

Redvictor 2

Written by slinky

Wednesday, 20 June 2007 21:06 - Last Updated Sunday, 06 January 2013 12:45

This is the car that put the Red Victor Racing team on the "map"!

From the humble beginnings of RV1, this took the team from just a small UK racing team to a world recognised one. This car was mostly built in a small lock up garage from scratch. Frosty is proud of the fact that this car was a home built effort!

Red Victor 2 Technical Details



CAR

1972 Vauxhall VX4/90 FD. Originally came with a 104hp 2000cc 4 cylinder engine.

ENGINE

572CI Chevrolet

Dart big M block

Lunati pro series 4340 forged crank

Oliver billet steel rods

Diamond turbo pistons

Speed pro "Hellfire" rings

Aviaid 4 stage dry sump pump

Modified Aviaid oil pan

Altiss engineering custom oil pump drive,oil tank and breather can

Jesel cam belt drive

Don Bailey designed Comp Cams custom turbo roller cam

Comp Cams H/D roller lifters

Manton 210deg 7/16" ex pushrods,Comp cams 7/16" intake

Cometic multi layer steel head gaskets

ARP heads studs

Dart Pro1 355 CNC heads with Ferrea stainless intake and super alloy exhaust valves modified by RFD developments

Edelbrock 454R intake manifold modified by Altiss for 2 x 1500cc Ford motorsport injectors per cylinder

Manley valve springs

T+D 1.75 shaft rockers

Ali rocker covers modded by Altiss

2 x Holset 88mm custom hybrid turbos spec'd by Holset with inconel exhaust wheels

Custom 321 stainless headers by Altiss c/w 2 x Turbosmart pro wastegates

Burns 321 stainless merge collectors and Custom 321 stainless 4.5" exhaust system

Turbonetics "Godzilla" BOV,Billet 2200cfm throttle body

Custom throttle body hat CNC'd by Taylor machine and finished by Altiss

2 x ARE cooling 12"x7"x 13"" Air to water cores,c/w 8 gallon water tank.Tanks fabricated by Altiss

all pipes and brackets custom made by Altiss

IGNITION AND FUEL

Electromotive TEC3R ECU inc Electromotive DIS ignition coils

Electromotive 60-2 crank trigger wheel

PCS D200 datalogger(for extra logging)all tuned by Steve Szczepanski of Mechanical power systems of Canada

3 x Aeromotive Eliminator fuel pumps(1100hp each) c/w fuel pump controller for road use on 1st pump and Turbosmart fuel regulator.

Custom 10 gallon fuel tank by Altiss

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Thermo -Tec and DEI heat management products throughout the car
Goodridge and Speedflow hoses and ends throughout
Runs on Shell V Power and Powerpour additive

2008 running on VPMS 109 and Q16

TRANSMISSION AND REAR AXLE

Penn Autos/Andy Frost race trans Dedenbear cased 2speed transbrake Powerglide auto(2500hp capable) NealChance 10.5" pro-mod bolt together converter.
B+M pro stick shifter
WRE braced Ford 9" axle with 35spline Moser shafts
Strange nodular iron case,aluminium pinion support,C/M spool and 3.25 to1 Motive gears
4.5" x 50 row air to air cooler c/w Laminova water to air cooler in series.
Pacet 700cfm fan on cooler

2008 Wheelie bars are in use for the WSR2

SUSPENSION

Gazmatic gas/fluid double adjustable front struts with Hyperco springs
Robinson race cars front arms
Strange double adjustable rear shocks with Hyperco springs
Webster race engineering 4 link,sliding "A" frame locator and rear anti roll bar

BRAKES

Hi-Spec motorsport Custom 4 Pot Calipers and 300mm vented disks c/w race brake pads(front)
Hi-spec billet handbrake calipers and Hi spec motorsport 260mm discs and custom bells c/w race brake pads(rear)
Mopar 1.125" master cylinder
Stroud parachute(for racing)

WHEELS AND TYRES

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6" X 15" Centreline Convo pros c/w Goodyear 185 x 55 x 15 v rated tyres(front)

12" x 15" Centreline Convo pro custom bead lock wheels c/w 315 Mickey Thompson drag radials

2008 15" x 15" American racing double beadlock wheels with 33" x 18.5" MT et streets.

BODYWORK

Vauxhall VX4/90 steel body with a DRE fibreglass front end,bumpers, boot,bonnet and scoop

Aluminium pro stock style rear spoiler

Camaro NASCAR front spoiler

custom air intakes(for turbos)

converted to 2 door

Mini chilli red paint and prep by West Midlands accident repair

graphics by Curbishley Automotive

Andy Frost built steel SFI 25.4 tubular chassis

SFI tech'd to 7.50 in the 1/4 mile

Weight 3400lbs at the startline(with wheelie bars 3430lbs)

INTERIOR

All Alloy panelling by Robinson race cars and anodised black

Custom alloy seats covered in leather by Aldridge trimming

Headlining and carpets bound by Aldridge Trimming

custom switch panel and street wiring by Ken Britten

ECU wiring by Steve Szczepanski

rest of the wiring by Andy Frost

Autometer gauges

SPA speedo

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2 x Innovative AFR gauges
AMS 1000 boost controller

ICE

The glorious sound of a twin turbo V8 engine.....

PERFORMANCE

0-60mph = 1sec

0-153mph = 4.8secs

Standing 1/4 = 7.6secs on pump gas and 315 MT drag radials

standing 1/4 = 7.41 and 197.6mph on ET streets and VP Q16 so far.....

top speed = 223mph, and no bodywork came off. This was done at Bruntingthorpe Sept 2008. That speed attained in a slow 19secs due to excessive wheelspin and coming out of the throttle (which was 1/3 down max)!!.

World pump gas ET record holder on MT 315 radials. 7.67 @ 190.4mph so far.....

2 x UK Castrol challenge winner 2006/2007

Europe's fastest street car 7.41 @ 197mph

King of Europe winner 2009. King of Europe speed and ET record holder 7.81 @ 188mph.

Red Victor 3 details coming soon....