

THE SPECIFICATION BOOK

ORYX *V12*

NATURALLY ASPIRATED · 6,499 CC · 12,000 RPM



CONCEPT
LOCKED OCTOBER 2026

THE ATLAS DRIVE
MARRAKECH TO TINJHIR

A CAR WITH ONE ARGUMENT

Twelve cylinders, six gears, two seats, three pedals and nine hundred and ninety kilograms. *Nothing else.*

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FOREWORD

The Oryx V12 was designed from a blank sheet around a single conviction: that the fastest way to feel a car is to take things away from it. No turbochargers between the throttle and the air. No battery, no motor, no software filling in the gaps. No screen in the cabin. What is left is an engine you can see working, a gearbox you work yourself, and a structure light enough that both of them matter.

This book is the record of that car. Its plates are drawn from one locked set of design frames, so the car on every page is the same car. Its numbers are set once, in the specification on page sixteen, and every figure elsewhere is read from it.

The Oryx is a concept. Its figures are design decisions, internally consistent and checked against each other. The road it was shown on is real: the N9 over the Tizi n'Tichka in Morocco's High Atlas, then the N10 east to Tinghir and the Todgha gorge.

The fastest way to feel a car is to take things away from it.

6,499

CC, NATURALLY
ASPIRATED

12,000

RPM REDLINE

805

PS AT 11,400 RPM

990

KG DRY

6

SPEEDS, GATED
MANUAL

0

TURBOCHARGERS



PLATE 1 Front three-quarter, left. Atlas Chalk over exposed woven carbon; the roof snorkel; the first of the gold stacks under the engine glass.

I · THE ARGUMENT

CHAPTER I

Nothing between the driver and the engine but carbon, glass and air.

Every hypercar of the last decade has been an argument about numbers. The Oryx makes an argument about the drive.

More power from smaller engines, recovered by turbines and batteries and software; more speed, managed by more systems. The cars got faster, and the driver got further away from them.

The Oryx V12 makes the opposite case. It takes the oldest and least efficient way to make a great deal of power, a large naturally aspirated V12 revving to 12,000 rpm, and builds the lightest and most direct car it can around it. It is not trying to win the numbers. It is trying to win the drive.

That means three refusals, and the car is designed around them. No forced in-

duction: the engine breathes through twelve open trumpets and a scoop on the roof, and what you hear is induction and exhaust with nothing whistling in between. No hybrid: no battery to carry, no motor to fill the torque curve, no mode in which the car moves without its engine. No screen: three analog dials, six toggles, a wheel and a gear lever.

What remains is a mid-engined two-seater of 990 kg dry with 805 PS, a six-speed manual worked through an open aluminium gate, and ABS as the only electronic help. It is a car you have to drive, and it pays you back for driving it.

READING PLATE 1

a Atlas Chalk, a pale warm bone, over a lower body of clear-coated woven carbon.

b The roof snorkel: a single raised carbon scoop ramming air to the airbox.

c The carbon channel cut below the door, open from the front wheel to the rear.

d Satin bronze five-spoke centre-lock wheels, 20 inches front, 21 rear.

N.A.

WHY NATURALLY ASPIRATED

A turbocharged engine answers the throttle through a column of air that has to spin up a turbine first. A naturally aspirated engine answers through a throttle a few centimetres from the inlet valve. The Oryx has twelve of them, one per cylinder, each under its own gold velocity stack.

The response is immediate and it is linear. The power arrives at the top of the range: peak torque of 610 Nm at 9,000 rpm, peak power of 805 PS at 11,400. To use it you have to rev it, and revving it is the point. The sound changes all the way up, because nothing in the intake or the exhaust is there to muffle it.

H

WHY A MANUAL

A paddle-shift gearbox is quicker. It is also a decision the car makes with you. The Oryx's six-speed transaxle is worked by a tall lever through a polished open gate on the carbon spine between the seats, with a twin-plate carbon clutch and three drilled aluminium pedals.

A shift takes as long as the driver takes. Getting it right is a skill, a heel-and-toe on the way into a hairpin, a clean pull across the plane from second to third on the way out, and the gate makes the sound of getting it right. The gearbox is the second instrument in the car, after the engine.

kg

WHY LIGHT

Weight is the one number that improves everything else: less mass to accelerate, to stop and to turn. The Oryx is built on a carbon-fibre monocoque with the engine semi-stressed, and weighs 990 kg dry, 1,085 kg with every fluid and a full 70-litre tank.

There is no battery pack, no motor, no infotainment and no sound deadening to speak of. The seats are fixed carbon shells; the driver moves the pedals, not the seat. Nothing on the car is there that does not earn its grams, and the grams that remain are mostly engine.

