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Lotus Evija

the world's first pure electric British hypercar

The world's first fully electric British hypercar, the all-new Lotus Evija, has been revealed. With unparalleled performance and a target power output of 2,000 PS, it sets new standards in terms of advanced EV engineering. Quite simply, the Lotus Evija is the most powerful series production road car ever built.

Like all Lotus cars throughout the brand's storied 71-year history, the Evija has been precision-engineered to deliver an outstanding driving experience both on the road and track. It is the most dynamically accomplished model ever built by the company, setting new standards for Lotus driving performance. Above all else, it is 'For The Drivers'.

As a name, Evija (pronounced 'E-vi-ya') means 'the first in existence' or 'the living one'. It is highly appropriate; Lotus has an unquestionable reputation for its pioneering approach in both automotive and motorsport.

The Evija marks the start of an exciting new chapter in the history of an iconic and much-loved British sports car brand. It is the first hypercar from Lotus, and the company's first model with an electrified powertrain.

As the first completely new car to be launched under the stewardship of Geely – the world's fastest growing automotive group – its significance cannot be overstated.

Exclusivity and desirability go hand in hand in the world of hypercars, and the Evija is blessed with an abundance of both. Production is limited to not more than 130 examples, making it among the most exclusive cars ever launched. It's a figure set in tribute to the car's project code, Type 130. Lotus road and race cars throughout the brand's seven decades of success have been assigned a Type number, and the Evija is no exception.

Hethel, close to the historic city of Norwich in the east of England, UK, has been the home of Lotus since 1966. The company has confirmed production of the Evija will begin there during 2020.

As well as tempting the world's hypercar buyers, the car will act as a halo for the rest of the Lotus range – the renowned Elise, Exige and Evora. It will do the same for a range of eagerly anticipated new Lotus performance models to come.

Speaking at the unveiling in London, Lotus Cars CEO Phil Popham said: "The Lotus Evija is a car like no other. It will re-establish our brand in the hearts and minds of sports car fans and on the global automotive stage. It will also pave the way for further visionary models."

He added: "This is another amazing moment in the history of our company. The Evija is a true Lotus in every sense – it has been developed with an unwavering passion to push boundaries, to explore new ways of thinking and to apply ground-breaking technologies."

A stunning piece of contemporary automotive design, the Evija features a dramatic Venturi tunnel through each rear quarter, giving it a truly breath-taking presence.

Russell Carr, Design Director, Lotus Cars, said: "We studied how Le Mans race cars use air flow creatively to go over, under and around the vehicle, but also through it. This concept of 'porosity' is key to the Evija and has enabled us to create a timeless design with exceptional amounts of downforce."

The Evija signals the start of a contemporary new design language for Lotus, which will evolve and reappear on future high-performance cars.

Illustrative of the innovative thinking and ingenuity which has always been part of the Lotus DNA, the Evija is a technical tour de force. It continues the legendary Lotus bloodline that's rich in firsts and technical game-changers, both in the automotive and motorsport sectors. While it is a glimpse of the future from Lotus, it remains true to the company's DNA and the guiding principles of founder Colin Chapman, who built the first Lotus in 1948.

The Evija is the first Lotus road car to feature a one-piece carbon fibre monocoque chassis. The cabin, from the fully adjustable race-style seats to the multi-function steering wheel, is the very pinnacle of motorsport-inspired road car design and technology.

At the heart of the Evija is an ultra-advanced all-electric powertrain. It has been developed with technical partner Williams Advanced Engineering, famed for success in motorsport, from Formula One to electrifying the first four seasons of Formula E. The battery pack is mid-mounted immediately behind the two seats and supplies energy directly to four powerful e-motors. This highly efficient system is the lightest, most energy dense, electric power package ever fitted to a road car. With a target weight of just 1,680 kg, it will be the lightest pure electric hypercar ever to go into series production.

Engineered for precise and sustained performance, the Evija has five driving modes – Range, City, Tour, Sport and Track. It can race from 0-62 mph (0-100 km/h) in under three seconds and accelerate to a top speed of more than 200 mph (0-320 km/h).

Matt Windle, Executive Director, Sports Car Engineering, Lotus Cars, said: "Every element of the Evija has been meticulously analysed and validated. Precision engineering is nothing without human engagement, and that's why technology with soul is the benchmark for this and every Lotus."

The Lotus Evija in Detail

At first known only by its Lotus Type number – Type 130 – the car has been christened the Lotus Evija (pronounced 'E-vi-ya'). As a name it is derived from variations of Eve, and means 'the first in existence' or 'the living one'. It is highly appropriate; Lotus has an unquestionable reputation for its pioneering approach in both automotive and motorsport.

As the first all-electric British hypercar, the Evija continues that story of innovation. It also signals the start of an exciting new chapter for Lotus under the stewardship of Geely, the fastest growing automotive group in the world.

Lotus Cars CEO Phil Popham said: "Evija is the perfect name for our new car because it is the first

all-new car to come from Lotus as part of the wider Geely family. With Geely's support we are set to create an incredible range of new cars which are true to the Lotus name and DNA."

A stunning exterior inspired by nature

The most striking element of the Lotus Evija is its exterior. From every angle the full carbon fibre bodywork is stretched taut, appearing shrink-wrapped over the mechanical components. Crouching low to the ground, with a ride height of just 105 mm, the pronounced muscular haunches envelop the teardrop cabin that sinks between them.

Taking inspiration from the aeronautics industry, the exterior is a perfectly proportioned blend of fluid forms and crisp lines. This is clearly illustrated by the gently curved but sharp leading edge of the bonnet, which is reminiscent of so many classic Lotus road and race cars.

Cues for the Evija's surface language was also taken from nature. Russell Carr, Design Director, Lotus Cars, commented: "During the initial design stage we spent many hours studying images of geological forms – rocks that had been carved by nature over the centuries. We believe we've captured these beautiful, intriguing and elemental lines within the Evija."

True to Lotus founder Colin Chapman's core belief that every component should serve multiple purposes, the exterior design is also exceptionally efficient on every level. The most obvious example of this – and unquestionably the most dramatic element of the exterior – is the Venturi tunnel which pierces each rear quarter. Inspired by Le Mans race cars, they optimise air flow by directing it through the bodyshell.

Aside from creating a breath-taking presence, this design concept – known as 'porosity' – aids the delivery of high-energy air flow to the rear of the car. This in turn counteracts the low pressure behind the car to reduce drag. Furthermore, the Venturi effect inside the tunnels pulls air through the rear wheel arch louvres, maintaining air quality in the diffuser.

When viewed from the rear of the car, each tunnel is edged with a red LED to create a striking ribbon-style light signature. The result is a stunning visual effect that's akin to the afterburners on a fighter jet, especially when seen at night. As an extra detail, an LED hidden within each tunnel illuminates its interior.

The directional indicators are incorporated into the corners of the ribbon, while the reversing light is provided by the illuminated 'T' of the 'LOTUS' wordmark above the integrated charging flap.

Another key feature of the Evija's sophisticated aerodynamic system is the bi-plane front splitter. It's another illustration of form and function working perfectly in tandem. Designed in three sections, the larger central area provides air to cool the battery pack – mid-mounted behind the two seats – while the air channelled through the two smaller outer sections cools the front e-axle. Lotus aficionados may notice a respectful nod to the iconic Type 72 Formula 1 car, with its square front central section and two side wings.

Active aerodynamics for exceptional downforce

The Evija is the first Lotus road car to ever feature a full carbon fibre chassis. Moulded as a single piece for exceptional strength, rigidity and safety, the full length of the underside is sculpted to optimise downforce. It includes an integrated air diffuser which extends from under the B-pillars to the rear.

Active aerodynamics are deployed in the form of a rear spoiler, which elevates from its resting position flush to the upper bodywork, and an F1-style Drag Reduction System (DRS). Both are deployed automatically in Track mode, though can be deployed manually in other modes.

The absence of traditional door mirrors plays a part in reducing drag. Cameras integrated into the front wings are electronically deployed on unlock, while another camera built into the roof provides a central view. Images are displayed on three interior screens.

Advanced pure EV powertrain means record-breaking power

With target figures of 2,000 PS of power and 1,700 Nm of torque, the Lotus Evija is the world's most powerful production road car. Key to that exceptional power output is the 2,000 kW lithium-ion battery, supplied with its management system by Williams Advanced Engineering (WAE) as part of a joint venture with Lotus to collaborate on advanced propulsion technologies. WAE won a 2018 Queen's Award for Enterprise for translating its EV expertise from the race track to road-going vehicles.

The battery pack is mounted centrally behind the passenger compartment, and its cover is visible through the glass rear screen. This positioning delivers significant advantages in terms of styling, aerodynamics, packaging, weight distribution, occupant comfort and dynamic handling. It also supports fast and convenient servicing and maintenance. Furthermore, the set-up has been designed so that in the future alternative battery packs – for example, to optimise track performance – can be easily installed.

Power is fed from the battery pack to four independently controlled high-power density e-motors. These feature integrated silicon carbide inverters and an epicyclic transmission on each axle of the four-wheel drive powertrain. The motors and inverters are supplied by Integral Powertrain Ltd.

Four exceptionally compact, extremely light and highly efficient single-speed, helical gear ground planetary gearboxes transfer power to each driveshaft. Measuring a mere 100mm in depth, each gearbox comes packaged with the e-motor and inverter as a single cylindrical Electrical Drive Unit (EDU). With a target power of 500 PS per e-motor, this is the most efficient and elegant engineering solution to deploying so much power with precision.

Torque-vectoring, enabled by the four e-motors, provides exceptional dynamic response and agility on the road. This fully automatic, self-adjusting system can instantly distribute power to any combination of two, three or four wheels within a fraction of a second. In Track mode the ability to add more power to individual wheels enables the radius of corners to be tightened, potentially reducing lap times.

The Lotus Evija is equipped with ESP stability control to ensure safety in all road conditions, with further grip provided by the four-wheel drive system. A pure steering feel – a vital ingredient of every Lotus – is assured via an electro-hydraulic system.

The car is built on a one-piece motorsport-inspired carbon fibre monocoque chassis. It is supplied by CPC, the Modena, Italy-based world-leader in composite technology. Constructed from multiple carbon plies, the manufacturing process is identical to that of an F1 chassis, and ensures the lightest, stiffest, safest and most technically advanced Lotus road car platform ever built. The total weight of the monocoque tub is a mere 129kg.

This chassis, coupled with innovative engineering and clever packaging throughout every element of the Evija's powertrain, has contributed to the class-leading target weight of 1,680kg in its lightest specification.

Precision performance guaranteed

As with every Lotus, the Evija is 'For The Drivers' and its searing pace is delivered in one seamless, sustained surge. The 0-62 mph (0-100 km/h) sprint is completed in under three seconds, while the top speed is in excess of 200 mph (340 km/h).

These headline statistics only tell part of the car's performance story. Matt Windle, Executive Director, Sports Car Engineering, Lotus Cars, explained: "The Lotus Evija has astonishing acceleration at higher speeds. It takes less than nine seconds to reach 300 km/h which is better than any other direct competitor."

Further performance figures include acceleration from 100-200 km/h in less than three seconds, and 200-300 km/h in less than four seconds.

Power can also be delivered over a sustained period. The car's advanced aerodynamics and four-radiator cooling package keep the battery at an optimum

temperature. It means that the Evija is capable of being driven flat-out with no derate for at least seven minutes in Track mode.

Matt Windle continued: "With the Lotus Evija we have an extremely efficient electric powertrain package, capable of delivering power to the road in a manner never seen before. Our battery, e-motors and transmission each operate at up to 98% efficiency. This sets new standards for engineering excellence."

As part of the development and validation process, Lotus and Williams Advanced Engineering have conducted thousands of hours of virtual testing and digital analysis. This comprehensive programme will ensure the car's meets its performance targets and exceeds customers' expectation.

As a pure EV the Evija will be ultra-quiet at low speeds. During this time regulations require that it emits a digitally created sound – transmitted via a front-mounted speaker – which will alert pedestrians to its presence.

While the flowing lines create a very organic look, Russell Carr, Design Director, Lotus Cars, believes that it is important that the car visually conveys its technical achievements. "When you look through the rear glass, you can see the battery pack cover and the in-board suspension. This link between the human and the precision engineering is essential for a Lotus. We want people to have the sense that they are engaging with the power and performance of the car. We refer to it as technology with soul."

A revolution in charging

Not only does the Lotus Evija feature the world's most powerful automotive drivetrain, it also boasts the world's fastest charging battery. Thanks to the partnership with Williams Advanced Engineering, the battery has the ability to accept an 800kW charge. Although charging units capable of delivering this are not yet commercially available, when they are it will be possible to fully replenish the battery in just nine minutes.

Using existing charging technology – such as a 350kW unit, which is currently the most powerful available – the Evija's charge time will be 12 mins to 80% and 18 mins to 100%. The car's range is 250 miles (400 km) on the WLTP Combined Cycle, or 270 miles on the NEDC Combined Cycle. Lotus is in discussions with external suppliers on a charging solution for customers.

