



SUPERCAR SUPERBUILD

An 8 X 60 Series showcasing the Passion, Artistry, and Engineering behind some of the fastest and most lust-worthy Supercars in the world.

They're rare. They're beautiful. They're expensive. And they not only push the performance envelope – but rip it wide open....

Yet every Supercar shares one thing in common – Each machine has a unique story to tell.

A narrative that is often times fraught with high-stakes pressure, impossible deadlines, clandestine meetings, remarkable engineering challenges, and of course, dramatic styling.

Behind each of these stories lies a dedicated team of passionate automotive artisans that overcome tremendous obstacles as they dream big dreams and think outside of the box in order to create the ultimate automotive fantasies for car fans around the world.

Supercar Superbuild aims to go behind the inherent beauty, amazing mechanical prowess, and basic building process of some of the most desirable four-wheeled machines on the planet in order to delve into the soul of each machine...

What were the challenges? Who was the strong-willed personality that led the charge? Where did the inspiration come from? What makes each supercar exclusive and distinctive?

Each episode will focus on four key elements;

Origin – Where was each machine born and how did that location influence it?

Design – Speed alone isn't enough – The machine has to look the part too...

Challenges – What were the technological and engineering challenges? What were the breakthroughs? And, what were the risks? (Aerodynamics? Horsepower? A new material?)

Performance – Does it drive like it looks? Let's see the machine do what it was meant to do...

These are the machines that stand at the zenith of childhood imagination and adult obsession.

They are the vehicles that light our fantasizes, capture our hearts and make us wish we were famous enough to afford them... But to create them is an art all of its own...

SUPERCAR SUPERBUILD EPISODE - LOG LINES

PORSCHE 918 SPYDER

The iconic 911 sports car manufacturer is at the top of its game but danger looms over the horizon if worldwide fossil fuels are depleted. To ensure the company's survival a team of highly trained engineers goes back to drawing board and reimagines the very concept of the sports car before setting out to build the world's first true hybrid supercar.

BENTLEY CONTINENTAL GT V8 S

When it was introduced in 2003, The Continental GT was the world's fastest 2+2 coupé with a top speed of 198 mph. Singlehandedly it resuscitated the grand touring genre. But now the platform has aged and competitors are nipping at the company's heels – Bentley's answer? Go back to racing. Then build a faster, lighter, more fuel-efficient machine with four less cylinders in its engine!

ASTON MARTIN V-12 VANTAGE S

Aston Martin can't afford to make any mistakes -- They are one of the last true independent automotive manufacturers. To stay pertinent – and to fend off competitors who are part of multi-national global conglomerates with nearly unlimited resources, the brand needs a new machine. Something brave. Something bold. Something that stands out...Aston's solution? A supercar that owes its entire existence to a handful of fateful engineers sitting at a pub and an old American Hot-Rodder's trick.

LAMBORGHINI HURACÀN

It's November 25, 2013 and the very last Lamborghini Gallardo has just rolled off the assembly line. After more than 14,000 Gallardos, it is the end of an era. Perhaps more importantly, it is the end of the single most successful supercar model ever produced in Italy.

Now Lamborghini has designed a new machine called the Huracàn. The question is, can it live up to the legacy of the supercar it replaces?

FORD MUSTANG

Over the past decade Ford has battled back from certain death to once again become a worldwide powerhouse, thanks in large part to a singular focus on a simple plan. The idea, to build universal machines that can be sold around the world without revision. The last remaining machine to conform to this new way of thinking is the brand's most iconic badge – The Mustang.

It is the world's most affordable supercar with a top speed just over 200 miles per hour, and for the very first time Ford must figure out how to engineer a right-hand drive version in order to sell American Muscle in a global market.

MASERATI GHIBLI

In order to continue to stay relevant in a turbulent automotive world, Maserati has decided to take on the nearly impossible challenge of growing their business ten-fold; from 5,000 units a year to 50,000 units.

To do it, they need to design an innovative vehicle for a new market segment -- Their answer? To shrink the Supercar...

DODGE SRT VIPER

It is a car that never should have been born... In the heart of economic collapse, a former designer is thrust into the CEO role and must navigate his company through its darkest hours. Can he restore hope by asking his team to redesign an iconic supercar? The result, a clandestine project hidden in plain sight that culminates in a machine known the world over simply as the Viper.

PAGANI HUAYRA

In a world rife with gigantic car companies battling each other for world domination, one man has sets out on an individual quest to tame air itself.