It is not trying to win the numbers. It is trying to win the drive.

None of these choices is new. They are the choices the great analog cars made before electronics made them optional, and the Oryx makes all of them at once, without hedging. The engine is shown under glass rather than hidden under a cover. The structure is shown in raw carbon rather than painted over. The driver is given a gate to work rather than a pair of paddles to tap.

The result is a car whose character can be stated in a sentence and checked against a table. That table is at the back of this book. The rest of it is about what the numbers feel like on a mountain road.

The engine sets the terms. A naturally aspirated twelve makes its power high and late, so the car around it has to let the driver reach that power and hold it there: a gearbox with close, mechanical shifts, a chassis light enough to be thrown from one corner into the next, and a cabin quiet enough in its design that the engine is the loudest thing in it.

Every part of the car answers to that. The wheel is small and unassisted in feel; the dials are round and lit from within; the seats are shells. Nothing is adjustable that does not need to be, and nothing is hidden that is interesting to look at.

THREE REFUSALS

No turbocharger.
No hybrid.
No screen.

WHAT IT KEEPS

- 1 ABS, and nothing else: no traction control, no stability programme.
- 2 Two fixed-back carbon buckets with six-point harnesses.
- 3 Three pedals and a lever in an open gate.
- 4 Three analog dials. No display of any kind.

813

PS PER TONNE, DRY



PLATE 2 The engine cover from above. Twelve gold-anodized stacks, six to a bank, under two glasses either side of the carbon spine fin and its louvers.

CHAPTER II · THE ENGINE

Twelve open *throats*.

Under two panes of glass either side of the carbon spine, the V12 is on show. Air arrives through the snorkel on the roof, rams into a carbon airbox in the vee, and is drawn down twelve gold velocity stacks into twelve individual throttle bodies, one per cylinder.

There is no plenum between the throttle and the valve to soften the answer, and no turbine in the exhaust to slow it. Lift your foot at 11,000 rpm and the engine note falls as fast as the needle.

Layout	V12, 65°, mid-mounted longitudinally
Induction	Roof ram intake, carbon airbox
Throttles	12 individual bodies
Exhaust	Inconel manifolds, twin centre exits

