

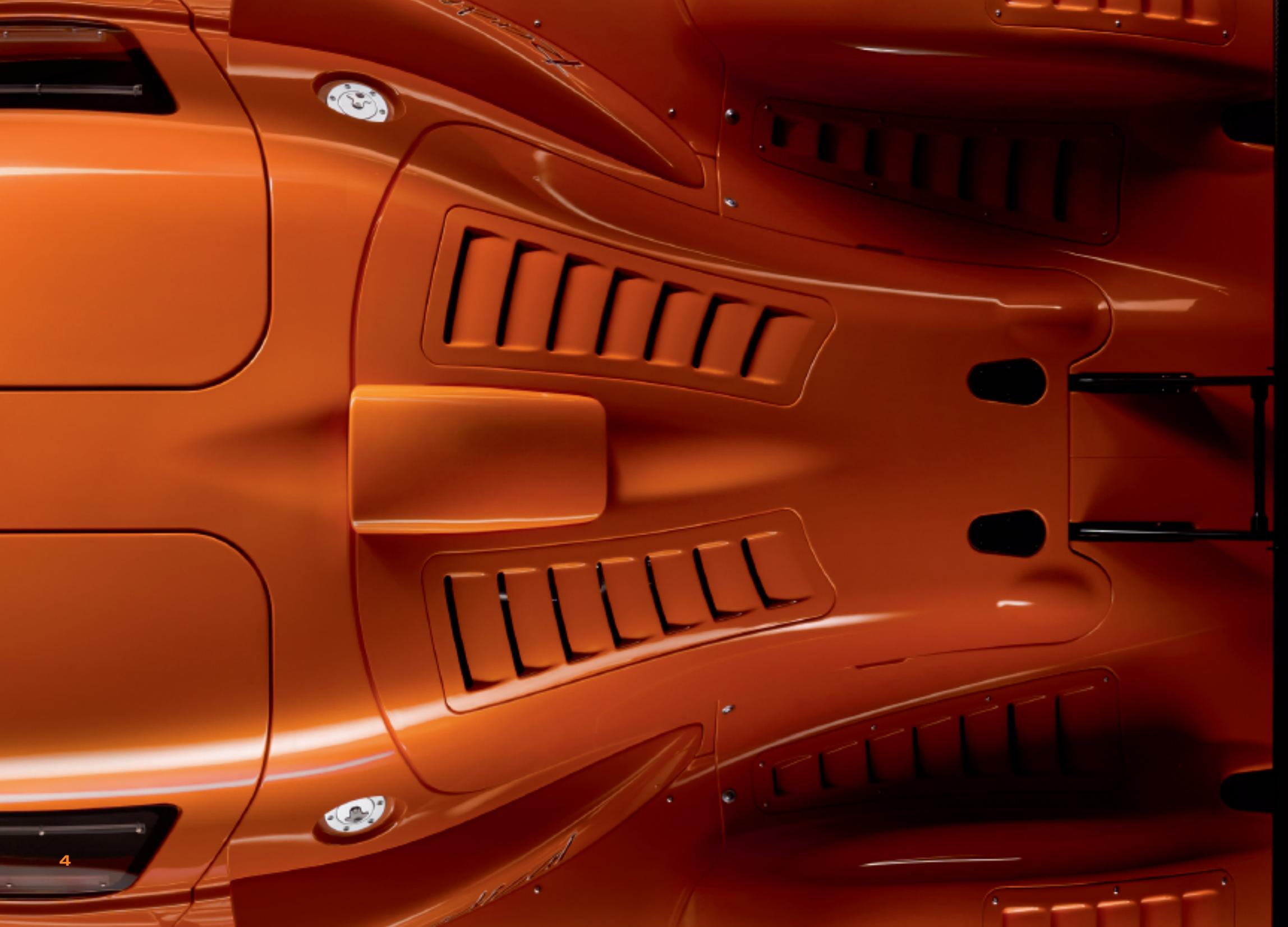


Powered by FORD **EcoBoost**



"This is as good as driving gets" - **Top Gear**





Specification

Engine

Ford EcoBoost 3.5l V6, Ti-VCT, 24-valve, DOHC, twin independent variable camshaft timing, sequential direct injection, aluminium block, aluminium head, bore 3.64 (in), stroke 3.45 (in), charge cooled

