

## WESTFIELD IRACER BREAKS COVER AT GENEVA

Westfield Sportscars is proud to announce that its iRACER - an all electric race car destined to form the basis of the world's first one make electric race car series – is being displayed with its new, dynamic bodywork at the Geneva motor show.

Styled by upcoming designer Elliott Hawkins, a graduate from the world renowned Royal College of Arts vehicle design course, the new bodywork is being displayed for the first time at the show.

Westfield Managing Director, Julian Turner said: “The look is bold, and is 99% representative of the final production vehicle”.

The bodywork uses a range of materials, including composites, aluminium, recyclable plastics and most notably a stretched lycra skin over an aluminium framework to create a lightweight, aerodynamically efficient and low cost body.

Project Manager, Paul Faithfull commented: “The use of materials such as fabrics has limited scope for road use, but has major benefits for racing. Imagine being able to change your bodywork in a matter of minutes, with a new body stretched over the framework, changing the colour, sponsors or just effecting rapid repairs. It is also extremely light compared to almost all alternative materials.”

The iRACER has been developed by Westfield Sportscars in conjunction with project partners: Potenza Technology, Delta Motorsport, RDM Automotive and Coventry University following funding from the Advantage Niche Vehicle Programme, managed by Cenex, Centre of Excellence in Low carbon and Fuel Cell Technologies.

Operational trials are currently underway on a development vehicle, running two 40kW electric YASA motors (with a peak power output equivalent to 200bhp) delivering 1000Nm of torque, sited in place of the differential, removing the requirement for a gearbox and propshaft, and provide direct drive to each of the rear wheels. The battery pack, incorporating up to 11 48V sealed Lithium Ion Phosphate units, uses an innovative modular design that not only meets stringent safety standards but contributes to handling by lowering the vehicle's centre of gravity. Under race conditions the operational range is anticipated to be 50-60 miles.

Developments scheduled for 2010 include: further dynamic developments using the motors ability to deliver independent control of the rear wheels for improves track-based performance, wind tunnel tuning of the new bodywork, and new noise generation technology to give the iRACER aural drama to match both its looks and performance.

2010 will see iRACER appearing at a number of demonstration events prior to its participation in a one make electric race car series launching in 2011.

Ends

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Notes to editors: The Advantage Niche Vehicle Programme is a £2.5 million collaborative research and development programme funded by Advantage West Midlands and managed by Cenex. The programme supports the Niche Vehicle Network, an association of low volume automotive companies based in or around the West Midlands region. For more information go to [www.cenex.co.uk](http://www.cenex.co.uk)