

PHILIPS

Automotive Lighting

MOTOR MONTHLY

APRIL 2017

ISSUE 95



Blue blur

338kW BMW M4 CS to blast in between GTS and Competition

PHILIPS

Automotive Lighting



MOTORMONTHLY

95 APR 2017

Editorial
GoAuto Newsroom
PO Box 18
Sandringham
VIC 3191
(03) 9598 6477
goautomag@goautomedia.net

Publisher
John Mellor

Production
William Vicente

Contributors
Tim Nicholson
Ron Hammerton
Terry Martin
Tung Nguyen
Robbie Wallis
Byron Mathioudakis

Advertising enquiries
Sally Mellor
(03) 9598 6477
0425 700 904
sally@goautomedia.net

▶ SUBSCRIBE

▶ BACK ISSUES

f SHARE ON FACEBOOK



3 **Charging forward**
MG's futuristic Tesla-chasing electric E-motion stars at Shanghai show



9 **Urban explorer**
Toyota targets Gen-Y with quirky but cool FT-4X concept



13 **Muscle definition**
626kW Dodge Challenger SRT Demon lifts off in New York

7 **Bavarian brute**
Australia keen for limited-edition, lightweight BMW M4 CS birth



Charging forward

MG's futuristic Tesla-chasing electric E-motion stars at Shanghai show



By RON HAMMERTON in SHANGHAI
SAIC Motor has fired a warning shot across the bows of Tesla and other electric vehicle-makers by suggesting its “almost production ready” all-electric MG E-motion sports coupe could be sold at a

third of the price of the American company’s \$162,116 Tesla Model S.

China’s biggest motor company has also suggested that it is preparing advanced new battery technology for its new modular electric vehicle (EV) platform that is set to spawn a

number of vehicles across its MG and Roewe ranges.

Revealed at the 2017 Shanghai motor show in SAIC’s home town, the 2+2 MG E-motion coupe marks a return to MG’s sporting heritage that, before the “Morris Garages” went

financially belly up early this century and was taken over by Chinese interests in 2005, was renowned for sportscars such as the MG TC, MGA, MGB and MG Midget.

The E-motion is said to be capable of accelerating from standstill to 100km/h in



less than 4.0 seconds and covering a range of 500km on a full battery charge.

With its butterfly doors and sleek lines, the Shanghai-designed E-motion is a dramatic departure from the conventional sedans, hatches and SUVs that have populated the MG range since it became part of the giant SAIC

conglomerate that produced 6.5 million cars last year, most in partnership with General Motors and Volkswagen.

While MG executives are saying a production version of the E-motion is just a matter of when, it is less than certain that a right-hand-drive version will be forthcoming.

To a large extent, that will depend on the prospects for such a car in the United Kingdom, which is MG's strongest export market to date and spiritual home.

SAIC Motors Passenger Car Shanghai design centre director Shao Jingfeng told journalists at a pre-show reveal of the E-motion concept that

the design was "close to production ready".

He said most of the design and engineering work had been done, and that it would take as little as 18 months to get it to production.

Asked what sort of price the E-motion would command, he said about 300,000 Chinese yuan, which is about one third of the price of



the Tesla Model S 90D in China.

In Australia, where the Tesla Model S 90D retails for \$162,116 driveaway, a one-third pricetag would be about \$54,000.

“We will be much, much cheaper than Tesla,” he said.

MG Motors Australia cautioned that, assuming a RHD version was placed in production, the Australian price would be unlikely to be that cheap.

Asked by journalists about the batteries in the E-motion, Mr Jingfeng said they were lithium-ion batteries sandwiched in a purpose-designed floor platform, similar to that of Tesla.

However, he then added that SAIC batteries would be a new generation with advanced technology for improved performance.

He declined to elaborate, saying only that other SAIC EVs would benefit from these technologies in future.

Mr Jingfeng said one of SAIC’s upcoming Roewe (the former British Rover) EVs would be an SUV.

SAIC has already announced it is about to produce the all-electric Roewe RX5 large SUV, as well as an all-electric version of the new Roewe i6 sedan that to date has been made in petrol-electric hybrid form. Neither of these cars is expected in Australia.

SAIC Passenger Car product portfolio planning director Zhang Liang said there would be an MG version of the SUV EV.

