

VISION GTa



A PERSONAL INTRODUCTION FOR HORACIO PAGANI

VISION GTa

THE TWIN-SHELL GRAND TOURER

Created and directed by Ashley St John - a British car enthusiast who lost his sight but refused to leave the automotive world.

Can autonomous technology return genuine automotive independence to somebody who lost the legal ability to drive - while creating a car desired for its beauty, character and emotion?

THE DESIGN

ONE RECOGNISABLE ARCHITECTURE

Two interlocking aerodynamic shells surround a floating glass 2+2 cabin. Air is channelled through the central valley, while the outer shells form the wheel shoulders, rear haunches and active aerodynamic surfaces.



OVERHEAD - twin shells, central airflow valley and floating glass cabin



PROFILE - long-bonnet GT presence, reinterpreted for an EV



ACCESS - two dramatic doors and a practical 2+2 cabin

TWIN SHELLS

The body has its own architecture rather than borrowed decoration.

ACTIVE AERO

The rear shell edges deploy together above 70 mph.

AUTONOMY

Digital mirrors and a voice-first, tactile cabin support road use.

Early-stage design concept. Engineering, homologation and type approval remain subject to specialist development.

THE CABIN

ONE INTERIOR. TWO MODES.

A tactile, voice-first autonomous environment for Ashley and other sight-impaired occupants, with concealed driving controls available to an authorised sighted driver.



AUTONOMOUS MODE - yoke fully concealed, symmetrical tactile and voice-first interface



APPROVED MANUAL MODE - compact yoke and driver display deployed after biometric authorisation

2+2 CABIN

Two full front seats with two small occasional rear seats.

CONVERSATIONAL

Natural voice dialogue, spatial audio and clear journey updates.

SECURE

Eye and fingerprint checks release controls to a verified licensed driver.

Dark-grey woven carbon structures, tan leather and restrained machined-aluminium touchpoints. Manual control remains subject to law and approval.

DESIGNED TO BE USED

LUGGAGE WITHOUT LOSING THE FORM.

A grand tourer needs real luggage capacity, but the original rear design must not be compromised. The opening mechanism remains an engineering study rather than a forced visual solution.



ORIGINAL REAR DESIGN - the luggage opening is intentionally unresolved rather than forced into the body

PACKAGING TARGET

Useful luggage space for two compact weekend bags and charging accessories.

DESIGN PRIORITY

No visible boot cut line will be added until the mechanism can preserve the twin-shell form.

ACTIVE AERO

The deployable rear edge remains a separate engineering and packaging requirement.

21 / 22 INCH

21-inch front and 22-inch rear wheels, with a wider rear tyre for traction and stance.

Proposed packaging volume and mechanisms require CAD packaging, sealing, drainage, crash and aero validation.

MANUAL CONTROL MODE

DEPLOYED ONLY WHEN AUTHORISED.

Autonomy is the default. A licensed driver can request manual control, but the car releases it only after entitlement, identity and system-safety checks are complete.



MANUAL MODE - compact yoke, driver display, brake and accelerator in their locked operating positions

- 01 VERIFY

Confirm a valid driving entitlement, then match the authorised driver's eye and fingerprint identity.
- 02 DEPLOY

A compact steering column and display rise from a reinforced upper-dash cassette and lock mechanically.
- 03 PEDALS

Brake and accelerator rotate from a sealed footwell cassette and confirm position through redundant sensors.
- 04 RELEASE

Manual propulsion is enabled only when steering, pedals, seat, restraint and driver-monitoring checks agree.

AIRBAG AND FAIL-SAFE POSITION

The steering module would require a certified collapsible column and airbag installation, protected wiring, mechanical crash locks and a fixed restraint strategy. Any fault returns the car to a safe stop; it must never hand over partial control.

This system is technically plausible but remains a major engineering and homologation workstream, not a production-ready claim.

I,000 HP. FOUR-MOTOR AWD.

A rear-biased electric all-wheel-drive proposal: independent control at every wheel, calibrated for a fast, stable grand tourer rather than an unusable headline figure.



0-62 MPH
under 2.8 sec
target estimate

TOP SPEED
200 mph
electronically limited

BATTERY
solid-state preferred
pack subject to validation

ELECTRICAL
800 V class
high-power DC charging

DRIVE
four independent motors
predictive torque vectoring

CHARACTER
rear-biased AWD
GT stability and response

All figures are concept targets requiring simulation, battery-partner input, engineering validation, homologation and type approval.

A PERSONAL REQUEST



Dear Mr. Pagani,

I hope this finds you well.

My name is Ashley St John. In March 2024, sudden sight loss left me severely sight impaired and no longer legally able to drive. I understand the difference between a private dream and a motor car that can be engineered, approved and built.

I could have accepted that cars were no longer part of my future. Instead, I began Vision GTa: an attempt to create something beautiful from what happened, and to ask whether autonomous technology could return genuine automotive independence without removing emotion from the car.

The originating idea, concept and creative direction are mine. I use assistive and AI-supported visualisation tools to translate, review and refine my instructions. I am not presenting myself as an automotive engineer, nor pretending that these images are finished engineering.

My first request is simply for your honest reaction. But my greater hope is that, if the idea speaks to you, Pagani might one day consider assessing it as a special project - interpreting, engineering and developing it with the seriousness it would require, while allowing me to remain part of its creative story.

If a lawful autonomous prototype were ever achieved, my personal ambition would be to undertake its first demonstration journey: not as a publicity stunt, but as proof of what the technology could return to people who have lost the legal ability to drive.

I am not asking for an immediate commitment, investment or unpaid work. I am asking whether this idea has enough identity, emotion and purpose to begin a serious conversation.

Warmest regards

Ashley St John

Founder and Creative Director - Vision GTa

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