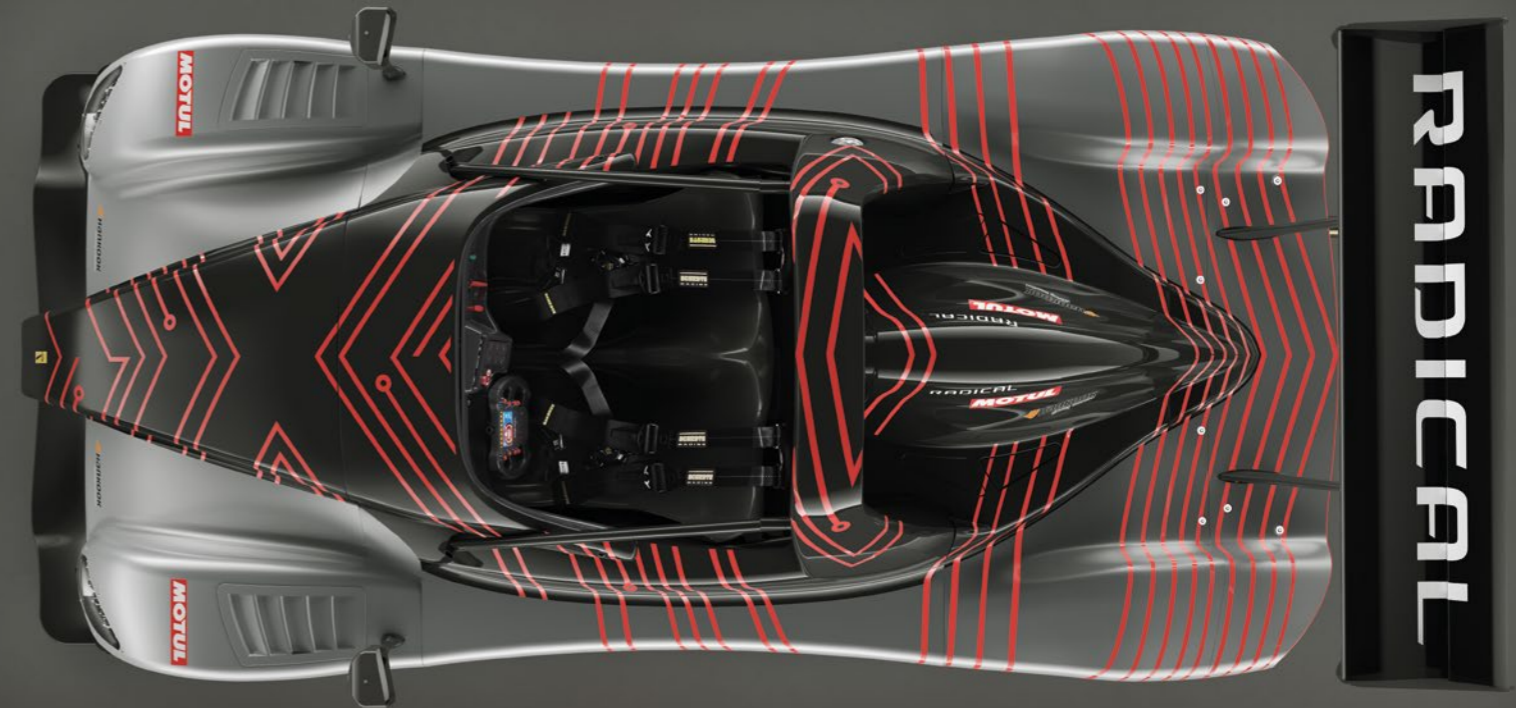
- Aluminium, foam filled 77L fuel tank
- Full electronic fire extinguisher system

WHEELS & TYRES

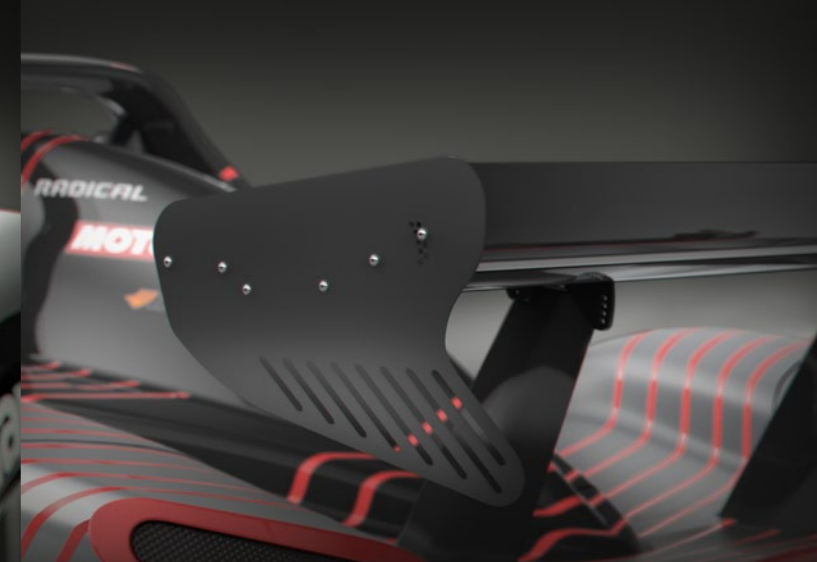
- Radical centre lock, cast aluminium wheels – 8" x 15" dia. front and 10.5" x 16" dia. rears
- Bespoke slick & wet tyre options