The CCS2 charging socket is hidden behind a vented flap at the rear of the car. In the same location is a small plaque, reminding customers of the Britishness of the Evija.

Motorsport-inspired interior is a technical tour de force

The interior of the Lotus Evija is as dramatic as the exterior. Inspired by the technical precision of race car engineering, the dominant characteristic of the cabin is the 'floating wing' dashboard which can be glimpsed from outside through the windscreen. The design also echoes the porosity of the exterior.

"The shape is inspired by the company's prototype racing cars of the late Fifties and early Sixties," explained Russell Carr, Design Director, Lotus Cars. "It has a beauty and an elegance to it, and represents a typically Lotus approach because it performs multiple functions. It houses the instrument panel and air ducts, and is also an integral structural support. It reinforces Colin Chapman's cast-iron rule that no Lotus component goes along for a free ride."

Access to the cabin is through the two dihedral doors. Handle-free to preserve the sculpted exterior, they're operated via the key fob. It's the first time Lotus has used such doors, and while they make for a moment of dramatic theatre they also provide maximum space for getting in and out.

An exceptional attention to detail – as people would expect from Lotus – is at the heart of the interior. For example, visible carbon fibre surfaces enhance the sense of light weight, while a thin metal band – engraved with the words 'For The Drivers' – runs centrally through the squab of both seats.

Once in the car, a switch in the roof console closes the doors. The location aids the minimalist layout of the main control panel and prevents them being activated accidentally. Russell Carr, Design Director, Lotus Cars, explained it's in tribute one of the most iconic Lotus cars, commenting: "Versions of the Lotus Esprit Turbo featured a huge roof console in the late Seventies and early Eighties. It's not something you might expect on a contemporary hypercar but Lotus fans will love the connection."

Inside, the cabin strikes the perfect balance between the precise functionality of a track car and the comfort of a road car. The driving position is fully adjustable to accommodate the greatest range of occupants. The elegant carbon fibre shell seats are hand-trimmed with thick Alcantara-finished pads, and feature manual fore / aft adjustment plus electric back operation. The steering column is manually adjustable for both rake and reach. Three-point seatbelts are fitted as standard, with four-point harnesses an option. Built into the bodyshell, close to the occupants' hip point, are two bespoke storage areas.

The design of the steering wheel, similar to that found in an LMP or F1 car, further reinforces the Evija's sporting intentions. The outer ring is finished in Alcantara as standard with leather available as an option. Buttons are grouped in an intuitive manner and govern functions including phone use, cruise control and DRS deployment.

Mounted centrally at the base of the wheel's hub is the mode controller. There are five modes – Range, City, Tour, Sport and Track – with various of the car's performance features activated or deactivated depending on which is selected.

Ahead of the steering wheel is a state-of-the-art digital display, providing the driver with key information such as mode, battery charge and remaining range. It is the car's only screen, putting all necessary information in one place. The screen displays essential functions only, with information appearing as required when the appropriate button is pushed, then fading when no longer needed.

Further controls are located on the floating 'ski slope-style' centre console, which features touch-sensitive haptic feedback buttons. Each is integrated in hexagonal recesses to help guide the driver's fingers. As the light plays over the surface it creates an almost organic visual effect. The driver can also interact intuitively with the car's technology via a control wheel. The honeycomb design of the buttons is replicated on indicator stalks and on the surface of the aluminium foot pedals.

The Evija's cabin has been deliberately designed so that the occupants feel they are at one with the vehicle. "At the core of the appeal of any Lotus is that the driver is in sync with the car at all times and almost feels as if they are wearing it," said Russell Carr, Design Director, Lotus Cars. "Looking out from behind the wheel, it's a wonderfully emotional moment to be able to see the bodywork outside, both in front and behind you. That's something we hope to enhance in future Lotus models."

Climate control and a premium infotainment system are fitted as standard. Customers can seamlessly integrate their smartphones via Apple CarPlay and Android Auto, accessing their own music and navigation.

Extreme track performance and on-road comfort

Calibrated to provide the optimum blend of extreme track performance and on-road comfort, the Evija's motorsport-derived suspension features three adaptive spool-valve dampers for each axle. Two are corner dampers with a third to control heave. These are mounted in-board to optimise the aerodynamic performance. They are manufactured by Multimatic, specialists in developing high-performance suspension technology for on-road, off-road and motorsport applications including Formula 1.

Magnesium wheels provide optimum lightness and strength, and are sized 20 and 21 inches at the front and rear respectively. They are shod with Pirelli Trofeo R tyres, developed specifically to achieve ultimate performance. To deal with the Evija's extreme performance, the car is equipped with a forged aluminium AP Racing braking system with carbon ceramic discs front and rear.

World-first laser lighting technology

The Lotus Evija is the first production road car in the world to feature laser lights for both main and dipped beams. Produced by OSRAM Continental, the lighting modules are very compact and will provide an outstanding view of the road or track ahead. The strikingly thin vertical headlamps provide the perfect balance of crystal-like beauty and a highly technical design. Inside the lenses, unique 'wing-like' elements form the daytime running lights and directional indicators.

Connected to the cloud

The Evija is the first Lotus to provide drivers with a full suite of digital connected infotainment, which will benefit from over-the-air software updates. A powerful on-board modem enables communication to the cloud, and the driver can interact with that data through a Lotus smartphone app. The app will enable drivers to monitor their Evija from anywhere in the world, for example, to check the battery charge status and driving range. It will also support remote use of air-con, to heat or cool the cabin ahead of the next drive.

The Evija's infotainment system includes a chronograph to allow the driver to record their lap times. Connection to the cloud means they can view their performance while at the track and recall previous sessions through the app.

The ultimate in personalisation

Lotus will offer Evija customers an unparalleled level of personalisation, enabling them to specify the car exactly as they wish. This will include the opportunity to select unique paint finishes, interior trims and detailing. Marquetry-style badging will provide further bespoke opportunities. Lotus has developed the ability to inlay metal elements directly into the carbon fibre bodyshell, so that the badge sits completely flush with the bodywork. Currently the Evija carries a partial Union Flag badge on the C-pillar, signifying its status as a British-built hypercar. However, this could be another flag, a family crest or personal logo.

"This marquetry-style badging is similar to that associated with traditional cabinet-making, where you inlay different colours of wood," explained Russell Carr, Design Director, Lotus Cars. "On the Evija it's really is up to the customer to choose whatever materials and designs appeal to them."

Lotus is also developing a comprehensive programme of bespoke experiential activities for Evija owners. These will include VIP track days and other high-performance motorsport opportunities.

ASTON MARTIN V12 SPEEDSTER

A PURISTIC LIMITED EDITION FOR THE MOST DEMANDING DRIVERS

The Aston Martin V12 Speedster has made its global debut with just 88 examples of this puristic limited-edition model set to hit the road.

Created by luxury British marque's bespoke customisation service 'Q by Aston Martin', the Aston Martin V12 Speedster is a truly visceral driver's car that draws inspiration from both the brand's rich racing history and aeronautical design. Today's example is showcased in a conceptual F/A-18 livery, also curated by the same artisans.

Aston Martin Lagonda President and Group CEO, Dr Andy Palmer said: "It makes me enormously proud to reveal Aston Martin's latest, most exciting special model today. The V12 Speedster is an incredible demonstration of the breadth of capability and determination from the 'Q by Aston Martin' team, who have worked tirelessly to create this stunning, two-seat sports car aimed at our most demanding and enthusiastic customers."

Conceived a little over 12 months ago, the V12 Speedster has undergone an intensive development programme, going from drawing board to production reality within that short period. Demonstrating the skills and meticulous planning of 'Q by Aston Martin' and Aston Martin Design, the V12 Speedster is a living show car, underlining the company's commitment to deliver customers a stunning driver's car, using the engineering ingenuity and advanced materials evident throughout the entire Aston Martin range.

Utilising Aston Martin's latest bonded aluminium architecture, the V12 Speedster utilises elements from both the DBS Superleggera and Vantage model lines to create its own unique platform. With independent double wishbone front, and multi-link rear suspension with coil springs and adaptive damping offering Sport, Sport+ and Track modes, the V12 Speedster also benefits from standard 21-inch forged centre lock alloy wheels. Carbon Ceramic Brakes of 410mm on the front axle and 360mm at the rear are also standard equipment.

Over the V12 Speedster's unique chassis is a bespoke body constructed almost entirely from carbon fibre.

Miles Nurnberger, Director of Design, Aston Martin Lagonda, said: "With the V12 Speedster we do go back a step and look into our past for inspiration. Since the DB11 launch, everything has been focused and very forward looking. Here though, we find a different tempo. There's clear lineage from the 1959 Le Mans winning DBR1 to our Centenary celebratory CC100 Speedster Concept in 2013. There is also a bit of 1953 DB3S in the mid-section, so it really is our latest incarnation of the Speedster concept. It's also inspired by fighter jets as much as it is by our history, and it has been created to deliver an incredibly visceral experience, hence why it is a V12, rather than a V8. With the V12 Speedster we are amplifying all the emotional strings that we can to the absolute maximum."

Nurnberger adds: "No roof or screen, a big engine, low, with broad shoulders and exaggerated and emotional styling with twin humps and the spine separating the driver and passenger. The light, low, rear end contrasts with the bold, enlarged grille, unique headlights and bonnet nostril at the front. The bonnet nostril we haven't done in a very long time, but we've brought them back. It's a neat trick visually to allow us to win some space for the V12. It creates this iconic looking vent."

The interior specification pushes new boundaries, using a mix of traditional and modern materials. Structural satin carbon fibre, contrasts with traditional hand-crafted Saddle Leather, chrome, aluminium and even 3D printed rubber. Visually and physically the interior reduces mass, for a leaner, efficient style, but one that retains all the emotion and craftsmanship Aston Martins are renowned for. In front of the passenger is a removable leather bag in place of a traditional glove box, while there's additional storage space under the rear bumps for luggage.

Unveiled here today at Aston Martin's Gaydon HQ, the V12 Speedster has been shown in a conceptual specification that is inspired by the legendary F/A-18 and will be available for customers to order. Born from an exciting new collaboration with Boeing and created by the brand's bespoke customisation service 'Q by Aston Martin', this striking livery takes the legendary fighter jet for inspiration and is finished in Skyfall Silver, with contrasting satin black on the exhaust tips, vent grilles and vanes. The dark theme is carried through to the interior, with satin dark chrome, machined aluminium, black leather, black technical textile, black carpets and vivid red Aston Martin scripted door pulls, creating a purposeful look for this conceptual styling.

Powering the V12 Speedster is Aston Martin's scintillating 5.2-litre, Twin-Turbo V12 engine, with a

peak output of 700hp1 and 753Nm1 of torque. Front mid-mounted, the all alloy, quad cam 48-valve engine is mated to a ZF 8-Speed automatic transmission with a limited-slip differential driving the rear wheels. The V12 Speedster able to accelerate to 62mph (100km/h) in 3.5 seconds on the way to a limited top speed of 186mph (300km/h) top speed1.

The iconic V12 engine promises scintillating performance, but further underlining the V12 Speedster's abundant character and unparalleled commitment to a thrilling drive is an even more invigorating aural signature. To create this Aston Martin's engineers have created a bespoke stainless-steel exhaust system exiting centrally into the diffuser surface at the rear of the car for an even more rousing, characterful sound from the drivetrain. With the V12 Speedster, every element of the drive is experiential, most obviously the removal of the windscreen adding to the visceral engagement, heightening the driving experience to new levels.

Matt Becker, Aston Martin Chief Engineer, said: "for raw, driving thrills the V12 Speedster is unparalleled, the fully open element of the car adding a new dimension to the experience. It engages on every level, delivering a precise, involving driving experience, with agility and poise backed by abundant power from Aston Martin's twin-turbo 5.2-litre V12. Driving doesn't get any purer than this.

Aston Martin Lagonda President and Group CEO, Dr Andy Palmer said: "nothing demonstrates Aston Martin's commitment to providing unique, special models to its customers more than the V12 Speedster. The 88 hand-built cars will be sought after by driving enthusiasts and collectors alike all around the world. I'm excited not just about what they offer drivers, but of what it represents. The V12 Speedster not just showcases our incredible engineering capability and ambition, but also celebrating Aston Martin's rich heritage."

THE BMW CONCEPT i4

A NEW ERA IN SHEER DRIVING PLEASURE

The BMW Concept i4 is not only characterised by its individual design, but also by its own visionary and unique sound. It was developed under the brand name of BMW IconicSounds Electric by world renowned composer Hans Zimmer together with BMW Sound Designer Renzo Vitale. The sound of the BMW Concept i4 achieves this to perfection – it combines BMW's past and future. The sound is manifold, surprising and it provides a sense of lightness and transparency. The sound worlds of the BMW Concept i4 range from the driving sounds in "Core" mode to the more intense and pronounced sounds of "Sport" mode. Also included are the sounds of the door opening and the starting scenario.

