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dp4

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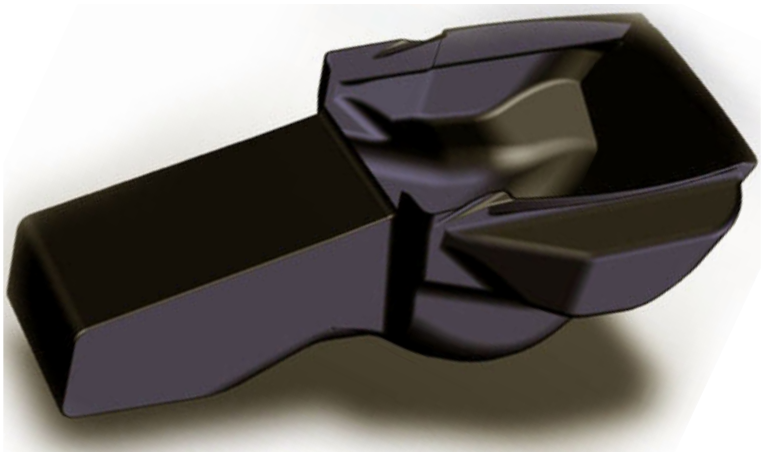
OUTSTANDING PERFORMANCE AT MODEST COST

The dp4 is designed to make genuine racecar performance accessible to trackday enthusiasts at a cost far below that of many popular production sportscars. It features advanced underbody aerodynamics, a long arm double wishbone suspension with pushrod activated coilover dampers and an optional all-wheel drive system. Power comes from a variety of track prepared motorcycle engines with most configurations using 1.0L or 1.3L units of 175–200 hp. Typical weights are in the 800–900 lbs (360–410 kg) range resulting in exceptional performance.

The AWD system is unique in this weight class and allows the use of high power turbocharged engines of over 300 hp. In this configuration the car can have over 700 hp/ton power to weight ratio and still be able to put the power to the ground.

Even a novice driver can jump into a dp4 and safely enjoy driving on a racetrack, yet the car's speed potential has challenged seasoned professionals. While safe and fun for the beginner, a dp4 in the right hands can match dedicated race cars costing several times as much and embarrass virtually any road-going exotic car no matter the price.

The dp4 comes standard with a GPS datalogger to help drivers make the most of their track time and effectively refine and improve their driving skills.



ADVANCED SAFETY

Despite its small size and light weight, the dp4 offers a very high level of safety to the driver. The design is founded on the proven concept of a survival cell—a strong structure around the driver protected from impact and intrusion, surrounded by collapsible crush zones.

The survival cell consists of a triangulated frame with fully braced rollover protection. The frame is constructed of aircraft grade 4130 chromoly seamless steel tubing and complies with racing regulations for cars weighing up to 3 times as much.

Within the frame, the driver is further enclosed in a composite 'Pilot Pod' that keeps the driver's body contained completely within the survival cell. It extends traditional upper body protection to legs and feet as well. Shielding and advanced insulation outside the ‘Pilot Pod’ create a firewall.

Unique elbow pockets provide ample room for the driver to fasten and release his/her own belts without outside assistance. A 6-point *FIA* approved harness is standard and is compatible with *HANS* devices. Within the 'Pilot Pod' the driver is cushioned and protected by a custom fitted *BSS* foam seat. Drivers of over 6'3" height and over 250 lbs are readily and safely accommodated despite the car's compact dimensions.

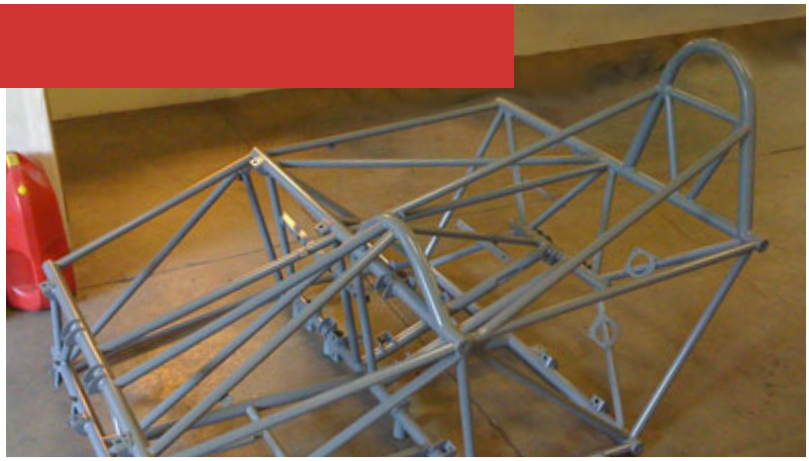
Outside the survival cell, components have been designed to provide progressively collapsible crush structures. The driver's feet are entirely behind the front wheels and suspension and the car has generous crush zones front, rear, and on the sides.

