



ENGLER V12

INTRODUCTION

"In 2020, one of my clients presented me with a challenge: 'Create for me a unique Engler, one that only a few of us can possess – a creation even more extraordinary than the DESAT.' Motivated by this task, I immediately sought out Stefan, the CEO of Valta Engineering, our trusted in-house development partner.

Within a matter of weeks, the initial visualizations were transformed into reality.

We discussed this project extensively in numerous meetings, always with the notion of 'next in line, one day we should.' However, it wasn't until the summer of last year that a sudden realization struck us: it was no longer a question of 'if,' but rather 'when, if not now, and who, if not us?'

Just three months ago, this vehicle existed solely on paper.

In an era dominated by discussions of downsizing, reduced cylinder counts, disappearing engine displacements, and the rise of hybrid vehicles, we've chosen to take a different path. We proudly introduce the ENGLER V12."

Viktor Engler
Founder and CEO

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A FEW WORDS FROM THE DESIGNER

After a short briefing from Victor and Stefan in our design office at VALTA, where we discussed Victor's vision of the new vehicle, there were 2 words that have stayed with me for a long time and guided me in the development of the Engler V12 design. It was the pleasure and the beauty.

Starting with the pleasure, it should be the rider, who is at the center of everything. I start by designing the shape in terms of comfort, ergonomic, safety and position not only give the rider the best feeling and experience when riding, but also to give the rider the pleasure of looking good on the ENGLER V12.

The second Aim in developing the ENGLER V12 was beauty. Don't get me wrong, I wanted to create a beast, that represents strength, speed and performance at first glance. But all these entities are tended to serve only one purpose. To look simple and beautiful. That's why we put the focus on balancing the proportions and using the straight lines and big floating surfaces for the generation of maximum downforce and performance.

It is very important to mention, that we didn't just want to create a show car that looks good on paper, but we already wanted to consider the feasibility and main requirements to bring this car to life one day.

When I now see ENGLER V12 I'm quite sure that this shape will become the vision, the inspiration or if you want the DNA of the Engler's future creations for next years.

I'm Peter Glova and I'm designer of Engler V12.

ENGLER V12, IT WAS ALWAYS IN THE PLANNING

Viktor Engler's company has been here for almost a decade, and now presents its second creation. While the DESAT project laid the groundwork for a legend, what could its successor bring? More power, enhanced performance, superior structure, and aerodynamics? Certainly, but there's more to it. Above all, it requires a pinnacle. As our CEO and Founder Viktor says: 'We won't stop till we're legends.' The V12 represents the epitome of the supercar or hypercar world.

When Engler Automotive first emerged, Viktor envisioned the V12 as its inaugural model. However, constrained by limited finances in the early stages of his venture, this ambitious dream seemed impractical. Yet, even in the face of financial constraints, Viktor's unwavering vision persisted. The V12 became the embodiment of that vision — a symbol of what could be achieved with determination and foresight.

Viktor always knew that one day the V12 would become a reality, and that day has finally arrived. As we look to the future, who can say what will power the next Engler creation? Perhaps the V12 will remain at its core, but it's likely that future models will feature fewer than twelve cylinders. So, when if not now?



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WHERE ARE WE AIMING TO

The Pleasure, the beauty... What should be prioritized for the next Engler SuperQuad? The primary objective remains to preserve the essence of driving pleasure while embracing simplicity, lightness, and extreme performance.

During its development, the V12 project defied prevailing trends of the time. Eschewing superfluous batteries and hybrid power, the focus remained on the pure, unadulterated power of the V12 engine. Equipped with a dual-clutch gearbox – a creation entirely our own – the V12 represents the first Engler model to feature an in-house made gearbox.

This gearbox is truly exceptional: the world's lightest, weighing a mere 30 kilograms, yet capable of withstanding 1200 Nm of torque and 1200 HP. Its purpose? To ensure that the Engler provides an unparalleled driving experience, where man and machine work in perfect harmony.

WHAT WE SEE

Every Engler model begins with an aesthetic jolt. The V12 exudes simplicity, making a bold statement from the outset with its assertive and commanding lines—distinctive yet unlike anything previously offered by Engler. Its contours are more fluid and curvaceous, from the rounded upper edges of the windshield to the intricacies of its rear end, presenting a softer, more refined expression.

