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Posts 473

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I've got Pete beat by a mile on chassis age.

It's my understanding that Vic Moore, the first Radical importer in the US, imported my car, the first Radical in the US, sometime in 1999. The car was delivered with a YZF1000 powerplant from Radical.

My car is officially a "Clubsport" which means no center lock wheels and no rear nik-link bar. Vic purchased the Propsort bodywork with the car since it's legal in DSR. I still have a nose with all of the lights and "Vic Moore" painted on it.

Radical changed it's engine program from Yamaha to Kawasaki, and the offical factory guy in the US couldn't be seen with out of date kit, so Vic sold the car to Pete Frost, of Atlanta, GA sometime in 2001.

Pete ran the car with Yamaha power until his bike racing roots took over and he decided he couldn't stand the YZF1000 anymore with all of the fancy 1000cc bikes available in the market. Somebody told him he'd never be able to get the FI system on a GSX-R working, so he did it anyway just to prove whoever it was wrong.

Sometime in 2002 Pete completed the GSX-R conversion and sorted the car. He came 2nd in the SEDIV "SARRC" regional championship in 2003. He put the car up for sale in the late fall of 2003 to fund his next project, a GSX-R powered OMS DSR.

I purchased the car in November of 2003, and besides replacing some small bits, and swapping in a new engine when I grenaded the one Pete put in, the car is essentially as I purchased it.

Of course, I had to have it painted. 😊

(pic to follow).

-Matt