



REVOLUTION
RACE CARS



HYPERSPORT

A NEW CATEGORY OF TRACK AND RACE CAR

THE CONFIDENCE OF A GT. THE PERFORMANCE OF A PROTOTYPE.

The Revolution HyperSport establishes a new category of track and race car.

Conceived from a clean sheet, it brings together learnings from GT, single-seater and prototype machinery to create something genuinely different: a lightweight car delivering true prototype performance and safety, combined with the approachability, durability and ease of operation normally associated with GT machinery.

At 680kg dry, with a 350bhp turbocharged engine, carbon-reinforced polymer monocoque (exceeding FIA test standards) and advanced aerodynamic platform, HyperSport delivers exceptional braking, agility and cornering performance.

But outright performance was only part of the brief.

HyperSport has been engineered around a broad operating window, strong mechanical grip and progressive behaviour, allowing drivers to build confidence and explore the performance of the car rather than feel intimidated by it.

It brings genuine prototype-level capability within reach of serious track-day drivers and racers without the operational complexity traditionally associated with machinery at this level.

PROTOTYPE PERFORMANCE. GT CONFIDENCE.
A COMPLETELY NEW DRIVING EXPERIENCE.





PERFORMANCE. IN BALANCE.

350 BHP

2.0-LITRE TURBOCHARGED
ENGINE

400 NM

PEAK TORQUE

680 KG

DRY WEIGHT

515 BHP / T

POWER-TO-WEIGHT RATIO



3.8:1

AERODYNAMIC EFFICIENCY

6,772 N

DOWNFORCE AT VMAX

45:55

FRONT : REAR WEIGHT
DISTRIBUTION

2 SEATS

DRIVER AND PASSENGER
CAPABILITY

HyperSport isn't defined by a single headline figure. Its performance comes from balancing low mass, mechanical grip, aerodynamic efficiency, braking performance and a chassis designed to communicate naturally with its driver — numbers that translate into performance that can actually be used.



DESIGNED TO EXHILARATE. NOT INTIMIDATE.

HyperSport has been engineered to be progressive, predictable and confidence-inspiring at the limit.

Its low-drag aerodynamic concept, strong mechanical grip, stable braking platform and broad engine power delivery work together to create a car that communicates naturally with the driver.

Rather than relying on a narrow peak-downforce operating window, HyperSport has been designed to perform consistently as pitch, roll, ride height and track conditions change.

For a driver progressing from a high-performance road car or GT machine, this creates an intuitive route into genuine prototype performance. For the experienced racer, the underlying precision, response and adjustability remain there to be exploited.

Approachable performance does not mean compromised performance.

**IT MEANS CREATING EXTRAORDINARY
PERFORMANCE THAT THE DRIVER
CAN ACTUALLY USE.**

ENGINEERED AS ONE COMPLETE SYSTEM.

Every component of HyperSport has been developed around the same objectives: performance, safety, driver confidence, durability and ease of operation. From its carbon monocoque to its stressed transmission, mechanical-grip-focused suspension and low-drag aero platform, each system contributes to the character of the whole car.

- 01 CARBON-REINFORCED POLYMER MONOCOQUE**
Lightweight two-seat safety structure
- 02 CRASH STRUCTURE & MONOCOQUE TESTED TO FIA STANDARDS**
- 03 DOUBLE HALO SAFETY STRUCTURE**
- 04 INDYCAR-STYLE AEROSCREEN**
- 05 2.0-LITRE TURBOCHARGED ENGINE**
350bhp / 400Nm
- 06 DRY-SUMP LUBRICATION**
- 07 3MO SIX-SPEED SEQUENTIAL TRANSMISSION**
- 08 STRESSED GEARBOX CASING**
Supporting rear suspension loads



- 09 CARBON UNDERFLOOR & REAR DIFFUSER**
- 10 LOW-DRAG AERODYNAMIC PHILOSOPHY**
- 11 R53 TWO-WAY ADJUSTABLE DAMPERS**
- 12 ALCON MOTORSPORT BRAKING SYSTEM**
- 13 17" FRONT / 18" REAR WHEEL PACKAGE**
- 14 F1-STYLE DRIVER CONTROL SYSTEM**
- 15 LEFT, RIGHT OR CENTRE-DRIVE CONFIGURATION**

LENGTH

4,165 mm

WIDTH

1,794 mm

HEIGHT

1,068 mm

WHEELBASE

2,660 mm

DRY WEIGHT

680 kg

LOW DRAG. HIGH CONFIDENCE.

HyperSport follows a fundamentally different aerodynamic philosophy from many conventional sports prototypes.