His dream?

An ultra expensive, ultra exclusive, ultra aerodynamic sculptural form that has over 700 horsepower, four-computer controlled flaps just like an air-plane, and a top speed north of 230-miles per hour.

Only 40 versions of the machine will be built each year and every single one carries a not so subtle \$1.5-million dollar price tag.

Rarified air indeed.

SUPERCAR SUPERBUILD – EPISODE DESCRIPTIONS

THE PORSCHE 918 SPYDER

In the early 90's the Porsche brand was on the ropes. Technologically outdated and losing its competitive edge, the company faced the ultimate challenge – How to grow beyond being just a one-car, 911-based marque.

Over the next two decades Porsche made bold choices and reversed its beleaguered fortunes – alienating its core traditionalists along the way -- as it introduced a variety of new models including a sacrosanct SUV and an incredulous four-door sedan!

Today the brand is at an all-time high... But the world is changing FAST – And Porsche knows it.

In order to continue to succeed the brand must push the technological envelope while beginning to address its greatest challenge and most serious fear to date...

How does a sports car manufacturer stay relevant if the world runs out of fossil fuel?

That question has now given birth to perhaps the world's greatest Halo Hybrid Supercar ever -- The Porsche 918.

An \$845,000 USD machine with 770-Horsepower, that goes 0-60 mph in under 3 seconds, has a top speed of 210 mph, gets an estimated 76 miles per gallon... And let's the world know that Porsche will be ready for a world without petroleum based fuel.

THE BENTLEY CONTINENTAL GT V8 S

Introduced in 2003, the Bentley Continental GT platform was a revelation when it came out – A super posh luxury machine that blended handmade leather & individually crafted wood interiors with outrageous performance.

At its launch it was the world's fastest 2+2 coupé with a top speed of 198 mph.

Overnight it singlehandedly brought the grand touring genre back to prominence.

But ten-years later the platform is now dated. Competitors have caught up. The world has found new ways engineer four-seat high-end luxury supercars...

Bentley has a choice to make...

Let other manufacturers take the high-performance mantle or battle to get it back.

Their answer is both surprising and yet absolutely engrained in the core foundation of the company – Go back to racing...

Then take what you learn on the track and build a newer, lighter, and faster machine called the Continental GT V8 S.

THE ASTON MARTIN V-12 VANTAGE S

Aston Martin can't afford to make any mistakes -- They are one of the last true independent automotive manufacturers.

Yet they build super high-end high-performance machinery for a very select and particular clientele...

A clientele that often times has no brand allegiance and wants to own the newest, coolest, baddest, boldest, most eye-catching supercar on the market.

To stay pertinent – and to fend off competitors who are part of gigantic global multi-national conglomerates with nearly unlimited resources, the brand needs a new machine.

Something brave. Something bold. Something that stands out...

And something that can be built with the resources on hand...

Aston's solution is to go "all-in" on a new vehicle... A machine that owes its entire existence to a handful of fateful engineers sitting in a pub one night and an old American Hot-Rodder's trick – Take your lightest chassis and put your biggest engine in it.

The machine they come up with is the V12 Vantage S.

A 571 horsepower, 205 MPH top speed, 0-60 MPH in 3.7 seconds machine with dynamic styling and Savile Row sophistication.

And a machine that keeps Aston Martin in the supercar conversation.

THE LAMBORGHINI HURACÀN

It's November 25, 2013 and the 14,022nd Lamborghini Gallardo has just rolled off the assembly line in Sant'Agata Bolognese, Italy.

This is the very last Gallardo to ever be built and the end of a ten-year production run.

Perhaps more importantly it's the end of a spectacular era in Italian Supercar history -- The Gallardo is the single most successful supercar ever built in a country synonymous with speed.

No other Italian Supercar has ever been in production as long or sold as well around the world...

Now the car that replaces it will be expected to do the same. No new Lamborghini model has ever faced such pressure or such high expectations.

Lamborghini's response is called the Huracàn and it is a mixture of design adaptation, continual revision, radical new materials and a hyper-focus on massive weight reduction.

The question the brand now faces is whether or not the new machine can live up to the legacy of the supercar it replaces.

THE FORD MUSTANG

For most of the 2000's Ford is struggling. One of the world's greatest automotive manufacturers now stands on the brink of bankruptcy.

Then the world economic collapse becomes a near certain reality.

With one last shot at survival the company turns to a soft-spoken man named Alan Mulally. He's a former airline engineer turned CEO who bravely mortgages everything the company has in one last bold gambit to turn the marque around.

