



### **MIA member shows their exclusive and spectacular IFR Aspid sports car at PistonHeads**

Motoring enthusiasts and industry professionals had a rare opportunity to see the new and exclusive **IFR Aspid** super sports car, from the MIA's Spanish based member IFR, and closely examine its exciting new technology and design features at the PistonHeads performance show held at the NEC last week.

Ignacio Fernández, who put together the team of automotive engineers that created the car, explained how the Aspid outperforms even a World Rally Championship car and most supercars ... at a fraction of the price.

“The Aspid proves you can design an exclusive super sports car with the ultimate dynamic performance without compromising fuel economy and everyday driveability,” says Ignacio Fernandez, head of the award-winning Cataluña based company. Fernandez founded the company, five years ago, to develop new, green automotive technologies based on light weight designs, which can cross over to the mainstream car market.

“A vehicle engineering consultancy has to be able to demonstrate its ability to develop new technology, and that means designing and building a car incorporating that technology,” says Fernandez. “ we decided to build a super sports car fit for the 21<sup>st</sup> century, using new lightweight designs to create exceptional acceleration, cornering and braking ability. Much of the dynamic performance can be attributed to the technology incorporated into the chassis, suspension and braking systems.”

The Aspid demonstrates that it can accelerate to 100mph (160km/h) in 5.9 seconds and return to a standstill in just 3.1 seconds (0-60mph takes a mere 2.8 seconds). And ,with 1.6g of lateral acceleration, its cornering grip is even more remarkable. Much of this performance results from the supercharged 2-litre engine, delivering 400bhp into a vehicle with a kerb weight of just 740kg, resulting in a very high power-to-weight ratio. The light weight also ensures excellent fuel economy, with estimated consumption in normal driving conditions of just 59mpg (4.8 l/100km). CO<sub>2</sub> emissions, yet to be officially measured, are estimated at 197gm/km - significantly less than cars of comparable or even lesser performance.



The Aspid comes better equipped than many, significantly heavier, supercars. Inside the fully enclosed climate controlled cabin, with its leather trimming, there is a sophisticated electronic system featuring two highly intuitive screens (one of them touchscreen) that control everything from the sensitivity of the power steering to the integral data-logging facility. The system is highly interactive. The driver can change many parameters including the rev limit, valve timing, power

output, steering assistance, ABS, noise valve, brake balance, traction control, stability control, pitch, roll, yaw and ride height as well as damping characteristics.

And with just a touch of the screen, it's simplicity itself to restore the factory settings.

The design brief intended to maximise active and passive safety, the Aspid is believed to be the only car in the world to meet FIA safety requirements as standard, with no additional modifications, as well as European road car homologation standards. This makes the car as easy to use on the race track as putting on a safety helmet.

Straight from an exhilarating run on the track, it can be driven in a relaxed and easy fashion through the town or on a long distance grand tour.

The basic price of the 400bhp Aspid Supersport model, excluding taxes, is €107,000; approximately one-third the price of a second-hand WRC car and significantly more driver-friendly. Supercars approaching the same level of performance are substantially more expensive. The price of the 270bhp naturally aspirated Aspid sport model is €79,000.

To protect the investment of its customers, the Aspid not only offers a high initial build quality to ensure reliability, but to maintain its residual value it has been designed to be easily rebuilt. If returned to the factory or approved dealer for inspection and maintenance prior to a sale, IFR Automotive will restore the car as though new and provide a further 1-year guarantee. The company can also assist in the re-sale of an Aspid by introducing its owner to the company's sales network and customers on its books already interested in acquiring pre-owned models.

"In addition to the car's sheer exclusivity and tailoring to individual customer requirements, we believe this re-build policy will help maintain a strong second-hand market for the Aspid," says Fernández. "The sophisticated electronic systems will enable customers to have their car diagnosed remotely from the factory wherever they are in the world, so we can advise on any required maintenance."

"We are currently receiving serious enquiries at the rate of about one a week, which exactly matches our current build capability. It is a good sign that we can meet our target of 40-50 cars in the first year."

Orders are now being taken and the first cars are under construction, with the first deliveries being in the summer of this year. At that time, the final UK price on the road (including VAT, delivery charge, number plates, VED and first registration fee) will be determined.

For further information on the car and the company visit [www.aspidcars.com](http://www.aspidcars.com) and [www.ifrautomotive.com](http://www.ifrautomotive.com).

Images of the car and previous press releases can be downloaded from [www.newspress.co.uk](http://www.newspress.co.uk) or from the IFR websites.