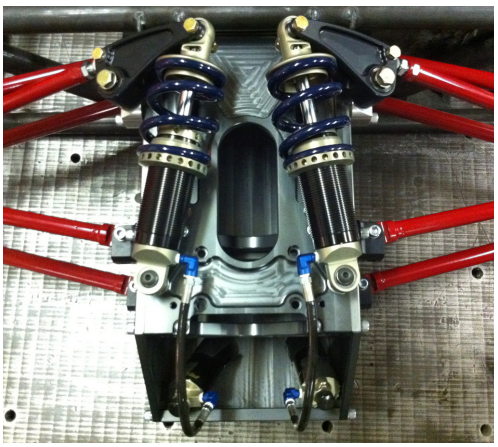
QUALITY WHERE IT COUNTS

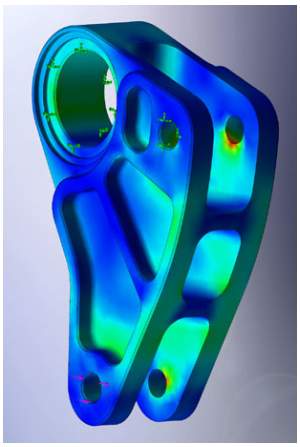
While low cost has been a priority in the design of the dp4, it has been achieved through intelligent design rather than cutting corners.

The use of aircraft grade steel and aluminum in the construction of the car ensures that the materials meet strict performance and quality specifications, something that isn't always the case with 'mild steel' used by others. All components are CNC machined to exacting specifications from 3D CAD data. Finite element analysis (FEA) has been utilized on critical components to ensure they are matched to the loads. All welds are TIG and all critical threaded holes in aluminum use MIL-SPEC locking *Helicoil* inserts.

Suspension is the essence of a racecar and because of this, the dp4 uses only premium components in this area. Shocks from *Penske* and *Ohlins* are custom valved for the car and each is individually dyno tested. Premium *Aurora* rodends and spherical bearings are utilized throughout. Suspension bellcranks are machined from 6061-T6 alloy and feature needle roller bearings with O-ring seals in both axial and radial directions. Suspension arms and pushrods are made of same aircraft grade 4130 steel as the frame.







EASE OF MAINTENANCE AND OPERATION

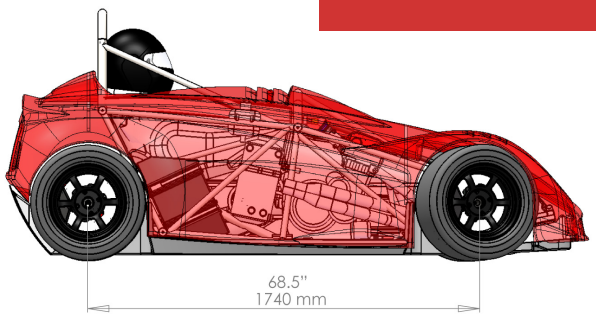
The low weight and compact size enables towing the dp4 to the track behind ordinary cars on a lightweight trailer. The optional Class I enclosed trailer has hydraulic surge brakes and can be towed by any passenger car with a Class I hitch—combined car and trailer weight is approximately 1,500 lbs. The trailer features a folding tow bar to facilitate storage in the minimum of space.

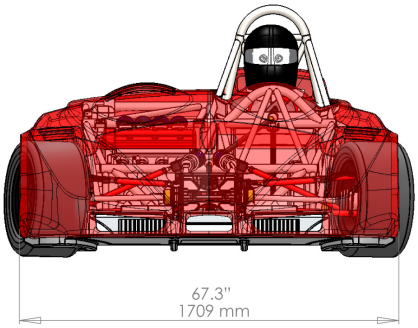
The dp4 has been designed with ease of maintenance in mind. All suspension components are identical at all four corners, minimizing the need for spares. *Wilwood* brakes provide excellent performance and low maintenance cost, with pads costing under $60 per axle set and brake rotors costing approximately $75 each. The car uses R compound tires in 225/45-13 size which is available from several leading manufacturers. Optionally, 20x8-13 racing slicks are also readily available. The dp4's light weight facilitates extended life of all components.