The result is that Ford becomes the only US auto manufacturer avoid filing bankruptcy during the worldwide economic depression.

Mullaly calls his plan, "One Ford".

They are two words that sound deceptively easy to execute but are extremely hard to put into practice. The core idea is to stop building unique vehicles for divergent markets, and instead focus only on building machines that can sold anywhere in the world with no adaptation.

One platform for one world market.

This year that plan becomes fully realized when the last remaining platform goes universal – A platform simply called the Mustang.

It is perhaps the brand's most popular vehicle, its greatest icon, and the most affordable 200 mph supercar.

Now Ford must figure out how to engineer a global pony car – And just in time for the machine's 50th anniversary celebration.

But what start out as a simple exercise in a universal engineering becomes one of the most challenging clean sheet redesigns in corporate history.

For the very first time Ford decides to build a right-hand drive version directly from the factory.

And it all starts with a blueprint of a dashboard on a wall and a steering wheel on the wrong side of a blueprint.

THE MASERATI GHIBLI

It is the oldest car company in 'La Terra Dei Motori', otherwise known as the land of the engine.

An area of the world where everything goes fast. Ferrari, Lamborghini, and Pagani all call this spec of land home.

But speed alone is no longer enough for Maserati. In today's ultra competitive global landscape lots of brands build fast machines.

To endure Maserati needs to adapt. They need to change. Ultimately they need to evolve – And that means they need to enter new markets with new machines.

Most brands attempt to meet this challenge by building something even faster, even more exclusive, and even more unique...

But Maserati has decided to answer the challenge in a very, very different way – By trying to shrink the supercar.

DODGE SRT VIPER

It's 2010 and the world economy is still in shambles. In Auburn Hills, Michigan, things look dire. Chrysler has just gone bankrupt.

Ralph Gilles, the forty-something former head car designer turned then-CEO is looking at a room of disenfranchised and depressed souls.

Moral is down. 401k plans are shrinking. People are fearful.

Chrysler needs new products to sell. They need new designs. They need something – anything – to help them rebound.

But it's damn hard to come up with a great design when you're disheartened.

Earlier in the year the company had been forced to end its iconic Viper supercar's production run – The company had killed the venerable snake.

But Ralph has an idea – To inspire the team he asks them to design a next-generation Viper, knowing full well that it's purely a ploy to get his team motivated again.

But then the unexpected happens – Magic emerges.

The team looks at the work. They stand back. They soak it in. This is a sexy car -- We have to build it!

But how? The company is broke. It has no money to spend on low-volume supercar projects. There's no way the car can actually be saved...

Or is there?

Deep in a hidden building just outside of Detroit, Ralph huddles with a crack-team of engineers in a clandestine meeting where they secretly hatch a plan...

The result – A brand new 640-Horsepower 5th generation Viper. A machine and a badge that were given up for dead only to reemerge better than ever thanks to some die-hard car guys who wouldn't let go of their dream.

PAGANI HUAYRA

It is a beautiful sculpture and an automotive masterpiece. A machine built to produce statistical excess and defeat basic laws of physics at almost every turn.

A car capable of 700-Horsepower, going from 0-186 MPH in just 18 seconds, and a Top Speed that's over 230-Miles per Hour.

That's faster than a jumbo jet at take-off.

Like a plane, the machine has four computer-controlled, electrically actuated flight control surfaces on the edges of the vehicle which help it aero-stabilize at speed while compensating for the forces of pitch, roll, yaw, and high speed lift.

With a starting price tag of \$1.3-Million USD and a two-year waiting list, it's a machine that's so far beyond a supercar that a new term had to be invented to describe it – The hypercar.

To build it takes an army of artisans, sub-suppliers, and a team of highly trained engineers.

But to dream it took just one man -- Horatio Pagani.

He's a modern day Leonardo da Vinci who doesn't do email nor speaks English, but has set out on a quest to do the nearly unimaginable – To tame air itself.

His new machine is the Huarya and it is perhaps the world's ultimate four-wheeled super machine.



THE PORSCHE 918 SPYDER



THE BENTLEY CONTINENTAL GT V8 S



THE LAMBORGHINI Huracan LP610-4



THE ALL 2015 FORD MUSTANG



THE MASERATI GHIBLI



DODGE SRT VIPER



THE PAGANI HUAYRA



THE ASTON MARTIN VANTAGE V12 S