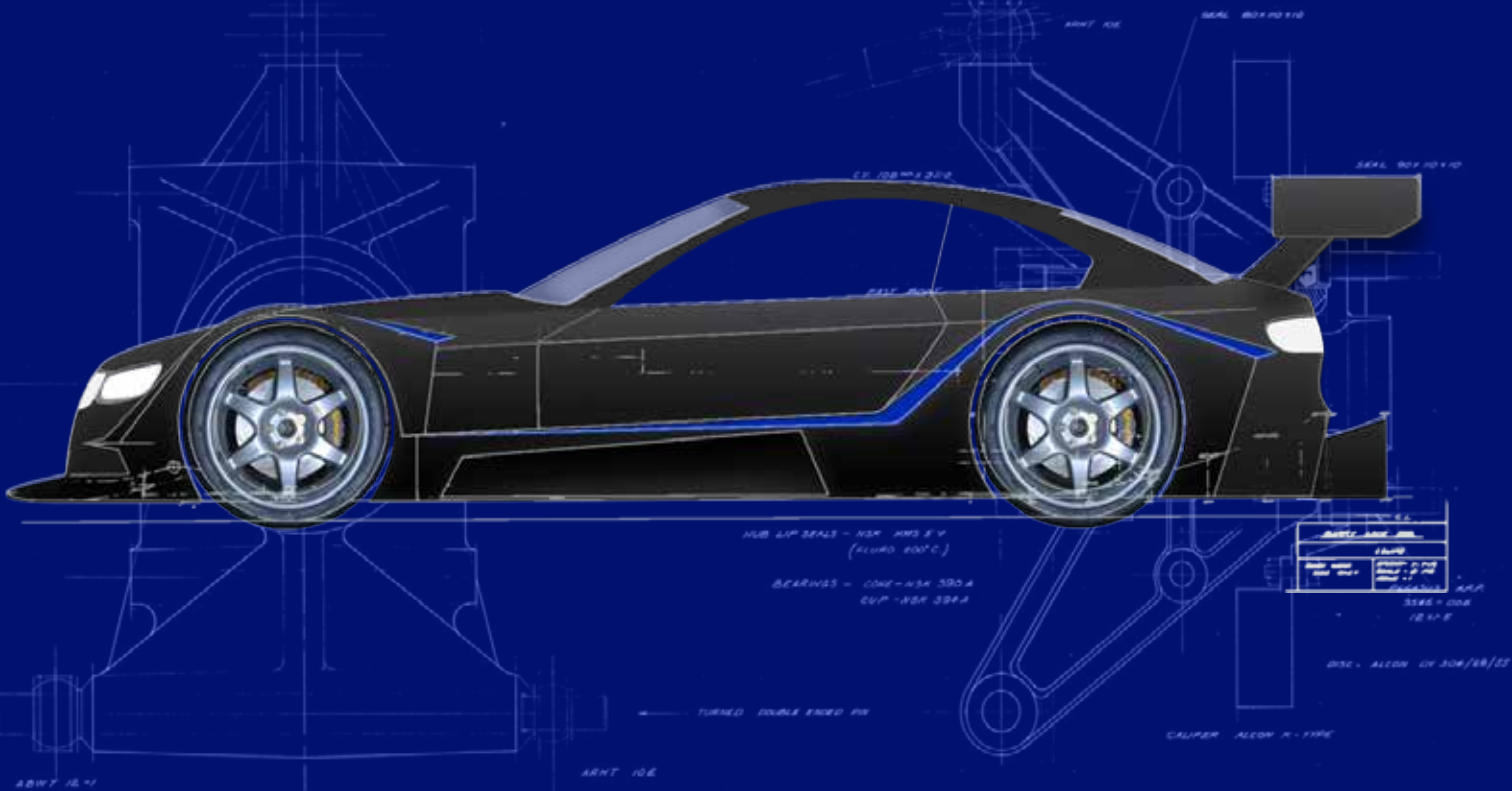


AERO

SUPERCARS

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WHAT IS THE AERO SUPERCAR?

The Aero Supercar is a closed, 2 door, 2 seater, DTM style racing car that is fast, safe, durable and cost effective with scalable performance allowing a racer to compete in a range of classes here in Australia and ultimately internationally.

The Aero Supercar is designed to accept a power unit from any manufacturer allowing a racer to compete with his or her choice of vehicle.

The Aero Supercar features state of the art aerodynamics to produce staggering performance from this simple and effective platform. The car is a true full aero car with diffusers front and rear linked by a complete carbon undertray.