The BMW Group is opening a new chapter in its history with the unveiling of a pure-electric Gran Coupe in Geneva: The BMW Concept i4 takes electric drive to the core of the BMW brand. It provides a whole new take on the dynamic excellence for which BMW is renowned and blends a modern, elegantly sporty design with the spaciousness and functionality of a four-door Gran Coupe – all while generating zero local emissions. The BMW Concept i4 includes several exterior and interior design elements which will make an appearance in both the BMW i4 and other electrically-powered production vehicles. The virtually silent delivery of power creates an entirely new sensation of dynamism.

Electrifying Aesthetics.

The modern, elegant exterior represents a deliberate counterpoint to the dynamic flair of the driving experience. The perfectly resolved Gran Coupe proportions create an authentic, modern and confident appearance. The long wheelbase, fastback roofline and short overhangs form a basic profile brimming with elegance and dynamism.

With its four doors, the BMW Concept i4 offers not only a high level of everyday usability and practicality, but also a much larger interior than the car's modern and dynamic proportions would immediately suggest.

Innovation meets minimalism.

The interior of the BMW Concept i4 focuses on those times when the driver chooses to pilot the car themselves. To this end, every element in the front of the cabin is trained on the driver.

Almost all operating functions are integrated into the BMW Curved Display, which encompasses a large proportion of the section in front of the driver and above the centre stack, as part of an overall approach centred on reducing the number of haptic controls to the minimum.

Focus on the essential.

The front section of the interior around the BMW Curved Display also majors on pared-back design. The understated use of different materials and the fundamental arrangement of controls creates a modern yet also luxurious ambience.

Accent strips in warm Gold Bronze blending to chrome lend the interior a high-class touch. The overall result is a clearly structured, bright and airy cabin which brings across the tranquillity and authority of electric drive systems.

Spacious rear compartment.

Rear-seat passengers are greeted by a generously-sized compartment offering levels of headroom and legroom that exceed expectations of a coupe. Integral head restraints for the front and rear seats add further to the sporting feel. The cut-out in the head restraints is a classy detail that references sporty BMW models from the current line-up.

The rear seats extend the horizontal graphic emerging from the doors to create a lounge feel in the rear. Meanwhile, the outer seats reprise the dynamic form of the front seats, heightening the sporting flavour. They also use very little stitching, which further emphasises

the clean and modern feel.

Experience the Electric Age.

Three different Experience Modes enable users to explore the various facets of the electric drive system and provide a look ahead – in terms of visuals at least – to the next-generation operating system from 2021. The sometimes emphasised visual differentiation between the three Experience Modes ("Core", "Sport" and "Efficient") spans everything from how the user experiences the display and graphics to how the interior is presented The character of the Concept i4 is not only a product of its design, but also of its visionary sound profile. Hans Zimmer composed the sound of the BMW Concept i4 together with BMW sound designer Renzo Vitale under the brand name BMW IconicSounds Electric. BMW IconicSounds Electric will imbue BMW's electric models with extra emotional depth by connecting the driver with the vehicle's character on another level through individual tones and sounds.

Sound by Hans Zimmer is the starting signal for electric driving pleasure.

Hans Zimmer and Renzo Vitale presented the new start/stop sound in Zimmer's Santa Monica studio back in November 2019. The ready-to-drive sound for

all-electric BMW models and BMW plug-in hybrids will be introduced as a standard feature worldwide from July 2020. "The ability to design the sound in our vehicles makes it possible for us to spark positive emotions," says Vitale. "The new start/stop sound is intended to instil a sense of excitement at the prospect of electric driving when the customer gets into their vehicle and begins the journey."

BMW IconicSounds Electric.

The silence of electric drive systems is often cited as a major benefit of electric mobility. As the choice of electrified models increases, however, it also means some drivers are missing out on the emotional appeal of sound. Jens Thiemer, Senior Vice President Customer and Brand BMW: "Sound has always played an important role in the emotionalisation of our vehicles. Now we are taking the joy of sheer driving pleasure to a new level and are particularly pleased to be working with Hans Zimmer to create the new sound world of electric mobility at BMW. This collaboration will result in our forward-looking sound offering for electrified vehicles: BMW IconicSounds Electric."

The BMW Concept i4 drive sound is the second developed for electric BMW vehicles with Hans Zimmer, following the presentation of the electric sound for the BMW Vision M NEXT at the #NEXTGen event in Munich in June 2019. "We have an extraordinary opportunity to turn electric driving in a BMW into a very special experience with the help of great sounds," Zimmer commented in 2019. "I am relishing the challenge of co-designing the composition for future electric BMWs."

The All-New 2021 Hyundai Elantra

A bold new look. A whole new level of tech

Hyundai officially launched its all-new 2021 Elantra and Elantra Hybrid at The Lot Studios in West Hollywood with a special event today broadcast around the world. This marks the world debut of the latest version of the popular compact sedan. The 2021 Elantra showcases Hyundai's latest ambitions, including a Sensuous Sportiness design identity, hybrid electric vehicle technology, and segment-first wireless Android Auto and Apple CarPlay connectivity. The car also provides exciting driving dynamics and the most progressive in-car experience in its class. Production of the 2021 Elantra starts in the fall in Ulsan, Korea and at Hyundai Motor Manufacturing Alabama, and sales begin in the fourth quarter.

"While some manufacturers no longer see the value in the car side of the business, we're doubling down by offering an all-new model with both gas and hybrid powertrains," said José Muñoz, president and CEO, Hyundai Motor America. "We've sold more than 3.4 million Elantras here in the U.S. and more than 13.8 million worldwide, and the new, captivating look is going to bring excitement to a whole new generation of buyers. Then once inside, they're going to love all of the progressive features."

The all-new Elantra is a compact sedan that the next generation wants to drive. It is for customers that are pragmatic and sensible yet disruptive and always questioning traditions. This daring and non-conforming mindset is evident in the progressive and exciting Elantra. It provides a better mobility experience as Hyundai becomes the "Smart Mobility Solution Provider" of the future.

Longer, Lower, and Wider

To transform the 2021 Elantra into its new four-door-coupe look, Hyundai engineers and designers had to make it longer, lower, and wider compared to the sixth-generation model. The 2021 Elantra gains 2.2 inches in overall length and 0.8 inch in its wheelbase, and the overall width is increased one inch. The overall height also dropped 0.8 inch, and the front cowl point was moved back almost two inches. These minor changes dramatically changed the shape of the car but had limited impact on cabin space. In fact, most key interior dimensions increased.

Sensuous Sportiness Defined in the Parametric Dynamics Design

"Parametric dynamics" is the phrase Hyundai designers use to describe the dramatic look of the 2021 Elantra. "Like the first generation, the seventh-generation Elantra/Avante has a bold character," said Luc Donckerwolke, executive vice president and chief

design officer, Hyundai Motor Group. "The fresh esthetic was completed through unconventional lines and a face that broke a taboo in automotive design. The new Elantra is highlighted by its stance that looks like geometric crystals and divided body surfaces to get a strong emotional response from the customers." Having three lines meet at one point is a main ingredient in making the colorful parametric dynamics of Elantra. Using this design element was a daring challenge, which has been avoided in car design, marking Elantra's "disrupter-spirit".

Front highlights:

Parametric-jewel-pattern grille with turn-signal integration
Wide, cascading grille creates an integrated architecture with the headlamp
Bold fascia shape creates a strong front graphic
Well-refined gem-like shapes create harmony with the bodyside surfaces

Side highlights:

Forwarded profile with a long, low hood creates a feeling of tension
Bold edge runs constantly from the front to the rear
Parametric-jewel body surfaces
Available 15-, 16-, and 17-inch-wheel designs match the Parametric Dynamics theme

Rear highlights:

Wide, horizontal line extends across the center of the trunk, stretching to the edges of the car
High-tech "H-Tail Lamp" that creates a Hyundai flying H logo-like shape
Rear glass has a black deck accent to enhance the coupe-like look
Wing-type lower bumper treatment
Well-refined gem-like shapes create harmony with the bodyside surfaces
The "immersive cocoon" interior layout envelops the driver like an airplane cockpit. Low, wide structures go from the door all the way to the center console. The low, wide structure also provides ample interior room. A large interface consisting of two harmoniously connected 10.25-inch displays enhances the futuristic feeling of the car. The angled touchscreen is easy for the driver to see and control. The interior gives the driver access to the latest technology and the confidence to use it.

Elantra Hybrid

For the first time ever, a hybrid powertrain has been added to the Elantra lineup. Elantra Hybrid demonstrates Hyundai's commitment to expanding its eco-focused lineup of products. The new Elantra Hybrid will feature a 1.6-liter GDI Atkinson-cycle four-cylinder engine. Elantra Hybrid's permanent-magnet electric motor delivers 32 kW powered by a lithium-ion-polymer battery with 1.32 kWh of capacity positioned under the rear seats. The 1.6-liter GDI engine combined with the electric motor in Elantra Hybrid delivers a total system output of 139 horsepower and up to 195 lb-ft of torque. This engine mates with Hyundai's quick-shifting, six-speed, dual-clutch transmission–differentiating Elantra Hybrid from its key competitors because of its more dynamic and engaging driving experience. The high-efficiency electric motor has an electric only driving mode that delivers instantaneous torque at low speeds, with available power-assist at higher vehicle speeds. The 2021 Elantra Hybrid is projected by Hyundai to have a combined estimated fuel economy rating of more than 50 MPG (with EPA certification pending in late 2020).

Engine Performance

The Elantra SE, SEL, and Limited offer the 2.0L MPI Atkinson Cycle engine that also has a focus on fuel economy. This engine generates 147 horsepower @ 6,200 RPM and 132 lb.-ft. of torque @ 4,500 RPM. These models are projected by Hyundai to achieve a best-in-class combined fuel economy rating, an improvement over previous models, due in part to an Intelligent Variable Transmission (IVT) (based on comparison of specifications on manufacturer's websites at the time of press release issuance).
Intelligent Variable Transmission Mated to a 2.0L Engine
Hyundai's IVT provides superior efficiency and simulates gear shifts like those in the automatic transmissions that customers are used to. This transmission performs continuous shifts by the modulating pressure of the transmission's pulley, depending on driving conditions and driver inputs. It uses a wide-ratio pulley system, which provides a broader ratio of operation compared with its competitors. This allows for improved fuel economy at higher gear ratios and improved performance at lower ratios.
As opposed to a more common push belt, the IVT takes advantage of a chain-design belt that improves fuel efficiency by an additional 1.2 percent compared with conventional belt systems.
Hyundai's new Shift Control Strategy used by the IVT improves linearity between driver inputs, vehicle behavior and acceleration. Shift response closely replicates automatic transmission step shifts.

Third-Generation Compact-Sized K3 Vehicle Platform

Hyundai's third-generation vehicle platform also dramatically enhances the overall design, safety, efficiency, power and driving performance of the 2021 Elantra. The new Elantra weighs less, has better fuel economy and is stronger compared to the previous generation, thanks to the new platform. This platform also allowed engineers to lower Elantra's center of gravity for more agile handling. In the event of a collision, this platform improves safety because it uses a multiload path structure.

Ride and Handling

The 2021 Elantra has a suspension tune that feels taut yet comfortable and minimizes unwanted body roll while maximizing wheel impact absorption. Elantra Hybrid models offer a fully independent multilink setup in the rear and standard 16-inch alloy wheels for even more fun when the going gets sporty. All in all, whether it is a spirited drive through a twisty canyon road or cruising with friends on the highway, the new Elantra is ready.

Driving Dynamics

The driving performance goal for the 2021 Elantra was to create a car that was exciting and fun to drive. Combining the new platform and modern powertrains allows the car to respond quickly to the driver's inputs and provide a quiet, solid ride on the highway. The nimble driving dynamics match the bold exterior design.

Hyundai Interior Packaging Efficiency

Elantra's sleek design, combined with Hyundai's expertise in interior packaging, has produced an interior that delivers outstanding comfort, functionality and practicality. A sleek roofline typically compromises headroom, but at 40.6 inches of front headroom and 37.3 inches of rear headroom, the 2021 Elantra has more front headroom and the same amount of rear headroom as its predecessor. The longer wheelbase also provides a best-in-class 38.0 inches of rear legroom and the wider track width means improved shoulder room in the front and rear. Even in trunk room, the Elantra shines. Elantra's 14.2 cu. ft. of trunk space gives it an 8 percent advantage over the Corolla.

The new Audi A3 Sedan

Elegant – Efficient – Evolutionary

The new A3 Sedan is presented in a sporty, elegant look. Compared with its predecessor, it is now 4 centimeters (1.6 in) longer at 4.50 meters (14.8 ft), while its wheelbase remains unchanged. Its width has increased by 2 centimeters (0.8 in)to 1.82 meters (6.0 ft) and it is now 1 centimeter (0.4 in) taller at 1.43 meters (4.7 ft). This has yielded an increase in headroom – a good 2 centimeters (0.8 in) in the front thanks to the lower position of the driver seat – and some more elbow room. At 425 liters (15.0 cu ft), the luggage capacity is exactly the same as in the predecessor model.

Powerful and elegant: The exterior

The front is dominated by a large Singleframe with honeycomb grille that is flanked by striking headlights. On the outside, they form trapezoidal angles that are drawn downward. In the top model with Matrix LED technology, this is where the new digital daytime running lights are housed. They consist of a pixel array made up of 15 LED segments that can be actuated individually and give the various versions of the A3 Sedan a specific signature.