6,499_{cc}
DISPLACEMENT

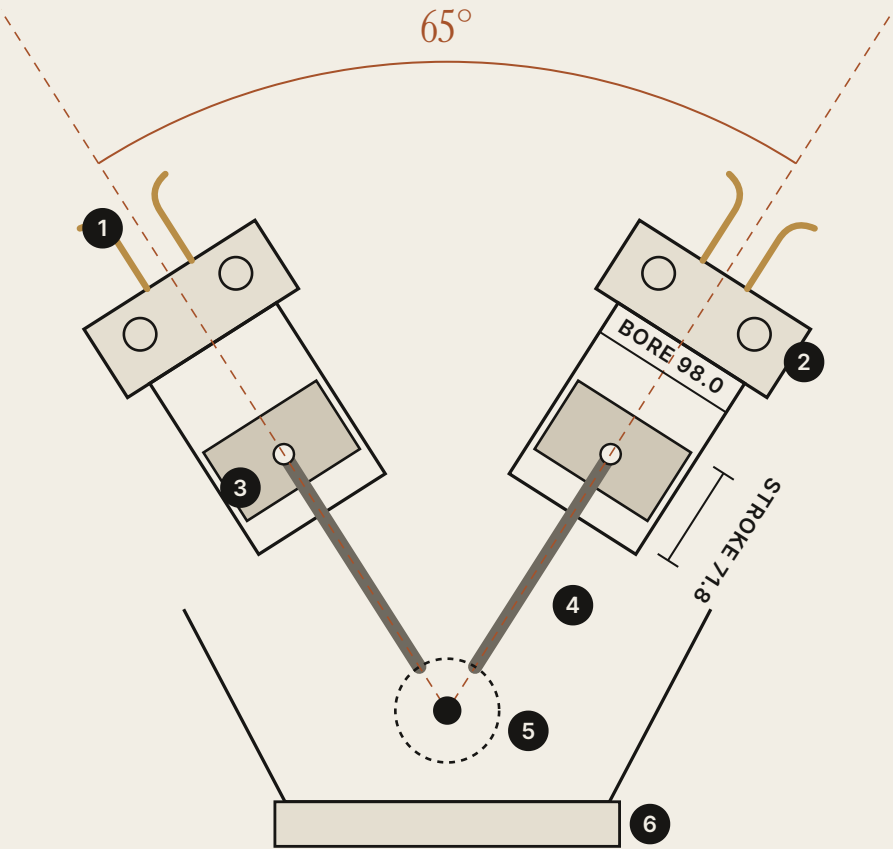
65°
BANK ANGLE

13.8:1
COMPRESSION

12
VELOCITY STACKS

Architecture

FIGURE 1 · SECTION THROUGH THE BANKS, SCHEMATIC



THE ENGINE, AS LOCKED	
Type	Naturally aspirated V12
Bank angle	65°
Mounting	Mid, longitudinal, semi-stressed
Displacement	6,499 cc
Bore × stroke	98.0 × 71.8 mm, oversquare
Compression	13.8 : 1
Throttles	12 individual bodies
Internals	Forged pistons, titanium conrods
Valvetrain	Gear-driven cams
Lubrication	Dry sump
Exhaust	Inconel manifolds, twin centre exits
Max power	805 PS / 592 kW / 794 hp at 11,400 rpm
Max torque	610 Nm at 9,000 rpm
Specific output	124 PS per litre
Redline	12,000 rpm (limiter 12,100)

- 1

Velocity stack, gold anodized, one per cylinder
- 2

Gear-driven camshafts
- 3

Forged piston
- 4

Titanium connecting rod
- 5

Crankshaft, 35.9 mm throw
- 6

Dry sump

Schematic, not to a production drawing. Bore and stroke in millimetres; the vee is shown at its true 65°.

OVERSQUARE. A bore of 98.0 mm against a stroke of 71.8 mm makes a wide, short engine: big valves in a big chamber, and a short piston travel that keeps speeds survivable at 12,000 rpm. Twelve cylinders of that size give 6,499 cc.

The vee is opened to 65°, a few degrees wider than the classic 60°, to give the carbon

airbox room between the banks under the spine fin. The engine carries load as part of the structure, bolted to the back of the carbon tub with an aluminium subframe behind it.

The internals are those of an engine built to rev: forged pistons, titanium connecting rods, gear-driven camshafts with no chain to stretch, and a dry sump that holds oil where it

is needed under cornering loads, and lets the engine sit lower in the car.

Inconel manifolds carry the exhaust to two pipes centred high in the tail. There is no turbine in them and no flap valve to quieten them; the compression ratio of 13.8 : 1 is one only a naturally aspirated engine can run.

FIGURE 2 · THE AIR PATH, ROOF TO TAIL

Snorkel Raised carbon scoop on the roof	Airbox Carbon, in the vee, under the spine fin	12 stacks Gold anodized, six a bank	12 throttles One per cylinder	Inconel Manifolds, no turbine	2 pipes Centred high in the tail
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THE REDLINE

12,000

RPM, LIMITER AT 12,100

The cockpit tachometer reads from zero to fourteen thousand, with its red arc at the end of the sweep. The plates leave its face clean; it is redrawn here with its numerals set as type. The two gold marks are the engine's two peaks: torque at 9,000 rpm, power at 11,400.

Between them is the band the car lives in on a mountain road: a little under three thousand revolutions in which the engine is making nearly all it can, and the induction note hardens into the howl the Oryx is built for.

MEAN PISTON SPEED

$$2 \times 0.0718 \text{ m} \times 12,100 / 60 \\ = 29.0 \text{ m/s at the limiter}$$

At the edge of road-engine practice and inside race practice: aggressive, and credible for a short-stroke twelve.

PLATE 3 The tail, dead-on. One blade of red light; the honeycomb opened to show the gearbox and the Inconel exhaust; exactly two pipes, centred and high; the stacks visible either side of the spine.





PLATE 4 Profile, left. Dimensions in millimetres; width 2,010. The carbon channel below the door runs from the front wheel to the rear.

CHAPTER III · WEIGHT

990

KILOGRAMS DRY · 1,085 KERB

The grams that remain are mostly engine.

Weight is the enemy the whole car is drawn against. Every kilogram removed sharpens the steering, shortens the stops and lets 805 PS do more with less. The Oryx carries 813 PS per tonne dry and 742 PS per tonne at the kerb, with every fluid aboard and 70 litres of fuel.

The structure is a carbon-fibre monocoque, left exposed where it shows: the lower body, the sculpted channel below each door, the roof, the dash. The engine carries load as part of the chassis, and an aluminium subframe at the rear takes the gearbox and suspension.

Double wishbones front and rear work inboard

pushrod dampers. The brakes are carbon-ceramic, 390 mm at the front with six-piston calipers and 380 mm at the rear with four.

Mass sits where a mid-engined car wants it: 41 per cent on the front axle, 59 on the rear, over 335-section rear tyres on 21-inch wheels. The fronts are 265s on 20s.