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A LITTLE BIT ABOUT AERO SUPERCARS AND BARRY LOCK



Barry Lock is the engineering force behind the Aero Supercar. For anyone already involved in the Australian motor racing scene he will need no introduction. Barry's professional career has spanned work with McLaren F1 in the development of F1 and Can Am cars in the late 1960's to the early 1970's to the development of the the worlds fastest time attack racing cars. In between he designed and built some of the most competitive sports cars in Australia under his own "Kaditcha" brand. In the late 1980's Barry also designed the Giocattolo, the only V8 powered mid engine supercar to be built in Australia (throw "Kaditcha" and "Giocattolo" into a search engine). More recently Barry has been quietly developing the Aero Supercar on the Gold Coast. The Aero Supercar is a closed, 2 door, 2 seater, DTM style racing car that is fast, safe, durable and cost effective with scalable performance allowing a racer to compete in a range of classes here in Australia and ultimately internationally.

Chassis – The chassis is a modular design comprising a central section, or tub, of carbon, aluminium and steel with three major longitudinal sections. The outer two longitudinal sections have cross sectional areas of 1,087cm squared per side for exceptional torsional stiffness and driver side impact protection. Complementing this is a major transverse section of carbon composite to further increase driver safety and stiffness.

The driver compartment is provided as an integral part of this centre section as is the fuel containment which isolates it from intrusion from external sources.

The forward and removable part of the chassis is of steel (4130) construction welded by the acknowledged best in Australia. This subframe provides mounts for the front suspension, cooling and engine. The rear frame is also removable, it provides mounts for the rear suspension, diffuser, rear wing stays, crown wheel and pinion assembly and exhaust.

