

For immediate release  
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**STAND 2660, HALL 20  
AUSTRALIAN SKELTA MAKES ITS EUROPEAN DEBUT AT AUTOSPORT  
INTERNATIONAL AND WILL RACE IN THE UK IN 2010**

The Australian competition car that has been beating all-comers in the road rallies, hillclimbs and sprints of its native Australia for the last five years – the **Skelta** - is making its European debut at Autosport International. Both a supercharged, Honda-engined, gullwing-doored **G-Force** and Hartley V8-powered, open-topped **Spyder** version are being displayed.

**2010 UK Race Programme**

An example of the G-Force recently underwent initial trials at Snetterton in the hands of Stratton Motor Company Motorsport Director Matt Cummings. The results were sufficiently encouraging that plans are now being drawn up for him to race one in the GT Cup series in 2010.

**A winning specification:**

**1. 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.

**2. 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.

The supercharged Honda engine endows the Skelta with sufficient performance to reach 60mph in 3.7 seconds. The Hartley V8-engined versions need only 3.2 seconds for the same manoeuvre!

### **3. 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.

### **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 winning 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 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

### **Skelta in Europe**

Skelta Racecars Europe has been formed to give UK and European drivers the chance of similar success and enjoyment. Further details of the cars are available at [www.skeltaracecars.com](http://www.skeltaracecars.com) or by calling +44 (0)1494 672433.

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Press release distributed on behalf of Skelta Racecars Europe by Gordon Bruce Associates Ltd. For further press information contact Marilyn Bruce via email [marilyn.bruce@gordonbruce.com](mailto:marilyn.bruce@gordonbruce.com) or call +44 (0)1494 672121.

## SKELTA G-FORCE/SKELTA SPYDER

### Standard mechanical specification

- Chassis - Chrome Molybdenum steel spaceframe reinforced with carbonfibre/aluminium honeycomb sandwich centre tunnel and sidepods
- Body - carbonfibre composite
- Engine – choice of:
  - 340bhp 2.0-litre supercharged Honda
  - 460bhp 3.0-litre Hartley V8
- Transmission – Honda 6-speed
- Suspension – double wishbone with inboard MCA Proflex damper/spring units. Adjustable for track camber, castor and toe
- Brakes – ventilated discs with 4-piston callipers front and rear
- Aerodynamics – ground effect with 200kg of downforce at 90mph
- Dry weight – from 720kg
- Weight distribution – 50/50
- Performance – 0-60mph:
  - Supercharged Honda engine = 3.7 secs
  - Hartley V8 engine = 3.2 secs

### Images

Below are a few examples of the Skelta images available online at [www.skeltaracecars.com](http://www.skeltaracecars.com)

### G-Force



### Spyder



Web: [www.skeltaracecars.com](http://www.skeltaracecars.com) \* Tel: +44 (0)1494 672433 \* Email: [info@skeltaracecars.com](mailto:info@skeltaracecars.com)