What is missing is the point. There is no battery and no electric motor. No screen, no audio system, no electric seats. The buckets are fixed carbon shells and the pedal box moves instead. The weight that is left goes into the twelve cylinders behind you.

MASS AND PACE

Dry	990 kg
Kerb	1,085 kg
Split	41 / 59
PS / t dry	813
PS / t kerb	742
0–100	2.9 s
0–200	7.9 s
Top speed	350 km/h

DIMENSIONS, MM

Length	4,480
Width	2,010
Height	1,095
Wheelbase	2,700



PLATE 5 The cockpit from just behind the driver's seat. Drilled three-spoke wheel, the oval binnacle and its three dials, six guarded toggles, the lever in its open gate.

CHAPTER IV · THE GATE

Six speeds, *one hand.*



The gate, three planes, H-pattern. Gold marks neutral.

The gear lever is the tallest thing in the cabin, and the gate is its stage: a polished aluminium plate set into the raw carbon spine between the seats, its slots cut open so the lever runs in plain metal. Six forward speeds lie in three planes, first and second on the left, fifth and sixth on the right.

The gearbox is a six-speed manual transaxle behind the engine, driving the rear wheels through a mechanical limited-

slip differential. A twin-plate carbon clutch keeps the rotating mass low enough for the engine to rev freely between shifts.

Sixth is a long gear. At 12,000 rpm the overall reduction of about 4.75 : 1 turns the 335/30 R21 rear tyres at roughly 2,530 rpm, which is 350 km/h. On the Tichka it will never be used. Second and third are the gears of the mountain.

Gearbox	Six-speed manual transaxle, H-pattern, open gate
Clutch	Twin-plate carbon
Differential	Mechanical limited-slip
Drive	Rear wheels
Pedals	Three, drilled aluminium