DIMENSIONS

- Length: 4077 mm
- Width: 1799 mm
- Height: 1093 mm
- Weight: 620 kg



RADICAL



OPTIONS

- Spin-safe clutch system - permits clutchless control with just throttle and brake
- Convenience Pack - Additional silencer, radiator fan and engine oil pre-heater
- Carbon-composite high downforce front dive planes
- LED race lighting - high intensity spots
- Triple-adjustable Intrax Racing Suspension
- Air jack system
- Fuel Cell & Sampling Kit: 76-litre (20 US gallons) FIA certified fuel cell with racing fuel sampling/drain kit
- Dry-break refuelling system
- Race seat insert fitting service including cloth covering with driver name

OPTIONAL DATA PACKS

- Tyre pressure monitoring system
- Tyre temperature monitoring system
- Ride height sensors
- AiM HD SmartyCam with integrated GPS
- Independent brake pressure logging
- Individual damper potentiometers
- Steering wheel angle sensor



FAQS

HOW DOES THE SR3 XX DIFFER FROM THE SR3 RSX?

The SR3 XX brings an entirely new electrical architecture to the Radical range - indeed, it's the first ever application of the new AiM Power Distribution Module (PDM) system. This solid-state technology removes much of the wiring complication and replaces it with an electronic control system that's more reliable, has fewer parts and more functions. Beyond this the car features a number of revisions to the styling and aerodynamics, as well as changes in the cockpit to improve driver comfort, ease of use and the level of data available at the driver's fingertips.

THE SR3 MODEL HAS BEEN AROUND FOR QUITE A WHILE, HOW MANY GENERATIONS HAVE NOW BEEN PRODUCED?

With the launch of the SR3 XX there have been six generations of Radical's best-selling model. The original SR3 Tracksport was launched in 2002, with aerodynamic improvements in 2006. The SR3 RS heralded an FIA-specification chassis and new engine design in 2009, and a further chassis redesign in 2011. The most recent SR3 RSX variant was launched at the end of 2014.

HOW MANY SR3S HAVE NOW BEEN SOLD?

The SR3 is Radical's best-selling product, with over 1,200 sold it's also the world's best-selling race car model. Over 300 of the previous-generation RSX variant were sold to 18 countries across the globe.

IN WHICH COUNTRIES WILL THE SR3 XX BE FOR SALE?

The SR3 XX will be offered for sale throughout Radical's 30+ global dealers. During its 19-year history the SR3 has sold into 40 countries, with the USA and UK accounting for 50% of all cars sold.

IN WHICH RADICAL CHAMPIONSHIPS CAN THE SR3 XX BE RACED ACROSS THE WORLD?

The SR3 XX is eligible for all of Radical's international championships, with the exception of the single-spec UK Radical SR1 Cup. This means there's the opportunity to go up against SR3 competition in Europe, North America, Asia, the Middle East and Oceania.

WHAT ABOUT WHERE THERE ARE NO OFFICIAL RADICAL CHAMPIONSHIPS?

Thanks to the SR3's reputation and chassis certification, the SR3 XX is eligible for a wide range of third-party championships, too. These include the SCCA's P2 national category, Bikesports in the UK, Supercar Challenge on the continent and a wide number of FIA Zone-certified events.

CAN I ENTER MY SR3 XX FOR RACE COMPETITION THIS SEASON (2020)?

Yes, SR3 XX is immediately eligible for race entry in Radical's 2020 championships.

CAN THE SR3 XX BE USED FOR TRACKDAYS?

The SR3 XX is an ideal trackday car - predictable and easy to drive on the limit, simple to maintain for the solo user. Exhaust silencing options down to 92dB means the SR3 XX is welcome at most circuits, and with the benefit of two seats, it's perfect for entertaining friends, family or corporate guests, as well as for race tuition. Being a closed-wheel design means the SR3 XX can run comfortably alongside mainstream road cars on trackdays too.

