

AUTOSPORT INTERNATIONAL CHOSEN FOR EUROPEAN DEBUT OF AUSTRALIAN RALLY/RACE WINNER

Whether you want to compete in sprints and hillclimbs, clean up in GT racing, participate in track days, or simply motor through the summer sun to your local pub, the Skelta could be just the car for you.

Most road-going competition cars require a myriad of costly upgrades to make them fully competitive. The super-light, ultra-tough Skeltas on the other hand leave the factory with all the power, handling and braking they require to win out of the box.

Supreme lightness

The chrome molybdenum steel spaceframe is reinforced with a centre tunnel and sidepods made of carbonfibre/aluminium sandwich, while the body is crafted entirely from carbonfibre composite. This extensive use of strong but lightweight materials results in a dry weight of a mere 720kg.

Ample power

Power comes from either a supercharged 2.0-litre 4-cylinder Honda unit of 340bhp or the 3.0-litre V8 Hartley engine of 460bhp – both engines drive through a Honda six-speed transmission. The suspension comprises rose-jointed double wishbones front and rear, linked to inboard MCA Proflex spring and damper units – the set-up is fully adjustable for track, camber, caster and toe. Powerful braking emanates from ventilated discs and four-pot callipers front and rear.

Cutting-edge aerodynamics

The heavily finned front air intakes, sizeable rear wing and diffuser are a clue to the aerodynamic package, which exerts 200kg of downforce at 90mph. Coupled to a 50/50 weight distribution this results in phenomenal cornering power – small wonder then that the car is so competitive, whatever its environment. The Skelta is available in two styles:

1. **Spyder** – a wide-bodied, open-topped two-seater
2. **G-Force** – a two-seater with detachable gull-wing targa top

One man's dream

The Skelta was born out of one man's obsession to win the incomparable 2000km Targa Tasmania road rally. A former Australian rally champion, Ray Vandersee began his determined assault on the Targa with a re-engineered Westfield. His ingenious modifications brought it closer to the Porsches, Nissan GTRs etc that were dominating such events, but it was clear that something fresh was needed to ensure him of outright victory. Starting with a clean sheet of paper, and incorporating all the attributes his extensive competition career told him were required, he designed his own creation from scratch – the Skelta.

Thanks to Skelta, Vandersee and his customers have now won countless events throughout Australia and New Zealand and Vandersee himself has come agonisingly close to realising his dream of wining Targa Tasmania outright. With a string of class wins and quickest stage times to his credit already, plus the fastest Skelta yet under constant development, 2010 should be the year Vandersee realises his dream.

Skelta Racecars Europe has been formed to give UK and European drivers the chance of similar success and enjoyment.

Autosport International – Stand 2660, Hall 20

Examples of both the Spyder and G-Force are on show at Autosport International. Further details of the cars are available at www.skeltaracecars.com.

Skelta facts

- The origin of the name? The Beatles hit *Helter Skelter* was blasting from the radio the night the project was conceived
- Skeltas are made in Toowoomba, Queensland, next door to the well established Vandersee family business of importing John Deere farm machinery and Hino trucks for distribution throughout Australia

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Press release distributed on behalf of Skelta Racecars Europe by Gordon Bruce Associates Ltd. For further press information and/or hi-res versions of the images below contact Marilyn Bruce via email marilyn.bruce@gordonbruce.com or call +44 (0)1494 672121.



A Skelta Spyder leading the field in Australia



A Skelta G-Force at Spa Francorchamps