

WRC II Extreme – Concept Car Information

Introduction

Martin Kenwright , CEO, Evolution Studios and original creator of WRC

Over three years ago we had the first idea of producing a 'group B' rally car for the WRC franchise. In the mid-80's group B cars were considered almost too fast to race and had too much power. The cars were too difficult to control and they lacked the technology components of today's rally cars that aid stability. They were banned from the world of rally after a series of severe accidents. The idea disappeared for a few years until today.

We discussed this with the ISC and agreed to revive some 1980's group B cars for World Rally Championship II Extreme™ (WRC II Extreme™), however we wanted cars based on new and exciting designs - glimpses of the future rather than 20-year-old classics. David Richards of the ISC co-operated and cleared the way for us to talk to the world rally teams.

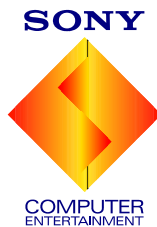
At the Catalunyan Rally we interviewed the head designer from each team and explained the vision of an 'unrestricted WRC car'. Each team were given a blank piece of paper, an open rule book and asked 'If Rally had no rules what would you create?'

We gave them a background document to expand ideas and they gave detailed technical specifications to Evolution Studios which covered the visual appearance of the car as well as features like horsepower, weight and state-of-the-art features such as mid-engine space frames, carbon fibre tubes and chassis. We even had systems that were 'voice activated'!

The response of the rally teams was excellent! They embraced the idea from the onset and in most cases started the design for each car with a clean piece of paper. I have already earmarked my favourites and I'm ready to place my order when the real cars enter production!

The significance of the cars is that they are completely unique and authentic glimpses of the future of Rally, but life imitating art and something first conceived in a computer game that will become reality. We also think it sows a seed that will see the return of the great heyday' of group B cars – our heritage from the 80s – the most dangerous rally cars yet and the most powerful and technically advanced cars of ANY sport.

The 'value-add' for rally fans and gaming fanatics is that the cars produce a whole new game! They create a whole new dimension of performance and are twice as fast! ...not for the faint hearted!



Skoda Octavia Extreme

Design and Livery by Daniel Petr, chief designer at Skoda

- Transverse mid-mounted engine, 4wd
- Carbon fibre body + chassis.
- De-restricted 2 litre turbo engine
- 650 bhp @ 7500 rpm
- 700 nm / 5700 rpm
- 950 Kg
- 40/60 weight distribution
- 6 speed sequential gearbox
- 19 inch asphalt wheels
- 378mm front brake discs, 366mm rear.

Subaru Impreza Extreme

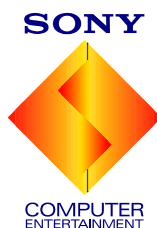
Styled by Peter Stevens (designer of the Impreza WRC + McLaren F1) Technical specification by David Lapworth (technical director at Prodrive)

- Longitudinal front-mounted engine, 4wd
- Steel shell with carbon fibre body panels
- Flat-4 2 litre turbo engine
- Two versions – low drag, normal downforce, and high drag, high downforce
- High downforce increases cornering speed by 10% but cuts top speed by 10%
- Engine developments to give 700bhp
- Carbon body panels reduce weight to 900kg
- 50mm wider than current WRC car
- Rear wheels moved back to increase wheelbase to 2610mm
- Will reduce stage times to approx. 35secs/km (current WRC Car takes ~40secs/km)

Ford Focus Extreme

Technical brief from Ford designers. Built in house at Evolution Studios

- Longitudinal mid-mounted engine, 4wd
- Carbon fibre body + chassis.
- De-restricted 2 litre turbo engine
- 650 bhp @ 7400 rpm
- 700 nm / 5600 rpm
- 900 Kg
- 45/55 weight distribution
- 6 speed sequential gearbox



Mitsubishi Evo VII Extreme

Technical assistance from Duncan Sander and Michael Zotos of Ralliart. Styled in house by Evolution Studios

- Transverse front-mounted engine, 4wd
- 3 door steel shell with carbon fibre body panels
- De-restricted 2 litre turbo engine
- 650 bhp @ 5000 rpm
- 750 nm / 4000 rpm
- 950 Kg
- 50/50 weight distribution
- 6 speed sequential gearbox

Features an intelligent adaptive suspension system with computer-controlled differentials, anti-roll bars, dampers and engine mapping. These settings are continually optimised based on the co-drivers notes via a voice recognition system.

Peugeot 206 Extreme

Design assistance from Michel Nandan (chief engineer of the 206 WRC, and designer of the 205T16 Group B car and 905 Le Mans winning car). Built in house at Evolution Studios

- Longitudinal mid-mounted engine, 4wd
- Carbon fibre body + chassis.
- De-restricted 2 litre turbo engine
- 680 bhp @ 7800 rpm
- 750 nm / 3500 rpm
- 1000 Kg
- 50/50 weight distribution
- 6 speed semi automatic gearbox
- Draws influence from the classic 205 T16 Group B rally car.

Hyundai Accent Extreme

Designed by Hyundai

- Transverse front-mounted engine, 4wd
- Steel shell with carbon fibre body panels
- De-restricted 2 litre turbo engine
- 600 bhp @ 6300 rpm
- 740 nm / 4000 rpm
- 1000 Kg
- 50/50 weight distribution
- 6 speed sequential gearbox