

BOBSY SR 7

-DSR-

The SR 7 is a brand new car designed exclusively for DSR. A lightweight steel tube frame is utilized for the SR 7. Suspension design draws heavily upon that of the very successful SR 6, but without the variable rate feature at the rear. The rear bay configuration will permit transverse engine mountings that are required for the very popular motorcycle engines. Body is similar to the SR 6 but with an improved nose shape to yield better penetration and increased aerodynamic loadings. The radiator is mounted low in the side of the car and is serviced by a long NASA duct. The rear airfoil is mounted somewhat further aft than on the SR 6. It has been my experience that a very cleanly designed, aerodynamically loaded body shape will produce almost no additional drag and will increase the high speed cornering power of the chassis dramatically. Our tests during this last racing season indicate this approach is desirable for DSR especially with the very powerful engines currently available.

We are planning to build a limited number of this new design initially, likely no more than 3 or 4, and will of course plan to work closely with owners in sorting spring rates, anti roll bar settings, wing incidence, etc.

Completely finished and assembled rolling chassis price is \$7750.00. One must also figure the cost of the engine & rear drive.

The SR 7 is also available as a kit.

The chassis frame is completely finished, painted & paneled. All suspension uprights are finished complete with axle & brake disc, and are assembled & lubricated. The control arms are finished, plated and the correct rod ends and bearings are installed. Radiator, steering gear, steering shaft, steering wheel, pedals, brakes, 6" & 8" magnesium wheels, fuel cell, springs, shocks, fiberglass body, windscreen, rear airfoil are all included in the kit. All welding and major fabricating is finished!

And the kit price is \$5795.00.

You are going to have to supply your engine & final drive set up, as well as battery, tires, gauges, brake lines, hoses, etc.

The suspension will need to be assembled to the chassis, the body mounted, engine installed, gauges & wiring set up.

Please keep in mind, the SR 7 has been designed from the outset as a lightweight DSR and I would not recommend it to be set up as a CSR.

Cannot give you an exact weight for the car, but my calculations (and 12 years experience with DSR) indicate that as a motorcycle engine powered car it should finish up at around 730 pounds.

If you are interested in D, and can do some of your own work, I believe you will agree this is the way to go.