With the A3 Sportback, the body line running above the sill rises towards the rear lights before the rear wheel arch, thus accentuating the short rear end. The body line on the Sedan, by contrast, extends up to the rear bumper. This emphasizes its length – 15 centime-

ters (5.9 in) longer than the Sportback – and gives the flank an elegant appearance. The concave surface under the broad body shoulder further accentuates the quattro blisters and the sill. This creates an intensive play of light and shadow. The roof line slopes down from the B-pillar dynamically – just like on a coupé – and finishes in a striking spoiler on the tailgate. Optionally available in carbon, this provides a visual accent and, in so doing, emphasizes the powerful appearance of the four-door model.

Streamlined body

The aerodynamics benefit from the higher rear end compared with the predecessor as well as the large diffuser. As a result, the new A3 Sedan with the 2.0 TDI 110 kW (150 PS) achieves a Cd value of 0.25 and is therefore 0.04 Cd points better than the first generation. The controllable cooling-air inlet with two electrically actuated louver modules behind the Singleframe also contribute to this. They regulate the flow of air intelligently and according to the situation. In addition, the paneled underbody, the exterior mirrors with improved aerodynamics, and the active brake cooling reduce air resistance and make for a streamlined vehicle.

Focused and digitalized: The cockpit

The cockpit of the A3 Sedan is entirely focused on the driver. This begins with the interior design and ends with the display and control elements. Thus, the instrument panel with the central MMI touch display is inclined slightly toward the driver. It has a 10.1-inch diagonal and is intuitive to operate. As standard, it includes handwriting detection as well as natural language control that can optionally draw on the capabilities of the cloud. The 10.25-inch instrument cluster behind the steering wheel is digital even in the basic model. As the Audi virtual cockpit plus, it measures 12.3 inches and offers three different views, including sporty graphics with inclined digits and a particularly dynamic layout. The RPM and speed are shown here as bar diagrams with angular red graphical elements. Upon request, a head-up display complements the display concept, whereby it projects important information onto the windshield in the driver's direct field of vision.

Highly connected: From infotainment to driver assistance

The top infotainment system in the new A3 Sedan is the MMI Navigation plus, which uses the third-generation modular infotainment platform (MIB 3). The MIB 3 boasts computing power ten times higher than in the predecessor model, connects the car via LTE Advanced speed, and connects the smartphones of the passengers to the Internet via Wi-Fi hotspot. The MMI Navigation plus offers a multitude of Audi connect services as standard, including online traffic information, news, and additional information such as photos, opening times, and user reviews relating to points of interest. Car-to-X services that make use of the swarm intelligence of the Audi fleet are also part of the portfolio. They report hazardous areas or speed limits, for example, to vehicles with the corresponding equipment or find free parking spaces at the side of the road. If the car is switched off, the myAudi app continues navigation from the car on a smartphone. This way, customers reaches their destination directly.

The A3 Sedan is also connected to the smartphone via the Audi smartphone interface, which integrates iOS and Android cell phones with Apple Car Play and Android Auto in the MMI, as well as via Audi phone box. The latter connects the device to the car antenna and can charge it inductively. What is more, the A3 Sedan can be locked and unlocked as well as started via an Android smartphone with the Audi connect key. Personalization allows up to six users to store their preferred settings in individual profiles, including those for the seat, climate control and media. The DAB+ digital radio comes as standard. Options include online radio and the hybrid radio, which automatically switches between FM, DAB, and the online stream depending on a station's signal strength, thus ensuring optimum reception. Beginning in the middle of the year, the Amazon Alexa voice assistant will complement the offering. The driver assist systems are also particularly effective thanks to the close networking. In the Audi pre sense front system, the camera behind the interior mirror works together with the front radar to prevent accidents, or at least reduce their severity. The standard collision avoidance assist also uses the data from this sensor system. Adaptive cruise assist, an innovation from the full-size class, supports drivers with longitudinal and lateral guidance. The efficiency assist notifies them when it would be sensible to take their foot off the accelerator. To do so, it evaluates information including the navigation data. The exit warning, the cross-traffic assist and the surround view cameras that will follow shortly after the market launch are also useful in in urban traffic.

Three engines at ramp-up: The drives

The new A3 Sedan is available with a choice of two TFSI engines and one TDI engine at launch. One thing they all have in common is high efficiency. The 35 TFSI, a 1.5-liter direct injection engine, produces 110 kW (150 PS) and is available in two versions – with a newly developed six-speed manual transmission (combined fuel consumption in l/100 km: 5.0 – 4.7 (47.0 – 50.0 US mpg)*; combined CO2 emissions in g/km: 114 – 108 (183.5 – 173.8 g/mi)*) and with a quick-shifting seven-speed S tronic (combined fuel consumption in l/100 km: 4.9 – 4.7 (48.0 – 50.0 US mpg)*; combined CO2 emissions in g/km: 113 – 107 (181.9 – 172.2 g/mi)*).

Besides the cylinder on demand technology, the powertrain in conjunction with the S tronic dual-clutch transmission uses a 48-volt mild hybrid system. It recovers energy during deceleration, supports the engine with up to 50 Nm (36.9 lb-ft) of torque when driving off and accelerating from low engine speeds and allows the A3 Sedan to coast with the engine switched off in many situations. In everyday driving, it reduces consumption by up to 0.4 liters (0.1 US gal) per 100 kilometers (62.1 mi).

The 2.0 TDI with 110 kW (150 PS) (combined fuel consumption in l/100 km: 3.9 – 3.6 (60.3 – 65.3 US mpg)*; combined CO2 emissions in g/km: 101 – 96 (162.5 – 154.5 g/mi)*) also works in conjunction with a seven-speed S tronic, whereby gear shifts are performed via a new switch using shift-by-wire technology.

Comfortable and dynamic at once: The suspension

The suspension of the new A3 Sedan has been tuned to be sporty and harmonious – a touch more precise than in the predecessor model. To a large degree, this precision and reaction speed is thanks to the central dynamic handling system that ensures optimal interaction between all the components relevant to the transverse dynamics. As an alternative to the standard setup, there is a sport suspension and a suspension with controlled dampers. The latter offers a wide spread between highly comfortable roll motion and agile handling. The Audi drive select dynamic handling system also allows the driver to experience different levels of suspension tuning in their A3 Sedan – from comfort-oriented and distinctly dynamic right through to particularly fuel-efficient. This also brings about changes in the characteristics of the throttle response and the progressive steering, for example, which varies its ratio depending on the steering angle.

THE NEW JAGUAR F-TYPE

Evolves into a purer, more sculpted and assertive expression

The new Jaguar F-TYPE looks more beautiful than ever and embodies Jaguar design DNA in its purest form. The two-seat sports car offers a perfect balance of performance and driver reward with an even more muscular, assertive design and a cabin defined by rich, luxurious materials and beautiful details.

The range of powerful, responsive engines includes four- and eight-cylinder options, all matched to eight-speed Quickshift transmissions with full manual control using either the SportShift gear selector or the steering wheel-mounted paddles.

The new F-TYPE also offers more driver-focused technology, including a reconfigurable, high-definition, 12.3-inch Interactive Driver Display, Touch Pro infotainment system with Apple CarPlay and Android Auto as standard and software-over-the-air functionality so future software updates can be made at the customer's convenience, without having to visit a Retailer. Two superb Meridian sound systems also offer enhanced sound reproduction.

Julian Thomson, Design Director, Jaguar, said: "Design the most beautiful sports car, with purity, proportion and presence that's unmistakably Jaguar: that was the challenge we set ourselves. The new F-TYPE is more dramatic than ever, with even greater clarity of purpose in every line, surface and feature, and embodies true Jaguar design DNA.

"State-of-the-art technologies together with luxurious materials and finishes deliver beauty with purpose in an interior which will delight driver and passenger alike even before the engine starts and the journey begins. Jaguar has been making sports cars for more than 70 years, and that rich heritage has inspired the team to create something truly extraordinary."

F-TYPE's award-winning design has evolved still further with a focus on even greater purity and discipline to the perfectly-sculpted form. Super-slim pixel LED headlights** with subtly updated signature 'Calligraphy' J daytime running lights, and sweeping direction indicators, blend perfectly into the 'liquid metal' surfacing of the new clamshell bonnet, exaggerating the car's visual width and accentuating its assertive stance. The new front bumper and subtly enlarged grille deliver even more visual impact and presence.

The rear haunches enhance the F-TYPE's inherently dramatic, purposeful form, while the new slender rear lights combine an unmistakable LED chicane signature, inspired by the Jaguar I-PACE all-electric Performance SUV, with subtle monogram pattern detailing and a fine 'pinstripe' beneath.

The interior combines traditional Jaguar craftsmanship with rich, contemporary materials such as Windsor Leather and satin-finish Noble Chrome. Beautiful details include monogram stitch patterns in the seats and door trims, Jaguar Leaper motifs in the headrests, and subtle 'Jaguar Est.1935' markings on the centre console finisher, glovebox release button surround, and seatbelt guides.

The 12.3-inch reconfigurable Interactive Driver Display offers a choice of different display modes; including full map mode. As befits a true sports car, the default mode is characterised by the large central rev counter. This feature and the gearshift light subtly convey the F-TYPE's driver-focused character and performance potential.

Even before the drive begins, the F-TYPE delights the driver with the visual theatre of flush, deployable door handles and deployable air vents. Pressing the start button brings the car to life with its hallmark exhaust flare as purposeful as ever

All engines – 300PS turbocharged four-cylinder and 450PS and 575PS V8s – feature active exhaust systems, which are switchable either as an option or as standard. Customers who choose the 450PS or 575PS supercharged V8s benefit from the new Quiet Start function, which ensures a more subtle, refined sound – the electrically-actuated bypass valves in the rear silencer remain closed until they automatically open up under load. If desired, Quiet Start can be over-ridden by selecting Dynamic Mode or by pressing the switchable exhaust button before starting the engine.

The distinctive crackle and pop on the overrun synonymous with F-TYPE, remains; the sounds meticulously tuned to suit the range of powerful four and eight-cylinder engines. Highly efficient, close-coupled particulate filters reduce emissions.

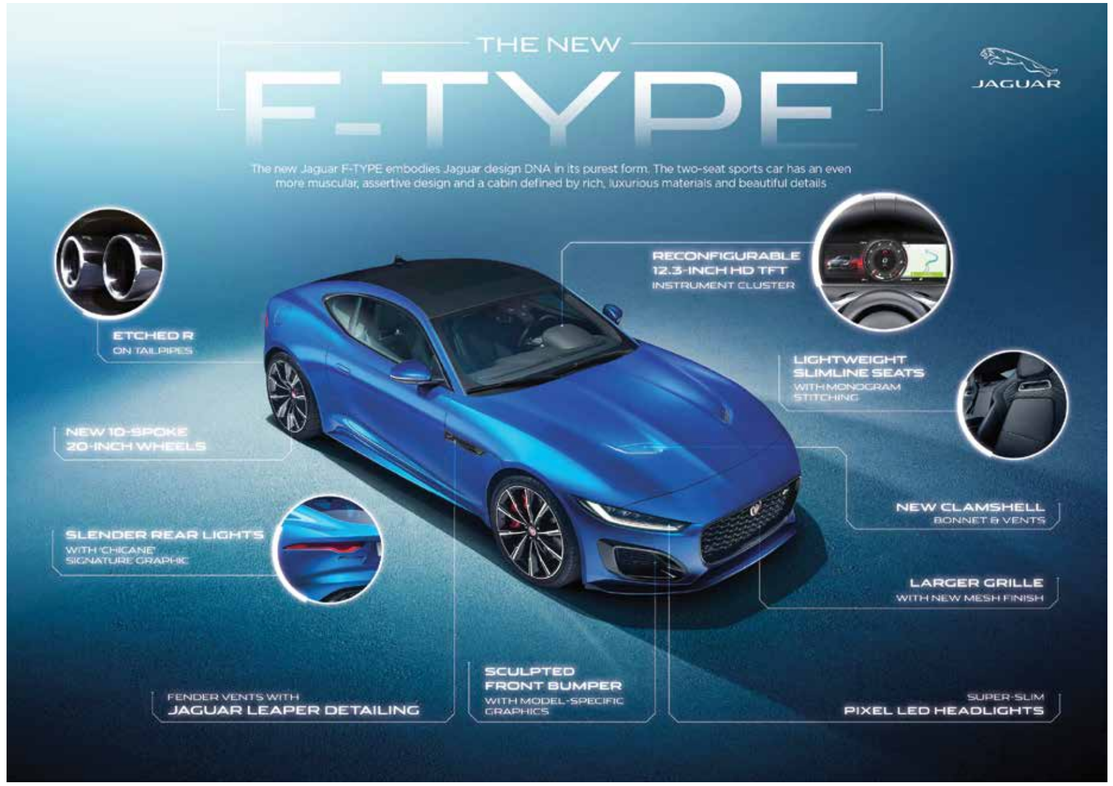
Alan Volkaerts, Vehicle Line Director, Jaguar F-TYPE, said: "The new F-TYPE is the definitive Jaguar sports car and continues to set the benchmark for design purity, driver engagement and reward, and a truly visceral driving experience – it makes every journey extraordinary.