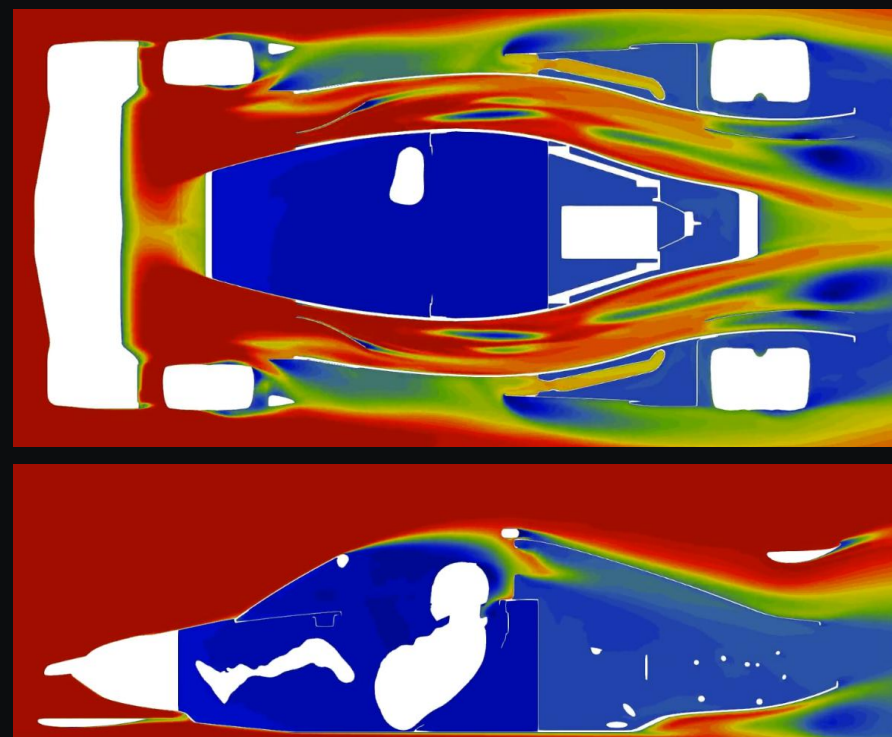
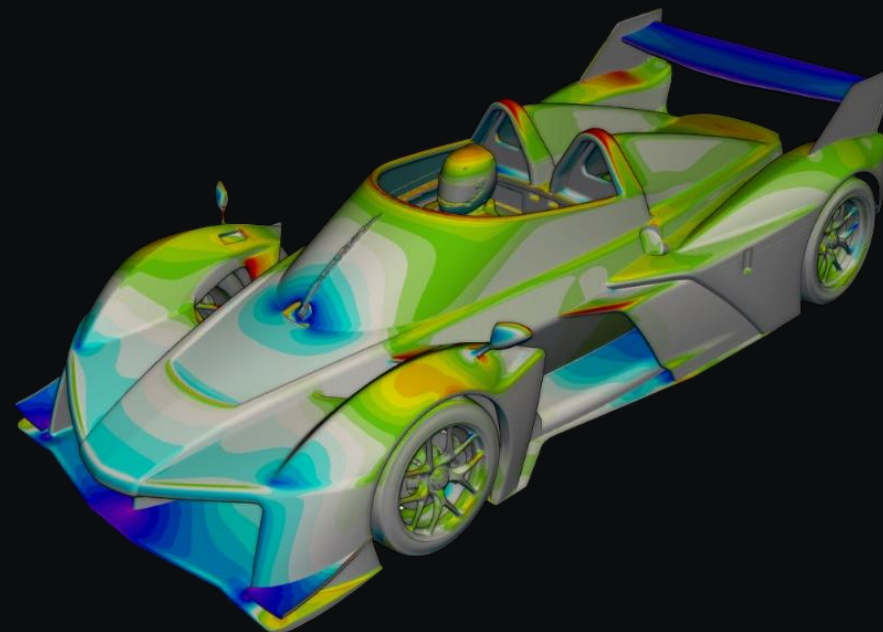
Rather than pursuing maximum downforce at the expense of drag, aerodynamic sensitivity and usability, the car has been developed around efficiency, stability and consistency.

Airflow is wrapped around the sides of the car and channelled into the underfloor from the very front of the chassis. This creates an efficient path for the air while reducing the reliance on aggressive external aerodynamic devices.

The low-drag concept also reduces the turbulent wake created behind the car, helping make HyperSport better suited to close running and wheel-to-wheel racing.

The objective is not simply to generate an impressive peak downforce number: it is to thrill, reward and take you to new levels of performance.

**IT IS TO CREATE AERODYNAMIC
PERFORMANCE THE DRIVER CAN TRUST.**



A STABLE AERODYNAMIC PLATFORM.

A semi-ground-effect underfloor generates significant downforce while remaining deliberately tolerant of changes in ride height.

That matters on a real circuit.

As a car brakes, accelerates, rolls, rides kerbs or encounters an uneven surface, its attitude to the road constantly changes. An excessively ride height sensitive aerodynamic platform can respond dramatically to those movements.

HyperSport has instead been developed to maintain a more consistent aerodynamic balance over a broader operating window. This allows the suspension to retain the compliance necessary to work with the tyres and the circuit surface, rather than requiring extreme stiffness simply to protect the aerodynamic platform.

The result is a car designed to remain predictable across everything from smooth Grand Prix circuits to more demanding club tracks.

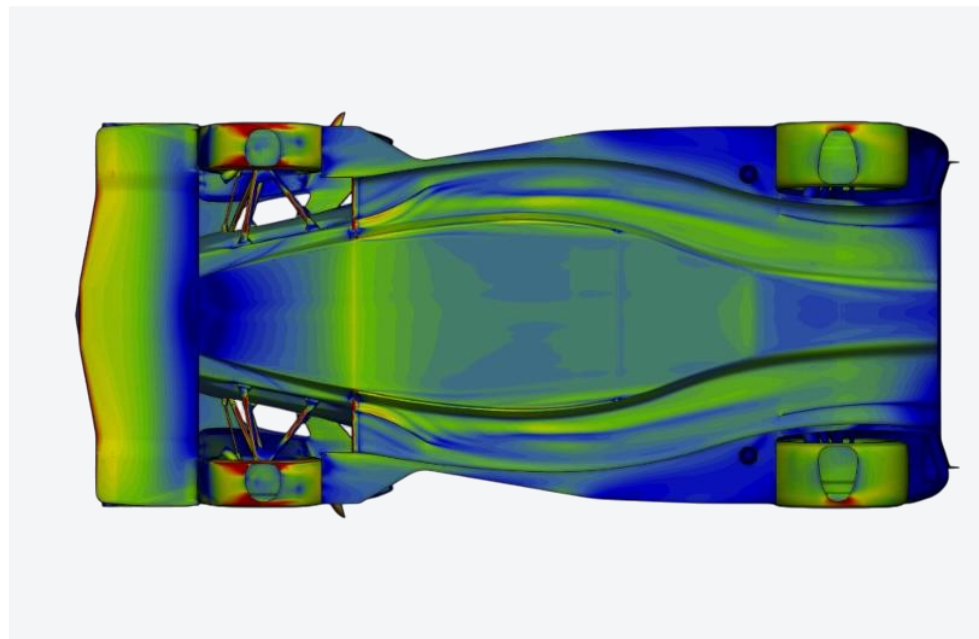
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AERODYNAMIC EFFICIENCY

6,772 N

DOWNFORCE AT VMAX

**AERODYNAMICS SUPPORTING THE DRIVER —
NOT DICTATING TO THEM.**



UNDERFLOOR CFD — PRESSURE DISTRIBUTION, BOTTOM VIEW



SAFETY AT THE CORE.

