

Redvictor 3

Written by slinky

Friday, 08 July 2011 22:16 - Last Updated Monday, 30 December 2019 22:34

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Car: 1972 Vauxhall VX4/90 FD VXR spec.

Chassis: Webster Race engineering 25.2 modified by Hard Knocks speed shop in 2018

Engine: 510ci std bore space Chevy. Built by Lamude Racing Engines.

Block: New Century performance water block.

Crankshaft: Winberg billet steel with Calico bearings

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Con Rods: GRP Aluminium with ARP L19 bolts and Calico bearings

Pistons: Diamond custom anodised with Trend coated tool steel pins and Total Seal AP steel rings

Gear Drive: New Century billet steel

Camshaft: Custom 55mm billet roller by Bullet.

Heads: Visner custom Billet with water 14 deg spread port.

Valves: Victory titanium intake, Inconel exhaust, Victory titanium retainers and locks

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Valve springs: PAC

Rockers: Custom T+D steel shaft system

Pushrods: Manton 1/2" exhaust, 1/2" tapered to 7/16" .167" wall

Rocker covers: Custom billet by Steve Morris Engines

Oil system: Aviaid reverse 4 stage dry sump pump, New Century oil pan, and Goodridge 910 hose

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Fuel System: Pro Tec 35GPM Waterman mechanical pump with a Bosch 044 primer pump.

System 1 pre filter, and twin Fuelab filters to each rail.

Aeromotive regulator, Billet 700 Atomizers x 8, seimens 220 x 8. Custom 11/16" rails.

Induction: Twin Precision GEN2 pro mod 102mm turbos, twin Wilson 105mm throttle bodies,

Steve Morris Engines custom billet intake pipes and plenum. Turbosmart WG's and BOV's, and

Custom pipes by Pro Alloy Motorsport. Scavenge pump by Turbowerx.

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Exhaust: Custom 2.5" 304 st/st fabricated by Hard Knocks Speed Shop. Custom 6inch mufflers.

All Zircotec coated.

Fluid transfer: Goodridge 910 lightweight hoses with 810 reusable fittings on all systems.

Ignition; Pantera EFI coils run by a MoTeC M800, MoTeC PDM, E888 expander, CDL dash logger

and keypad. Magnecor R100 10mm wires, KA sensors, Powerlite Lithium battery and 160amp alternator.

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Engine tuned by Shane Tecklenburg of www.fastmotorsports.com

Cooling: Pro Alloy Motorsport radiator, coolers and custom pipework. Meziere 55gpm water pump

Transmission: Penn Autos TH400 with Reid case, Browell Bellhousing, Hutch Trans billet internals. M+M transmission 3 speed shifter. Custom Neal Chance 10.5 bolt together converter.

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Rear End: Custom Tim Mcamis race cars 9.5" fully floating axle with Strange spool, 300M shafts., Precision Shaft technologies carbon fibre propshaft. Turbowerx scavenge pump for oiling the ring and pinion.

Front Suspension: PRS modified Strange Engineering spindle mount aluminium double adjustable struts with Hyperco springs. Custom A arms, Custom steering rack.

Rear Suspension: PRS modified Penske double adjustable aluminium coil overs with C02 control, c/w with Hyperco springs. Custom ARRC HD 4 link rear and custom sliding A frame. Mark Williams 3 inch anti roll bar.

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Brakes: Strange Engineering single pot callipers c/w forged steel discs front, Hi-spec 6 pot calipers c/w handbrake and forged steel discs rear. Carbon Lorriane brake pads front and rear. Twin Simpson parachutes for the track.

Wheels: Mickey Thompson Pro-5 ET 16 $\frac{1}{2}$ x 16 $\frac{1}{2}$ double beadlocks rear, Mickey Thompson 4 $\frac{1}{2}$ x 15 $\frac{1}{2}$ spindle mount for racing, Sanders 15 x 15 non beadlock, and Mickey Thompson Pro-5 ET spindle mount for street.

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Tyres: Hoosier tyres for racing and street.

Body: Vauxhall Victor base modified by Wayne Allman of Intergalactic Custom shop that has been stretched 14 1/2 in the wheelbase, roof chopped 2 1/2, front screen raked back 5 deg, front door lengthened 6 1/2, rear door shortened 6 1/2, rear quarters raised 4 1/2, front tapered 1.5 1/2, all chrome trim around the windows, front and rear bumpers and the grille made part of the body for better aerodynamics, bonnet completely redesigned to get rid of the front slam panel, and the windscreen scuttle panel. Custom 1970 1/2s Dodge Dart dashboard, narrowed 6 1/2 and remoulded. Nissan electric window motors installed, carbon fibre doors, bonnet, boot, front spoiler, wheel tubs, transmission tunnel and turbo air intakes by DRE glassfibre,, custom Webster Race Engineering aluminium rear spoiler. Carbon inner panels by J-Tec Composites.

Paint: Mini chilli red 2 pack with custom graphics, designed by Power Race graphics and applied by DC Customs.

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Interior: Custom aluminium Kirkey seats trimmed in leather by AW Upholstery. Custom trimmed carpets, Custom wiring loom by JustElectrical design, on board fire system, on board communications system. No need for a radio.

Car weight on the startline: 3040lbs (1381kg)

The car has a full UK IVA test , tax, and insurance, and is driven on the street. Visit our You Tube channel www.youtube.com/redvictorracing

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Honours: Europe's quickest and fastest street legal car in the quarter mile.

World's fastest street legal car at 263.74mph.

Current ET and speed 5.87 @ 263.74mph in November 2019.

First street legal car in Europe in the 6.6s, 6.5s and 6.4s,6.3s, 6.2s, 6.1s, 6.0, 5.9s, 5.8s

and first in Europe to the 220/230/240/250 and 260mph zone.

Worlds fastest street legal car 263.74mph, and first in the world to 260mph zone with a

street legal car.

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Fastest UK doorslammer in history, and fastest in Europe.

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