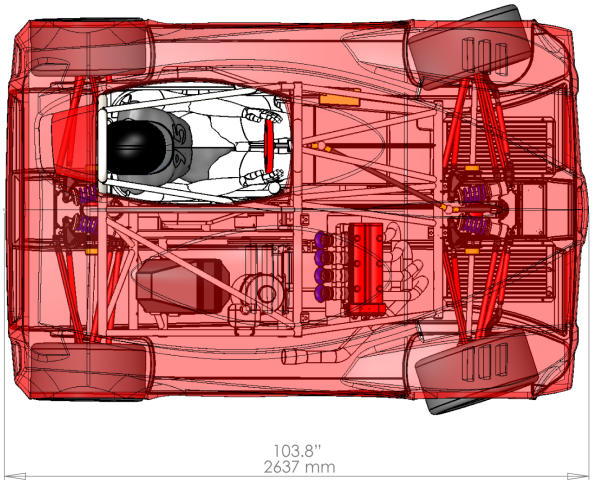
FOCUSED ON BEING THE BEST TRACK CAR

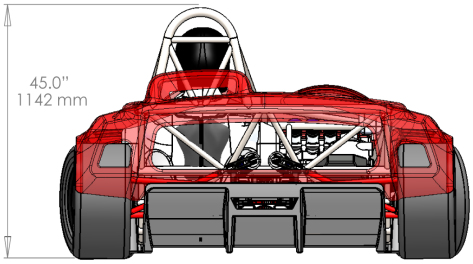
Being highly optimized for the track, the dp4 is not suitable for the street and there are no streetable options offered. Consequently there are no compromises, no extra weight, and no unnecessary cost. Just the best design, components, and technologies to make it the most effective and the most fun track car available.

SPECIFICATIONS









Wheelbase: 68.5" (1740 mm)

Length: 103.8" (2637 mm)

Width: 67.3" (1709 mm)

Height: 45" (1142 mm) to top of roll bar

Ground Clearance: 1"-2.25" (25.4-57.15 mm)

Weight: ~800lb (363 kg)

Chassis: Welded tubular 4130 chromoly steel

Body: Advanced composite

Aerodynamics: Optional full tunnel ground effects

Wheels: 13x8

Tires: 20x8-13 race slicks

Engine: Motorcycle 600-1400cc, 60-200hp

Gearbox: Motorcycle 6-speed sequential, no reverse

Drivetrain: RWD or optional proprietary AWD system with chain drive and LSDs

PRICING

Choose from the following options to configure a car. Some suggested configurations are shown with the totals below. These configurations are examples only and can be changed or modified to suit customer needs. To create a custom configuration simply select the desired options and add the corresponding prices. Additional options will be available, please contact us for details.

Options	Kit	Base	DSR	Trackday	Hillclimb	Price
dp4 Base kit: Chromoly TIG welded frame, composite one piece body, composite cockpit shell, standard shocks, Wilwood 10.25" vented brakes with 4 piston calipers, RWD with Quaife ATB differential, and 5 gallon foam filled Fuelsafe fuel cell	X	X	X	X	X	$23,750
dp4 Factory build		X	X	X	X	$3,000
dp4 Aluminum aero floor		X		X		$500
dp4 Composite tunnel floor			X		X	$2,000
Wheel set, V2, 13x8	X	X	X	X	X	$660
Tire set, Hoosier, 13x8 slick		X	X	X	X	$800
GSXR-1000 Engine by GDRE, pre-2009, wet sump, dyno tested, with wiring harness		X				$6,500
GSXR-1000 wet sump fitting kit, full exhaust, mounts, bump shifter and plumbing	X	X				$1,500
GSXR-1000 engine by GDRE, 2009, dry sump, dyno tested, with wiring harness			X			$8,500
GSXR-1000 dry sump fitting kit, full exhaust, mounts, bump shifter, dry sump tank and plumbing			X			$2,000
Hayabusa engine by GDRE, dry sump, dyno tested, with wiring harness				X	X	$8,500
Hayabusa dry sump fitting kit, full exhaust, mounts, bump shifter, dry sump tank and plumbing				X	X	$2,000
dp4 AWD-1 Kit, sprag clutch					X	$5,000
dp4 AWD-2 Kit, 35% torque split						$7,500
Penske double adjustable shocks			X		X	$1,750
LCD dash with GPS datalogger and programmable shift lights		X		X	X	$650
Rear wing			X	X	X	$1000
Total:	**$25,910**	**$37,360**	**$43,460**	**$40,860**	**$49,110**	

Specifications and pricing subject to change without notice.

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