Performance is only valuable when it is supported by the highest possible level of protection.

At the heart of HyperSport is a full carbon-reinforced polymer monocoque designed to combine exceptional structural performance, low weight and occupant protection.

The monocoque, front crash structure and roll protection have been subjected to testing to FIA Free Formula Article 277 requirements.

HyperSport combines this structure with Revolution's distinctive two-person safety architecture: a double-Halo structure protecting both occupants together with an IndyCar-style wraparound aeroscreen.

An FIA-compliant fuel cell and six-point driver restraint system complete a package in which safety has been considered from the first line of the car rather than added at the end of the design process.

**PERFORMANCE MEANS NOTHING
WITHOUT PROTECTION.**





09 PHYSICAL TESTING

TESTED. NOT ASSUMED.

HyperSport's composite safety structures have undergone physical testing at the Cranfield Impact Centre.

During lateral squeeze testing, two tonnes of load were applied to each side of the chassis at three separate locations.

Against an FIA maximum permitted displacement of 30mm, the HyperSport monocoque recorded:

1.8

MM — FRONT
FOOTWELL

15

MM — COCKPIT

8.5

MM — REAR



Development of the composite front crash structure has followed the same philosophy. Multiple composite constructions were physically tested to understand how the structure absorbed energy and to optimise the forces transmitted to the occupants.

Engineering simulation is an important development tool. Physical testing provides the proof.

**DRIVE HARD
PROTECTED BY CERTIFIED SAFETY.**

STRUCTURAL CARBON. BUILT IN-HOUSE.

CONTROLLED FROM MATERIAL TO FINISHED COMPONENT.

Some of the most safety-critical and highly loaded structures on the HyperSport are manufactured in-house by Revolution, with guidance from infusion pioneer Dominik Dierkes of DD Compound. These include the monocoque, front crash structure, floor, diffuser, front wing and rear wing.

Keeping the manufacture of these key structural components within our own facility gives us close oversight of every stage of the process, from material preparation and cutting, through dry lay-up and vacuum preparation, to resin infusion, curing, finishing and final inspection.

For components that form the fundamental structure and safety architecture of the car, consistency matters. Our in-house process allows us to manage the laminate, vacuum integrity, resin flow and cure cycle at each stage of manufacture. This gives us much tighter control over final part quality, dimensional accuracy and repeatability.

When it comes to structural integrity, we believe control should stay in our hands.

INFUSED CARBON REINFORCED POLYMER

HyperSport's structural carbon components are manufactured using the MTI infused Carbon Reinforced Polymer process, allowing highly loaded, lightweight composite structures to be produced without relying on the energy-intensive autoclave processes traditionally associated with prepreg carbon fibre.

Dry carbon fabrics are CNC cut and precisely placed into the mould before a vacuum is applied. The vacuum consolidates the laminate and draws resin through the dry reinforcement, thoroughly wetting the fibres and forming the finished composite structure.

This process allows us to manufacture large, highly loaded structures with a high fibre content of up to 60% fibre volume fraction with controlled resin distribution, while maintaining close control over the quality and consistency of the finished part. It is particularly well suited to the type of components we manufacture, where low weight, high strength and stiffness, durability and consistent, repeatable production are all critical.

UP TO 80% LESS MANUFACTURING ENERGY

Resin infusion also offers a significant reduction in energy use compared with traditional prepreg and autoclave production. The infusion methodology used by Revolution consumes approximately 80% less energy during the manufacturing process than traditional prepreg carbon production, while still allowing us to manufacture highly loaded structural composite components. The process also avoids the need for highly energy-intensive autoclave equipment. Where possible, materials used during production are recovered and recycled, further reducing waste from the manufacturing process.



CARBON MONOCOQUE — BUILT IN-HOUSE



PATTERN



DRY CARBON LAY-UP



VACUUM INFUSION



CRASHBOX MOULD

**ADVANCED COMPOSITE PERFORMANCE.
GREATER MANUFACTURING CONTROL.
SIGNIFICANTLY LOWER ENERGY CONSUMPTION.**

11

KEY STRUCTURAL COMPONENTS

Manufactured in-house

80%

LESS ENERGY REQUIRED

Compared with traditional prepreg carbon production

100%

REVOLUTION CONTROL

From manufacture to final inspection



11 ENGINE

POWER WITH PURPOSE.

At the heart of HyperSport is a mid-mounted 2.0-litre turbocharged four-cylinder engine based on the proven Mazda MZR architecture and developed with Revolution's long-standing technical partner, RLM Racing.

The engine has been extensively re-engineered for sustained motorsport use. A fully forged rotating assembly incorporates competition-grade pistons and H-beam connecting rods, together with precision balancing and a race-developed valvetrain.

The motorsport turbocharger installation has been matched to the characteristics of the engine to prioritise throttle response, a broad usable torque curve and linear power delivery rather than simply chasing a peak horsepower figure.

