

NEW DEVON GTX SUPERCAR DEFINED BY BLEND OF AESTHETICS, PROPORTIONS, TACTILITY & TECHNOLOGIES

- Sophisticated, Artfully Designed Carbon Fiber Exterior Makes Category-Transcending Statement
- Tactile Interior Molds Driver with Machine
- Advanced, Carbon Fiber Superstructure

From its carbon fiber superstructure, to its sweeping architectural surface, the all-new 2010 Devon GTX offers bold design, efficient tactility, and meaningful technologies that make a statement unlike any other supercar.

Constructed of aircraft-quality carbon fiber from stem to stern, the GTX instantly communicates its ultra-performance capability through aggressive, compact proportions and large (up to 20-inch) lattice-structure center-lock wheels. In all, the exterior design navigates between the past and science fiction, subtly blending muscle, curves, exquisite shapes and dynamic graphics to create a classical, yet futuristic, statement that's ready to stand the test of time.

Inside, carbon fiber-reinforced racing seats, dual-grained leather surfacing throughout, and tasteful chrome appointments communicate a Miesian, "less is more" design philosophy. A neo-retro gear lever – topped by a white gear knob – melds driver with machine.

The new Devon GTX is equipped with a host of sensory technologies worthy of its supercar status. These include:

- A single-piece carbon fiber superstructure, one of the most comprehensive applications of its kind in the global auto industry;
- Advanced, sensory touch switch applications on the exterior (door access) and interior (windows, engine start, electronic park brake);
- Specifically-tuned McIntosh audio system, a recognized high-end offering in the global automotive industry;
- Bi-functional, single element high-intensity discharge (HID) headlamps and LED tail lamps; and,
- A high-definition LCD cluster display that digitally presents primary vehicle information in an analog format.

Vehicle Structure

At the structural core, the GTX is built upon a framework that is as advanced as any in the global automotive industry.

Overlaying its steel structure is a glove-fit, single-piece molded superstructure made of carbon fiber. Construction of the superstructure requires a complex mold – essentially the size of the vehicle – in which all datum and attachment points are positioned within literally fractions of a millimeter.

Once the superstructure is in place, all body panel attachment points are inherently accurate for uncommonly consistent builds. The superstructure – due to the use of carbon fiber – is also extremely lightweight, strong and stiff, ensuring outstanding crash performance, noise / vibration tuning, and incredibly accurate chassis tuning.

Exterior

While overall shape of the new Devon GTX carries traditional "muscle car" dimensions with a long dash-to-axle and short front and rear offsets, it's executed in the context of sophistication and athletic grace.



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Seemingly honed from a single billet, the GTX's flowing exterior skin is formed of carbon fiber, which enables precise molding – rather than traditional stamping – of exterior fenders, panels, and closures.

Large (18 / 19-inch or 19 / 20-inch combinations) 12-spoke aluminum forged monoblock lattice structured wheels lead the eye to large, ultra-performance calipers (carrying the Devon insignia) and rotors, leaving no doubt about the supercars's performance competency.

The wheels carry a machined or polished finish and painted inner-spoke surfacing leading to the Devon insignia defining the center hub. The GTX is also equipped with center-mounted locking hubs, a lug-free design more commonly seen on race cars.

A wheelbase of 98.8-inches – combined with a flush wheel-to-body relationship defined by distinctive, offset-flush, tone-shaded wheel surrounds – ensures well-grounded appeal and presence as well as an agile look with more muscular front fenders and rear haunches.

The front “face” of the vehicle is absent of a traditional grille, resulting in a clean, aero-sloped front section defined by a center-positioned billet that runs uninterrupted to the center of the hood. Ample air for combustion and brake cooling is achieved through large intakes positioned in the lower forward corners. The intakes carry large chrome trapezoid-shaped inlets (approximately 3-inches wide) that lead to channeling for optimal combustion air intake and engine cooling.

A fixed-glass center roof element distinguishes the Devon GTX from all others in its exclusive class. The glass element ensures overhead natural light is always a part of the interior environment.

Three-inch wide trapezoidal chrome dual exhaust tips match the intake inlets in the front, are side-by-side positioned, and pass through the center portion of the rear fascia, further communicating the ultra-performance capability of the new Devon offering.