From inception, our goal was to adhere to the original intent of creating a design that transcends fleeting trends – a timeless masterpiece rather than a product of its era's fashion. The fundamental essence of the vehicle type remains unchanged: reminiscent of a quadbike, with handlebars and two riders in a pivot position. This enduring design is etched into memory from the first glance, ensuring the V12 leaves a lasting impression.

The new Engler boasts minimal aerodynamic add-ons yet achieves unprecedented efficiency. While some hypercars rely on numerous spoilers, the V12 seamlessly integrates aerodynamic functions into its overall shape, enhancing downforce and reducing drag through meticulous design alone.

Though the styling details are scarce, each element is meticulously executed, inviting admiration in its own right. The magnesium forged wheels, both simple and stunning, are complemented by carbon-ceramic discs. Ensuring optimal transfer of exuberant torque to the ground are the Michelin Pilot Sport Cup 2 tires, unmatched in their efficiency.

"The final touch to the car's exceptional road feel is delivered by 20-inch wheels, both in the front and the rear.

The titanium exhaust is coated with ceramic, ensuring efficient heat dissipation while maintaining a total system extremely light.



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NEW ERA, NEW WAY OF RIDING

While this vehicle may be likened to a piece of art, its transformative nature becomes evident once you take your seat.

Timeless in design, the Engler V12 features two screens in front of the rider. One displays all driving-related data, while the other provides entertainment options, including seamless integration with Apple CarPlay. While this layout may be reevaluated for serial production, both screens are touch-sensitive. However, the Engler V12 is meticulously designed to be operated without the need for touch while driving. At Engler, we understand the discomfort and safety concerns associated with using touchscreens on the road. Our paramount concern is to ensure the driver's focus remains on the road.

Similar to the DESAT, the V12 is pedalless, making us, to the best of our knowledge, the only motor vehicle manufacturer globally to produce vehicles that are wheelchair-friendly. Every feature in the ENGLER is hands-controlled, allowing the driver to manage everything without needing to remove their hands from the steering bar. The buttons are intuitively placed, ensuring an unparalleled riding experience on the Superquad.

IMMORTAL POWERTRAIN

The engine of the ENGLER V12 remains a closely guarded secret. What we can disclose now is that it will be naturally aspirated as a standard offering, delivering an output in the range of 700-800 HP. Additionally, we will provide an upgrade option to achieve 1200 HP and 1200 Nm of torque. In its highest state of tune, the ENGLER V12 will achieve TRIPLE ONE STATUS, boasting 1200 HP, 1200 Nm of torque, and weighing 1200 kg. Rest assured, it will comply with the strictest current regulations, including those enforced in California.

The ENGLER V12 will feature its own gearbox an 8-speed dual-clutch capable of handling over 1200 Nm of torque and an output of over 1200 HP. Remarkably, it weighs less than 30 kg, making it the world's lightest gearbox ever used in a road-legal car. This gearbox is the culmination of our collaboration with the Technical University, Faculty of Mechanical Engineering in Kosice, Slovakia.

Currently undergoing rigorous testing in various cars on tracks, we are soon to commence our own tests in normal traffic with our Superquads. The results thus far have been outstanding, and we take immense pride in reaching this milestone. Despite our early years, the development of our own gearbox stands as a significant achievement of which we are profoundly proud.



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WHAT MAKES NEW ENGLER V12 STAND OUT

With the V12, we're not just unveiling a new design and increased power. It also features its own LASER LEDs at the front and standard LEDs at the rear, providing unparalleled visibility that literally X-rays the road ahead.

The seats, crafted by Art in Motion, our esteemed partner in Sweden, are upholstered with the same luxurious leather used in Hermès bags. Each seat is meticulously hand-stitched and tailored to the client's measurements, ensuring a perfect fit. The seating position can be electronically adjusted via touchscreen controls, allowing for personalized comfort over the entire area beneath your feet.

