



A man in profile, looking towards the right, against a dark, stormy sky with lightning bolts. The man is wearing a light-colored shirt and a dark tie. The lightning bolts are bright and jagged, illuminating the dark clouds.

Message

There are two types of car design — correct design, and passionate design. Expressed differently, logic and inspiration. 99.9% of cars on the world's roads fall into the former category. Economical, safe and comfortable. Cars suitable for our age. But these cars don't get your heart pounding.

We at Aspark are bringing something new to the table. We're injecting a fresh sense of surprise and excitement into today's logic-governed world.

The first stage of our plan revolves around the Owl, our premium electric car which we unveiled at the International Motor Show in Frankfurt, Germany.

A simple car, it offers unprecedented speed and beauty. That's all. Leave economy and comfort to others. We didn't set out to make a car for everyone. In fact, 99.9% of people probably won't be interested in this car.

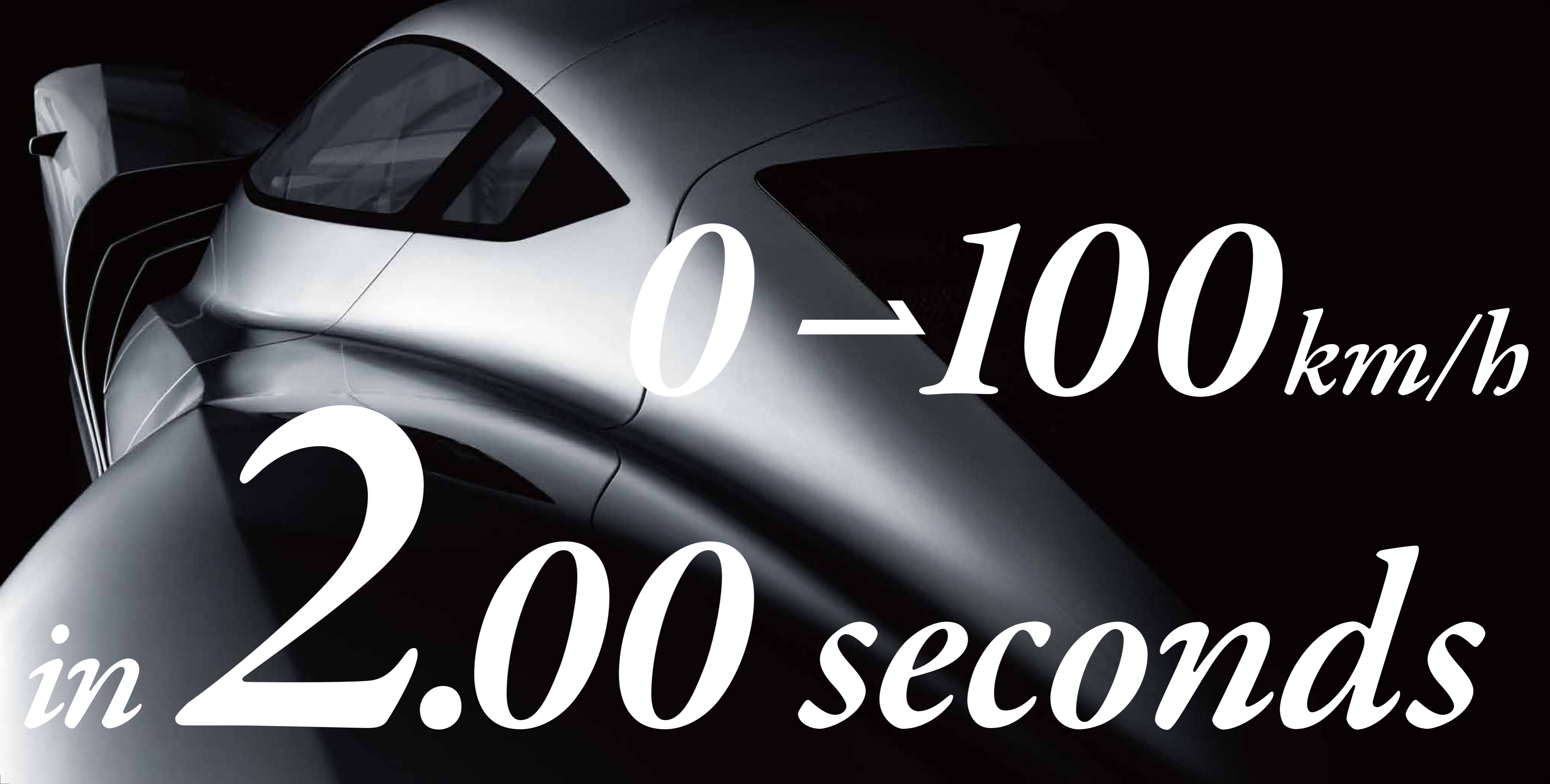
Only a select few can appreciate the true value of the Owl.