Posted exterior rear-view mirrors have been aero-optimized – along with the rest of the exterior – by a dedicated team led by Dr. Joe Katz of San Diego State University (SDSU). The team's efforts led to the incorporation of a three-piece belly pan constructed of carbon fiber. In addition to providing enhanced under-car surface appeal and aerodynamics, the belly pan carries revolutionary “vortex generators” for improved downforce – a key enabler to the vehicle's exceptional agility and balance.

Interior

The interior of the new Devon GTX has been designed with the driving enthusiast top of mind – all features, surfaces and dimensions have been created to ensure a second-to-none performance experience.

A smaller diameter, thick-rimmed, leather-wrapped steering wheel ensures a performance grip and optimal feel. Carbon-fiber reinforced structured seats – carrying a racing shell design and integrated headrests – incorporate six-point racing harness seat belts (optional; five point standard) – are chrome trimmed, outfitted with stiff performance durometer seat and bolsters, and skinned with the softest real-leather hide available.

Dual-grain leather surfacing ensures a dynamically tactile environment. Seat and center console areas carry softer leather with smoother animal grain; the upper IP, pillars, headliner and door surfaces incorporate a coarser, three-dimensional tactility.

All audio, HVAC, and cluster instrumentation is communicated via digital analog graphics on high-definition displays. All instrumentation incorporates bluish fluorescent illumination. The speedometer, tachometer, fuel, temperature and other mechanical related instrumentation is displayed in the cluster under a fixed hood. Audio and HVAC is displayed in the integrated center-stack.

The traditional neo-retro white ball-head stick-shift is constructed of stiff polished aluminum for optimal feel and connectivity; it is directly connected to the world-class transmission that engages beneath. The shift is surrounded by a piano black finish, which carries back-lit, surface-flush touch switches for windows, door locks, related chassis controls, and an electronically actuated parking brake system.



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Sensory-Touch Switches

The actuation of almost all articulating elements on the GTX is enabled by the incorporation of sensory touch switchwork. Located on the doors, rear trunk, and interior center console, actuation is essentially the equivalent of lightly touching a pane of glass.

The touch-actuated switchwork enables the overall clean and uninterrupted surfacing found outside and within the GTX. A magnetic field surrounding each switch location immediately recognizes the light pressure being applied as human or other (e.g. a pet or briefcase).

Articulating Doors

The driver and passenger doors on the Devon GTX articulate up, then forward following light depression of a touch switch located on the relating exterior door panel. Once the touch switch is activated, the door is de-latched. From there, a light lift – or push / pull downward to close – is all that's needed, thanks to hydraulic assist.

McIntosh Audio System

The McIntosh Audio System found on the new Devon GTX -- designed by Haas Entertainment in collaboration with McIntosh Laboratory -- is specifically tuned to the physical characteristics of the vehicle and incorporates the following:

- McIntosh MX406 AM/FM/CD player located in the centerstack. Sporting an acrylic faceplate that has the classic look familiar to McIntosh lovers, the unit brings a new standard of performance to the vehicle audio arena. It incorporates a blue fluorescent information panel as well as brand-specific touches such as a rotary volume control and analogue bass and treble controls;
- The MPM4000 Power Output Meter allows occupants to monitor the actual power output of the McIntosh Power Amplifier from the centerstack of the car. The direct reading wattage meters are calibrated to read from 1/100th of a watt up to 200 watts all packaged in a single DIN chassis that mounts aesthetically above the MX406;
- MSS 630 speakers which consist of a pair of 6.5-inch midrange speakers (mounted in the doors) and a pair of tweeters (mounted on each side of the IP). In all, the speakers deliver exceptionally low distortion and smooth frequency response with a host of cutting-edge componentry;
- Single HERTZ high energy HL 70 3-inch midrange mounted in the center of the IP to bring the imaging and acoustic more forward in the car;
- 2.8-inch McIntosh subwoofers in the rear shelf of the car on each side of the amplifier; and,
- A McIntosh Mcc406m 6 channel amplifier, which will be mounted in the center of the rear shelf between the subwoofers.