"Its timeless looks are more assertive than ever, technologies such as the high-definition virtual instrument cluster deepen the driver-focused feel of the interior, while the range of powertrains offers a breadth of choice unrivalled in the segment. Enthusiasts will appreciate the new F-TYPE R's 575PS supercharged

V8, enhanced chassis and intelligent all-wheel drive system, which deliver truly outstanding performance in all conditions while retaining its inherent tractability and usability." The new 450PS supercharged V8 has been developed to offer exploitable and rewarding performance – its maximum torque of 580Nm being generated from just 2,500rpm. It is offered with a choice of all-wheel drive and – for purists – rear-wheel drive. Both versions can accelerate from 0-60mph in just 4.4 seconds, and reach a maximum speed of 177mph. Raising the output of the all-wheel drive F-TYPE R supercharged V8 to 575PS and 700Nm (up from 550PS and 680Nm respectively) delivers truly outstanding performance in all weathers and in all conditions, while retaining its inherent tractability and day-to-day usability. Performance is exceptional: the benchmark sprint to 60mph takes just 3.5 seconds, while maximum speed is an electronically-limited 186mph. The F-TYPE R's increased power is matched to a comprehensively uprated chassis with new, wider, 20-inch, 10-spoke wheels in Gloss Black with diamond-turned finish, and new adaptive dampers, springs, anti-roll bars and stiffer rear knuckles and ball joints, delivering even greater agility and responsiveness. Taking all of the learning accrued from the development of the limited-edition 200mph Jaguar XE SV Project 8, the Quickshift transmissions in both the new F-TYPE R and the 450PS V8 models have been meticulously recalibrated for a more engaging driving experience. The new F-TYPE R specifically offers even faster, crisper gear changes when the driver commands shifts manually via the steering wheel-mounted paddles or the SportShift gear selector. Both upshifts and downshifts are more immediate and give an even more connected and responsive feel.

Customers also have the choice of the exclusive F-TYPE First Edition. Based on the R-Dynamic models, the First Edition is offered for one model year only, and has refinements such as the Exterior Design Pack in contemporary Dorchester Grey and five-spoke, 20-inch wheels in Gloss Technical Grey with contrast Diamond-Turned finish, complementing the choice of Santorini Black, Eiger Grey or Fuji White paint.

The interior features 12-way Windsor Leather seats in Ebony with Light Oyster stitching, or Mars with Flame Red stitching. Other highlights include the instrument cluster wrapped in Alcantara with Monogram embossing, aluminium gearshift paddles, an Engine Spin centre console finisher with First Edition branding, and an Ebony Suedecloth headliner.



THE ALL-NEW 2021 GENESIS G80

A Luxury Competitor, Regarded for Quality, Safety

Since its 2015 launch, Genesis has expanded its presence in the global luxury car market to include the U.S., Canada, Russia, Australia and the Middle East in addition to South Korea.

Athletic Elegance Elevated

The story of the G80 begins with the brand's emblem which inspires the Crest Grille and Quad Lamps, the distinctive face of every Genesis.

"The all-new G80 is the centerpiece of our lineup perfectly weighing athletic and elegant characteristics. This represents the clearest interpretation yet of the Genesis brand identity," said SangYup Lee, Senior Vice President, Head of Global Genesis Design. "Our goal is to offer unique, design-inspired experiences for our customers."

The brand's "Athletic Elegance" design philosophy produces variations in design through a carefully-considered balance between its namesake's opposing characteristics. While other Genesis models lean more towards athleticism or elegance, the G80 is characterized by the perfect balance in between, as the core of the model range.

The front view embodies a distinguished but modern look, featuring the Crest Grill and double-lined Quad Lamp signature design elements. The two line graphics extend beyond the limits of the headlamps, into the rear fenders and the taillamps, encompassing all sides of the vehicle.

On the side, the Parabolic Line, which begins at the front Quad Lamp and gradually runs lower to the rear through the top of the door, is inspired by the elegant look of several venerable classic cars. This elegant line is counter-balanced by athletic "power lines" emphasizing the fender volume and the upfitted 20-inch wheels.

In addition, the chrome trim beginning from behind the front wheels stretches out along the bottom of the door, crosses the side sills and swells upwards to the rear, strengthening forward visual motion.

The rear view features a dramatic, tapered look – highlighted by a sloping decklid and rear Quad Lamps which visually link to those in front. Chrome decor at the top of the trunk stretches the full-width repeating the theme of the Genesis emblem, while the dual exhaust finishers reference the Crest Grill design.

The Luxury of Space

The interior design of the G80 responds to the changing times where dominance of technology and information is no longer considered a luxury experience. Based on the "Beauty of White Space" concept inspired by traditional Korean architecture, priority is placed on the careful balance of personal space with state-of-the-art technology. This allowed the design team to optimize the layout of needed controls with calming, luxurious surfaces.

Visibility was enhanced by minimizing A-pillar thickness and rearview mirror dimensions, utilizing flag type side mirrors and reducing dashboard height. The resulting 'panoramic view' gives the driver a relaxed view of the road ahead and the sense of openness when seated.

Dividing the steering wheel into lower and upper halves, Genesis distinguishes the upper (panoramic area) and lower part (control area) to optimize intuitive use of the vehicle as well as the view ahead.

The steering wheel and sleek, thin air vents run across the passenger compartment splitting it into the panoramic area above and the control area below. The number of hard buttons and switches was intentionally kept to a minimum, both for aesthetic purposes and ease of use.

In the panoramic area, a heads-up display, a 12.3-inch instrument cluster and a 14.5-inch infotainment system display necessary information while driving.

The control area is equipped with an intuitive suite of interfaces: a Genesis integrated controller for HVAC

controls, a rotary-operated electronic shift dial and touch-and-write infotainment system.

G80's leading interior space has been further developed. Both headroom and legroom were increased by lowering the seating height of the second row, allowing for both more interior room and a more dramatic roofline. Completing the space, the G80 features leather seating and steering wheel surfaces, soft-touch fabrics and coatings as well as open pore wood trim finishes.

Dynamic Luxury Begins with a Solid Foundation, Powertrain Innovations

The G80's platform represents a brand-exclusive, third-generation, rear-wheel drive platform with a design that lowers the body and the center of gravity to secure a wider cabin and improved driving stability.

"The all-new G80 brings all the existing strengths from the previous generations all the while upgrading the powertrain, platform and communication system with the state-of the art technologies," said Albert Biermann, President, Head of Research & Development Division at Hyundai Motor Group. "It is a true, authentic Genesis."

The use of lighter weight materials was a distinct focus. Aluminum is used for about 19 percent of the body, reducing the weight by 110 kg (243 lbs) compared to the previous one, thus increasing fuel efficiency and performance.

Engineered for world markets and customer needs, the G80 features three powertrains:

2.5-liter turbocharged Inline-4: 304 PS (300 HP @ 5,800 rpm) and 43.0 kgf-m torque (311 lb.-ft. from 1,650 – 4,000 rpm)

3.5-liter turbocharged V6: 380 PS (375 HP @ 5,800 rpm) and 54.0 kgf-m torque (391 lb.-ft. from 1,300 – 4,500 rpm)

Diesel 2.2-liter Inline-4: 210 PS, 45.0 kgf-m torque. (Not available in the U.S. market)

The G80 features improved door sealing, new engine compartment sound insulation and resonant sound-reducing wheels to ensure indoor quietness and class-leading, low levels of noise (NVH). In addition, the Electronically Controlled Suspension with Road Preview, enhances ride quality by reducing road impacts using information supplied through the front camera.

Advanced Safety

In keeping with the brand's safety platform, G80 applies standard active and passive safety systems, as part of a brand-level engineering commitment to passenger security. State-of-the-art, advanced driver-assistance systems (ADAS) include:

Highway Driving Assist II (HDA II): This system helps assist the driver in a wider variety of situations than before, including during lane change maneuvers when the turn signal is used, and when others merge in front of you.

Smart Cruise Control with Machine Learning (SCC-ML): A world first, SCC-ML, as applied to the all-new Genesis GV80 SUV earlier this year, incorporates artificial intelligence (AI) within the Advanced Driver Assistance System (ADAS) feature that helps the car to independently learn the driving characteristics of - and assist - its driver.

Forward Collision-Avoidance Assist (FCA): This system may help automatically bring the G80 to a stop in certain situations where there is a risk of collision with an approaching vehicle detected on the left or right side of the intersection. G80 may also help detect potential collision risks in certain situations where a pedestrian is sensed in close proximity to the vehicle while in motion, for example.

Blind-Spot Collision Avoidance Assist (BCA): BCA is essentially a Blind Spot Monitor with active capabilities. BCA helps reduce the chance of potential impact with a moving vehicle and may alert the driver if a vehicle is detected in the driver's blind-spot

A complement of 10 air bags includes front and side airbags as well as a center airbag, between the front seat occupants, that helps prevent secondary contact between occupants in a side impact.

2020 Toyota Supra

The Legend makes its return

After years of teasing, the legend has finally returned after a hiatus of over two decades.

The Toyota FT-1 concept car was meant to showcase the handiwork of Toyota's CALTY design studio in Southern California. However, we now know that it was also a styling concept that previewed the all-new A90 Toyota Supra.

In July 2018, a fully camouflaged long-hooded sports car with "A90" markings blasted up the world-renowned narrow, curvy hill-climb circuit in front of tens of thousands of spectators at England's famous Goodwood Festival of Speed. For Toyota Supra fanboys, the A90 markings were an obvious giveaway that the Toyota Supra was coming back, as previous versions of the Supra were known as the A40, A60, A70, and A80.

Officially known as the fifth-generation GR Supra, in January 2019, Toyota pulled the covers back for the world debut of the vehicle at the North American International Auto Show in Detroit. This unveiling finally ended years of internet forum debates, speculation, and anticipation by sport car enthusiasts around the world.

A new era for collaboration

Yes, it's true that behind the new Supra is over half a century of unique Toyota sports and GT car heritage. There's no doubt that the GR Supra has pedigree. However, it wouldn't have happened without the help

from the most unlikely of sources, a company from Germany with the initials of B.M.W.

You see, the Supra is a joint-engineering venture with BMW, which will be using the same platform for the revival of its BMW Z4 sports car. Unlike the Z4 though, which is a convertible, the Supra is only available as a coupe. For now anyway.

Although both vehicles have unique tuning and stylistic characteristics as befits each brand, both also will be rear-wheel-drive and have a flappy paddle-equipped quick shifting eight-speed automatic transmission.

Power comes from BMW's lovely B58 twin-scroll turbocharged inline-six cylinder engine, producing 335 hp and 365 lb-ft of torque. Toyota projects the 0-96 km/hr acceleration run to be achieved in a quick 4.1 seconds.

What can we expect?

The 2020 Supra is going to be the first global Toyota GAZOO Racing model. In short, the car was developed by Toyota GAZOO Racing in collaboration with Toyota Motor North America and Toyota Motor Europe. Even Toyota President and Master Driver Akio Toyoda tested the Supra on the Nürburgring and other racing venues to give his personal feedback as a Master Driver to ensure this new model would exceed the expectations of Supra fans across the globe.

Toyota says that the Supra shows a particular kinship with the fourth-generation Supra built from 1993-2002, as well as the company's first supercar, the 1967 Toyota 2000GT. Not only does the GR Supra share stylistic cues, but also notable traits such as a short wheelbase, and a high-performance inline-six-cylinder engine. The double-bubble roof-design recalls the

2000GT, but also reduces drag by shaving the roof centre to reduce the projected frontal area without sacrificing occupant headroom.

Similar to most BMWs, the Supra will feature a 50/50 weight distribution for optimized handling. Standard on Supra is Adaptive Variable Suspension. This system instantly adjusts damping force in response to driver input and road conditions. Two settings for the suspension are available - Normal and Sport.

Cockpit design

Toyota designed the 2020 Supra to be both an everyday sports car, but with the ability to be used as an occasional track car.

To that end, the cockpit had to blend the latest in ultra-modern functionality with traditional GT elements. Toyota's designers took a fresh approach in designing the centre console, giving it an asymmetrical shape designed to envelope the driver. The passenger's

side, in contrast, is open for a roomy feel, but also has knee pads for bolstering in corners.

There is definitely still a lot of BMW influence here, for example, with a Toyota-skinned version of iDrive. This is not necessarily a bad thing though, as it's arguably one of the best infotainment systems out there.

The heated, leather seats with integrated head restraints were inspired by racing, but yet, there is also a smartly trimmed luggage area beneath the lightweight composite hatch, offering capacity for two people to pack away for a weekend trip. The compartment was even shaped to accommodate longer items, such as a track day toolkit.

Conclusion

Like its 1990s predecessor, the 2020 Toyota Supra will be equipped as a premium GT, with a deft balance of function and premium comfort and convenience features. Supra devotees have waited a long time for the next-generation model. They'll hopefully find the 2020 Supra worth the wait. A global citizen, the new Supra will be assembled in Graz, Austria.

