



#### FAST FACTS

**MODEL:** Radical SR3 RS **ENGINE:** 1340cc POWERTECH **POWER OUTPUT:** 156kW @ 10,500rpm  
**DRIVETRAIN:** Six-speed sequential transverse gearbox **WEIGHT:** 570kg **TOP SPEED:** 250km/h (estimate)  
**0-100:** 3.1 seconds **PRICE:** \$129,000 (inc GST)



regular release for both the current and older crop of cars.

Garth Walden is Radical Australia's team manager and official test driver, working as a full-time employee. He recently raced Radicals at Spa and in the UK. But while he takes time out for distractions such as the World Time Attack, he lives and breathes Radicals.

"They have a lot of aerodynamics, a lot of grip, they stop, and they turn and are up to four seconds a lap faster around Eastern Creek than a V8 Supercar," Walden enthuses.

"To get the most out of an SR3, one has to be quite precise, smooth, and accurate on exit and turn-in. Momentum is the key to getting a good lap time, so mental awareness about where you should be, the braking and turn-in points, to maximise exit speeds and use up all the track that you possibly can".

The cars themselves don't turn a wheel until they arrive in Australia. Most are delivered directly to Radical Australia's Eastern Creek headquarters

and workshop, where a full car check is completed – spanner check, lubrications, levels and the Eastern Creek set-up dialled in ahead of shakedown.

Walden gives them a full once-over, and the next available day does a circuit shakedown to bed brakes, scuff up the Dunlop tyres and check the data to see that everything's working as it should be before the car is used in competition anger for the first time.

"Basically it's a full systems check, so when the owner gets in, they've got nothing to worry about," Walden explains. "In terms of finding issues, they're normally pretty good, but you do get little things."

A common issue in one-make racing is competitors' desire to source cheaper, non-factory parts for their cars. This hasn't been a problem with the Radicals as owners are forbidden from using aftermarket components.

"We use all Radical parts; that's our rule in the Radical Cup," Walden states, emphasising that professionalism and

uniformity are of the utmost importance.

Radical Australia has negotiated a special package deal with the factory, with CUP cars currently available to order for \$129,000 inclusive of GST. Orders are currently being taken by Radical Australia with deliveries expected in mid-January, 2012.

Plans for 2012 include some major initiatives such as series prizes and awards that will be announced in coming weeks. State level and club motorsport remains very high on the agenda and Radicals will continue to have a strong NSW state level representation.

Officials also fully support and encourage track-day drivers and are in the final stages of developing a specific car for that area.

As with most cars aimed at amateur drivers, safety has been taken seriously. Radical has reportedly crash tested 50 complete chassis and three container loads of front crash boxes before settling on the final design.

Radical times ahead, indeed.