



SPORTSCARS

PRO Sport PRO6

Radical's iconic ProSport, raced with huge success on both sides of the Atlantic, has undergone a major chassis and aerodynamic upgrade.

An all-new lightweight spaceframe chassis boasts a central driving position, and the SR4's easy-to-adjust, reversing torque-biasing limited-slip differential. Safety features include MSA / SCCA-approved pedal box, high side protection, and roll-over structure.

A new, highly-effective front diffuser, side pods and bi-plane rear wing dramatically improves downforce. The front and rear bodywork sections have also been re-modelled to include integral wheel arch louvers and new rear light clusters.

The combination of dramatically improved aerodynamics and reduced weight has produced a car with unbeatable handling, while being easy and forgiving to drive.

“The old ProSport was an unbeatable car. Extremely fast, it had huge levels of grip and the most fun I’ve had in a car. Now they’ve made it better. It’s faster, lighter, and handles even better!” – Stuart Moseley, Radical Le Mans car driver.



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Engine

The PR06 may be fitted with one of five Powertec engines ranging from 1000cc to 1500cc depending on the championship entered. Radical's reputation for reliability and after-sales service is unmatched in this market.

Transmission

Six-speed sequential gearbox and chain drive, via a torque-biasing limited-slip differential. Internal modifications made by Powertec ensure that the gearbox is both precise and reliable. A pneumatic, paddle-operated, semi-automatic gear shift system has been developed, for the ultimate seamless shift.

Chassis

The powder-coated steel spaceframe chassis is clad with powder-coated, bonded aluminium panels and complies with MSA and SCCA regulations. Safety is paramount at Radical. All PR06 cars incorporate a race-proven front crashbox, side impact pods and rear roll-over bar with forward-facing stays. The chassis will withstand a frontal impact of 20 times the car's own weight, and 14 times the car's own weight vertically on the roll-over bar.

36 litre foam-filled fuel tank mounted behind the driver.

Suspension

The patented 'Nik' suspension system is fully-adjustable and operates at the front and rear of the PR06. Available with single- or triple-adjustable dampers, the 'Nik' system gives drivers a unique 'confidence factor' which allows them to put the PR06 on the limit without fear of a sudden break away.

Bodywork

The bodywork comprises a removable lightweight, self-coloured fibre glass nose and engine cover with flush-mounted release clips and integral louvers. Fixed side pods and cockpit surround incorporate integral radiators and cooling ducts. Front diffuser and full width bi-plane rear wing complete the package.

Cockpit

As with all Radicals, drivers immediately feel at one in the cockpit, with everything falling straight to hand. The moulded drivers seat is extremely comfortable and can be adjusted to suit most driver sizes. The pedal box can similarly be adjusted to further enhance driver comfort.

Instrumentation

A dashboard features all the switches and controls, plus Radical's unique instrument panel. This panel incorporates a super-bright LED rev counter, shift lights, high-intensity LCD display of engine parameters and speed, plus warning lights and maximum revs recall button.

An integral steering wheel / dash / data logger is also available with optional predictive lap timer.

Wheels

Lightweight, cast aluminium 7" X 13" dia. front and 9" X 13" dia. rear wheels are supplied as standard. Wider 8" X 13" dia. front and 10" X 13" dia. rear centre-lock, three-piece wheels are available to fit F3 sizes slicks and wets.

Brakes

Four pot Radical callipers and 240mm dia X 25mm 30-vane vented discs ensure phenomenal braking performance. Optional 260mm X 25mm 42-vane discs are optionally available. A dashboard-mounted brake bias adjuster enables the brake balance to be adjusted to suit the prevailing conditions.

Dimensions & Weight

Width – 1554mm, Height – 1025mm, Length – 3786mm, Dry minimum weight – 418kg (920lbs)