The new Porsche 911 Targa

Elegant, extravagant and unique

Following on from the Coupé and Cabriolet, Porsche launches the third body variant of the new Porsche 911 generation with the debut of the all-wheel drive 911 Targa 4 and 911 Targa 4S. The distinguishing feature of the Targa remains its innovative, fully automatic roof system. Just like the legendary original model from 1965, it features a wide roll bar, a movable roof section above the front seats and a wraparound rear window. The roof can be comfortably opened and closed in 19 seconds. The new models are powered by a six-cylinder, three-litre boxer engine with twin turbochargers: the 911 Targa 4 now delivers 385 PS (283 kW) and, in combination with the optional Sport Chrono package, accelerates from zero to 100 km/h in just 4.2 seconds (one tenth faster than before). The engine in the 911 Targa 4S boasts 450 PS (331 kW) and reaches the 100 km/h mark in just 3.6 seconds under the same conditions (four tenths faster than its predecessor). Top speed of the 911 Targa 4 is 289 km/h (up two km/h), while the 4S peaks at 304 km/h (up three km/h). Both sports cars are fitted with eight-speed dual-clutch transmission (PDK) and intelligent all-wheel drive Porsche Traction Management (PTM) as standard to deliver maximum driving pleasure. Thanks to the enhanced Smartlift function, a higher ground clearance can now be programmed for everyday use. The list of options is further enhanced by an extensive range from Porsche Tequipment and new personalisation options from Porsche Exclusive Manufaktur. Porsche will further extend the combination of traditional style elements, timeless design and cutting-edge technology in a special edition of the 911 Targa, which will make its debut beginning of June.

Efficient biturbo boxer engine

Like the 911 Carrera models, both 911 Targa variants profit from the more powerful turbocharged three-litre six-cylinder boxer engines, resulting in further enhanced performance and everyday usability. The engine in the 911 Targa 4 produces 385 PS (283 kW) at 6,500 rpm, which is 15 hp (11 Kw) more than its predecessor. Maximum torque of 450 newton metres is delivered across a wide engine speed range of between 1,950 and 5,000 rpm. With 450 PS (331 kW), the 911 Targa 4S delivers 30 hp (22 kW) more output than its predecessor and generates maximum torque of 530 Nm (up 30 Nm) between 2,300 and 5,000 rpm.

Optimised all-wheel drive for better traction

The enhanced performance of the new all-wheel drive models goes hand-in-hand with further developments of the front-axle drive. The clutch and differential unit is water-cooled and has reinforced clutch discs for greater robustness and a higher load capacity. The increased actuating torque at the clutch improves its adjustment accuracy and the function of the additional front-axle drive. Overall, the enhanced front-axle drive with Porsche Traction Management (PTM) contributes to even better traction in all road conditions.

Further developed chassis for more comfort and safety

The electronically controlled variable damping system Porsche Active Suspension Management (PASM) is part of the standard equipment for the new 911 Targa models. This system automatically adjusts the damping characteristics in terms of driving comfort and handling to each driving situation and has two manually adjustable maps, Normal and Sport. Porsche Torque Vectoring Plus (PTV Plus), which includes an electronic rear differential lock with fully variable torque distribution, is added as standard equipment for the Targa 4S and is available as an option on the Targa 4. Like the other Porsche 911 variants of the latest generation, the Targa models are also equipped with Porsche Wet mode as standard.

The driving dynamics setup for the 911 Targa 4 includes 19-inch alloy wheels on the front axle and 20-inch wheels on the rear axle. As standard, the 4S model is fitted with 20-inch front wheels and 21-inch rears. On the Targa 4, deceleration is taken care of on both axles by 330-millimetre brake discs with black four-piston monobloc fixed callipers. The red-painted brake callipers on the Targa 4S have six pistons at the front axle, four at the rear while its discs measure 350 mm front and rear. The Porsche Ceramic Composite Brake (PCCB) can be ordered as an option.

Extravagant Targa design with a modern interpretation

The exterior of the 911 Targa is characterised by the design elements of its 992 model generation. Compared to its predecessors, its body features significantly more pronounced wheel housings at the front and, between its LED headlights, its bonnet has a distinctive recess evoking the design of the first 911 generations. Its rear is dominated by its wider, variably extending rear spoiler and seamlessly integrated, elegant light bar. With the exception of the front and rear sections, the entire outer skin is made from aluminium.

The interior echoes the 911 Carrera models and is characterised by the clear and straight lines of its dashboard and its recessed instruments. The 911 models from the 1970s provided the inspiration here. Alongside the central rev counter, a defining feature for Porsche, two thin, frameless freeform displays extend the information provided to the driver. A compact switch unit with five buttons for direct access to important vehicle functions is located below the 10.9-inch centre screen of the Porsche Communication Management (PCM).

Aston Martin Lagonda

puts safety first as staff begin phased return to work at UK manufacturing site

Aston Martin Lagonda is this week beginning a carefully planned phased return to work for a number of its manufacturing staff as the business looks to prudently restart car making while adjusting to the new normal in the nation's ongoing battle to protect the NHS and overcome the threat of COVID-19.

Working closely with the trade unions, Aston Martin Lagonda has developed detailed return-to-work protocols to be followed by employees returning to their jobs at the brand's manufacturing facility in St Athan, Wales. Production workers at the company's global headquarters in Gaydon, Warwickshire will follow at a later date, as will office and support staff at Aston Martin Lagonda's various other UK sites.

The meticulously planned Site Operating Procedures are aimed at protecting individual staff members, their colleagues, their families and the wider community.

The social distancing, health and hygiene instructions cover every aspect of a staff member's interaction with work from preparing to leave home to arriving on site; navigating the site; breaks and mealtimes; falling ill whilst at work; dealing with visitors and contractors; and leaving the site. There is also detailed guidance on PPE management; travel between Aston Martin Lagonda sites; and pool car arrangements.

Dozens of individual actions and instructions have been drawn up to support social distancing, with carefully calculated limits on employee numbers on site and working at any given time to support staff actions.

Appropriate PPE is being provided to all returning staff, for example mandatory use of masks at all time while on site, temperature checks on arrival at work are also being introduced.

Scott Ward, Director of Manufacturing at Aston Martin Lagonda's St Athan site, said: "The safety and ongoing good health of our staff is absolutely paramount in our thinking as we slowly and carefully return to car building.

"The arrangements we have put in place here for our phased return to work as we continue to build the brand's first SUV – the highly anticipated DBX – are designed to support the health and safety of staff while, of course, doing everything we can to ensure we do not add to the burden already being borne by the incredibly dedicated frontline staff of the NHS."

Philip Reardon, Senior Shop Steward and Health and Safety Representative, Unite Wales, said: "Unite the Union is working closely with Aston Martin Lagonda to ensure, above all, a safe return to work for all staff as the business looks to move on from the lockdown phase. In doing so, our members are supporting the shared desire to deliver a sustainable business for all those working not only at St Athan but across the Aston Martin business in the UK."

Over the past weeks Aston Martin Lagonda staff have been engaged in a number of activities designed to help in the fight against COVID-19, from the manufacture of various items of PPE to the offer of free emergency repairs to NHS workers' cars.

Elegant two-tone leather interior

Now available for all Porsche 911 models from Porsche Exclusive Manufaktur

Together with the designers from the Development Centre in Weissach (Germany), the Porsche Exclusive Manufaktur has created a new leather interior concept for the Porsche 911. Available for all models of the 911 series, the package is a perfect combination of colours, materials and individual enhancements. It includes quilted seat centre panels at the front and rear, quilted door panels as well as other extensive leather trim from the portfolio of the Porsche Exclusive Manufaktur. "Personalisation plays an important role at Porsche," says Alexander Fabig, Vice President Individualization and Classic at Porsche AG. "Around 90 per cent of all 911 models delivered worldwide are customised during the ordering process, and 25 per cent of all cars in this series go through our Exclusive Manufaktur. With the new 'Leather Interior Exclusive Manufaktur' option, we are adding another highlight to our range, which comprises approximately 700 options. We will initially offer four colour combinations, with others to follow." The two-tone interior is available in Bordeaux Red/Crayon, Black/Slate Grey, Slate Grey/Iceland Green as well as Graphite Blue/Mojave Beige. The new colour distribution emphasises the 2+2 single seats. The numerous decorative seams as well as the cross stitching on the steering wheel are in the respective contrasting colour, ensuring an innovative and coordinated overall concept. Other carefully designed details include the Porsche Exclusive Manufaktur embossing on the cover of the stowage compartment in the centre console, the embossed Porsche Crest on the head restraints, as well as the Race-Tex seat belt outlet trims in the Coupé models.

Porsche Exclusive Manufaktur: craftsmanship and attention to detail

Through a combination of perfect craftsmanship and state-of-the art technologies, the Porsche Exclusive Manufaktur in Zuffenhausen creates personalized customer vehicles. Specialized employees devote their full attention to every detail and take the time needed to optimise it through painstaking manual work. The experts can call on an extremely wide range of visual and technical customisation options for the exterior and interior. In addition to individual customer cars, the Porsche Exclusive Manufaktur also produces limited small series and editions that combine high-quality materials with modern production technologies to create a harmonious overall concept.

Land Rover Discovery Sport

wins prestigious Middle East Car of the Year (MECOTY) award

Jaguar Land Rover secured one of the most coveted prizes from this year's Middle East Car of the Year Awards (MECOTY) as the Land Rover Discovery Sport was named Compact Premium SUV of the Year.

The prestigious annual showcase – now in its seventh year – celebrates the region's automotive industry, spotlighting the excellence of the best vehicles to grace the showrooms of the Middle East's car dealerships.

Jaguar Land Rover's Range Rover Evoque also garnered an honourable mention as one of the top-performing vehicles in the same category.

Initially scheduled to take place on Monday 30 March, the 2020 MECOTY Awards ceremony has been indefinitely postponed in light of the social distancing measures put in place across the region. This has led MECOTY organisers to expedite the announcement of the 2020 award winners and name the recipients of the popular showcase's top prizes earlier than anticipated.

Handpicked to represent ten Middle East countries, the MECOTY jury – comprised of the most qualified and experienced motoring journalists – is tasked with identifying the region's most exceptional cars. Each juror is instructed to evaluate nominated and shortlisted vehicles, appraising each entrant for the quality of the consumer experience they provide.

Salman Sultan – PR and Social Media Manager of Jaguar Land Rover Middle East and North Africa – stated: "We are delighted by our success at this year's MECOTY Awards. Such accolades attest to the quality of Jaguar Land Rover's vehicle line up and, more importantly, the unparalleled motoring experience our models provide for the brand's discerning customers. We are extremely proud of the time and effort our team has put into crafting our cars, particularly as we do so with the comfort and satisfaction of our customers firmly in mind."

Bruce Robertson – Managing Director of Jaguar Land Rover Middle East and North Africa – added: "The significance of the MECOTY Awards cannot be understated. Based on the wisdom and insights of some of the region's finest motoring minds, events such as MECOTY truly are markers of our success. They drive home just how far we have come, and spur us on to take even greater strides."

He continued: "The commendations given to the Land Rover Discovery Sport and Range Rover Evoque are a testament to our values and belief in placing the needs of our customers at the heart of everything we do. They – the people we serve – are the engines that keep Jaguar Land Rover running."

Land Rover Discovery Sport – Compact Premium SUV of the Year

The newest member of the Discovery family, the Discovery Sport – the latest in a proud, long line of versatile cutting-edge SUVs – is the most capable vehicle of its kind. Pushing the boundaries of the premium compact SUV sector, the Discovery Sport is more technologically advanced than ever, boasting an enhanced exterior design perfectly complemented by a transformed interior.

Its new Premium Transverse Architecture (PTA) accommodates efficient new electrified engines, including a 48-volt mild hybrid to help reduce emissions and fuel consumption. The new body is 13 per cent stiffer than its predecessor, with rigidly-mounted subframes that reduce noise and vibration intrusion into the cabin, improving comfort and providing maximum safety.

These enhancements have ensured the fastest-selling Land Rover ever produced, with its new infotainment interface – comprising the latest connectivity – and more flexible seating arrangements distinguishing the model as one of the safest and most comfortable SUVs ever made.

Range Rover Evoque – Compact Premium SUV of the Year (Shortlisted)

The award-winning Range Rover Evoque – voted Best SUV/Crossover at the 2019 Women's World Car of the Year award – channels the style and spirit of its predecessor. The original luxury city SUV, the model is built on Land Rover's new Premium Transverse Architecture, combining unrivalled Range Rover heritage with the most advanced technology.

The acclaimed Evoque features hybrid-electric powertrains, efficient three-cylinder Ingenium engines and innovative natural and recycled materials. It enjoys the distinction of being the first luxury compact SUV to be certified under stringent new NOx emissions targets, Real Driving Emissions stage 2 (RDE2), and has also been awarded a maximum five-star Euro NCAP safety rating. Securing over 200 further international awards since its debut, the Range Rover Evoque has cemented its status as one of the most refined, capable, and safe luxury compact SUVs on the market.