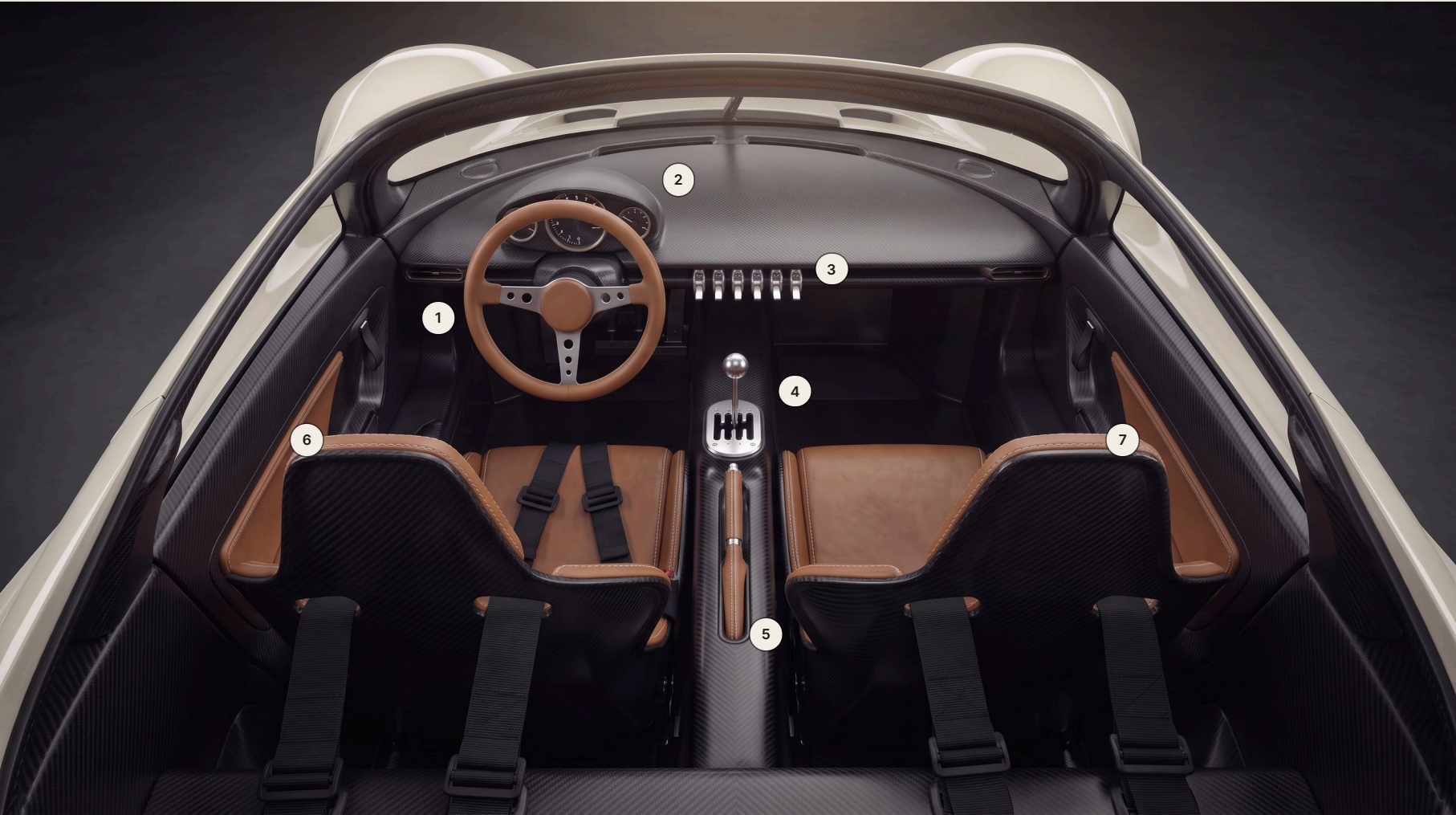


PLATE 6 The cabin from above, drawn with the roof lifted away to show it whole. The car itself has a fixed carbon roof carrying the snorkel, as plates 1, 3 and 4 show.

THE COCKPIT, ITEMISED

A cockpit, *not a lounge.*

- 1 Small three-spoke wheel, drilled aluminium spokes, tan leather rim, plain tan boss
- 2 Oval carbon binnacle, three round analog dials, tachometer central
- 3 Six guarded aluminium toggles on a bare carbon dash blade
- 4 Polished open aluminium gate, tall lever, polished ball knob
- 5 Raw carbon spine tunnel, tan-trimmed
- 6 Driver's fixed-back carbon bucket, left-hand drive
- 7 Passenger bucket; both with six-point harnesses

MATERIALS

Three materials and no fourth. Saddle-tan leather where a hand or a back touches the car. Raw carbon for the tub, the dash, the doors and the seat shells, left with its weave showing. Bead-blasted and polished aluminium for the things that are worked: the wheel spokes, the toggles, the gate, the pedals.

CONTROLS

There are no screens. The binnacle holds three dials and nothing else; the six toggles do the few things a driver needs between corners. The pedals are drilled aluminium, three of them, and the clutch is the heaviest.

SEATING

Two fixed carbon shells with tan pads, side by side either side of the spine, so the gate falls under the driver's right hand.

CABIN

Seats	Two, fixed-back carbon
Drive	Left-hand
Harness	Six-point
Dials	Three, analog
Toggles	Six
Pedals	Three
Screens	None



SCREENS IN THE CAR

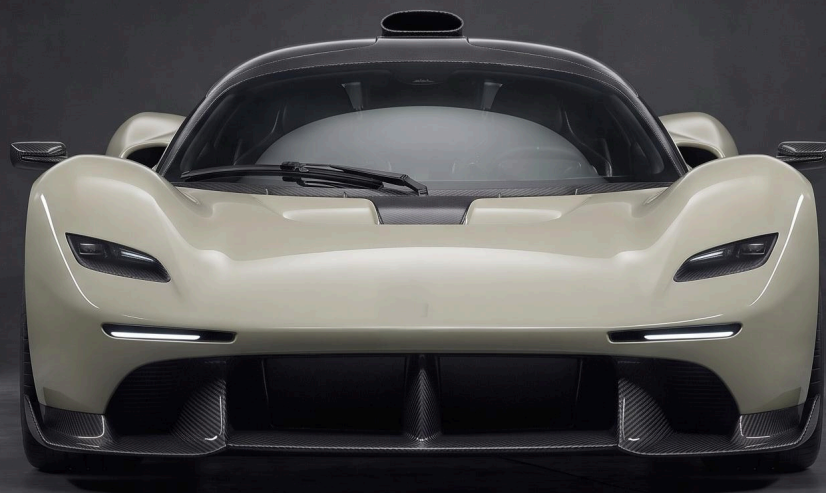


PLATE 7 Front, dead-on. The low nose between two high fenders; the roof snorkel on the centre line.

CHAPTER V · THE FORM

Structure shown where it *earns it*.

Pale bone over raw carbon. The paint is the skin; the carbon is the skeleton, and the car shows you both.

PROPORTION

Mid-engined, with a cab-forward glass canopy and a long rear deck over a long engine. The nose drops very low between two high, separate front fenders, and the driver sights the apex over the fender crowns.

SURFACE

Taut, sculpted bodywork in Atlas Chalk, a pale warm bone, over a lower body of exposed, clear-coated woven carbon. Below each door the side is cut away into an open carbon channel that runs from the front wheel to the rear.