Transmission

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

Dimensions

Overall length 4300mm Overall width 1960mm Overall height 1127mm

Chassis

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

Body

Aerodynamic multi-piece composites (optional carbon sections), front and rear diffusers, full-width carbon bi-plane rear wing, gullwing doors with gas rams, full lighting system with LED daytime running lights

Downforce

900kg at max speed

Interior

Multi-function fully adjustable steering wheel, EPAS power steering, electrically adjustable and heated wing mirrors, air conditioning, heated front screen, single windscreen wiper, adjustable pedal box

Seat

Bespoke FIA-compliant HANS compatible Corbeau seat with six-point harness

Fuel tank

Road: 70-litre aluminium tank Race: FIA fuel cell

Electronics

AIM MXL2 dash (optional data logging package)

Suspension

Front and rear double wishbone, pushrods, bespoke inboard adjustable Intrax dampers (optional 4-way adjustable system)

Brakes

Fully-floating disc brakes with six-pot callipers, front 330mm, rear 310mm

Wheels

Centre-lock cast alloys (forged option), front: 17x9.5, rear: 17x11.5

Tyres

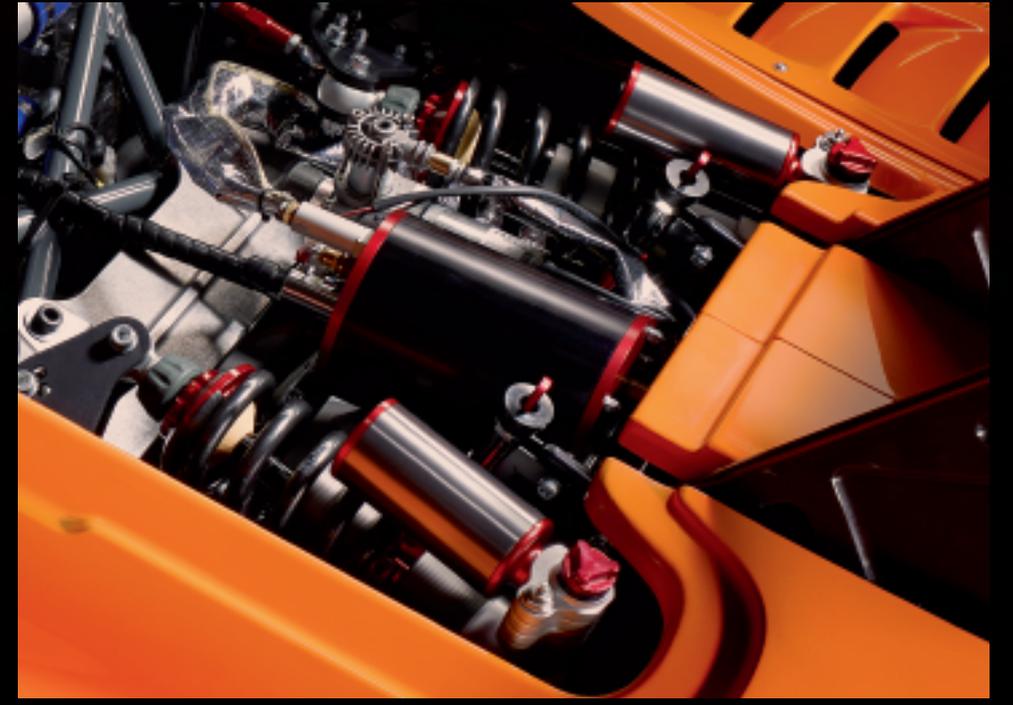
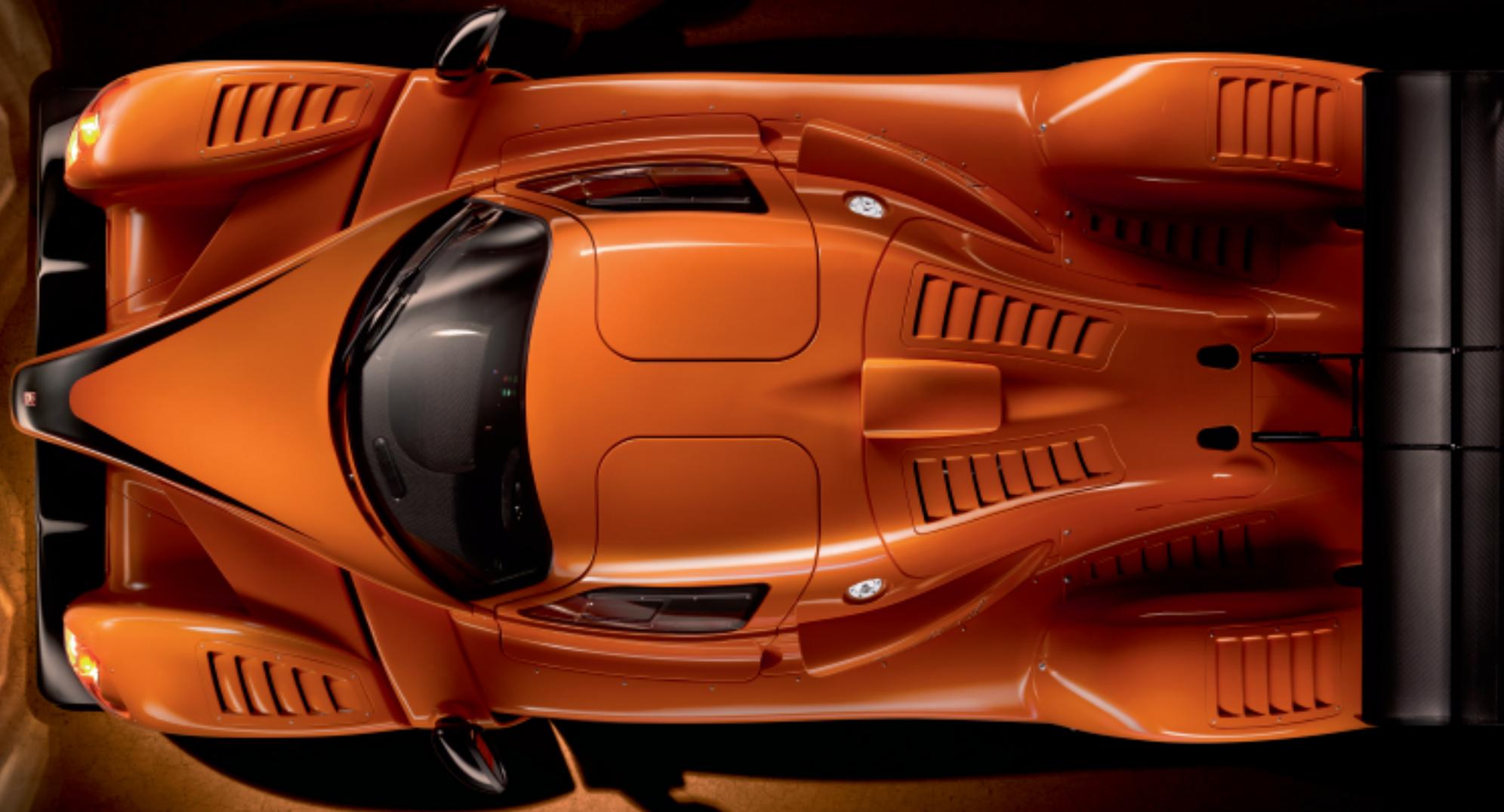
Road: Dunlop Sport Maxx or Direzza, front 235/620R17, rear 290/645R17

Race: Dunlop SP Sport, front 215/45ZR17, rear 255/40ZR17

History of the RXC

The RXC is the culmination of five years of design and development to create the world's most extreme road-legal coupe. Influenced and inspired by contemporary LMP design, it has brought a true taste of Le Mans to the road and affordability to the race track. Dramatically styled, uncompromising in performance but with class-beating running costs, the RXC has opened up hyper-GT ownership to a wider audience than previously possible

The RXC is a completely clean-sheet design for Radical with only a handful of components carried over from its range of award-winning race, trackday and road cars. Everything from the chassis and suspension design to the Ford 3.5-litre V6 turbo engine and seven-speed Quaife gearbox configuration was developed specifically for the RXC under the guidance of Radical's MD Phil Abbott and Chief Designer Nick Walford and his development team in partnership with Ford