Continental Extreme-E racing series

gearing up for take off

A spectacular new off-road racing series will be launched under the name "Extreme E", bringing professional motorsport with electric SUVs to the remotest corners of the earth, including one of the Middle East's most unique destinations, Al-'Ula in Saudi Arabia. Continental is a founding partner and exclusive tyre supplier.

It has been more than a year since the collaboration was made official. Participants still have nine months to overcome the extraordinary challenges by the first start. "By the time the event calendar was officially presented, every interested party realised that they are part of a completely new and unique project," says Sandra Roslan, who is responsible for the Extreme E project at Continental. "And the schedule is tight. Unforeseen delays will be almost impossible to make up for."

On January 22, 2021, the starting signal for the so-called Ocean stage will be given between a UNESCO World Heritage Site and the Atlantic Ocean. On the banks of Lac Rose, not far from the Senegalese capital of Dakar, a series of races will begin which organisers hope will make motorsport an ambassador for climate protection. By choosing routes close to threatened habitats, the Extreme E racing series aims to raise awareness of climate change among motorsport fans worldwide, as well as politicians, residents and local authorities at the venues, and encourage them to step up their efforts to limit global warming to 1.5 degrees Celsius.

"From then on, things really take off," says Roslan. "In March 2021, we´ll start in the desert of Saudi Arabia, in May in the Himalayan mountains. Not only must the tyres function on a completely new vehicle, but also on extreme courses in vastly different climatic environments."

Considering that the development of a new tyre for conventional cars generally takes three to four years, it is clear the kind of challenges the tire developers at Continental have to overcome. "The ODYSSEY 21 is an extraordinary vehicle which is roughly similar to commercial SUVs in length, width and weight, but with its electrical equivalent of 550 HP has three times the torque of the Formula E Gen 2 vehicle," says Roslan.

The intensive test phase has been underway since October last year. For this, Continental is relying on people like Mikaela Åhlin-Kottulinsky. The Swedish motorsport athlete has successfully competed in the Scandinavian Touring Car Championship, and is the only woman so far to have won races in this series. The test vehicles are equipped with a custom-made model based on the successful Continental CrossContact series model.

From now until the start of the first race, it is a matter of tailoring the profile as best possible to the various extreme challenges. With the aid of ContiPressureCheck technology, tyre data such as air pressure and temperature are also displayed for drivers on a screen in the cockpit during the races. The vehicles will be handed over to all teams in August.

Extreme E is organised in cooperation with Formula E. From 2021 onwards, Continental will be a premium sponsor of the Extreme E racing series. The technology company will equip all vehicles in the races with tyres for the different and very demanding situations. The organiser, Formula E Holdings Ltd., expects ten teams in the first year. The following dates are planned:

Ocean Stage: from January 23 to 24 at Lac Rose, Dakar, Senegal

Desert Stage: from March 6 to 7 in Sharaan, Al-'Ula, Saudi Arabia

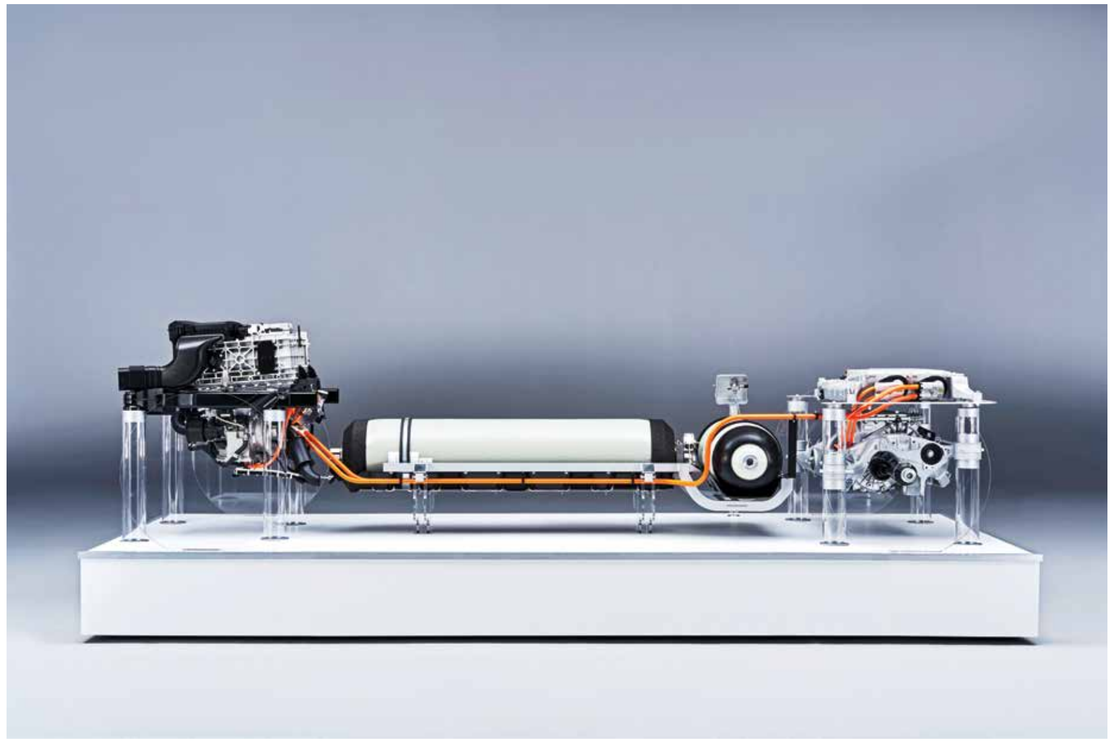
Glacier Stage: from May 14 to 15 in the Kali Gandaki Valley, Mustang District, Nepal

Arctic Stage: from August 28 to 29 in Kangerlussuaq, Greenland

Rainforest Stage: from October 30 to 31 in Santarém, Pará, Brazil

The BMW i Hydrogen NEXT

BMW Group reaffirms its ongoing commitment to hydrogen fuel cell technology

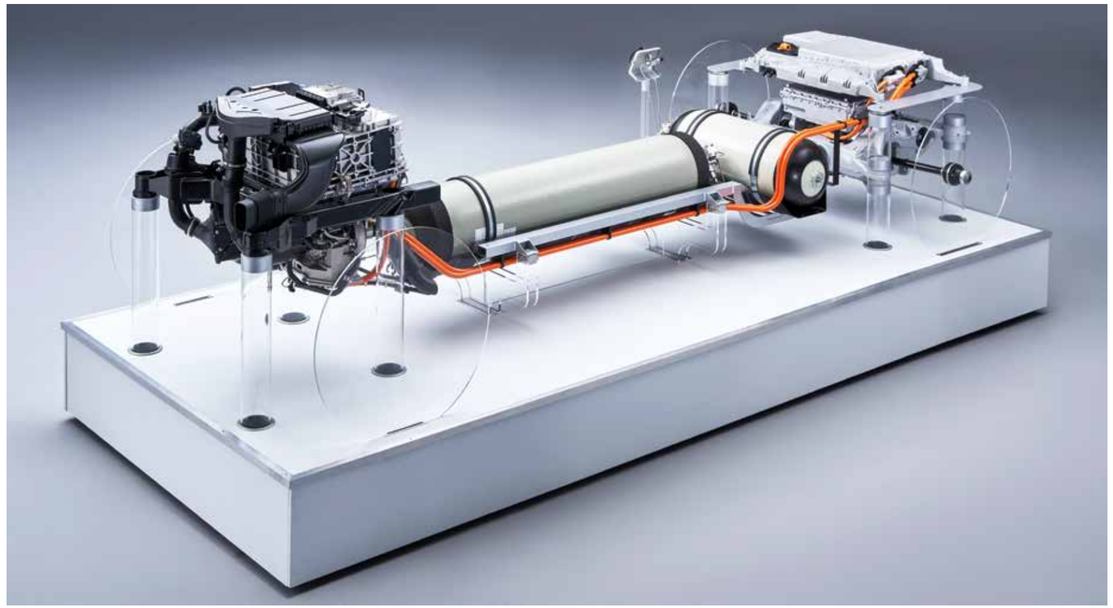


Developing alternative powertrain technologies is a top priority for the BMW Group. The premium carmaker offers first virtual insights into the powertrain system for the BMW i Hydrogen NEXT and reaffirms its commitment to following a carefully considered and systematic route to emission-free mobility. This approach also includes the careful consideration of differing market and customer requirements as part of the company's Power of Choice strategy. Customer centricity and the flexibility needed for this are essential in facilitating the breakthrough for sustainable mobility on the global stage.

Klaus Fröhlich, Member of the Board of Management of BMW AG, Research and Development (click here to watch the video statement): "We are convinced that various alternative powertrain systems will exist alongside one another in future, as there is no single solution that addresses the full spectrum of customers' mobility requirements worldwide. The hydrogen fuel cell technology could quite feasibly become the fourth pillar of our powertrain portfolio in the long term. The upper-end models in our extremely popular X family would make particularly suitable candidates here." The BMW Group has been working with the Toyota Motor Corporation on fuel cell technology since 2013.

Future prospects for hydrogen fuel cell technology.

Although the BMW Group has no doubt as to the long-term potential of fuel cell powertrain systems, it will be some time before the company offers its



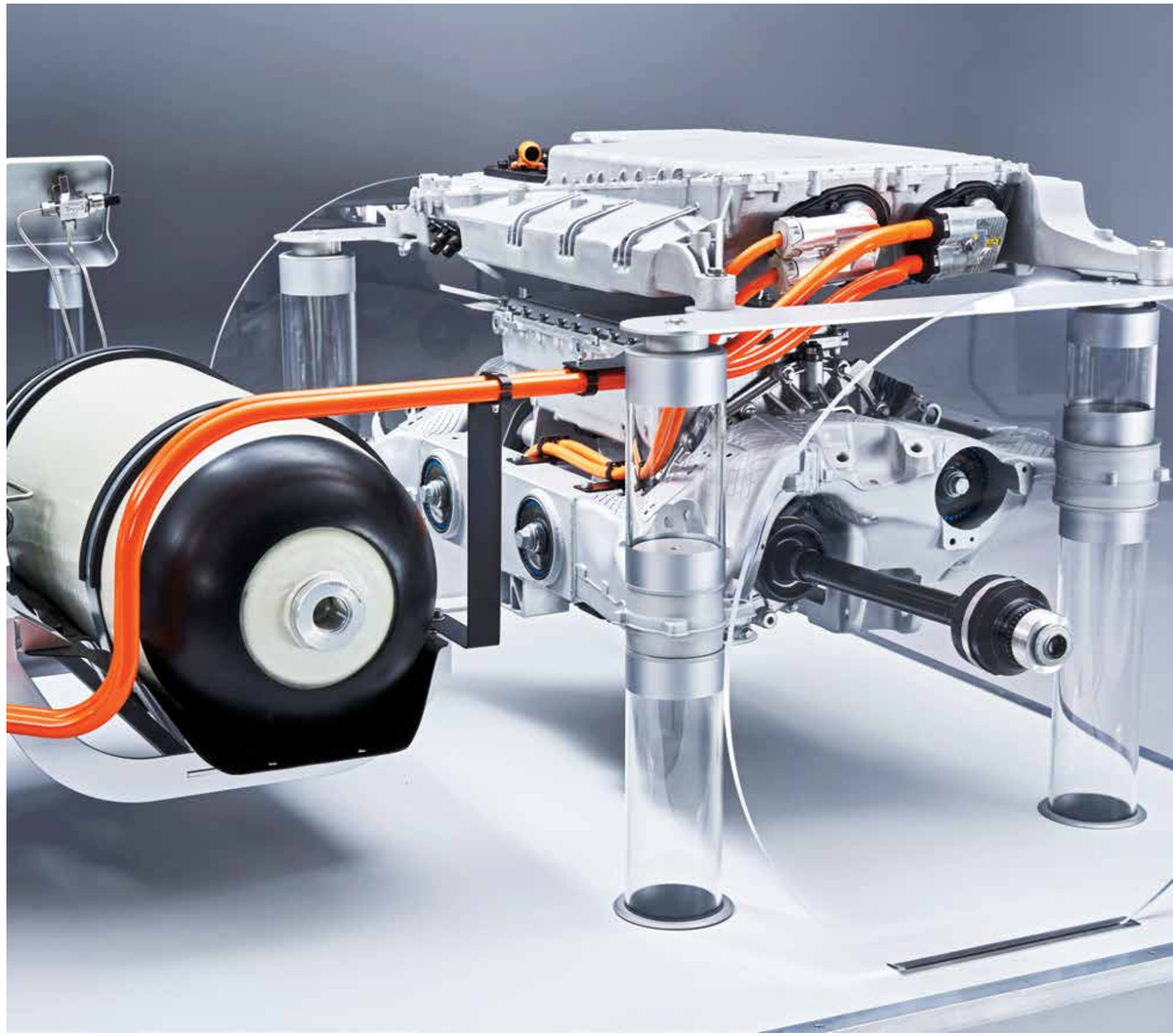
customers a production car powered by hydrogen fuel cell technology. This is primarily due to the fact that the right framework conditions are not yet in place. "In our view, hydrogen as energy carrier must first be produced in sufficient quantities at a competitive price using green electricity. Hydrogen will then be used primarily in applications that cannot be directly electrified, such as long-distance heavy duty transport," said Klaus Fröhlich. The requisite infrastructure, such as an extensive, Europe-wide network of hydrogen filling stations, is also lacking at present. However, the BMW Group is pressing ahead with its development work in the field of hydrogen fuel cell technology. The company is using the time until the infrastructure and sustainably produced hydrogen supply are in place to substantially reduce the cost of manufacturing the powertrain system. The BMW Group is already bringing battery electric vehicles to market with sustainable energy and will soon be offering its customers a wide range of electrified vehicles. A total of 25 models are slated for launch by 2023, including at least twelve with an all-electric powertrain.