There's one question I'd like to ask you who are reading this. When was the last time your heart raced with excitement while driving?





*A New Age
Dawns*



0 → 100 *km/h*

in 2.000 *seconds*

Imagine this. You're waiting at a traffic light. In the lane beside you the supercar in the dust as you catapult forward, your heart racing at that car. It puts that car to shame.

If you're the type to settle for second best...well, there's nothing wrong than the best. If you feel the same way, we'd like to welcome you to the

We didn't create the Owl just to break records. Owl will be available to travel at 500 km/h, there are few places on earth where drivers could focused our efforts on acceleration performance. And we succeeded, before has a car capable of accelerating at such an insane speed been recommend going easy on the accelerator. And to avoid humiliating

For the Owl's design concept, we focused on making conventional

is a famous supercar. The light turns green. In an instant, you leave the speed of light. The car we set out to make is not simply faster than

with that. But it's not for us. We're not satisfied with anything less world of the Owl.

a select few in two years. Even if we were to develop a car that could reach such speeds. Utilizing the advantages of electric cars, we instead creating a car that can go from zero to 100 km/h in 2 seconds. Never unleashed on the world's roads. For those with heart problems, we other cars.

supercars look just like toys.





*Making a Car
That
Isn't Beautiful Is a*

Crime

*Cars ought to be beautiful. For us, this is a given.
It doesn't matter how fast your car is if it doesn't look good.
Car design is subject to numerous limitations: aerodynamics,
size, and so on. We reviewed hundreds of rough designs, one
by one, in our determination to create a car like no other.
A car the likes of which the world had never seen.*

*Would people be proud to own it? Would it turn heads?
Would just sitting in it make a person's heart beat faster?
Would drivers intuitively sense the ferocious power under
its hood? And finally, would it have the right look when the
gull-wing doors open and the driver emerged?*





We gave the Owl an intimidating sleek front design for when it's seen in a rearview mirror. And a beautiful rear design with taillights that appear to smile at drivers as it speeds past.

A gorgeous, voluptuous shape that will draw envious glances from others on the road. And it can all be yours.



The One and Only



Conventional electric cars are easy to make. Parts are freely purchase the parts and build a car. With the necessary capital,

But then, where's the fun in doing only that? Building a car that making the car aren't really excited about it, how can you expect the

The Owl lets drivers experience faster acceleration than anything the Owl's design concept. Only those willing to accept the challenge of in 2 seconds.

We can say one thing for sure. We had a blast designing this car. offers a thrill that only a select few will be able to experience.

available. Just like with computers, a manufacturer can simply anyone can create a supercar, even one that looks unique.

just looks different isn't very satisfying. After all, if the people people driving it to be?

previously possible. Development began with finding partners to back the seemingly impossible goal of accelerating from zero to 100 km/h

We're sure you'll enjoy driving it as much as we enjoy making it. The Owl





Power Source

Our Owl prototype uses two 40 kW motors. According to calculations, 320 kW of power is control technology to draw 160 kW of power from those 40 kW motors. We decided to use lower center of gravity. The Owl is carefully designed to have a low center of gravity. We With the excellent grip, you can almost feel the tires clinging to the road.

