

Unread post 22 Sep 2011 16:46 #1



This car was stripped completely down to the chassis and rebuilt in 2010, with over \$30,000 in receipts from Radical, AP Racing, FuelSafe and others for just the parts and components. Well over 200 hours went into the restoration and upgrade to produce the perfect low maintenance, low operating cost track day, endurance and sprint racing Radical SR3.

Feel free to ask any and all questions. I'm intimately familiar with every nut and bolt on this car, and welcome the opportunity to review this cars history and features with prospective buyers.

Recent Lap Times (average club racing driver):

Mosport - 1:25

Calabogie Motorsports Park - 2:03

Shannonville Motorsports Park (Pro Track) - 1:06

Road Atlanta - 1:29

Watkins Glen (Long Course) - 1:58

Radical SR3 serial number SR30088. Complete frame up rebuild and upgrade to full SR3RS spec in 2010. Less than a dozen races since rebuild and upgrade.

Bodywork:

- RS spec front splitter
- RS spec crushbox
- Carbon fiber twin element rear wing, carbon fiber rear diffuser
- Full RS spec bodywork (new "raised" nose)

Brakes

- Upgraded AP racing brake master cylinders
- Hi-Spec (larger) calipers on all 4 corners
- Two piece PFC floating rotors on all 4 corners

Suspension

- New bearings, sphericals and rod ends throughout
- Penske 8760 triple adjustable dampers, recently serviced
- wide "V8" spec wheels (15x8.5" fronts, 16x10.5" rears)

Electronics

- Converted to Suzuki ECU, engine wiring harness, and injection, including 8 injector throttle bodies
- AIM EVO4 data logging including throttle pos, fuel pressure, oil pressure, oil temp, water temp, A/F ratio
- AIM Formula Car wheel display
- Wired for Motorola CM300 Radio including push-to-talk integrated with AIM steering wheel
- chassis completely re-wired with HID headlights and "Flash" button on steering wheel

Engine:

- 2008 (Gen II) spec 1340cc Hayabusa Engine
- 12.5 : 1 Compression, 11,200 rpm rev limit
- 185+ RWHP
- Radical dry sump system
- Custom, ceramic coated, equal length stainless steel headers

Transmission:

- Less than 10 races on fully rebuilt Radical Gear Drive Unit with Quaife differential (serviced by Radical)
- 6 speed sequential (Hayabusa) transmission
- No-lift-shift upshift, integrated with Suzuki ECU, very tidy, very trick

Other

- dry break fueling with dump can
- New fuel cell from fuel safe in 2011
- air jacks with lance

Car is located in Ottawa, Ontario, Canada

I can assist with painless import to the US.

\$49,900 or near offer

Plenty of hi-res pictures here:

<http://www.jakelatham.com/mgraham/images/sr3rs/>

Call or email for full compliment of detailed photos.

ma2graha -at- gmail **dot** com

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