Initial technical details of the powertrain for the BMW i Hydrogen NEXT.

"The fuel cell system for the powertrain for the BMW i Hydrogen NEXT generates up to 125 kW (170 hp) of electric energy from the chemical reaction between hydrogen and oxygen from the ambient air," explains Jürgen Guldner, Vice President of Hydrogen Fuel Cell Technology and Vehicle Projects at the BMW Group. This means the vehicle emits nothing but water vapour. The electric converter located underneath the fuel cell adapts the voltage level to that of both the electric powertrain and the peak power battery, which is fed by brake energy as well as the energy from the fuel cell. The vehicle also accommodates a pair of 700 bar tanks that can together hold six kilograms of hydrogen. "This guarantees a long range regardless of the weather conditions," notes Guldner. "And refuelling only takes three to four minutes." The fifth-generation eDrive unit set to make its debut in the BMW iX3 is also fully integrated into the BMW i Hydrogen NEXT. The peak power battery positioned above the electric motor injects an extra dose of dynamics when overtaking or accelerating. The total system output of 275 kW (374 hp) fuels the typical driving dynamics for which BMW is renowned. This hydrogen fuel cell electric powertrain will be piloted in a small series based on the current BMW X5 that the BMW Group plans to present in 2022. A customer offer powered by hydrogen fuel cell technology will be brought to market at the earliest in the second half of this decade by the BMW Group, depending on the global market conditions and requirements.

BMW Group is involved in the BRYSON research project.

The BMW Group's participation in the research project BRYSON (a German acronym for 'space-efficient hydrogen storage tanks with optimised usability') underlines its faith in the future viability and potential of hydrogen fuel cell technology. This alliance between BMW AG, Munich University of Applied Sciences, Leichtbauzentrum Sachsen GmbH, the Technical University of Dresden and WELA Handelsgesellschaft mbH seeks to develop pioneering high-pressure hydrogen storage tanks. These are to be designed to allow easy integration into future universal vehicle architectures. The project aims to develop tanks with a flat design. Set to run for a period of three-and-a-half years and with funding from the Federal Ministry for Economic Affairs and Energy, this project will also help to lower the cost of manufacturing hydrogen tanks for fuel cell vehicles, enabling them to compete effectively with battery electric vehicles.



The all-new Kia K5 fastback sedan

The all-new Kia K5 is a fastback evolution of Kia's global best-selling sedan, combining a striking new design with a driver-focused interior, cutting-edge technologies, and all-new powertrain options.

The development of the K5, with its eye-catching fastback silhouette and gasoline 'Smartstream' engines, marks a new era for Kia, as the Korean automaker shifts gears and embraces a new design direction.

On sale across the region — including markets such as the UAE, KSA, Kuwait, Oman, and Jordan — since Friday 1 May, the sporty sedan is distinguished by greater levels of cabin accessories, high-tech safety features, and revised chassis characteristics. These cues, additions, and enhancements make the K5 more relaxing, confidence-inspiring, and engaging to drive than ever before.

Exterior design

Presenting Kia's next-generation design direction, the new K5 brings with it a new fastback sedan silhouette. It is one of Kia's sportiest designs to-date.

Designed in collaboration between all three of Kia's design studios in North America, Europe and Korea, the K5 marks a greater leap forward between generations than any of its predecessors.

The front of the car is characterized by an evolution of Kia's 'tiger nose', integrating its LED headlamps into the grille, with a 'heart beat' daytime running light signature expressing the raised levels of emotion the car is meant to inspire. The K5 features a more aggressive front, with the grille nestled beneath a subtle overhang on the hood's leading edge, parenthesized by angular air curtains and a wider air intake in the lower half of the bumper.

Interior design

Driver-oriented cabin design with greater space

Elegant by design, and with a timeless, minimalist layout, the interior of the new K5 provides the driver and passengers with a peaceful retreat in which to spend time. The futuristic driver-oriented interior of the K5 is trimmed in a selection of tactile materials while the wide and horizontal symmetry creates a sense of space and harmony.

Performance

Smartstream gasoline engines and new transmissions

The new K5 is available with a range of new 'Smartstream' powertrains from Kia that deliver greater confidence, efficiency, and refinement in performance than ever.

The K5's choice of powerful gasoline engines feature Kia's new Continuously Variable Valve Duration (CVVD) technology. CVVD regulates valve duration according to driving conditions, instead of operating on a fixed duration, boosting performance at low-to-mid engine speeds and boosting fuel efficiency.

Technologies and features

Cutting-edge connectivity and infotainment features

The K5's suite of advanced safety, connectivity, and infotainment technologies make it one of the most high-tech, comprehensively-equipped cars in its class. The range of features are designed to make driving safer and less stressful, providing total ease of use.

The K5's voice recognition software allows drivers to use voice commands to control a range of features in the car, including climate control, electric windows, heating for the steering wheel, seats and rear glass, and the audio system. This new addition to the K5 allows drivers to keep two hands on the wheel and their eyes on the road ahead.

Safety

Advanced driver assistance systems with new Remote Smart Parking Assist

The K5 boasts a range of passive and active safety and driver assist systems, protecting occupants and other road users on every journey. Kia's Advanced Driver Assistance Systems (ADAS) help to reduce many of the inherent hazards and stresses of driving.

Dubai Duty Free

Wins Three at The Moodies Travel Journey Digital Award

Dubai Duty Free won three awards at The Moodies Travel Journey Digital Awards recently. The awards included the "Best Use of a Social Platform (Instagram)", "Best KOL (Key Opinion Leaders)-Driven Campaign and a "Special Judge's Award for Creativity in Crisis." Organised by The Moodie Davitt Report, the awards recognise best practices in social, digital media and marketing among the airport and wider travel retail community.

Dubai Duty Free was awarded the "Best Use of a Social Platform" - Instagram for tapping into the increasing popularity of Instagram stories in 2019, through its weekly highlights "What's Happening at Dubai Duty Free", which helped boost fan engagement and improve brand awareness for traveler's planning decision.

The "Best KOL-Driven Campaign" was awarded to Dubai Duty Free's partnership with Kuwaiti style icon and social media influencer, Noha Nabil, through a series of campaign activities during the month of November and December. This included discount offers for her followers, competitions and shopfloor tours which proved to be successful from both a revenue and social media perspective.

Meanwhile, the "Special Judge's Award for Creativity in Crisis" singled out the Dubai Duty Free choral ensemble - Dubai Duty Free Nightingales, for its performance of Josh Groban's "You Raise Me Up" performed from their homes while in lockdown.

The split screen Zoom view showed the members singing alone and yet in perfect unison and offered a magnificent and moving musical tribute to key workers across the global duty free industry.

Commenting on these awards, Dubai Duty Free Executive Vice Chairman & CEO, Colm McLoughlin said, "We are thrilled that our efforts to stay relevant and in-tune with our customers through the use of social and digital media has been recognised by The Moodies. We will continue to look at ways to engage with our customers and look forward to welcoming them back once it is safe to do so."

The winners were drawn from a shortlist of 142 entries in 23 different categories, which were generated via a mix of self-nomination or nomination by independent parties. The Moodies cover digital, mobile, social media and marketing activities across airports overall, plus airport retail and food & beverage.

Dubai Duty Free continues to communicate through its social media platforms including Facebook, Instagram and Twitter as well as in two Chinese platforms such as WeChat and Weibo.

Dubai Duty Free

Donates AED 7 Million to The Fund of the UAE: Homeland of Humanity Campaign

Dubai Duty Free, through its own Foundation, has donated AED7 million to "The Fund of the UAE: Homeland of Humanity" Campaign to support the UAE's efforts to combat the COVID-19 outbreak. In collaboration with the Ministry of Health and Prevention (MOHAP) and through the Emirates Red Crescent, the donation will be used to buy medical supplies needed to safeguard the health and safety of the UAE's citizens, residents and visitors against COVID-19.

Commenting on the donation, Dubai Duty Free's Executive Vice Chairman & CEO, Colm McLoughlin said: "At a recent board meeting of the Dubai Duty Free Foundation we agreed to make an "in kind" donation of Dhs7 million to support medical supplies needed as the result of the COVID-19 situation. This donation has been made with the approval of H.H. Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority and Chairman of Dubai Duty Free."

"We are very keen to support the huge effort that the UAE Government is making to ensure that everyone is kept safe and well. Through our Foundation we want to support this effort in any way that we can during this challenging time," added McLoughlin.

The Emirates Red Crescent appreciated the cooperation and contribution made by Dubai Duty Free.

The Dubai Duty Free Foundation has worked with Emirates Red Crescent on several of its campaigns in recent years including the Ramadan Campaign (2013), which aimed to provide clothing to one million needy children around the world, the UAE Water Aid Campaign (2014), aimed at providing clean drinking water for 5 million people in 61 countries and the UAE Compassion Campaign (2015), which aimed to provide winter aid for one million refugees and people in the Levant countries.

The Dubai Duty Free Foundation was established in 2004 under the patronage of H.H. Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority and Chairman of Dubai Duty Free. To-date the Dubai Duty Free Foundation has supported 44 local and 55 overseas charities.

Dubai Duty Free

Wins Two DFNI-Frontier Asia Pacific Awards for Travel Retail Excellence

At the virtual award ceremony for the Duty Free News International (DFNI) - Frontier Asia Pacific Awards for Travel Retail Excellence, Dubai Duty Free was announced the winner in two award categories: "Middle East Airport Travel Retailer of the Year" and "Asia Pacific & Middle East Travel Retailer of the Year". The virtual awards ceremony was hosted by DFNI-Frontier's Felix Barlow, Sales Director and Elena Dimama, Digital Editor, who announced the awards in a dedicated web broadcast for the first time in the event's history. The awards ceremony is usually held during the TFWA Asia Pacific Exhibition and Conference in Singapore, which was cancelled this year due to COVID-19 pandemic.

Dubai Duty Free was awarded with its nineteenth "Middle East Airport Travel Retailer of the Year" award and went on to beat stiff competition to win the overall award for "Asia Pacific & Middle East Travel Retailer of the Year". Both awards recognized the retailer's remarkable sales achievement of US$2.029 billion in 2019, its ongoing collaboration and promotions and its ongoing investment in the retail offer including the opening of its new Arrivals shop in Terminal 3 that greatly enhanced the overall shopping experience in Dubai Duty Free. Commenting on these latest awards, Dubai Duty Free's Executive Vice Chairman & CEO, Colm McLoughlin said: "We are delighted to receive these awards during these unprecedented times and I would like to thank everyone from the industry and the panel of judges who voted for Dubai Duty Free. It is a great honour to be singled out as the best in travel retail and we are looking forward to welcoming back our customers when it is safe to do so."

The Dubai Duty Free Foundation was also shortlisted in the "CSR or Sustainability Initiative of the Year" award which was won by KingPower Thailand.

Dubai Duty Free

Receives its fourth consecutive International Safety Award from the British Safety Council

For the fourth consecutive year, Dubai Duty Free has been announced as one of the winners of the International Safety Awards 2020, presented by the British Safety Council.

Initially scheduled to take place at a ceremony on 29th May 2020 at Grosvenor House Hotel in the UK, the event was cancelled due to COVID-19 pandemic, with the winners being notified in advance.

The British Safety Council, a registered charity founded by James Tye in 1957 and one of the world's leading Health and Safety organisations, selected Dubai Duty Free for its strong commitment to good health and safety management in 2019.

The airport retailer is one of a number of worlwide organisations from Africa, Asia, India, Middle East, UK and from mainland Europe, to receive this award.

Commenting on the recognition, Dubai Duty Free Executive Vice Chairman & CEO, Colm McLoughlin said, "We are delighted to receive the International Safety Award from the British Safety Council for the fourth consecutive year. I commend our team for their invaluable dedication, co-operation and commitment to excellent health and safety standards at all times."

This year, 509 organisations won an International Safety Award spanning all sectors across all industries in more than 50 countries worldwide. 87 organisations were awarded a Distinction, 250 with Merit and 172 achieved a Pass.

Dubai Duty Free operates as Integrated Management System in accordance with ISO14001:2004 and OHSAS18001:2007. The operation also performs regular audits on HSE System and HSE Operational Procedures as well as monitor and implement measure to ensure the health and well-being of its employees.

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