Mr Liang said SAIC had more than 10 new-energy vehicles planned, including hybrids, plug-in hybrids and EVs.



The Abarth name is steeped in Italian automotive performance history and with the Abarth 500 EsseEsse and Abarth 500C EsseEsse the legend continues to grow.



Abarth.com.au



Of the 3752 engineers working on new products at SAIC in Shanghai, 350 are toiling on “new energy technologies”, while a further 240 researchers are working in the Advanced Technology Research Department on intelligent driving systems and fuel-cell technologies.

Designers working on the E-motion sports coupe’s design are said to have drawn inspiration from MG sportscars of yore, including 1955’s MGA.

Mr Jingfeng described its look as European mainstream with British essence.

At the front, the grille is formed by LEDs in pinpoint of light, while small flaps over the

top of the LED headlamps retract to reveal the high-beam units.

The quilted leather trim of the cabin was said to have been designed with the help of European clothing and accessories manufacturer Hermes.

It is unclear if the butterfly doors raised electrically would remain in a production version, but SAIC claims they are a first for a Chinese-designed vehicle.

While all previous production MGs in the Chinese ownership era since 2005 have been penned in the UK studio at Longbridge, this car has come from SAIC’s burgeoning Shanghai operation – perhaps a sign of the increasing Chinese-ification of the brand. **MM**

Bavarian brute

Australia keen for limited-edition, lightweight BMW M4 CS birth



By ROBBIE WALLIS

BMW has continued its recent stream of special-edition M4 coupes by announcing a brutal CS edition to sit above the M4 Competition and below the sold out M4 GTS when it is released towards the end of this year.

The CS has been built to offer a similar

level of performance to the GTS, but with the creature comforts seen in the slightly less savage M4 Competition.

BMW Australia general manager of corporate communications Lenore Fletcher said that while the CS was not yet confirmed for Australia, it remained squarely in their sights and if previous hi-po M4s are anything to go by, a handful will

end up in Australian showrooms.

“Of course we want them,” she said. “Australia is the performance car capital of BMW, in fact in terms of percentage of sales, we top out the list for around the world for M vehicles.

“We are very interested (in the CS) and we believe that we will be able to bring that car to Australia during 2017, quarter four, and

we’re very excited about it.”

It is unknown how many examples of the CS will be produced, but Australia managed to secure ten examples of the M4 DTM of which only 200 were made worldwide.

Out of 700 examples of the M4 GTS produced worldwide, 25 made their way Down Under, with all of them snapped up almost immediately.

ix35 Fuel Cell

FUTURE + NOW



It's no longer science fiction. Introducing the Hyundai ix35 Fuel Cell, the world's first mass-produced hydrogen fuel cell car. To find out more, visit Hyundai.com.au



Power in the CS is boosted by 7kW/50Nm over the Competition, making a total of 338kW/600Nm from its 3.0-litre twin-turbo inline six, which helps propel the car from standstill to 100km/h in 3.9 seconds.

Carbon-fibre and carbon-fibre-reinforced plastic (CFRP) has been used extensively to bring weight down from 1752kg in the Competition to 1580kg.

CFRP is seen on the bonnet, roof and rear splitter, while the front splitter and rear lip spoiler are crafted from exposed carbon-fibre.

The CS is deliberately less track-focused than the hardcore GTS, with the front splitter no longer adjustable and the lip spoiler replacing the GTS's large, adjustable rear wing spoiler.

Inside, the CS has a more passenger-like feel with the removal of the roll cage from the GTS, while Recaro racing seats have been swapped

out for BMW M sports seats.

However passenger comforts have still been sacrificed in the name of weight savings, with the trim in the door panels and rear compartment replaced for a compacted natural fibre with carbon-fibre look, while the door handles have been removed in favour of simple loops.

Spring and damper settings have been revised over the Competition, and the CS rides on 19-inch front and 20-inch rear alloy wheels wrapped in Michelin Pilot Sport Cup 2 rubber. Carbon ceramic brakes can be optioned.

The CS lapped the famous Nurburgring, where it was developed, in 7 minutes 38 seconds, placing it between the M4 Performance and M4 GTS for lap times.

