

Frosty To Shoot For The 5 Second Zone!

Written by Frosty

Monday, 08 December 2014 21:10

After a couple of months of behind the scenes work, and now the dust has settled in the 2014 street legal racing scene, Andy Frost and Red Victor 1 Racing team are now ready to unveil their plans for the foreseeable future in the street legal racing circus.

We will be upgrading RV3's powertrain to run in the 5 second zone, and to bring back the street legal record back across the Atlantic, where it resided for 2 ½ years!

Having watched the huge progress in street legal racing that we started back back in 2010, we're happy that finally there are people who have joined us in the street legal car revolution. That is what makes it exciting to be a part of it, and drives us on to new heights!

So, the car itself has plenty of potential left, as we didn't really scratch the surface of it's chassis tune up (or engine tune up). Track time and weather in this area of the world played it's part in that! We had less runs in one year than our competitors had in one meeting!!

What we are lacking for the job in hand, due to the class restrictions we were racing in, is power. This will be now be taken care of in certain areas, namely, the top end of the engine, the turbo size, and transmission.

We will be using new Race Flow Developments spread port heads with a Victory Performance valve train, PAC springs, T+D rockers and Manton pushrods, along with a Steve Morris Engines billet intake manifold. Wilson Manifolds will supply the twin 105mm throttle bodies, which will be supplemented by Precision Pro Mod GEN2 98mm turbos, and Turbosmart wastegates/BOV's.

Engine size will stay the same at 540ci, and so will the New Century block, Diamond Pistons, Winberg crank, GRP rods, Bullet/Morris cam and Jesel lifters.

We will also have some new MoTeC equipment to add to the M800/CDL dash combo, namely a MoTeC PDM 30 and MoTeC keypad, to help with the street side, which will allow us to change from pump gas to methanol with a press of a button.

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Transmission wise we will be changing over to a Reid cased TH400, complete with a Browell 6.3 bellhousing, The trans will be built by Frosty, with Hutch transmissions overseeing the build, and supplying the parts, We always wanted to use this trans combo, but the FIA rules prohibited it when the car was being built. Now we are running "outlaw" it is the trans of (our) choice. The bolt together converter will also be our choice..

The engine will again be build by Marc at Lamude racing engines. The same guy who built our record setting engine for the last couple of years, and tuning duties again will be handled by the same world famous Shane Tecklenburg, who is no stranger to setting records around the world!

Once the upgrades are done (around Aug/Sept 2015) we plan on shaking the car down at Santa Pod Raceway in England, driving the car around the countryside to test all the new systems, then shipping the car to a sunnier destination to test the upgrades to the full. From that we will see what transpires.....

One of the main reasons we are able to do this is because of our new sponsor the "Red Victor 5 second club".

We formed the club a short while ago, and after 1 month we have 120 dedicated club members who are supporting our "quest for the 5's, and the street legal record". They more than anyone are driving the team towards new heights, and all the RV1 racing team thank them for their unswerving support, along with our loyal sponsors and fans.

www.facebook.com/redvictor

www.redvictor1racing.co.uk

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Our new page, which will be live on Monday. <https://www.facebook.com/redvictor5secondclub>