THE FRONT

Two slim horizontal LED blades sit low on the nose, with a small eye lamp high in each fender. Below them, large dark intakes show their carbon structure, over a wide carbon splitter. There is no grille and no badge.

WHEELS AND BRAKES

Forged five-spoke centre-lock wheels in satin bronze-titanium, 20 inches at the front and 21 at the rear, each held by a plain centre-lock nut. Behind them, carbon-ceramic discs and plain dark-grey calipers.

THE ROOF

Dark carbon, fixed, carrying the snorkel on its centre line. From the snorkel the spine fin runs back down the engine cover, and the whole breathing path of the engine reads as one line from the windscreen to the tail.

NO MARKS

The car carries no name, badge or lettering anywhere on its body. The shape is the signature. The name lives in type, in books like this one, and nowhere on the car.

2,010

MM WIDE

1,095

MM TALL

265/30 R20

FRONT TYRES

390 mm

FRONT DISCS, SIX PISTONS

12

VELOCITY STACKS, ON SHOW

Six a bank under two glasses either side of the spine fin, gold anodized, visible from outside the car at every angle but dead-on front. The engine is the ornament.

2

TAILPIPES, EXACTLY

Large, round, side by side, centred and high in an open black honeycomb that shows the gearbox and the Inconel exhaust behind it. The tips are heat-blued.

1

LIGHT, FULL WIDTH

A single razor-thin red blade across the short ducktail, above a deep carbon diffuser with vertical strakes. Nothing else lights the rear of the car.

Seen from behind, the car tells you exactly what it is.

Most of the car's mass and all of its noise live behind the driver, and the rear is drawn to show it. The ducktail is short, the light is a single line, and the honeycomb below it is left open so the gearbox, the Inconel and the two pipes are part of the composition rather than hidden behind a bumper.

Above it, the snorkel and the spine fin run down the centre of the car, and the two engine glasses sit either side like the halves of an open bonnet. Under them, from any rear angle, twelve gold stacks. The diffuser below is deep carbon, strakes running vertical, the one place on the car where aerodynamics speak louder than the engine.

PLATE 8 Rear three-quarter, left. The snorkel and spine fin, the stacks under glass, the red blade, the two pipes, bronze five-spoke centre-lock wheels.





PLATE 9 The north side of the Tizi n'Tichka. The N9 ladders down the slope in stacked hairpins: second-gear corners joined by third-gear straights.

CHAPTER VI · THE ATLAS

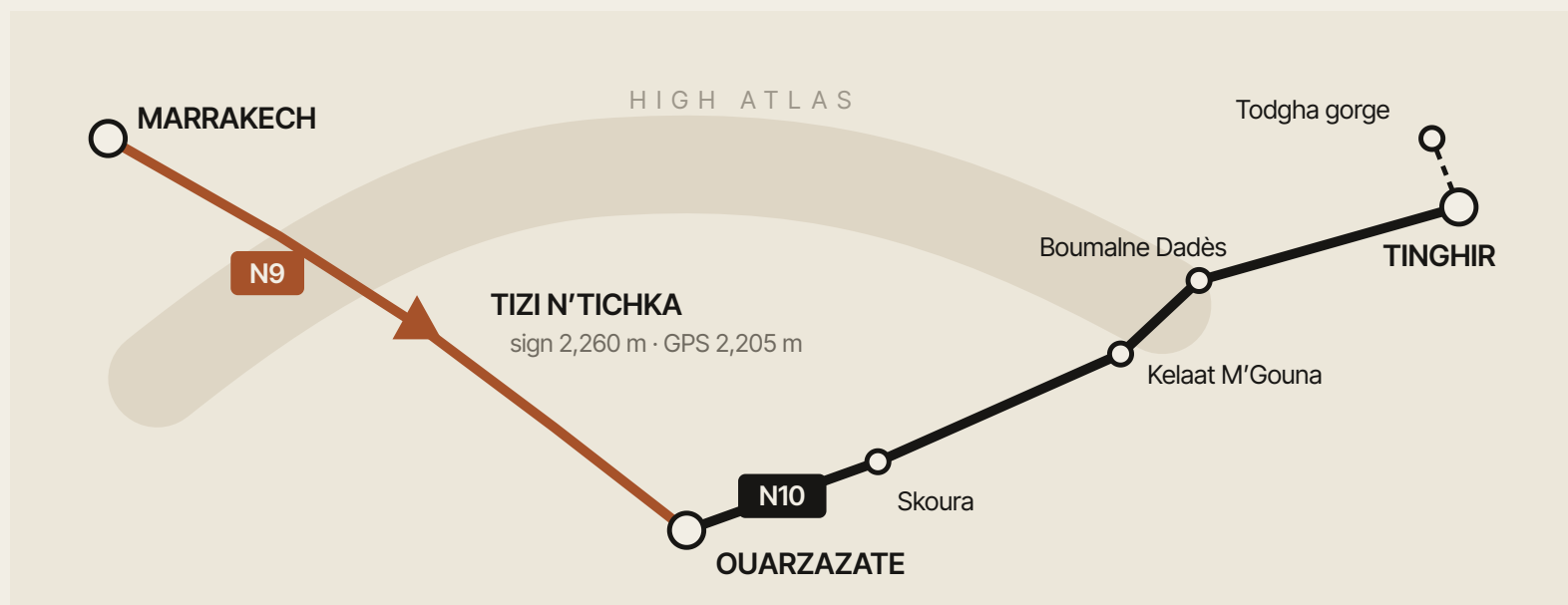
Over the *Tichka*.