A wastegate provides accurate boost control, while dry-sump lubrication helps maintain consistent oil supply under sustained circuit loads.

350

BHP

400

NM

515

BHP / TONNE

**LESS MASS. MORE RESPONSE.
MORE OF THE PERFORMANCE
AVAILABLE, MORE OF THE TIME.**

TRANSMISSION AS STRUCTURE.

Power reaches the rear wheels through a six-speed sequential transmission supplied by specialist manufacturer 3MO. But the gearbox performs much more than one job.

Its bespoke casing forms a stressed structural member of HyperSport, with the rear suspension mounted directly to the transmission.

This architecture eliminates unnecessary supporting structure, helping reduce mass while maintaining stiffness and packaging efficiency.

Internally, the transmission combines a multi-plate limited-slip differential with an MME paddle-shift system to provide rapid, repeatable gear changes and predictable traction.

The gearbox specification has also been selected with durability in mind, drawing on technology proven in more powerful Revolution applications.

**LIGHTNESS WHERE IT MATTERS.
STRENGTH WHERE IT COUNTS.**



MECHANICAL GRIP FIRST.

HyperSport's suspension has been developed around a simple principle:

Let the driver feel what the tyres are doing.

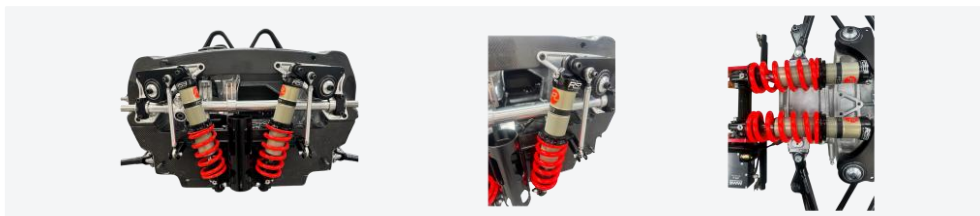
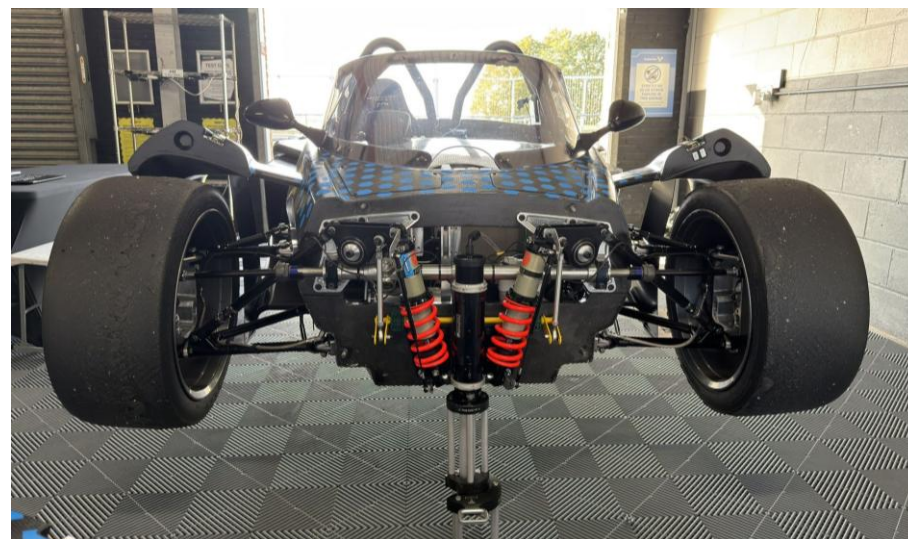
Front and rear double wishbones operate through pushrods and rockers, with billet aluminium uprights and bespoke R53 two-way adjustable dampers.

Rather than using unnecessarily stiff suspension simply to control an aerodynamically sensitive platform, HyperSport combines body control with the compliance needed for the tyres to follow the surface of the circuit.

That provides grip on real tracks, through bumps, kerbs, braking zones and changing surface conditions. It also contributes to the analogue, progressive character at the heart of the HyperSport concept.

The mechanical platform creates the confidence. The aerodynamics build upon it.

GRIP YOU CAN FEEL. RESPONSES YOU CAN UNDERSTAND.



CONTROL THE SPEED.



Low mass brings an advantage everywhere, but few places more clearly than under braking.

HyperSport uses a complete Alcon motorsport braking package with four-piston callipers and 300mm floating ventilated discs, developed to deliver strong initial response, progressive feel and consistent stopping performance while taking advantage of the reduced energy generated by stopping a 680kg car.

The wheel and tyre package has been deliberately chosen to create the mechanical grip central to HyperSport's driving philosophy.

Revolution has partnered with Hoosier to develop a race tyre specifically for the HyperSport. However, the car can also run a wide range of suitable tyres from manufacturers including Goodyear, Hankook, Pirelli and others.

FRONT

17 × 9"

235 × 620 R17

REAR

18 × 12"

305 × 660 R18

**LESS MASS TO ACCELERATE.
LESS MASS TO STOP.
LESS MASS TO CHANGE DIRECTION.**



HOOSIER RACING TIRE

DRIVER AND COACH. SIDE BY SIDE.

HyperSport was designed as a genuine two-seat prototype from the beginning.

Its spacious carbon monocoque can accommodate drivers up to approximately 6ft 6in (1981mm), while retaining sufficient room for a full-size passenger or instructor alongside.

For driver coaching, that transforms the experience. Rather than explaining what happened only after the car returns to the pits, an instructor can experience the same braking zone, corner entry, apex and acceleration alongside the driver and provide immediate guidance.

For an owner, it means being able to share the experience of a true prototype race car. For race schools and motorsport clubs, it creates an entirely new coaching platform.