Two new colours will be offered for the CS – San Marino Blue metallic and Lime Rock Grey metallic. **MM**

Urban explorer

Toyota targets Gen-Y with quirky but cool FT-4X concept



By TERRY MARTIN

TOYOTA has signalled its intention to broaden its small crossover wagon range with the unveiling of the more rugged, boxier, US-designed FT-4X concept at this month's New York auto show.

Although not yet confirmed for production, the

FT-4X – a name that represents 'Future Toyota' four-wheel-drive crossover – has emerged with a useful level of detail in terms of its architecture and running gear, at a time when the Japanese auto giant is ratcheting up its marketing efforts to millennials in North America after pensioning off its Scion brand early last year.

Based on the same new global platform as the all-new C-HR crossover, the FT-4X has turned up in the Big Apple just five months after Toyota launched the C-HR at the Los Angeles show last November, highlighting president Akio Toyoda's call to make "ever-better products that are tech-filled, safe and

fun to drive" and which "will better align us with the greater market in 2017 that is quickly shifting toward smaller crossovers".

The FT has shades of FJ Cruiser and Scion xB (aka Toyota Rukus) – both of which sold in small numbers in Australia but were discontinued, reflecting the broader international trend – with



utilitarian aesthetics exemplified by the words 'TOYOTA' emblazoned across the front end rather than the usual brand logo.

The work of Toyota's Caltex design centre in California, the concept is described by the company as "a modern 4x4 toolbox for the most intrepid urbanite" – but does not pretend to be a rival for the bona fide hardcore Jeep

Wrangler off-roader, preferring to instead target "Gen-Y city-dwellers" who typically make unplanned getaways "of the casual, less extreme kind – no time for summiting a mountain, a drive to the scenic point will do!"

As well as confirming the use of its Toyota New Global Architecture (TNGA) C-platform, Toyota has detailed the FT-4X's MacPherson

strut front suspension and double-wishbone configuration at the rear – the same set-up as the C-HR – and other technical aspects such as a mechanical four-wheel-drive system with selectable low-range gearing.

It is fitted with 18-inch wheels with custom 225/55-section Goodyear All-Season tyres, and although Toyota insists this is not a hardcore

vehicle – dubbing the FT-4X "casual-core" to emphasise the point – it cannot help but highlight aspects such as its generous approach and departure angles, removable window glass and extensive underbody protection.

The cabin also has a dedicated "wet zone" and novel features such as a removable ceiling-mounted torch, removable multimedia system, a

FIND YOUR SENSES
LOSE YOURSELF
THAT'S PURE ZOOM-ZOOM



When horse and rider become one they share one pure focus - the thrill of the ride. In Japan this connection is known as 'Jinba Ittai', and is the inspiration behind every Mazda. Our combination of performance, design, safety and connectivity work in perfect harmony to achieve the same feeling a horse and rider experience - the feeling of pure Zoom-Zoom. Explore the full Mazda range today and discover how imagination drives us.

zoom-zoom



sleeping bag that functions as a centre armrest and water bottles built into the passenger door trim.

While the powertrain is not specified, the company said the vehicle “could potentially employ a small-displacement four-cylinder engine” – such as the C-HR’s 85kW/185Nm 1.2-litre VVT-iW turbo.

The FT-4X rests on the same 2640mm wheelbase as the C-HR and measures 4250mm long, 1820mm wide and 1623mm high, translating to a form that is slightly taller but roughly similar to C-HR but emanates “simple sturdiness front to back, top to bottom”.

The designers have dubbed the overall styling as “rugged charm” that places value on “simplicity, capability, durability and Toyota lineage” and takes into account “compact, sturdy dimensions and a charming ubiquitous tactility of grips, handles and controls”.

Perhaps its most unique feature is the rear “multi-hatch” that opens both horizontally – splitting in half and making for easier loading from the kerbside when clearance is limited – and vertically, in conventional hatch style, doubling as a shelter from the elements as required.

The user simply rotates a handle on the door to select the desired opening mode.

“As designers, we’re investing deep thought into the emotional connection with our cars,” Caltex president Kevin Hunter said.

“FT-4X is not simply a concept where style meets function; it is a thoughtful, charming and engaging experience that adds real pleasure and convenience to the journey.