The only problem was the power source. Lithium-ion batteries have low power density, and could we turbocharge an electric car? So we came up with a completely new idea. We used discharge far outstrips a battery alone. The Owl's devastating acceleration is achieved using need to be experienced to be believed. When the Owl is released, drivers will likely be able

required to go from zero to 100 km/h in 2 seconds. We developed a completely new current two small motors for two reasons. The first was to keep the car light. The second was for a wanted drivers to enjoy accelerating not just on straightaways, but also while turning corners.

cannot produce a large instantaneous current. Our time limit was a mere two seconds. How capacitors powered by the regenerative energy from braking. The resulting instantaneous supercapacitors, an unprecedented advance in EV car theory. The super G-forces produced to switch between the battery and capacitors.

Control

Acceleration of zero to 100 km/h in 2 seconds can't be achieved with motors and capacitors alone. Achieving an acceleration of zero to 100 km/h in 2 seconds would depend on how well we could prevent tire slip and effectively transfer power to the road. The control unit, time wouldn't be possible. This was unexplored territory. We had no precedents to follow. We created all our designs from scratch. The Owl is an original creation. For the control units to send exactly the right amount of power to each of the four tires, they had to adjust the flow of current in increments of 1/10,000th of a second. Sensors constantly monitor the suspension's movement. With prototype development now completed, it could be said that we have world-leading technology and expertise at our fingertips.

alone. Essentially, acceleration relies on tire grip. We had two seconds to cover roughly 27 meters. Achieving an acceleration of zero to 100 km/h in 2 seconds would depend on how well we could prevent tire slip and effectively transfer power to the road. The control unit, time wouldn't be possible. This was unexplored territory. We had no precedents to follow. We created all our designs from scratch. The Owl is an original creation. For the control units to send exactly the right amount of power to each of the four tires, they had to adjust the suspension's movement. With prototype development now completed, it could be said that we have world-leading technology and expertise at our fingertips.





DISTANCE
ON
AUTO
HOLD
OFF
FAR
HEAD
CANCEL

SWAY

SWAY

AUTO
OFF

LEFT



Inside and Out

The body is made of strong, lightweight carbon fiber. The complex design was brought to life using a hand lay-up process performed by experts. The paint also presented a novel challenge. Much heavy paint is normally required to achieve a metallic shine, but vehicle weight had to be extremely light for the sake of acceleration. We succeeded in finding the perfect balance between these two conflicting requirements. The design, with many curves, also required specialist knowledge to produce. We chose metallic silver for the prototype, but when the Owl is released, buyers will be able to select the color of their choice.

The interior design also came down to a process of trial and error. The Owl is just 98 centimeters high; it moves close to the ground, so the driver is positioned quite low. Visibility and steering wheel shape were challenges requiring experimentation to get just right. The seats are genuine leather. The ideal leather was selected for the center part and sides. The Owl is mirrorless, and features four monitors on the instrument panel.

Go rogue.



Epilogue

You spot your prey 100 meters ahead — the main dish for tonight's dinner. You give chase at ferocious speed. Startled, your prey attempts to flee. But it's already too late. Letting out a metallic roar, you take off.

The contest is over almost as soon as it starts.

On the monitor you see your prey's look of defeat. A smile crosses your face. It's a look of sublime satisfaction.



Dimensions	Overall length	4830 mm
	Overall width	1935 mm
	Overall height	990 mm
	Wheelbase	2757 mm
	Tread (Front)	1603 mm
	Tread (Rear)	1552 mm
	Min. ground clearance	90 mm
Weight and seating capacity	Weight of vehicle	850 kg
	Vehicle body weight	50 kg
	Seating capacity	2
Performance	Acceleration	0 to 100 km/h in 2.0 sec.
	Travel distance per charge*	150 km
	Max. speed	280 km/h
	Max. rpm	4000 rpm
	Rated power output	65 kW
	Max. power output	320 kW
	Max. torque	764 Nm
Drive battery	Type*	Supercapacitors + battery
	Total voltage	300 V
	Max. current	2000 A
Drive system	Final reduction ratio	4.44
	Drive system	4WD
	Tire size	F: 275/30R19 R: 335/30R20

* Performance target for model to be marketed.
Specifications are subject to change as the vehicle is still under development.