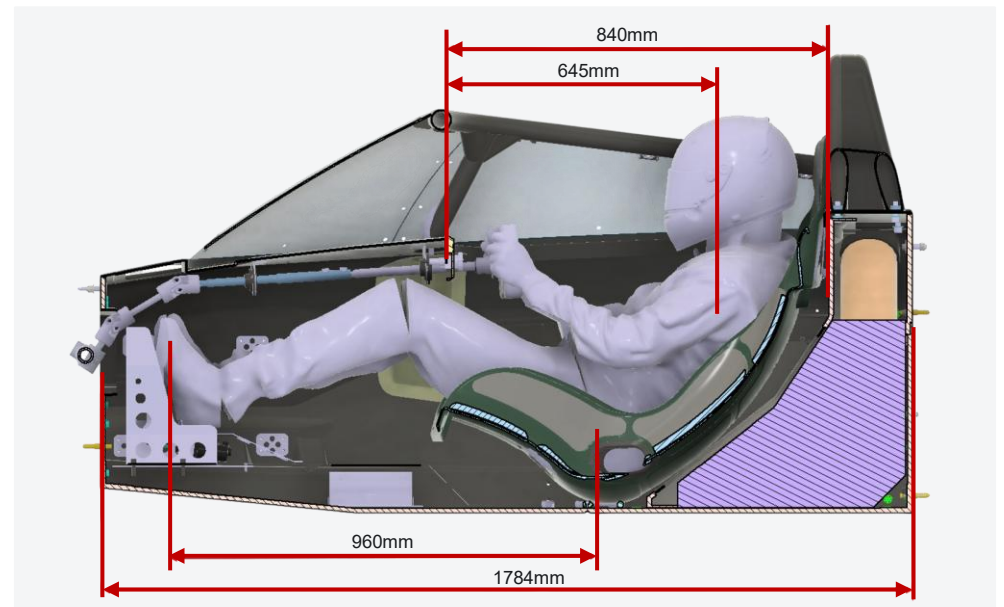
The cockpit architecture can accommodate left-hand, right-hand or centre-drive configurations, while the pedal arrangement can be configured to provide rapid adjustment for different drivers.



**TWO SEATS AREN'T AN ADDITION TO HYPERSPORT.
THEY ARE PART OF WHAT MAKES IT DIFFERENT.**



COCKPIT PACKAGING STUDY — TWO OCCUPANTS, PLAN VIEW



PROTECTION WITHOUT CLOSING YOU IN.

HyperSport combines Revolution's double-Halo concept with an IndyCar-style wraparound aeroscreen.

Together they provide an additional level of occupant protection while retaining the visibility, immediacy and sense of occasion that make driving an open-cockpit prototype so special.

The double-Halo provides structural protection for both driver and passenger, while the aeroscreen creates a substantial transparent protective area ahead of the occupants.

Its shape also forms part of the overall aerodynamic package, integrating safety and airflow management rather than treating them as separate engineering problems.

For sustained track and race use, four-layer protective aeroscreen tear-offs are available as a factory option.

PROTOTYPE PROTECTION.
OPEN-COCKPIT SENSATION.



EVERYTHING YOU NEED. NOTHING YOU DON'T.

The HyperSport cockpit places the essential functions of the car directly in the driver's hands.

A bespoke F1-style steering-wheel-operated control system is integrated with Life Racing electronics, including ECU, PDU and vehicle logging.

Paddle shift, vehicle information and key controls are positioned around the driver so that attention remains where it belongs: on the circuit ahead.

A 5-inch Life Racing display is fitted as standard. Customers wanting an expanded display and data environment can specify a 7-inch MoTeC GPS and logging-enabled system.

**A RACE CAR SHOULD GIVE THE DRIVER
INFORMATION — NOT DISTRACTION.**

 **PADDLE SHIFT**
MME paddle-shift system

 **5-INCH DISPLAY**
Life Racing, standard

 **WHEEL CONTROLS**
F1-style control system

 **7-INCH MOTEC**
GPS & logging option

KNOW MORE. PLAN BETTER.

Every lap contains information. HyperSport gives the driver, coach and engineer the tools to use it.

DRIVER DATA

Life Racing data logging is standard, allowing key engine, chassis and driver information to be recorded and analysed.

For customers requiring more detailed driver analysis, HyperSport can be equipped with the VBOX HD2 dual-camera system, including OLED predictive lap timing display and CAN integration.

Optional Griip Live telemetry provides cloud-based access to vehicle and driver information while the car is still on circuit. Your pit crew can monitor the car live, including vehicle position, lap and sector times, speed, throttle, braking, gear selection, fuel usage and key vehicle temperatures, without waiting for the car to return to the garage.

Finally, optional MoTeC GPS and logging can be specified for customers who prefer the MoTeC data environment, providing complete flexibility in how driver and vehicle data is recorded and analysed.

UNDERSTAND THE DRIVER. UNDERSTAND THE CAR. MAKE EVERY SESSION COUNT.

LIFE RACING · MOTEC · VBOX · GRIIP · TRACKIT

REVOLUTION | HYPERSPORT

VEHICLE MANAGEMENT

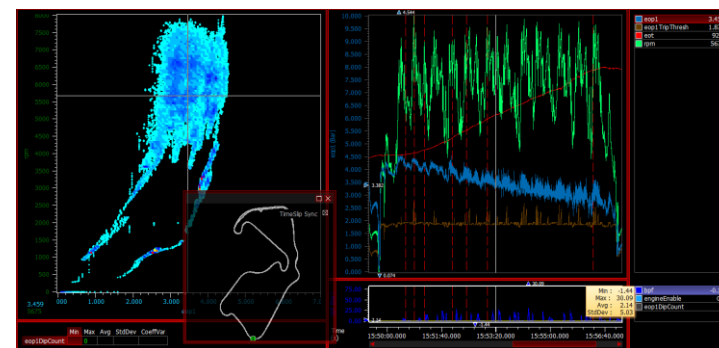
The optional Trackit platform is your engineer's best friend.