“We focused on how a crossover vehicle can add fun and value to casual adventures both in and out of the city, thinking about how someone would use it, and what they would love to do with it.” **MM**



Drive with Style

Maximum whiteness, ultimate brightness

WhiteVision

The new Philips WhiteVision high performance halogen headlamp delivers an intense, white light up to 4100K colour temperature, 20% whiter light for ultimate style and 40% more light* on the road for increased visibility and maximum safety.

With its unique lighting signature together with the exclusive coating technology™ and stylish blue cap, Philips WhiteVision makes your car stand out from the crowd. The new high-performance burner and UV-blocking quartz glass offers the brightest lighting performance you've been looking for.

*Compared to standard halogen lamp.

innovation you

Visit the links below



Available from



PHILIPS

MOTORMONTHLY

CAR REVIEW VIDEOS

CLICK
TO WATCH



▶ **FEATURED VIDEO: LAMBORGHINI HURACAN**

ALL VIDEOS



MAKE FERRARI
MODEL FF
LAUNCHED FEB 2012

WATCH NOW



MAKE LAMBORGHINI
MODEL AVENTADOR
LAUNCHED SEP 2011

WATCH NOW



MAKE MINI
MODEL ROADSTER COOPER S
LAUNCHED MAR 2012

WATCH NOW

Muscle definition

626kW Dodge Challenger SRT Demon lifts off in New York



By ROBBIE WALLIS

DODGE has packed the most powerful production V8 to date under the bonnet of its new Challenger SRT Demon, teaming a 2.7-litre supercharger to the Demon's purpose-built 6.2-litre Hemi V8 for a combined output of a monstrous

626kW/1044Nm.

Revealed earlier this month at the New York motor show, the king of the drag strip rockets from standstill to 60 miles per hour (96.5km/h) in just 2.3 seconds, creating g-force acceleration of 1.8g and causing the front tyres to lift off the ground momentarily

at take-off – a first for a production car.

Under the bonnet is a re-worked version of the Hemi V8 that powers the SRT Hellcat, but with 25 new component upgrades including the supercharger, pistons, rods, valve train and fuel injection system.

The Supercharger has grown 300cc to

2.7 litres, boost pressure has increased to 14.5psi from 11.6psi, the rpm limiter is up to 6500rpm from 6200rpm, two fuel pumps are used in place of a single pump, and air intake levels are increased thanks in part to a 45.2 square inch bonnet scoop – the largest of any production car.



Three different air intakes give the Demon an air-flow rate of 1150 cubic feet per minute, which is the largest air induction volume of any production car.

Other tweaks include a high-speed valvetrain, strengthened connecting rods and pistons, an improved lubrication system and a 'Power Chiller' liquid-to-air intercooler chiller system that diverts the air-conditioning refrigerant from the interior to cool the air being piped to the heat exchangers in the supercharger.

Dodge ensures that all modifications are deemed street legal, and power and torque ratings have been certified to the SAE J1349 industry standard.

The Demon rides on 18-inch wheels wrapped in massive 315/40R18 Nitto NT05R street-legal drag-spec radial tyres, that measure 12.6 inches wide and give the Demon 40 per cent more launch force than the rubber on the SRT Hellcat.

A modified TorqueFlite eight-speed automatic transmission is fitted which delivers 18 per cent more torque

ZOOM *Exploring everything that drives, flies and floats*

www.ZoomTV.com.au



Download our free iPhone app and find out more about everything that drives, flies and floats.
It will even remind you when your next service or rego is due, plus you can watch videos, read GoAuto reviews and get great discounts from our sponsors!

Saturday 10am **7mate**



With Philips, in style
all the way!
Philips LED, maximum
safety & style.