The Oryx was shown on the road it was drawn for: the N9 from Marrakech over the High Atlas, then the N10 east along the Dadès valley to Tinghir and the mouth of the Todgha gorge. Ochre earth, cut stone, high sun, and a V12 thrown back off the rock.

1 Marrakech to the pass The N9 climbs the north side of the range in a ladder of hairpins through terraced valleys.	2 Tizi n'Tichka The summit sign reads 2,260 m. A 2022 GPS reading put the top at 2,205 m.	3 Ouarzazate and the N10 East along the Dadès valley: Skoura, Kelaat M'Gouna, Boumalne Dadès.	4 Tinghir and Todgha The drive ends where limestone walls close to ten metres apart.
2,260_m ON THE SUMMIT SIGN	1936 THE PASS ROAD BUILT	400_m TODGHA WALLS, AT MOST	2nd, 3rd THE GEARS OF THE MOUNTAIN

The road

FIGURE 3 · THE ROUTE, SCHEMATIC, NORTH UP



Schematic: positions approximate, not to scale. The N9 in ochre, Marrakech to Ouarzazate over the pass; the N10 in black, east along the Dadès valley to Tinghir.

The N9 leaves Marrakech for the south-east and climbs into the High Atlas. Its crossing of the range, the Tizi n'Tichka, was built by the French military in 1936 along an old caravan trail, and is now National Route 9, formerly the P-31. It is the highest major mountain pass in North Africa. The sign at the summit reads 2,260 metres; a GPS measurement in November 2022 put the top at 2,205.

The north side is the one the Oryx was drawn for. The road ladders up through terraced valleys and earth-built villages in stacked hairpins, the rock turning from ochre to rust to violet-grey as it climbs. The corners are slow and the straights between them short: second gear into the bend, a pull across the gate to third on the way out, the engine never far from 9,000 rpm and the induction note thrown back off the cut rock. This is a

road for 610 Nm high in the range, not for 350 km/h.

Over the summit the land dries and the road drops towards Ouarzazate. From there the N10 runs east along the Dadès valley, the Route des Kasbahs: the palm grove at Skoura, the rose valley around Kelaat M'Gouna, where Rosa damascena is picked each May, and the town of Boumalne Dadès at around 1,500 metres.

The drive ends at Tinghir, at the mouth of the Todgha gorge: limestone canyons cut through the eastern High Atlas, with walls up to 400 metres high in places. In its last 600 metres the gorge narrows to a stony floor as little as 10 metres wide between smooth walls up to 160 metres high. It is the quietest place on the route, and the loudest place to start a V12.

THE ROAD, ON THE RECORD

- National Route 9, formerly P-31; then the N10 east from Ouarzazate
- Built 1936 by the French military on a caravan trail
- Snow can fall on the pass from November to March
- Marrakech to Ouarzazate: 3.5 to 4 hours, by one driving guide
- Ouarzazate to Boumalne Dadès: about 130 km, 2.5 hours, by another
- The last known wild Barbary lion in Morocco was shot near the pass in 1942

Sources on page 17.

Second gear into the bend, third on the way out, and the rock throws the engine back at you.



PLATE 10 · TODGHA

The narrows near Tinghir, where the walls close in and the engine has nowhere to go but up.