Component usage, inspection intervals, servicing requirements, maintenance history and preparation tasks can all be managed within a single digital vehicle record.

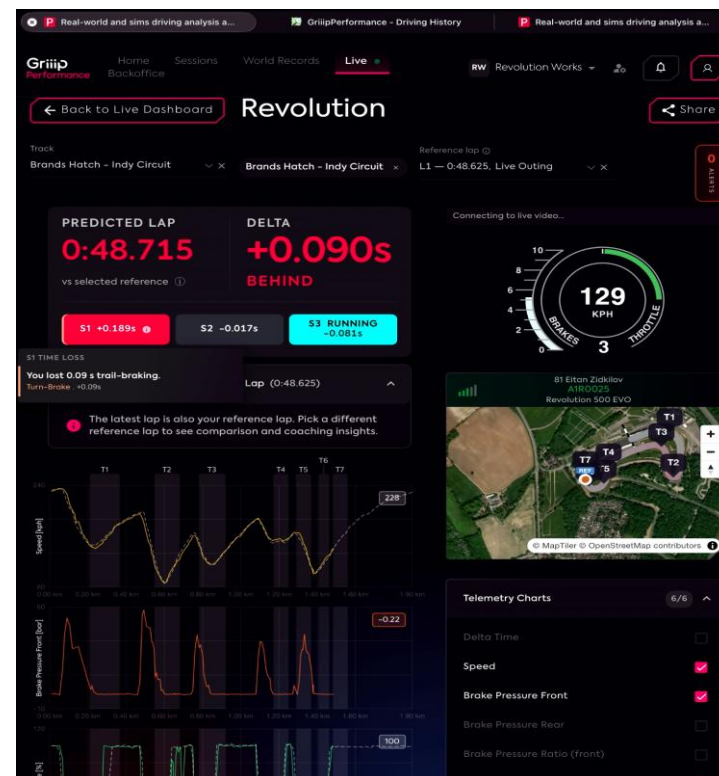
Maintenance can therefore be planned around future track activity, rather than simply reacting when a component requires attention.

Your HyperSport will have a full online digital passport, creating a continuous record of servicing, maintenance and component history throughout the life of the car.

This not only helps simplify preparation and ownership, but also provides a clear history that can help preserve the car's long-term value.



LIFE RACING



GRIIP LIVE TELEMETRY

PERFORMANCE IS NO USE SITTING IN THE Paddock.

LESS DOWNTIME MEANS MORE TRACK TIME.

HyperSport has been engineered around the practical realities of owning and operating a race car.

Mechanical systems are easily accessible, bodywork is modular, and frequently serviced or vulnerable components have been designed with repair time and spares inventory in mind.

Parts commonality has been incorporated wherever practical. The upright architecture, for example, is common across all four corners, reducing the number of different components an owner or team needs to keep in stock.

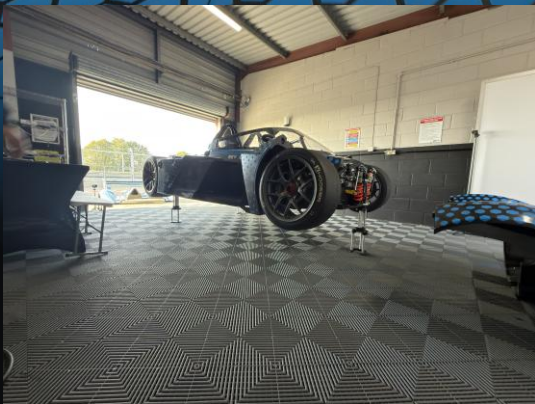
Bodywork has similarly been designed in individual sections, allowing damaged areas to be repaired or replaced without unnecessarily replacing major assemblies following minor contact.

The trackside tooling philosophy is deliberately straightforward. Routine operation of the car requires only a compact selection of conventional hand tools, torque equipment and compressed air when the optional air-jack system is fitted.

HyperSport has also been designed around intelligent modularity and ease of servicing. The car can be raised high on its air jacks, with the front and rear bodywork and floor removed in a matter of minutes, giving clear access to the car's major systems and making routine maintenance, inspection and trackside repairs quick and straightforward.

Less time working on the car. More time driving it.

**LESS COMPLEXITY. FEWER SPARES.
FASTER REPAIRS. MORE DRIVING.**





20 ENGINEERED FOR REAL TRACK DAYS

DESIGNED FOR MORE THAN ONE FAST LAP.

HyperSport has been engineered for sustained circuit use rather than a single headline lap. Cooling, drivetrain, braking and fuel systems have been selected and developed with repeated track sessions in mind, allowing the car to retain predictable behaviour as the day progresses.

Start the day ready to drive. Finish the day wanting another session.



The standard 50-litre fuel system can be replaced by an optional 120-litre FIA fuel cell, providing substantially greater running time where longer sessions or high utilisation are required.

A radiator fan can be specified for operating environments where additional low-speed cooling is beneficial.

For circuits with more restrictive noise limits, a 90dB quiet exhaust option is also available alongside the approximately 108dB standard system.

120 L

OPTIONAL FIA FUEL CELL

90 dB

QUIET EXHAUST OPTION

50 L

STANDARD FUEL SYSTEM





21 THE TECHNICAL TEAM BEHIND HYPERSPORT

BUILT BY RACERS, FOR RACERS.

Revolution Race Cars was founded in 2017 by Phil and James Abbott with a clear objective: to make advanced race-car engineering, safety and performance accessible to a wider community of drivers. HyperSport builds on decades of practical experience designing, developing, manufacturing, racing and supporting competition cars.



