



Press Conference Geneva 07.03.2017, 12:45 p.m.

Ladies and Gentleman,

You are standing not only in front of a new car, a world premiere. It's not just another sports car and not just another electrical car. It's the preview of nothing less than the gate to an all-new driving experience. Artega wants to promote the switch to electromobility by entering into the arena of super sports cars. We are about to introduce a car at the very top of this market segment and to realize this, the electrical drivetrain isn't a substitute – the electrical power is quite simply the best way to achieve the performance we wanted - the new driving experience. That said, we chose this technology not because it was fashionable, or because we wanted to score points from the green lobby. Coincidence that my great-great-great grandfather was Christopher Becker who invented 1835 the first electric vehicle. Or you may say, it's in my genes.

The background of Artega couldn't be better. We have the benefit of being able to draw on our experience in the sports car market. Our first car, the Artega GT, won such high praise from the motoring press and public for its composure and excellent driving manners.

The fully electric Scalo prototype in Frankfurt 2015 was for us an experiment - if you like it was us dipping our toe in the water to check the temperature before diving in. The German automotive electronics supplier paragon AG and



the Li-Ion-battery system and powertrain company Voltabox AG are important strategic partners.

We solved the problem with electric vehicles being slow and heavy, with a limited range, and therefore not very practical. We have been working hard to develop the technology into something that people will want to buy into, that people will embrace because it is, frankly, fascinating.

We set out with a goal of delivering supercar performance with a range of at least 500 kilometres between charges. New high power and high efficient electric engines and high capacity batteries – with a new world record in terms of energy density - have been developed, giving us the technical edge that we needed for this breakthrough. You charge within just 4 minutes another 100 km of range. In 17 minutes, 80% of the capacity are charged.

To save weight, the bodywork of the new Artega is made of aluminium, carbon fibre is used for hoods and doors. Polyurethane is selected for the bumpers. Our new chassis is a full carbon fibre monocoque with separate high-strength steel sub frames front and rear with carbon fibre cross bars to support the running gear. We have four e-engines, together producing a nominal power of 750kW, or if you prefer, that equates to no less than 1,020 horse power. That is enough to give us a car with startling performance.

We are looking at 0-100 km/h in just 2.7 seconds. Maximum speed is electronically governed at 300 km/h. So, I think we have succeeded in our aim of delivering stellar supercar performance.

We analysed the market intensely. The elite can buy super sports cars with excessive look and demoniac aggressive lines. Or they can buy almost real Le Mans cars as streetcars. But real connoisseurs don't want "loud luxury". They don't need an extroverted car for prestige, they have nothing to prove. They want to be well dressed for any opportunity without a need to excuse themselves for their choice. Attractive but discreet, sporty and elegant, cool and nonchalant, debonair – but combined with the latest edge of the technology. Something different. The best of both worlds. A piece of art – like "arte" in our brand name Artega. Art comes from skill, it is passion and inspiration.

It was also important that the car is special from another perspective. You will remember a certain other supercar from a couple of decades ago which offered three seats. Our car is different. Cut-outs in the roof allow easy access to the central seat, and the fully fletched passenger seats. Once inside, the occupants will notice a light, airy and spacious environment, unlike the cramped, claustrophobic space of others.

The driver sits in the middle, offering the ideal position from which to control the car, giving excellent feedback and driving enjoyment, but also meaning the car can be delivered into any market without need for ordering specifically right or left hand drive.

The best of both worlds. German engineering combined with Italian flair. High tech meets traditional craftsmanship. We think that is a winning formula. Nobody else than Touring Superleggera from Milan was chosen to convey the



design core of Artega and a demanding briefing into a design masterpiece. As one of the world's longest-established coachbuilders, and with such a rich heritage it is an ideal partnership for us.

I wanted to thank Touring and especially Louis de Fabribeckers for his design – it is exactly what I wanted to achieve. Smooth and unexcitedly with adorable details you detect over time.

Now I have tantalized you enough; let's unveil the Artega Scalo Superelletra!

Scalo is the name of a winning Westphalian stallion – Artega's headquarters are in the German province of Westphalia. And Superelletra is a play of words – the Italian words for superlight (*Superleggera*) and electric (*elettrico*).

Just 50 cars will be produced from spring 2019 on for customers with a unique lifestyle that want something special – exclusivity combined with great looks, stunning performance, gentle luxury and practicality. A technical tour de force and a piece of art.

Please welcome the all-new Artega Scalo Superelletra!

Thank you very much for your attention.