CHAPTER VII

Specification

LOCKED 12 OCTOBER 2026
CONCEPT, DESIGN FIGURES

ENGINE	
Type	Naturally aspirated V12, 65°
Position	Mid, longitudinal, semi-stressed
Displacement	6,499 cc
Bore × stroke	98.0 × 71.8 mm
Compression	13.8 : 1
Induction	Roof snorkel ram intake, carbon airbox, 12 throttle bodies, 12 velocity stacks
Internals	Forged pistons, titanium conrods, dry sump, gear-driven cams
Exhaust	Inconel manifolds, twin centre exits
Redline	12,000 rpm (limiter 12,100)
Max power	805 PS / 592 kW / 794 hp at 11,400 rpm
Max torque	610 Nm at 9,000 rpm
Specific output	124 PS per litre
Piston speed	29.0 m/s mean at 12,100 rpm
TRANSMISSION	
Gearbox	Six-speed manual transaxle, open aluminium gate, H-pattern
Clutch	Twin-plate carbon
Differential	Mechanical limited-slip
Drive	Rear-wheel
PERFORMANCE	
0–100 km/h	2.9 s
0–200 km/h	7.9 s
Top speed	350 km/h, at 12,000 rpm in sixth

CHASSIS	
Structure	Carbon-fibre monocoque, aluminium rear subframe
Suspension	Double wishbones, inboard pushrod dampers, front and rear
Brakes, front	Carbon-ceramic, 390 mm, six-piston
Brakes, rear	Carbon-ceramic, 380 mm, four-piston
Wheels	Forged five-spoke centre-lock, satin bronze; 20 in front, 21 in rear
Tyres	265/30 R20 front, 335/30 R21 rear
Driver aids	ABS only. No traction control, no stability programme
MASS AND DIMENSIONS	
Dry weight	990 kg
Kerb weight	1,085 kg, all fluids, full tank
Power to weight	813 PS/t dry; 742 PS/t kerb
Distribution	41 front / 59 rear
Length / width / height	4,480 / 2,010 / 1,095 mm
Wheelbase	2,700 mm
Fuel tank	70 L
BODY AND CABIN	
Paint	Atlas Chalk over exposed woven carbon
Seats	Two fixed-back carbon buckets, left-hand drive
Trim	Saddle-tan leather, raw carbon, aluminium
Instruments	Three analog dials, six toggles; no screens
Not fitted	Turbochargers, hybrid system, badges

DERIVED FROM THE TABLE

124

PS PER LITRE

29.0

M/S MEAN PISTON SPEED, 12,100 RPM

4.75_{:1}

OVERALL, SIXTH GEAR

813

PS PER TONNE, DRY

THE NUMBERS, CHECKED

Invented once, then held to physics.

DISPLACEMENT

$12 \times \pi/4 \times 9.80^2 \times 7.18 \text{ cm}$
= **6,499 cc**

Bore and stroke close on the stated capacity to the cubic centimetre.

THE POWER CURVE CLOSES

$610 \text{ Nm} \times 9,000 \text{ rpm} \times 2\pi / 60$
= **575 kW**, below the 592 kW peak

Torque peaks before power does, as it must.

TOP SPEED IN SIXTH

335/30 R21 tyre, 734 mm diameter
350 km/h → ~2,530 tyre rpm
 $12,000 / 2,530 \approx$ **4.75 : 1** overall

Holding 350 km/h takes roughly 490 kW of the 592 kW available.

POWER TO WEIGHT

805 PS / 0.990 t = **813 PS/t** dry
805 PS / 1.085 t = **742 PS/t** kerb

Specific output 805 / 6.499 L = 124 PS per litre.

ABOUT THIS BOOK

The Oryx V12 is a concept car. Its design and its figures are invented, decided once and recorded in a single specification, and every number in this book is read from that one table.

Plates 1 to 8 are the locked design frames of the car. The cover and plates 9 and 10 show the same car on the real road; they are renders made with the locked frames as their reference, so the car holds its design on the mountain. The tachometer on page 7, the section on page 6 and the gate on page 9 are drawn for this book, and their numerals are set as type.

The road and the places on it are real. What this book says about them is taken from the sources listed opposite, read in October 2026.

SOURCES FOR THE ROAD

- 1 [Tizi n'Tichka](#), Wikipedia: elevation by sign and by GPS, 1936 construction, N9 and P-31, snow season, the 1942 Barbary lion.
- 2 [Todgha Gorge](#), Wikipedia: limestone canyons near Tinghir, walls to 400 m, the last 600 m, 10 m wide, walls to 160 m.
- 3 [Dadès Valley guide](#), Morocco Escape: the N10, Skoura, Kelaat M'Gouna, Boumalne Dadès, distances and times.
- 4 [Tizi n'Tichka driving guide](#), Morocco Beauty Spots: Marrakech to Ouarzazate in 3.5 to 4 hours.

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TYPE

Display in Instrument Serif. Text in Newsreader. Labels, tables and the wordmark in Inter Tight. Calculations in JetBrains Mono.

12,000

ORYX V12

Naturally aspirated. Six speeds, one hand. Nine hundred and ninety kilograms, and nothing between the driver and the engine but carbon, glass and air.