

Arrive & Drive Proposal



REVOLUTION
RACE CARS

Events :

**2026 Equipe Sports Prototypes
Season**



EQUIPE
SPORTS
PROTOTYPES



- The Equipe Sports Prototypes series merged the established Sports Prototype Cup and Zeo Prototypes into a single, high-profile series in 2025. Building on the success of that inaugural season, which delivered exciting mixed-prototype racing at some of the UK's best circuits, the series continues to grow in 2026.
- Equipe Sports Prototypes offers a multi-marque racing environment for lightweight sports prototype cars, uniting leading prototype manufacturers in one competitive arena. The series features a strong and diverse grid at premier circuits, all supported by Equipe's renowned customer service and paddock hospitality.

EQUIPE SPORTS PROTOTYPES

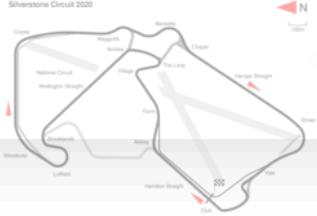
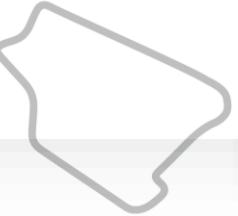
2026 Calendar

- April 4th - Silverstone International
20 min quali & 2 x 25 min races
- April 18 - Oulton Park International
20 min quali & 2 x 25 min races
- May 2/3 - Silverstone Grand Prix
20 min quali & 2 x 25 min races
- June 6/7 - Snetterton 300
20 min quali & 3 x 20 min races
- September 5/6 - Brands Hatch Indy
20 min quali & 3 x 20 min races
- October 30/31 Nov 1 - Portimão
30 min quali & 3 x 25 min races

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All the major UK circuits



Brands Hatch Indy
• Track length: 1.944km
• Left hand corners: 2
• Right hand corners: 5
• Corners: 7
• Circuit opened: 1950

Silverstone International
• Track length: 2.98km
• Left hand corners: 3
• Right hand corners: 6
• Corners: 9
• Circuit opened: 1948

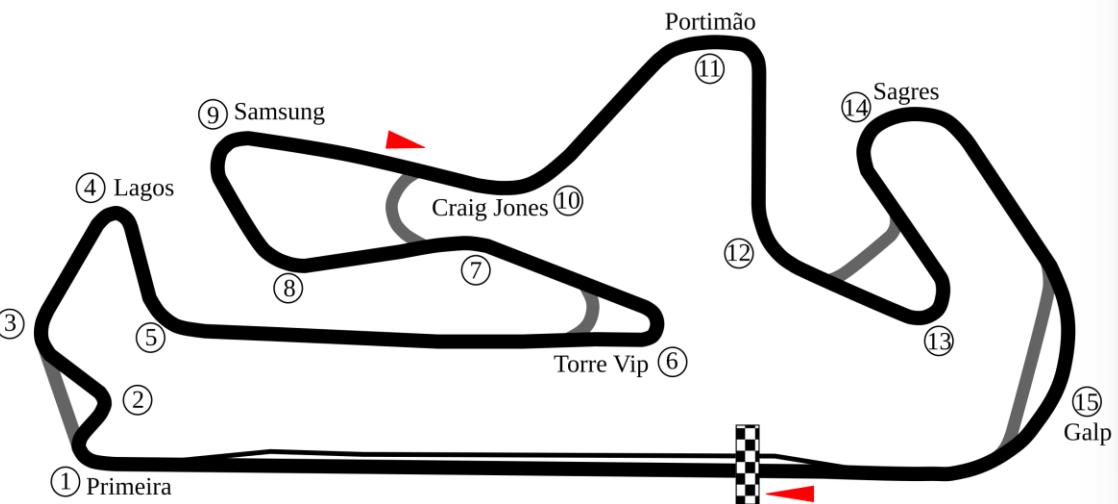
Silverstone GP
• Track length: 5.891KM
• Left hand corners: 8
• Right hand corners: 10
• Corners: 18
• Circuit opened: 1948

Donington National
• Track length: 2.5KM
• Left hand corners: 3
• Right hand corners: 7
• Corners: 10
• Circuit opened: 1931

Oulton Park Int
• Track length: 4.307km
• Left hand corners: 7
• Right hand corners: 10
• Corners: 17
• Circuit opened: 1953

Snetterton 300
• Track length: 4.779km
• Left hand corners: 6
• Right hand corners: 7
• Corners: 13
• Circuit opened: 1951

Portimão



- Length: ~4.65 km (2.89 miles)
- Corners: 15 total (9 right, 6 left)
- Elevation: Significant ups and downs, with blind crests and downhill braking zones
- Layout Style: Fast, flowing, and technical rather than stop-start



Revolution 427

- A-One 427
- BHP : 427
- Top Speed : 255 km/h
- 100 – 200 km/h : 6.2s
- Weight: 820kg

