

## **The Car.**

GulfSport has been developing, selling and running slicks and wings race cars in the Gulf region for 5 years. It is through this experience that GulfSport was able to specify its requirements for a single seater racecar that would meet crucial performance and price criteria for use in this championship. Working closely with legendary single seater constructor Ralph Firman (now RFR - formally Van Diemen), the result is the RFR F1000.

## **RFR F1000 Specification:**

**Chassis:** Multi-tubular stepped spaceframe chassis fabricated in 4130 chrome-moly steel incorporating a high specification bonded and riveted aluminium undertray. The chassis complies with the FIA crash test requirements for 2009 and includes FIA wheel tethers.

**Suspension:** Tri angulated upper and lower wishbones in rolled steel aerofoil section with aluminium front uprights. Pushrod suspension operating through aluminium rockers to the dampers. Blade adjustable anti-roll bars. Bilstein dampers valved for bump and rebound.

**Brakes:** 4-pot AP Racing calipers acting on 265 mm diameter ventilated discs, front and rear. Performance Friction brake pads. Cockpit adjustable brake balance bar.

## **Aero Dynamics:**

Front: one piece composite anhedral front wing with adjustable flaps, shoes and end-plates. Stepped floor bib with sidepod aero funnels and covers.

Rear: adjustable 3-element aluminium wing structure using FIA F3 profiles complemented by a diffuser.

**Weight:** 400kgs

**Engine:** 4-cylinder Suzuki 1000cc (≈150BHP) with dry sump system.

**Gearbox:** 6 speed sequential with closed loop flat-shift system.

**Fuel Tank:** 33L FT3 FIA fuel cell

**Data Logger:** AIM Formula wheel, EVO 4 data logger system (logging: Std. Engine parameters, throttle position, brake pressure, steering position, wheel speed, lap times, long./lat. g-force.

**Video System:** Data integrated video logging system.