DRAKO

# Drako GTE Winter Testing

## Ultimate handling and control in the most adverse conditions.

Scaling the Continental Divide in the depths of winter at temperatures below 0 degrees Celsius might not seem like the prime use of an all-electric hypercar, but if that hypercar is the Drako GTE, that's just the warmup. The real winter fun happens on snowy race courses and frozen lakes at 8,500 feet.

Even elevations that would half strangle a combustion engine and temperatures that would put some EVs in where's-the-next-charger mode can't put a crimp in the Drako GTE's inimitable style. Its quad motor system, controlled by Drako's proprietary DriveOS software, makes easy work of snowy, icy conditions, while always leaving the driver in control.

The driver, after all, is the priority at Drako, and the GTE is designed from the inside out to deliver an entirely new, unrivalled driving experience, pairing ultimate handling with ultimate power application. With an independent motor at each wheel, the Drako can do things no other car can, from spinning in place like a military tank run amok to beyond-perpendicular drifts and even magical 360-degree spins at speed.

To demonstrate the GTE's capabilities ahead of the first customer deliveries this year, we handed the car off to racing driver Andy Pilgrim and let him loose on the Winter Performance Track, sitting above 6,700' elevation in Steamboat Springs, Colorado. Pilgrim powers the GTE through deep, rutted snow, connecting corners with high-speed, tail-out slides that belie its ease of control. Watch the front wheels as Pilgrim enters and maintains each slide, paying special attention to how few corrections he makes, and how little steering angle is needed to rotate the car. Pilgrim is able to guide the steering wheel with his fingertips thanks to the GTE's lightning-quick responses to driver input and traction conditions. Notice, too, how well the car rides over the deeply marred surface despite Pilgrim's merciless pace, with no perceptible roll and very little pitch or heave, the suspension expertly soaking up the terrain whether sliding into and through a corner or sending four plumes of snow skyward on its way out.

Nowhere is the beauty of a truly balletic stability and traction control system more evident than on the ice, so we drove to Georgetown Lake, CO. At over 8,500' elevation, the frigid lake's crystalline crust was the perfect canvas for Pikes Peak International Hill Climb competitor and rally driver David

Hackl to draw elegant, flowing lines with the GTE's four motors spinning studded ice tires as his brushes. The Quattro Manettino in "Ice" mode, the GTE launches across the lake. With devilishly slow, smooth hands, Hackl effortlessly guides the car's long, sleek form into slides so far beyond perpendicular the tracks it leaves in the ice cross in seemingly improbable ways, despite an equally effortless return to straight and centered.

Unlike a one-, or two-, or even three-motor electric car, or a combustion-powered car, the GTE's four motors mean each wheel responds individually to the driver's commands, even spinning backward if needed. Because each wheel can react independently, and because of the ultrafast DriveOS system controlling it, the GTE's responses are beyond catlike. The speed of the control-response loop generates a sense of connectedness unlike anything you've experienced in any other car, allowing you to make full use of the GTE's 1,200-horsepower and prodigious 6,500 lb-ft of torque in any situation.

Capping the GTE's display of quad motor artistry is the pièce de résistance: The tank spin. Engaging a special mode that allows the GTE to spin its right-side wheels opposite to its left-side wheels, Hackl stands on the accelerator and the car spins, all four studded ice tires attempting to cut a GTE-sized core sample from the lake. The overhead high-definition drone camera shows Hackl's hands, still as stone, even as the car pirouettes in place as no other car can. It may seem like a party trick, but it's not. It's a demonstration of the superiority of control enabled by the GTE's quad motor drivetrain and DriveOS logic, because everything it can do standing still, it can also do while the vehicle is in motion, enabling the GTE to transparently align itself with the driver's will.

**ABOUT DRAKO MOTORS**

San Jose-based Drako Motors and its founders, American entrepreneurs Dean Drako and Shiv Sikand, have created the next level in driver-focused supercar handling and performance, the limited-production Drako GTE. Its iconic design, the work of Lowie Vermeersch and his Italian GranStudio team, frames the groundbreaking quad-motor electric architecture within. Precise control of torque at each wheel via Drako's DriveOS platform ensures ultimate handling performance, allowing the driver complete mastery of the GTE's 1,200 hp, 8,800 Nm (6,500 lb-ft) of torque, and 206 mph top speed--all while luxuriously accommodating four passengers and their luggage.

Learn more at drakomotors.com
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