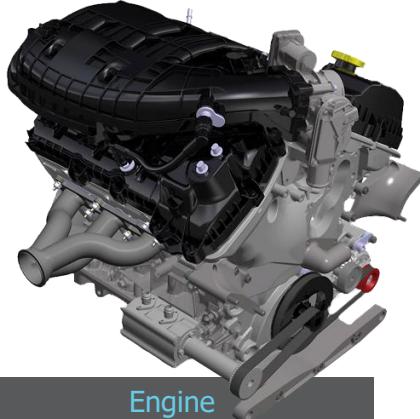


Revolution 500 EVO

- BHP : 500
- Top Speed : 309 km/h
- 100 – 200 km/h : 5.4s
- Weight: 885kg
- Improved low speed mechanical grip
- Increased torque
- Improved aerodynamic efficiency
- 1.5 to 2 seconds lap quicker than a 500SC



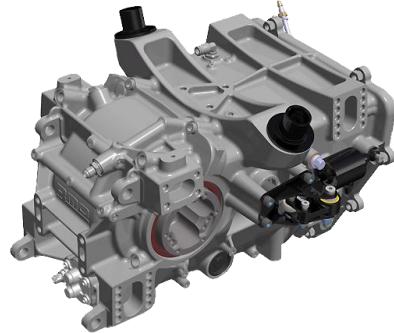
The first truly affordable sports racer with a carbon safety cell and cutting-edge technology



Engine

Developed from a Ford-based V6 unit, the Revolution A-One engine has proven reliability to match its high-end performance.

Tuned and prepared for high-energy track work, the power unit is one of the many highlights of this car, with a large torque spread and an epic soundtrack. It also has the reliability, easy servicing and long refresh intervals.



Gearbox

Mated to the engine is a bespoke 6-speed paddle shift gearbox built by 3MO.

With lightning-fast up-shifts and perfectly blipped down-shifts, its casing is loadbearing, with the suspension mounted directly onto it.



Chassis

The FIA-approved carbon safety cell is both reassuringly strong and spacious enough to fit the largest of drivers and passengers.

It is created by an infusion process developed by DD Composites that keeps the manufacturing costs low but the quality high.

It's also fitted with the world's first double halo system ensuring the highest levels of occupant protection.



Suspension

Double-wishbones meet inboard dampers and adjustable anti-roll bars front and rear.

The dampers are three-way adjustable and have been developed specifically for the A-One.

It will out-handle anything in its class and has been described by very experienced pro-drivers as the best car they've ever driven.

To reduce running costs and spares requirements, components such as the uprights and rockers are identical at each corner.



Control Centre

The Revolution F1-style steering wheel is a piece of art.

Manufactured in carbon, the steering wheel features multiple push and rotary buttons for easy control of engine performance, traction control and brake bias, with ideally-placed buttons for comms, the pit lane speed limiter, data markers and much more.

The wheel centre displays all the required driving information in multiple formats to match every driver's preferences. Full downloadable video data analysis is also available.



Double-halo : another Revolution first

Exceeding FIA standards, the double-halo head protection is inspired by that mandated in Formula One



"The closest car I've driven to a Le Mans Prototype car!"

Sir Chris Hoy

- 2015 LMP3 Champion
- Le Mans 24-hour driver
- Six-time Olympic champion
- Eleven-time World champion

A red and black race car, possibly a Radical SR3, is shown driving on a race track. The background is blurred, indicating speed. The car has 'ZEO' and 'REVOLUTION RACE CARS' branding.

Arrive & drive includes

- Equipe hospitality for two people (more can be added)
- Revolution Race Car rental (dedicated for season)
- 1 × No. 1 mechanic (dedicated)
- 1 × No. 2 mechanic (shared)
- 1 × Data engineer (shared)
- Race weekend entry fees
- Race fuel
- 1 sets new slicks included per race meeting (2 for Portimão)
- Wear & tear consumables
- Prep and re-prep of car
- Serviceable wets supplied if necessary
- Damage not included, charged as necessary
- Friday test not included, optional charge



Optional extras available on request

- Additional new slick or wet tyres
- Race insurance
- Driver coach
- Pre meeting simulator sessions
- Sponsorship wrap

Arrive and drive pricing

4th - Silverstone International

- 500 EVO £7,500 race meeting only
- 500 EVO £12,300 race meeting with Friday test
- 427 £6,800 race meeting only
- 427 £10,500 race meeting with Friday test

2nd / 3rd - Silverstone Grand Prix

- 500 EVO £8,500 race meeting only
- 500 EVO £13,250 race meeting with Friday test
- 427 £7,750 race meeting only
- 427 £11,500 race meeting with Friday test

5th / 6th - Brands Hatch Indy

- 500 EVO £8,500 race meeting only
- 500 EVO £13,250 race meeting with Friday test
- 427 £7,750 race meeting only
- 427 £11,500 race meeting with Friday test

4 Apr.

18 Apr.

2/3 May

5/6 June

5/6 Sep.

Oct 31 / 1 Nov

18th - Oulton Park International

- 500 EVO £7,500 race meeting only
- 500 EVO £12,300 race meeting with Friday test
- 427 £6,800 race meeting only
- 427 £10,500 race meeting with Friday test

6th / 7th - Snetterton 300

- 500 EVO £8,500 race meeting only
- 500 EVO £13,250 race meeting with Friday test
- 427 £7,750 race meeting only
- 427 £11,500 race meeting with Friday test

31st / 1st Nov – Portimão

- 500 EVO £15,750 race meeting only
- 500 EVO £20,750 race meeting with Friday test
- 427 £14,650 race meeting only
- 427 £18,650 race meeting with Friday test

Damage not included, charged as necessary

All prices are +VAT where applicable

Preferential pricing available for full season commitment

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