

CONCEPT · ONE OF ONE

NATURALLY ASPIRATED V12

SAVAGE

The loud one. A shape that looks loud standing still.

SS163 · AMALFITANA · GOLDEN HOUR

THE STATEMENT

RAW. UNSILENCED. SAVAGE.

No turbochargers to muffle it. No paint to hide it. Twelve cylinders, breathing free, wrapped in the structure that carries them.

Savage is a single idea pursued without apology: a naturally aspirated V12 at the centre of a stripped, carbon two-seat machine, built to be heard before it is seen. Every line is a consequence of how the car moves air and how the engine wants to breathe. Nothing is cosmetic. The weave you see is the car itself.

SAVAGE · CONCEPT REVEAL



FRONT ASPECT · SPLITTER · CANARDS · DRL BLADE



THE FORM

One long gesture from nose to tail: a cab-forward two-seat silhouette drawn around the engine behind it, every surface working the air.



SURFACE & AIR

THE BODY IS THE STRUCTURE.

Savage wears no paint. The body panels are the exposed carbon-fibre monocoque and its structural skins: a bronze-and-charcoal twill laid by hand, clear-coated and left to speak. In golden light the weave reads like hammered metal; at rest it reads like intent. The form is cab-forward and low, mass pulled toward the centre, the greenhouse clipped to a hard two-seat minimum. Behind the cabin the surfaces tighten over the V12 and release into the rear deck, where the swan-neck wing and the diffuser finish the sentence the splitter began. Nothing is added for drama. The drama is what the car needs to do its work.

SAVAGE · THE FORM

REAR ASPECT · SWAN-NECK WING · DIFFUSER · TRIPLE EXHAUST

02 / AERO

DOWNFORCE, NOT DECORATION

Every wing, strut and vane earns its drag. The air is routed, not resisted.

DOWNFORCE AT VMAX · 860 KG



FRONT & REAR

Up front, a carbon splitter and dive-plane canards pin the nose and feed the radiators; a single DRL blade is the only light that reads as a signature. At the tail, a swan-neck wing hangs from the top of its carbon struts, and the clean air passes under the aerofoil undisturbed, the way a race car hangs its wing. The two ends are tuned to each other: balance first, peak figure second.

SAVAGE · AERODYNAMICS

LEFT SWAN-NECK WING ON CARBON STRUTS · RIGHT SPLITTER · CANARDS
· DRL BLADE

+41%

AERO BALANCE TO FRONT VS. BASE BODY

03 / POWERTRAIN

THE SOUL OF THE CAR

A V12, BREATHING FREE.

No turbocharger, no supercharger, no electric fill between the notes. Savage is built around a 6.5-litre naturally aspirated V12 that revs to the edge of hearing and asks the driver to go there with it. Power arrives the honest way: with revs, with noise, with the whole engine working. The gated six-speed manual leaves the choice of gear, and the moment, to the hands.

6.5_L

NATURALLY ASPIRATED V12

9 500_{RPM}

REDLINE

862_{CV}

PEAK POWER

720_{NM}

PEAK TORQUE

POWERTRAIN

ENGINE & TRANSMISSION

CONFIGURATION	65° V12, naturally aspirated
DISPLACEMENT	6 496 ^{CC}
VALVETRAIN	DOHC, 48-valve, titanium intake
MAX POWER	862 cv @ 8 750 RPM
MAX TORQUE	720 Nm @ 6 900 RPM
REDLINE	9 500 ^{RPM}
SPECIFIC OUTPUT	133 cv / litre
TRANSMISSION	6-speed gated manual
DRIVE	Rear-wheel, e-locking diff
EXHAUST	Triple-point central, titanium

TRIPLE EXHAUST · THE VOICE OF THE V12



SAVAGE · SPECIFICATION

TWO SEATS. NO EXCESS.

A cabin built to drive, not to lounge: carbon and alcantara, a bronze gated shifter under the right hand, everything the hands need and nothing they don't.

INSIDE & UNDERNEATH

EVERY GRAM ANSWERS FOR ITSELF.

The cockpit is a carbon tub lined in alcantara, two fixed-back buckets, a small-diameter wheel and a digital cluster that shows only what the driver is using. The bronze gated shifter sits where the hand falls, its gate milled from solid. Nothing is powered that could be mechanical; nothing is trimmed that could be left raw.

The same honesty rolls on the ground. Bronze Y-spoke centre-lock wheels carry drilled carbon-ceramic discs behind them, unsprung mass pared to the minimum, stopping power sized for a car that will be driven hard on a road like this one.

CENTRE-LOCK · BRONZE Y-SPOKE · CARBON-CERAMIC



SAVAGE · COCKPIT



THE MATERIAL

NO PAINT. NOTHING TO HIDE.

What covers Savage is what carries Savage. The structural carbon is finished as the surface: a bronze-and-charcoal twill under a deep clear coat, each panel oriented so the weave runs with the line of the body. In the Amalfi light it shifts from near-black in shadow to warm bronze on the crown of a curve. It is the car's skin, its strength, and its only ornament.

TWILL · BRONZE / CHARCOAL · CLEAR-COATED

05 / SPECIFICATION

THE COMPLETE SHEET

PERFORMANCE		CHASSIS & MASS		DIMENSIONS & WHEELS	
0-100 KM/H	2.7 s	STRUCTURE	Carbon monocoque	LENGTH	4 612 mm
0-200 KM/H	7.4 s	DRY WEIGHT	1 324 kg	WIDTH	2 040 mm
TOP SPEED	352 km/h	WEIGHT DISTRIBUTION	42 / 58	HEIGHT	1 136 mm
POWER-TO-WEIGHT	651 cv / tonne	SUSPENSION	Pushrod, adj. dampers	WHEELBASE	2 700 mm
DOWNFORCE @ VMAX	860 kg	BRAKES	Carbon-ceramic, drilled	WHEELS	21" / 22" centre-lock

FIGURES ARE THE CONCEPT'S CLAIMED TARGETS, NOT VERIFIED PRODUCTION DATA. · SEATING: STRICT TWO.

06 / THE STAGE

THE AMALFITANA

The SS163 clings to the cliffs above the Tyrrhenian, rock on one shoulder, open water on the other. A road that asks everything a car has, and gives the view back as payment.

COSTIERA AMALFITANA · CAMPANIA



CLOSING

Built to be heard before it is seen.

One engine, one road, one idea carried all the way. Savage is a concept:
a study in how loud a car is allowed to be when nothing about it is
pretending.

SAVAGE · GOLDEN HOUR, SS163

SAVAGE

CONCEPT REVEAL · ONE OF ONE

NATURALLY ASPIRATED V12 · EXPOSED CARBON · TRACK-BRED

COSTIERA AMALFITANA · SS163

A CONCEPT STUDY. ALL PERFORMANCE FIGURES ARE CLAIMED TARGETS, NOT VERIFIED PRODUCTION DATA.