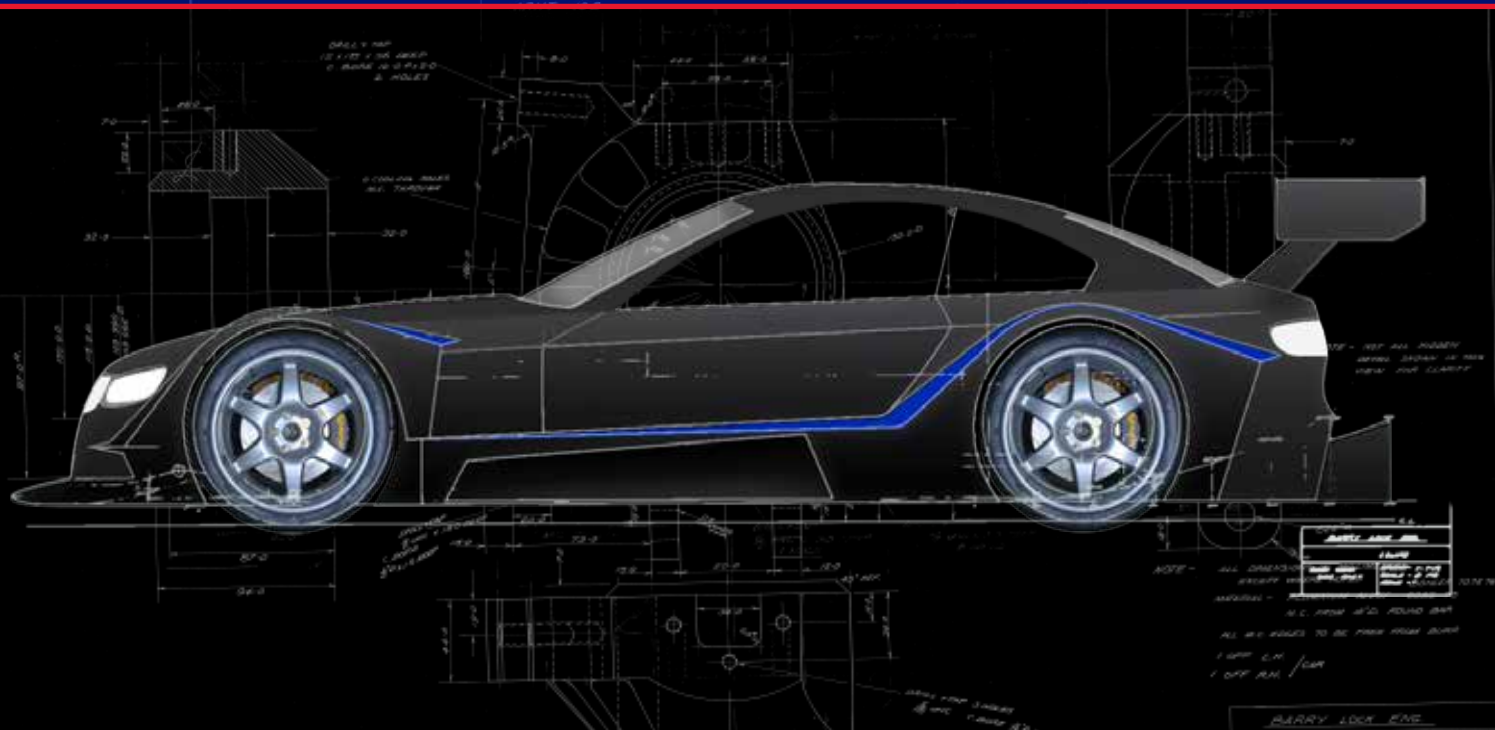
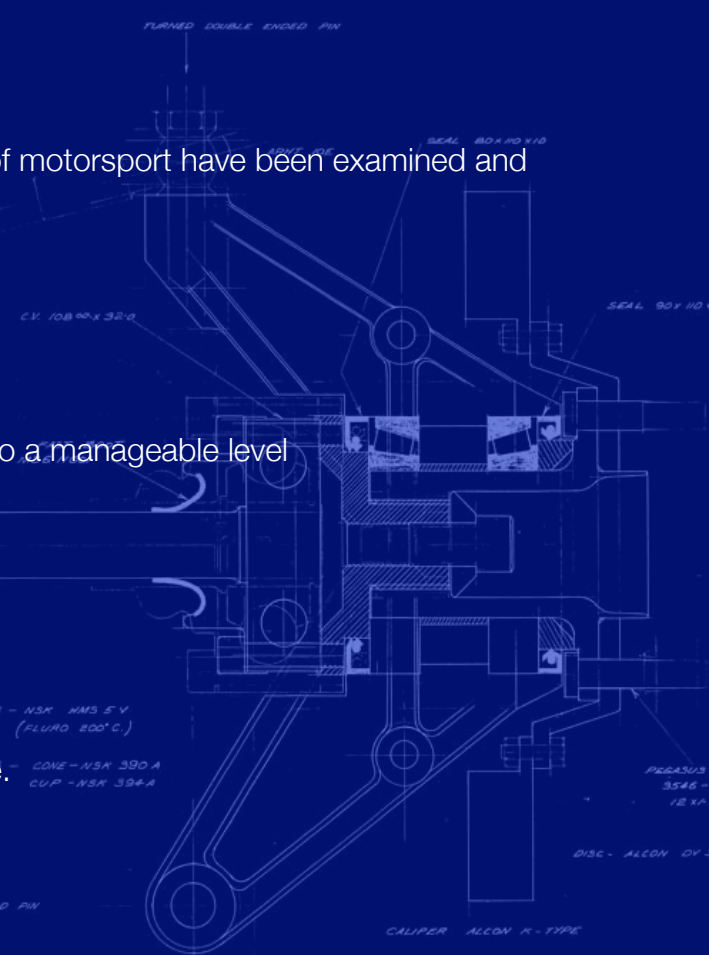
The roll cage is also removable and it is mounted on the central section front and rear bulkheads.

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To sum up, the difficulties in competing at the top level of motorsport have been examined and addressed by this design. The Aero Supercar provides:

- Realistic initial purchase cost
- Low running costs
- Low maintenance
- The ability to reduce pit gear, spares and personnel to a manageable level
- The ability to run the engine and livery of your choice
- High driver safety
- High durability
- High drivability
- High Aero performance
- All in a high performance, visually appealing package.



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AERO SUPERCAR SPECS



Length – OA	4740mm
Width – OA	1840mm
Wheel base	2644mm
Front track	1565 mm
Rear track	1555mm
Wheels	18" x 10" front and rear
Tyres	280 / 655 / 18
Brakes	AP CP5040 Calipers front and rear Front – 356mm x 28mm Rear – 330mm x 28mm
Aero	580kg – (speed and ride height dependant)
Engine	Your choice of Australian V8 or European 4 and 6 turbo engines
Gearbox	Holinger RD6 SSR
Diff	Barry Lock Engineering "Ford 9" diff"
Weight	890kg
Uprights	Barry Lock Engineering – billet front and cast rear
Dampers	MCA – custom designed for this vehicle and application
Roll cage	competition CAMS certification 01 - 00522

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