Performance figures

Power	460PS (454bhp) @ 6000rpm
Torque	678 Nm (500lb ft) @ 3600rpm
Weight	940kg
Power to weight ratio	483bhp/ton
0-60mph	2.6 seconds
VMax	185mph
Price (road or race)	£107,500 plus VAT (£129,000 inc) OTR

Suspension and brakes

The RXC Turbo features a bespoke Intrax Racing Suspension inboard push rod suspension system with double wishbones all round to reduce unsprung mass and further improve Radical's class-leading ride quality and handling. Four-way adjustment is available as an option on the RXC-optimised dampers, with all cars benefitting from GT3-style camber and suspension geometry adjustment

The 330mm front and 310mm rear fully-floating disc brakes with six-pot calipers take care of braking. The brakes sit inside 17" centre-lock wheels front and rear - the biggest ever fitted to a Radical production car

Electronics

The AiM MXL2 LCD multifunction dashboard debuts on the RXC and provides a comprehensive snapshot of both engine information and performance figures. The optional datalogging system adds a comprehensive portfolio of configurable inputs, from brake pressure and temperature logging to G forces and suspension travel. AiM's acclaimed SmartyCam system can also be added to the system to provide video with a realtime overlay of data, ideal for lap time improvement or corporate use

Interior

Not only is the RXC Turbo Radical's most technically advanced car but it is also its most comprehensively specified. The interior of the RXC features a multi-function fully adjustable steering wheel, EPAS power steering, electrically adjustable and heated wing mirrors, air conditioning, heated windscreen with single wiper and an adjustable pedal box. Occupants sit in bespoke Corbeau FIA-compliant trimmed bucket seats with six-point racing harnesses. Various options of leather and Alcantara can be specified for the seats and dash, along with varying levels of sound-deadening and carpets. A bespoke service is also available

Design

The RXC experience starts the moment you set eyes on its dramatic styling. Using experience from the SR9 Le Mans project - as well as extensive CAD modelling - the RXC breaks the mould in bringing current LMP styling and aerodynamics to the street. Carefully directed airflow means the RXC generates 900kg of over and underbody downforce, equalling the car's mass at speed. The Turbo features louvres above the wheels to further increase this effect. The RXC was honed aerodynamically both at the Millbrook Proving Ground and in the MIRA wind tunnel

Cooling for the engine and braking systems is directed through vents in the nose and sidepods whilst a GT3-specification rear wing is adjustable to suit different circuit configurations. The cockpit is easily accessed by the gullwing doors, part of the most complex body that Radical has ever produced and incorporating both composite and carbon fibre sections. This multi-piece bodywork comes in a wide palette of colours and is designed to be easily and cost-effectively repaired or replaced