WHERE WILL THE CAR BE BUILT?

The SR3 XX will be built alongside the rest of the Radical sportscar range at our Peterborough (UK) production facility using the same high-skill, cellular construction system, by 70 of the company's 130-strong staff.

WHY ISN'T THE SR3 BUILT ON A CARBON CHASSIS?

Radical's proven spaceframe chassis technology gives an unrivalled level of driver feedback for confidence-inspiring handling on the limit - a huge amount of communication back through the wheel and the driver's seat. Long-term durability is superb, repair is easy and cost-effective in the event of an off-track 'moment', and the aluminium honeycomb front crash structure provides a level of secondary impact protection that carbon simply cannot.

DOES THE SR3 XX USE THE SAME ENGINE AS ITS PREDECESSORS?

The SR3 XX uses the same proven Hayabusa-derived engine and powertrain as the SR3 RSX, lineage that has been continually evolved right through the SR3's life. Radical's intention is to ensure the new model slots in to its international championships neatly, with performance parity to current, standard specification cars in these races.

FAQS - CONTINUED

DO I NEED A RACE LICENCE TO DRIVE IT?

No, not for trackday use. With most trackday providers, only a valid road driving licence is required to drive an SR3 XX on-track.

THE SR3 XX PROMISES A NEW LEVEL OF DATA INTELLIGENCE BUT MANY OF THE DATA PACKAGES ARE ADD-ON COSTS, WHY IS THAT?

One of the real strengths of the SR3 XX is that it's a car that rewards both the seasoned professional driver, and racing rookie alike. Radical recognises that the SR3 is a popular car with drivers making their way up the sportscar racing ladder, and towards the beginning of a driver's development, one-to-one tuition and seat time is the best way to improve. The modular nature of the SR3 XX's data system means that packages can be added on according to the driver's preference, nature of use (racing or trackdays), level of competition etc. - the data package can grow with the driver.

IS THE DATA TRAINING AN ADDED COST?

The data training offered by Radical in association with AiM is provided free of charge, as part of the comprehensive trackside support that Radical offers at its official race and track events.

CAN I ADD THE NEW DATA PACKAGES TO MY EXISTING SR3?

The Power Distribution Module (PDM) architecture of the new SR3 XX shares little with previous models, it is a completely different way of controlling the electronics and data systems on the car. As a result, it's not possible to retrofit these systems into older SR3 models.

WHEN WILL I BE ABLE TO ORDER THE SR3 XX?

Order books for the SR3 XX are open now, with an estimated waiting time of six weeks between placement of order and delivery.



HISTORY & MILESTONES

With a company name like Radical, you've got to offer something unique – a purely race-bred, thrill-a-minute driving experience on the race track and road, guaranteed to produce the widest of grins that will take many hours to erase.

That's the successful formula that has driven Radical from day one, resulting in over 2,200 cars manufactured from our Peterborough base. From the very beginning, our approach has always been to provide a unique, customer-led niche in the world of motorsport.

Our original brief over 20 years ago? Lightweight sportscars that utilised superbike technology. Faster than a super car, totally driver focused and intensely rewarding to drive - thanks to a combination of lightweight construction and aerodynamic downforce - we have paved the way in creating a bespoke powertrain system for a superbike-powered sports racer.

Aimed at not only the discerning club racer, but aspiring sportscar drivers and track enthusiasts too, drivers across the motorsport spectrum enjoy unmatched levels of performance and support.

The Radical philosophy extends much further than just the cars. Our Race the World mission offers an end-to-end racing, training and support network, across the globe. We were the first manufacturer to bring long-format, double-header endurance competition to the club racing scene, whilst providing a comprehensive spares and technical support team at every event, which continues to this day.

The iconic Clubsport model established the company in 1997 and it is still raced with enthusiasm around the world. Its success was immediate and full grids soon led to the Prosport, adding wings, more power and wider slicks, but we, the Radical team, were never going to rest on our ever-growing laurels.

In 2002 we launched the original SR3, a genuine two-seater, road-legal track car, that wowed both the media and track drivers all over the world. The compact SR4, successor to the original Clubsport, soon followed.

The awe-inspiring SR8, launched in 2005 and powered by the high-revving, in-house developed RPV8 engine, brought Le Mans Prototype pace to the amateur racer. The SR8 went on to claim numerous outright lap records, including the highly sought prize of the production car record at the Nürburgring Nordschleife. The latest-generation 2.7-litre engine sets lap times comparable to LMP machinery, and continues to draw acclaim from established endurance racers the world over.

