



## ELEGEND EL1 – SUPER SPORT CAR IN RETRO-FUTURISTIC DESIGN ENTERS SERIES PRODUCTION

### Newly Interpreted Rally Legend EL1 to Be Hand-Built from 2024

Beilngries/Munich. An extremely short wheelbase, tight overhangs, sharp contour lines, and a potent expression. The ELEGEND EL1 delights car enthusiasts and motorsports fans alike. Now the concept car idea is entering its next phase. After the first EL1 super sports car was unveiled two years ago, the manufactory is now developing a ready-to-drive prototype and announcing new details.

Visually, the EL1, which is just 4.15 meters short, continues to borrow its proportions and imposing wheel arches from the Audi Sport Quattro S1, one of the icons of the Group B era. In addition to its expressive design, the ELEGEND EL1 is above all notable for its short wheelbase of only 2.44 meters. On the technical side, the newly founded manufacturer is breaking completely new ground with its electric super sports car.

Over the past few months, ELEGEND has been working with the technology company Roding Mobility GmbH, a specialist in concept and prototype vehicles, to develop its own technology platform. "Our unique basic concept remains untouched, but the entire platform is improving in terms of rigidity, performance, weight, and sustainability," explains Marcus Holzinger, CEO of ELEGEND AG.

This is made possible, among other things, by the state-of-the-art carbon fiber monocoque produced in a special manufacturing process. This highly complex "one shot" process allows for a stiffer structure at a lower weight. "The carbon fiber monocoque we developed promises not only good packaging and high rigidity but also a low center of gravity and excellent handling," says Günther Riedl, managing director at Roding Mobility and responsible for engineering at ELEGEND AG. This makes the EL1 a modern, pure driving machine: fast, puristic, and uncompromising.

A newly developed aluminum subframe for the front and rear facilitates access for service and maintenance work and makes it possible to develop new derivatives on the platform. "The biggest challenge in recent months has been design-technology convergence – in other words, developing a rolling chassis for further versions that, on the one hand, does not dilute our design idea of a modern Group B vehicle. On the other hand, it should offer performance that is second to none in terms of compact dimensions, good ergonomics, and sufficient space," explains Marcus Holzinger.

In terms of design, Marcus Holzinger and his team have refined and optimized subtleties compared with the presented concept, such as newly developed recessed door handles and, for the purpose of approval in the United States, exterior mirrors. Furthermore, the two side doors of the two-seater can be opened wide, as can the rear hatch with the integrated C-pillar. One of the design highlights is the glass roof in the shape of a NACA intake.

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On the hood, an implied intake with three cooling vents harks back to the classic. Underneath sits a deep front end with a wide front splitter and a black internal fascia. A low and compact greenhouse, short overhangs, and wide wheel arches characterize the reinterpretation of the rally icon from the 1980s. The rear is dominated by a continuous, thin strip of LED lights. Additionally, a rear wing sits atop the hatch.

The team invested plenty of time and care in the interior design and the selection of the most suitable materials. In addition to a modern high-end infotainment system including a Bluetooth interface, navigation, and multimedia function, air conditioning, a rear-view camera, parking sensors, and power windows ensure comfort. The pilot and co-pilot find a firm hold in the individual hard-shell sports seats. The high-quality look and refined feel include select components made of exposed carbon and an exclusive ELEGEND wheel set. "With the EL1, we are quoting automotive legends, while at the same time casting an eye forward in terms of design, technology, material quality, and craftsmanship, creating a retrofuturistic form for the 21st century that is unlike any other," explains Marcus Holzinger.

A lot of development work and know-how has gone into the powertrain components. In the name of quality, performance, reliability, and long-term market availability, ELEGEND has decided to use an existing power setup for the inverter motor-transmission unit. Power is distributed to all four wheels as standard. This is ensured by two electric motors with a total output of up to 600 kW/816 hp. From a standstill, the EL1 sprints to 100 km/h in around 2.8 seconds, and it takes 7.5 seconds to reach 200 km/h. For the market launch, ELEGEND is planning a powertrain optimized for acceleration and a top speed of 300 km/h.

The intelligently positioned battery with a usable capacity of 80 kWh can be rapid-charged via a 200-kW DC system, while a 22-kW AC/DC onboard charging converter ensures fast charging at home or on the road. The battery cells are positioned in the central tunnel and behind the first row of seats, arranged in the shape of a T. Their low position gives the car a low center of gravity. Thanks to a newly developed cooling strategy as well as its charging and power performance, two hot laps of the Nürburgring-Nordschleife can be completed at racing speed on a single battery charge - without any loss of power.

Two driving programs are available, Standard and Sport. Meanwhile, the performance suspension can be adjusted to three different levels. A suspension lift system is offered by ELEGEND as an option. In addition to ABS and ESP, the road-legal sports coupe's safety is enhanced by traction control, driver and front passenger airbags, and a high-performance braking system.

The EL1 will be hand-built in a small series of 30 units starting in 2024. The price per vehicle is 890,000 euros plus VAT. Two more icons of the same model in modern coachbuilding are slated to follow, also limited to 30 vehicles each.

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## TECHNICAL DATA ELEGEND EL1

## ENGINE

Front	Single electric motor
Rear	Single electric motor
Power	Up to 600 kW/816 PS
Front	1 x 150 kW
Rear	1 x 450 kW

## TORQUE

Front	500 Nm
Rear	1,100 Nm
Gearbox	Single-speed gearbox Limited-slip differential front and rear
Transmission	All-wheel drive
Maximum Capacity	80 kWh With 22 kW on-board charger DC rapid charger up to 200 kW
Suspension	Double wishbone axle Triple-adjustable dampers
Brakes	360 mm discs all around Four-piston brake caliper

## WHEELS/TIRES

Front	285/30 R19
Rear	305/30 R20

## DRIVING PERFORMANCE

Top Speed	Up to 300 km/h
0-100 km/h	2,8 s
0-200 km/h	7,5 s
Range (WLTP)	400 km
Consumption	Approx. 21 kWh/100 km
Body	Full carbon fiber monocoque
L/W/H	4,155 / 1,910 / 1,270 mm
Wheelbase	2,445 mm
Weight	1.790 kg (without driver)
Weight Distribution	47 / 53%
Weight-to-Power Ratio	2,19 kg/PS