PHIL ABBOTT
Co-Founder

Phil has spent more than 30 years creating race cars for drivers, teams and race series around the world. A founder of both Radical Sportscars and Revolution Race Cars, he is recognised throughout the industry for combining innovation, practical engineering and a deep understanding of what racers actually want from a race car.



JAMES ABBOTT
Co-Founder & Head of Product Development

A national and international championship winner, James has a background in engineering and manufacturing and is a qualified ARDS instructor. He has also studied vehicle dynamics and aerodynamics. James has led the HyperSport project from concept through development and has completed the majority of Revolution's development mileage.



PETER WATT
Composite & Structural Engineering

Peter's experience spans Formula One, Le Mans and some of the most technically ambitious race car programmes of recent decades. His career includes BAR Formula One, Bentley's Le Mans programme, the Bugatti Veyron and McLaren prototype engineering, bringing an exceptional depth of composite and structural expertise to Revolution.



SIMON COX
Design

Formerly Head of Design at Infiniti and a senior designer within General Motors, Simon has spent his career creating distinctive, performance-led cars. At Revolution, his designs are shaped by what a race car needs to do, while giving each model a strong and instantly recognisable identity.



JACK SHAW
Mechanical CAD Design

Jack trained under renowned race car designer Simon Carrier and has contributed to the design and development of every Revolution model. Specialising in mechanical design and CAD modelling, Jack brings a detailed understanding of the Revolution platform and plays a key role in translating engineering concepts into practical, precision-designed components.



RYAN HAWKINS
Electronic Systems Integration

Ryan has worked with Revolution for five years and specialises in electronic systems integration. He has led development of the Life Racing engine calibration and shift strategy, working with Life Racing and Aviorace on the HyperSport's electrical systems, while also heading up trackside engineering throughout the test and development programme.

**A RACE CAR SHOULD NOT ONLY BE DESIGNED BY PEOPLE WHO UNDERSTAND ENGINEERING.
IT SHOULD BE CREATED BY PEOPLE WHO UNDERSTAND RACING.**



HOW WILL YOU USE YOUR HYPERSPORT?



01 SERIOUS TRACK DAYS

For drivers looking beyond high-performance road cars, HyperSport delivers the immediacy and response of a purpose-built race car without the intimidating operating window of many traditional prototypes.



02 DRIVER DEVELOPMENT

Two seats allow professional coaching to take place alongside the driver on circuit, supported by data and video analysis between sessions.



03 COMPETITIVE RACING

Carbon monocoque construction, adjustable suspension, paddle-shift sequential transmission and a genuine motorsport architecture give HyperSport the foundations of a serious competition car.



04 RACE SCHOOLS & MOTORSPORT CLUBS

Flexible cockpit configurations, two-seat capability, predictable handling, remote telemetry, modular construction and straightforward serviceability create an unusually versatile platform for intensive professional use.

ONE CAR. MULTIPLE ROLES.
THE SAME UNCOMPROMISING ENGINEERING.





PROTOTYPE PERFORMANCE WITHOUT PROTOTYPE COMPLEXITY.

A great race car is defined by more than the laps it completes on circuit. The ownership experience matters too.

HyperSport has therefore been engineered around predictable maintenance, straightforward servicing and strong factory support.

Defined inspection, service and component-lifing schedules allow owners and teams to understand what the car requires and when it requires it.

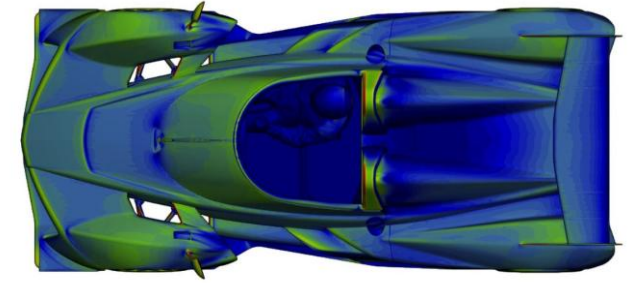
When equipped with Trackit, usage and maintenance information can be brought together within a single digital vehicle record, helping maintenance to be scheduled around future track activity.

Revolution and its certified dealer network provide technical support and parts supply throughout the life of the car, while vehicle data can also be used to assist diagnosis where required.

That combination is intended to reduce one of the traditional barriers to prototype ownership: UNCERTAINTY.

**THE PERFORMANCE SHOULD BE EXCEPTIONAL.
OWNING IT SHOULDN'T BE DIFFICULT.**

TECHNICAL SPECIFICATION.



CHASSIS

- Full carbon-reinforced polymer monocoque
- Tested to FIA Free Formula Article 277
- Lightweight carbon-reinforced polymer bodywork
- IndyCar-style aeroscreen
- Double Halo occupant protection

AERODYNAMIC DEVICES

- Full carbon-reinforced polymer front wing
- Carbon underfloor and rear diffuser
- Carbon-reinforced polymer rear wing
- Low-drag aerodynamic philosophy

ENGINE

- 2.0-litre turbocharged inline-four MZR block
- Bespoke PSR G25-660 turbo installation
- Dry-sump lubrication system

TRANSMISSION

- 3MO transaxle
- Gearbox casing supports rear suspension loads
- Multi-plate limited-slip differential
- MME paddle-shift system

SUSPENSION

- Double wishbone
- Pushrod and rocker actuation
- Billet aluminium uprights
- Bespoke tuned R53 two-way adjustable dampers

SAFETY

- Front crash structure and roll protection tested to FIA Free Formula Article 277
- FIA-compliant fuel cell
- Driver/passenger safety Halo
- Aeroscreen

BRAKES

- Alcon callipers and discs
- 300mm floating ventilated discs
- Four-piston callipers



TECHNICAL SPECIFICATION.