The windshield is height-adjustable, synchronizing its movement with that of the rear wing and active aero flaps positioned around the vehicle. These mechanisms are cleverly concealed to preserve the elegant lines of the new V12, ensuring uninterrupted visual harmony.

The suspension of the V12 is meticulously crafted using cutting-edge 3D printing technology from titanium. Additionally, the height and strength-adjustable shock absorbers are our own proprietary product, ensuring unparalleled performance and customization capabilities.

We take pride in producing the entire electronics package, including the ECUs, in-house. With the exception of components such as the engine, steering bar with controllers, and carbon ceramic brakes, which are shared with another vehicle, every other part is either crafted by us or by our dedicated partners specifically for the ENGLER V12. This includes the fuel system, cooling system, lubrication system, and even our own battery, which weighs only a fraction of those available on the market.

Adapting car steering to a motorcycle-style steering bar at extreme high speeds presented one of our greatest challenges, ensuring safety was paramount throughout the process.

The carbon monocoque, the central black structure where the rider and passenger sit, serves as the backbone of the vehicle, as seen in the attached photos. It is intricately connected to the engine, wheels, suspension, and bodywork through a network of 3D printed titanium rods, brackets, and other fasteners. This innovative construction method provides unparalleled stiffness and density, ensuring exceptional performance and safety.

A high-performance vehicle must not only satisfy its buyer's visually but also provide all the necessary safety measures. While many exemptions are granted to very low-volume manufacturers, Engler made it a point of pride—once again—to construct its vehicles to meet the most stringent regulations, particularly in terms of safety.

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ABOUT US

Viktor Engler builds the vehicles he has dreamt of. As a deeply conscientious engineer, he tirelessly pursues the fulfillment of his highest aspirations, even those deemed closest to the impossible. His mission is to serve the dreamer, ensuring that every creation pushes the boundaries of innovation and excellence.

Since our brand's inception, our environment has evolved significantly. What started with just 4 friends assisting Viktor in turning his dreams into reality during the early years has transformed into a team of over 60 individuals devoted to bringing Engler vehicles to life. Our team consists of engineers specializing in various fields, designers, highly skilled technicians, an R&D department, and the rest of our staff, who feel more like family.

Currently, our production stands at just 10 vehicles per year, but we have ambitious plans to increase this number by at least 30% annually. However, Viktor's vision extends beyond mere production numbers. He envisions Engler as more than just a manufacturer; it's a sartorial atelier, meticulously crafting each vehicle with precision and care.

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TECHNICAL SPECIFICATIONS

DRY WEIGHT	1.200 Kg (2.645 lb)
POWER	700 – 1200 HP (515 – 883 kW)
TORQUE	1200 Nm
ENGINE	Engine identity to be revealed within the next 12 months
GEARBOX	Engler 8-speed Dual Clutch “micro box”
CHASSIS	Carbon Monocoque with 3D printed titanium accessories with front and rear tubular subframes in titanium & CrMo
SUSPENSIONS	Forged aluminum alloy and titanium independent double wishbone with helical springs and electronically controlled shock absorbers
BRAKES	Engler by Brembo 4 ventilated carbon-ceramic discs 410x38mm with 6 pistons monolithic calipers at the front & 390x34mm with 4 pistons monolithic calipers at the rear
WHEELS	SMW forged magnesium, 20” at the front and rear
TYRES	Michelin Pilot Sport Cup 2. 245/30 R20 at the front and 305/30 R20 at the rear

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FINAL FEW WORDS FROM THE FOUNDER

"As we conclude, I am filled with gratitude for the remarkable journey we've embarked upon together. We may be small, but we are vibrant. From humble beginnings to the global stage of the Geneva International Motor Show, Engler has defied expectations and redefined what is possible in the world of high-performance vehicles. I am immensely proud of our team, our Engler family, who have dedicated themselves wholeheartedly to our shared vision.

As we move forward, let us remain steadfast in our commitment to excellence, innovation, and integrity. Together, we will continue to push boundaries, challenge the status quo, and leave an enduring legacy in the high-performance world.

Thank you to everyone who has supported us along this incredible journey. The best is yet to come."

"We won't stop till we're legends".

Viktor Engler, Founder
Engler Automotive

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