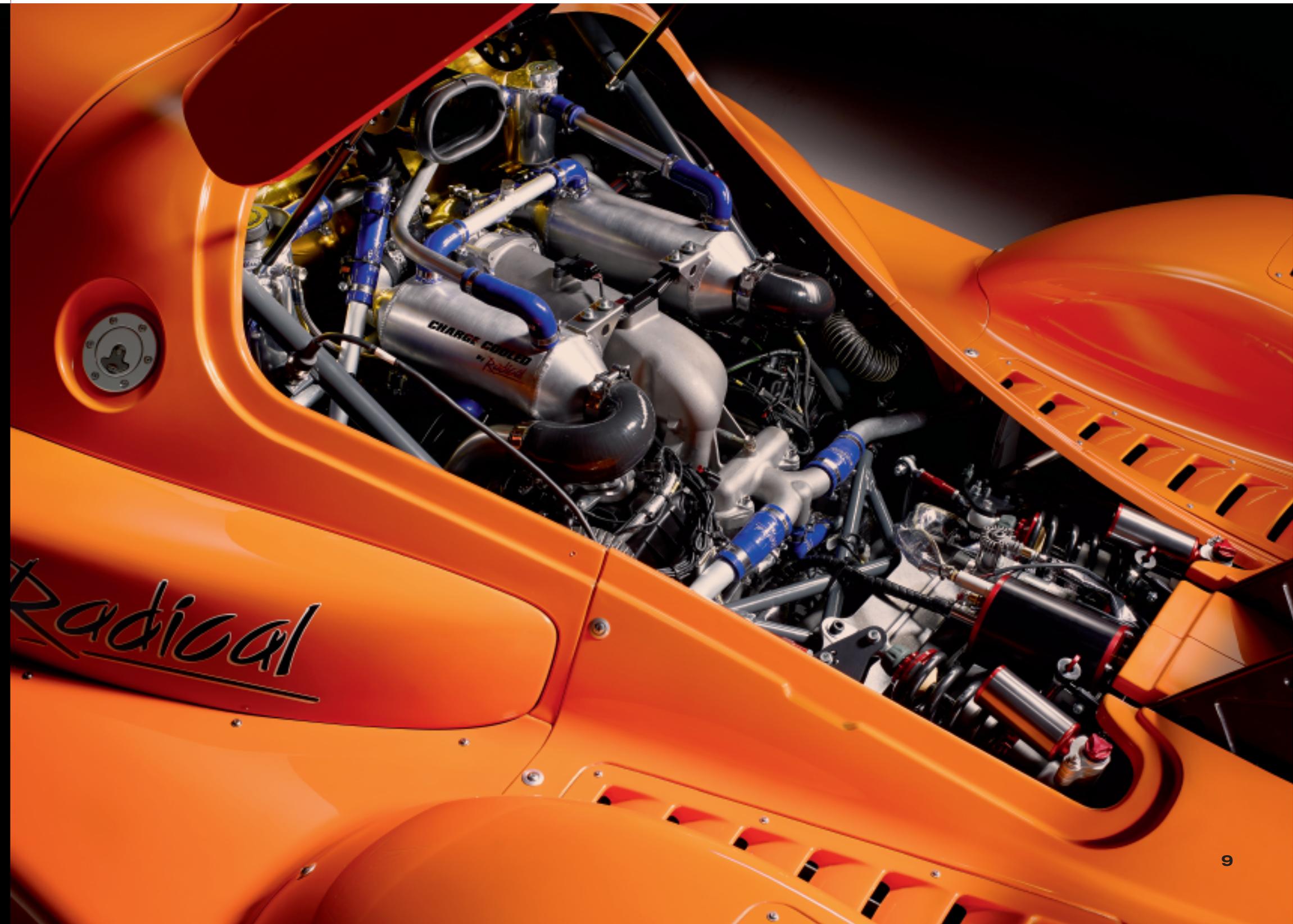
The bodywork clothes a high-tensile, laser-cut CDS tubular steel spaceframe, developed in the same way as Radical's FIA-approved SR series chassis. The integral rollcage ensures maximum occupant safety and vehicle stiffness, with both the nose and tail of the car boasting monocoque crash boxes. Proving the strength and very high level of safety the chassis comfortably passed the European Type-Approval crash test

Powertrain

At the heart of the RXC Turbo beats a high-performance, low maintenance Ford 3.5-litre twin turbo charged V6 engine. Its power and torque delivery characteristics have been modified to optimise drivability and response to match the RXC's lightweight and high performance requirements. The engine benefits from two small turbos, DI and Ti-VCT as well as a unique charge cooling system designed, developed and installed by Radical Sportscars.

A fly-by-wire throttle ensures immediate power and response and the car will meet full Euro 5 emissions compliance for markets across the world. Despite their racing specification the engine and gearbox service intervals are up to 10,000km.

Both engine options drive the rear wheels through a bespoke RPE/Quaife seven-speed transverse gearbox that is low in weight and ensures the overall weight balance remains very close to that of an SR3. Featuring paddleshift and an integral Quaife Automatic Torque Biasing differential, gear ratios are quickly and easily changed from the side of the gearbox like current F1 design practice. The in-house developed paddleshift system allows full-bore, 50 milliseconds seamless upshifts and automatically blips the throttle for clutchless downshifts without the need to heel-and-toe.



"It delivers a unique combination of proper paddle-shift,
a big-capacity multi-cylinder soundtrack and very exploitable handling.
It's a very well-sorted car" - **Evo**



"As a track-day car the RXC is sensational,
and as a road car it is completely nuts" - **Autocar**



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

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The thrill of the world's greatest sports cars comes from a far deeper driver involvement than merely operating a machine.
The Radical RXC Turbo is like flexing a muscle