ELECTRONICS

- Bespoke F1-style steering-wheel-operated control system
- Engine and chassis data logging
- Life Racing 5-inch display
- Life Racing ECU and PDU
- 7-inch MoTeC display available as an option

DATA

- Life Racing logging
- MoTeC chassis logging option
- VBOX video and driver-data option
- Griip Live telemetry option
- Trackit component-lifing, inventory and preparation platform option

PERFORMANCE

Power	350 bhp
Torque	400 Nm
Power-to-weight	515 bhp/tonne
Aerodynamic efficiency	3.8 : 1
Downforce	6,772N @ VMax
Weight distribution	45% front / 55% rear

COCKPIT

- Paddle-shift gear change
- Driver seat with six-point harness
- Passenger seat option
- Bespoke adjustable pedal box
- Left-hand, right-hand or centre-drive configuration

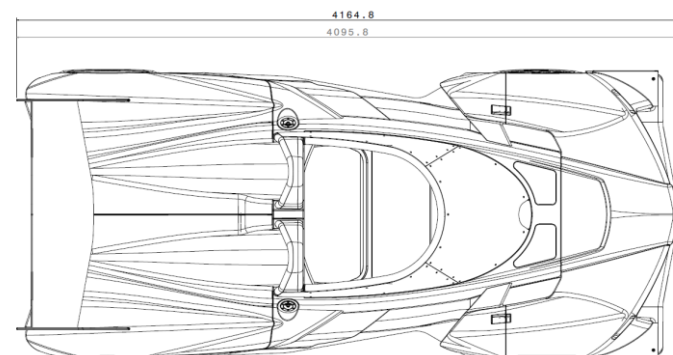
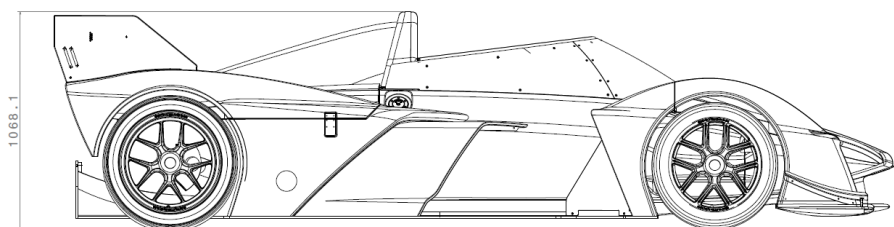
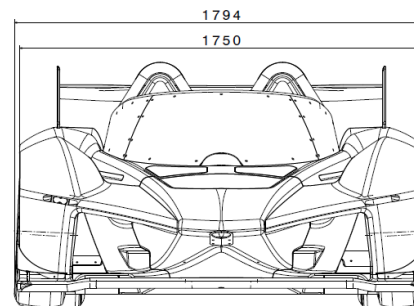
WHEELS & TYRES

FRONT
17" × 9"
235 × 620 R17

REAR
18" × 12"
305 × 660 R18

DIMENSIONS & CAPACITIES

Length	4,165 mm
Width	1,794 mm
Height	1,068 mm
Wheelbase	2,660 mm
Front track	1,514 mm
Rear track	1,440 mm
Dry weight	680 kg
Fuel capacity	50 litres
Optional fuel capacity	120 litres
Standard exhaust	approx. 108 dB
Quiet exhaust option	90 dB



MAKE IT YOUR HYPERSPORT.

Every HyperSport begins with the same core engineering package. A range of factory-installed options allows the car to be configured around its driver, circuit environment and intended use.

PERFORMANCE & VEHICLE OPTIONS

120L FIA fuel cell

Extended operating range for endurance, race-school and high-utilisation applications.

Traction control

Additional electronic driver assistance.

Tyre Pressure Monitoring System — TPMS

Real-time tyre-pressure monitoring.

Damper sensors

Additional chassis data for detailed setup analysis.

Quiet exhaust — 90dB

For circuits operating with more restrictive noise limits.

Radiator fan

Additional cooling capability during prolonged low-speed running and high-temperature operation.

Car air jacks

Integrated pneumatic lifting system for rapid trackside servicing.

COCKPIT OPTIONS

Passenger seat kit

Alternative cockpit configuration (RHD, LHD or centre)

7-inch MoTeC GPS and logging-enabled display

Aeroscreen four-layer protective tear-offs

DATA & VIDEO OPTIONS

Griip Live telemetry

Trackit lifing, inventory and vehicle-preparation system

VBOX HD2 dual-camera system

Including OLED predictive lap timing display and CAN connection

VBOX radio interface

Allows radio audio to be recorded with the video system

APPEARANCE OPTION

Full vinyl wrap

Subject to design

CONFIGURED AROUND
THE WAY YOU DRIVE.

EVERYTHING YOU NEED TO GO ON TRACK.

A comprehensive range of genuine Revolution trackside equipment and spares is available to support your HyperSport.

TRACKSIDE EQUIPMENT

- Air-jack safety clamp set
- Air-jack feet
- Air-jack lance
- Air-jack skates
- Battery charger flying lead
- Tracking bar set
- Hub stand set
- Remote fuel drain
- Wheel-nut socket
- Run-up hubs
- Dip stick

TYRES & WHEELS

- Spare race wheel set
- Spare racing slick tyre set
- Spare racing wet tyre set

PROTECTION

- Tailored car cover



YOUR HYPERSPORT STARTS HERE.

HyperSport is available through Revolution Race Cars and its international certified dealer network. Speak to us to:

CONFIGURE YOUR CAR

RESERVE A BUILD SLOT

ARRANGE A TEST DRIVE

REVOLUTION HYPERSPORT



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SEE YOU ON TRACK.

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