In 2011 Radical took the bold step of developing its first fully EC Type Approved, street-legal roadster the SR3 SL, followed in 2013 by Radical's first closed-cockpit sportscar, the RXC and its open-top sister the RXC Spyder.

At the opposite end of the model spectrum, the SR1 provides an entry route to sports prototype racing with pace on par with a GT4 car. The SR1 Cup championship model continues to bring new racers into the sport, providing them with the skills to succeed in the highly-competitive motorsport arena.

Launched at the Goodwood Festival of Speed last year, the Rapture is true to its format as a race car for the road, and generates extreme performance via lightweight construction combined with aerodynamic efficiency, instead of relying solely on headline-chasing power and top speed figures. No other street-legal car available today offers the same percentage of race-bred DNA, making it the ideal choice for customers seeking a raw, exhilarating driving experience.

Now in 2020, the SR3 continues to be Radical's most popular model, and with the latest XX variation its future within the Radical range is assured. Radical's model line-up spans six models, meeting the demands of racers and trackday enthusiasts in four continents, so far.

As we enter our third decade with a fresh brand perspective, high-performance range and thrilling international championship portfolio, thousands of Radical owners - some of whom have been on our journey since the beginning - can't be wrong.



RADICAL TIMELINE

1997

Radical Sportscars formed, first 1100 Clubsport produced

2001

SR3 launched, our best-selling model worldwide

2006

Our first appearance at Le Mans with the SR9 LMP2

2010

1,000th car produced

2013

The RXC is revealed, our first coupe. SR1 entry-level car launched

2016

RXC gains GT3 National homologation for select GT competition

2017

20th anniversary celebrated, 2,000 car built, an RXC GT in carbon

2020

Launch of the SR3 XX

1999

1300 Prosport launched introducing Hayabusa power to Radical

2005

SR8 launched with our own Macroblock V8

2009

SR8 sets the Nürburgring Production Lap record at 6m48s, which stood for eight years

2011

Launch of the SR3 SL road car at Frankfurt Motor Show

2015

RXC receives European Type Approval for road registration

2016

Delivered 1,000th SR3

2019

Rapture track and road car launched

PARTNERS

HANKOOK TIRE

Founded in 1941 in Seoul, South Korea, Hankook Tire is a leading manufacturer of radial tyres worldwide. The company produces over 104 million tyres for passenger cars, commercial vehicles and motorsports each year.

Hankook Tire is continuously investing in research and development, and maintains five R&D centres and eight large-scale production facilities around the globe. In 2018, Hankook Tire achieved sales of KRW 6.79 trillion (EUR 5.23 billion) from more than 180 countries. Global car manufacturers rely on tyres made by Hankook for their original equipment.

Hankook Ventus tyres are standard OEM and aftermarket fitment across the Radical racing range. Hankook also provide a dedicated paddock support service at Radical race events, in addition to bringing an extended programme of joint marketing and promotional activity.

MOTUL

For more than 160 years world-class French company Motul has been unanimously recognised for the quality of its products, innovation capacity and involvement in the field of competition, and as the specialist in synthetic lubricants.

Motul lubricants are standard OEM and aftermarket fitment for all Radical models, including the SR1, SR3, Rapture, SR8, RXC (Spyder, 600R, GT3 and GT-Road).

The Motul product range is available from Radical's Peterborough (UK) HQ, trackside and through the company's 30+ worldwide distributors.

PFC BRAKES

PFC Brakes is the world's leading supplier of motorsport friction components and sole provider of brakes to Radical's global network as an official sponsor. The brakes and associated components are manufactured in a state-of-the-art production plant located in Clover, South Carolina USA.

Performance Friction Corporation (PFC) is a brand embedded in motorsport history worldwide. PFC support its products globally across many national and international championships, including IndyCar, Formula Renault and a host of others, both on- and off-road on two and four wheels.

AIM TECHNOLOGIES

For years AiM Technologies has been pushing boundaries when it comes to developing new concepts and evolving existing technologies.

AiM motorsport products are used by thousands of racers worldwide and AiM are highly regarded as the industry standard for motorsport technology. AiM Technologies are at the forefront of innovation in the automotive sector, encompassing technologies ranging from AiM Motorsport products, Autonomous Vehicles and Impact Safety sensors to GPS Tracking for vehicle location awareness.

AiM Technologies operate on a global scale and possess decades of experience in the design and manufacture of software, hardware and advanced technologies for the automotive industry. AiM are the official data acquisition partner to Radical, used as OEM fitment on all Radical products.

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RADICAL POLICY

In line with Radical Sportscars' policy of continued improvement, the right is reserved to alter the specification at any time.



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