

Aspark's EV does 0 to 60 in under 2 seconds

February 20 2018, by Nancy Owano



Taking center stage in EV news is the Aspark Owl, an electric supercar that does 0-60 in under 2 seconds (just know that the record was set on racing slicks).

Aspark's high-style supercar just "blitzed the benchmark run" as *TopGear.com* put it, during a recent test carried out in a tiny parking lot.

Viknesh Vijayenthiran in *MotorAuthority* along with other car-watching

sites, said it managed to accelerate from 0-62 mph in 1.92 seconds.

That sent up many "Wow" signals.

Vijayenthiran said, "[Powering](#) its [electric motors](#) is a combination of batteries and supercapacitors, said to be capable of delivering a range of 93 miles on a single charge."

(*TopGear.com* added that "Aspark reckons this Owl is capable of hitting 174mph flat out, a top speed that would likely affect the claimed 93-mile battery [range](#).")

The Owl first got attention last year during the 2017 Frankfurt auto show. It's an "electric supercar" from Japan. *InsideEVs* said it packs "some serious" technology.

The powertrain is all electric. *TopGear.com* said "the Owl runs a pair of 40kW motors, offering up 429bhp and 563lb ft of torque."

The Owl weighs 1,874 pounds and *InsideEVs* noted it had all-carbon [bodywork](#).

TopGear.com called it a "two-seat, butterfly-doored exotic."

Vijayenthiran turned to availability and price: "Unfortunately, Aspark only intends on building 50 examples of the Owl, each priced from a staggering \$4.4 million."

One key question, then, is how this sleek car might impact the next-gen Tesla Roadster's future.

The *Electrek* in November last year said, "The battery pack powers three electric motors [unleashing](#) enough power to achieve a 0 to 60 mph time

of 1.9 seconds – the quickest of any production car ever."

So is the Owl to be faster than the Roadster? "On slicks, maybe. But on road tires the Tesla Roadster likely still reigns supreme." That was the comment from *InsideEVs*

Several news sites pointed to the tires on Owl during the test. The tires used were Hoosier racing slicks, not street-legal ones with rain-tolerant tread grooves, said *Motor Trend*.

Reports said the company wants to repeat the test with road-approved tires.

Well, Joel Stocksdales, an associate editor at *Autoblog*, had some thoughts. Shots of the speedometer? Time or speed recording displays? Also, "the location seems oddly [small](#) to be hustling a car to about 60 mph and back down. It looks like a parking lot behind a warehouse, and though the claimed times would maybe make the feat feasible, we'd be nervous going that fast in a short parking lot that ends in a grassy upward hill."

On the other hand, Stocksdales wrote that "we can tell the thing launches really hard. So overall, we're cautiously optimistic about the Owl, and if the company keeps rolling out info and video like this, the ratio of caution to optimism will probably shift to optimism's favor."

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