LED Retrofit Solution

Philips LED Retrofit offers a high technology solution to incandescent interior and signalling globes. Experience the broad range of Philips powerful new smart LED lighting solutions. For the sharpest looks, illuminate the interior of your vehicle inside and out! Philips LEDs offer the highest level of quality, brightness and reliability.

innovation ✦ you

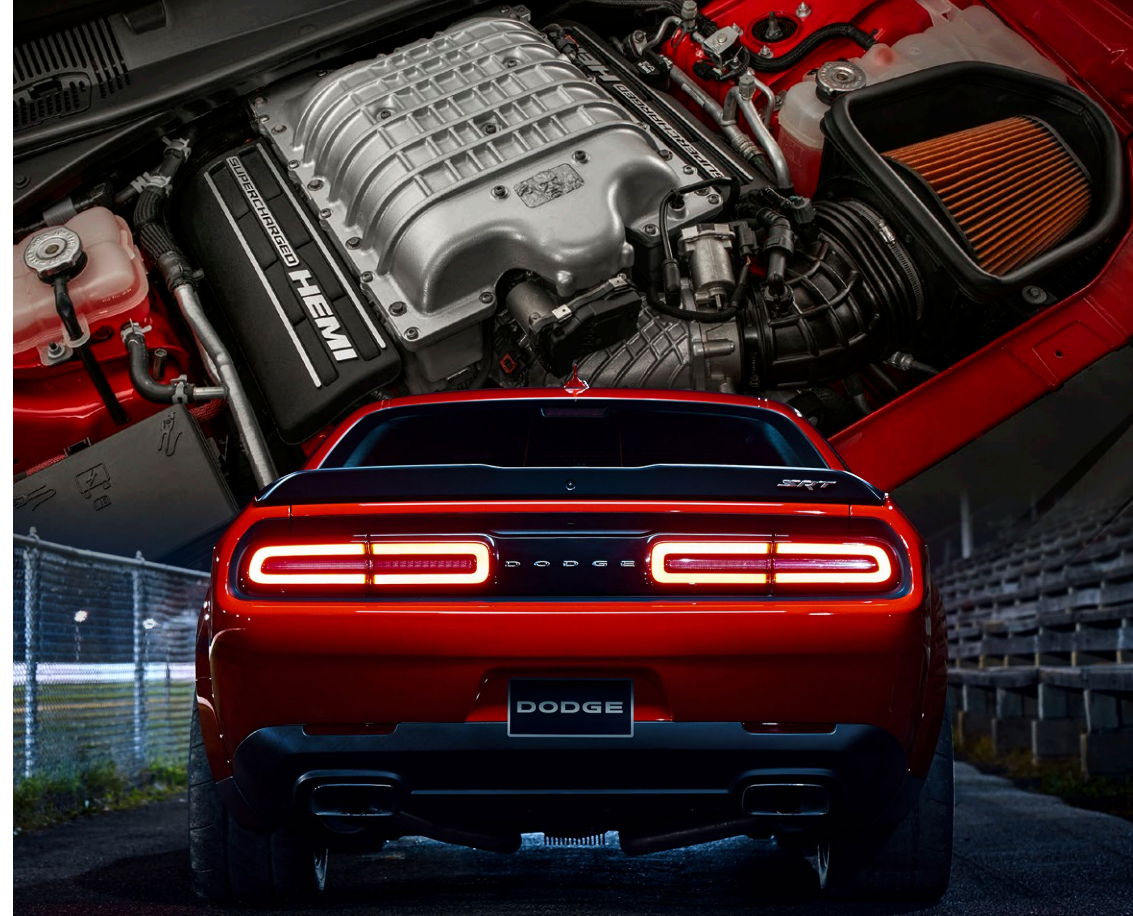
Visit the links below



Available from



PHILIPS



multiplication over the Hellcat, and includes a TransBrake feature that locks the transmission output shaft in place to let the engine rev to 2350rpm without overpowering the brakes, which allows for a more potent launch.

To truly test the SRT Demon's drag ability it was taken to a drag strip to participate in a National Hot Rod Association (NHRA)-sanctioned quarter mile time trial, which it completed in just 9.65 seconds at 225km/h, making it the fastest quarter-mile production car in history.

After completing the sprint, the NHRA decided to ban the SRT Demon from competing in production drag races.

Production of the Demon will begin in the coming months, with only 3000 units allocated to the US and 300 to Canadian fans.

All customers who purchase a Demon will be treated to one full-day session at a high-performance driving school.

To save weight, the passenger and rear seats, as well as the audio system, insulators and deadening material and parking sensors were removed, but buyers can option the seats back for \$1 each.

Its incredible speed means the SRT Demon is faster over the quarter mile than the likes of the Porsche 918 Spyder, Tesla Model S P100D, Bugatti Chiron and Ferrari LaFerrari. **MM**

