

2017

DAuto Newsletter

JUNE EDITION



Design engineers turn designs into reality. Without them, a great idea but nothing more than, well, a great idea.

ITALDESIGN AT THE TURIN MOTOR SHOW

At the third edition of the “Salone dell'Auto di Torino – Parco Valentino”, Italdesign is displaying the Pop.Up and the Zerouno, the two projects introduced at the past last Geneva Motor Show.

Italdesign Pop.up

Developed in collaboration with airspace industry player Airbus, Pop.up is a concept for future mobility and consists of three layers:

- 1– an Artificial Intelligence platform that, based on its user knowledge, manages the travel complexity offering alternative usage scenarios and assuring a seamless travel experience;
- 2– a vehicle shaped as a passenger capsule designed to be coupled with two different and independent electric propelled modules (the ground module and the air module). Other public means of transportation (e.g. trains or hyperloops) could also integrate the Pop.Up capsule;

3– an interface module that dialogues with users in a fully virtual environment.

The three elements that compose the system will be displayed in Italdesign booth close to Ascari entrance – corso Massimo d'Azeglio and corso Marconi.

*“We’re proud to have the chance to bring Pop.Up into our city’s exhibition – CEO **Jörg Astalosch** said –it’s a project we deeply believe in and we think it might change our way of living in the next future. After the huge success we had in Geneva we’re discussing with Airbus the next steps of development. I’d love to see a fully-functional Pop.Up in the next years”.*



ITALDESIGN AT THE TURIN MOTOR SHOW

Italdesign Zerouno

The second project is the Zerouno– the first ultra-limited series to be produced under Italdesign's new brand "Automobili Speciali" which will make a real world-debut on the road, by taking part to the "Gran Premio", a rally among Turin's roads that will end in the wonderful Palazzina di Caccia in Stupinigi.

The car features a modular carbon-fiber and aluminum chassis, an ultralight full carbon-fiber body and a V10, 5.2 liters engine with 610 hp. It can reach 330 km/h and runs from 0 to 100 km/h in 3.2 seconds and will be produced in only five units, for five exclusive car collectors.



"After the presentation in Geneva" – Filippo Perini, Head of Innovation Design, said – "Zerouno will debut on road here in Turin. We ran static and dynamic tests in the past weeks and we're happy we can take the car in the city for the first time. This very model is not one of the five to be sold but it has been built to perform those tests necessary to achieve the homologation to legally run on the street. I can't wait to see it rolling".



RENAULT TREZOR VOTED BEST CONCEPT CAR AT CONCORSO D'ELEGANZA 2017

The Renault TreZor has been awarded the Best Concept Car prize at this year's Concorso d'Eleganza 2017.

The TreZor Concept was first shown at the 2016 Paris Motor Show last September and showcases the design cues of future Renault model. Among its features is an all-electric motor derived from the world of Formula E with maximum power of 260kW (350hp) and peak torque of 380Nm.

The award for the Most Beautiful Concept Car was presented by the Jury of the Concorso d'Eleganza Villa d'Este to **Laurens van den Acker**, Groupe Renault's Senior Vice President of Corporate Design.

The TreZor has previously won Concept Car of the Year at the International Automobile Festival in Paris and Concept Car of the Year at the Geneva Car Design Awards from a panel of top car designers.

Stéphane Janin, Renault's Director of Concept Car Design, commented: *"This award testifies to the fine judgment of great car collectors, who consider automobiles to be works of art. It recognizes the work of our designers who were part of this fantastic project."*



KIA PREVIEWS STONIC B-SEGMENT CROSSOVER

Kia has revealed the first sketch renders of its upcoming B-segment crossover, that will be named Stonic and will go on sale in late 2017.

With a design inspired by the brand's larger SUVs, the Kia Stonic features an "European design flair", characterized by a sweeping roofline, unique tail lamp graphics and distinctive roof racks which add a sporty look to the vehicle.

The car blends sharp horizontal feature lines with softer sculpted surfaces, and brings compact dimensions and a low centre of gravity to the class.

The European-designed cabin echoes the appearance of the exterior, with straight lines, smooth surfaces and geometric design forms.



The Stonic's interior will feature smart packaging maximizing space for all occupants, and a 'floating' HMI (human-machine interface) blending smartphone access with the car's many functions. The name 'Stonic' combines the words 'Speedy' and 'Tonic', which refers to the first and last note in the musical scale, suggesting that the vehicle is agile and offers something new and fresh in the compact SUV segment.



BMW CONCEPT LINK ENVISIONS THE FUTURE OF TWO-WHEELS URBAN MOBILITY

Presented at the Concorso d'Eleganza Villa d'Este 2017, the BMW Motorrad Concept Link is a zero-emission two-wheels vehicle that introduces a completely new design language. Inspired by the BMW Motorrad Vision Next 100, the BMW Motorrad Concept Link design study envisions the future of urban mobility on two wheels.

The vehicle is characterized by a completely new design language, as explained by **Alexander Buckan**, Head of Vehicle Design at BMW Motorrad.

"The BMW Motorrad Concept Link is not based on today's concepts, but rather meets the basic functionality needs, the technical architecture and the digital reality of today's users."

The Concept Link features a distinctive silhouette through the low-slung, stretched body and the flat seat combined with the diagonally rising front section.



"The technical realities of electric drive – such as the flat energy packs in the underfloor and the compact drive on the rear wheel – allowed us to create a highly distinctive design which shapes a new segment. The resulting expressive power of the vehicle is absolutely new for BMW Motorrad and breaks with all conventional viewing patterns."

The graphic design is characterized by a two-tone color scheme: a Liquid Metal Titanium contrasting with a large semi-matt black area, the technical heart, that stretches from the front to the rear, and in addition to the tires and front lights, also integrating the drive unit and the suspension elements.

BMW CONCEPT LINK ENVISIONS THE FUTURE OF TWO-WHEELS URBAN MOBILITY

The colors are oriented diagonally which underlines the dynamic potential of the BMW Motorrad Concept Link. The two LEC front lights are characterized by minimalist design. Their clear-cut layout and the slim contours accentuate the modern and trail-blazing visual appeal of the front section.

The contours of the side panels framing the dark core of the vehicle, optimize aerodynamics and also provide protection against wind and weather. The sides of the wheels are completely covered, underscoring the contemporary overall visual appeal.

"In the way it links functionality and digitalization it performs both as a means of transport as well as a communication device. For me the BMW Motorrad Concept Link, with its timeless and reduced style, is more than a concept – it is rather a symbol for a new era." explains **Edgar Heinrich**, Head of Design of BMW Motorrad.



The BMW Motorrad Concept Link also deliberately showcases the technology used as part of the design package. That is why the side panels don't completely cover the side section at the rear. Instead they stretch across the vehicles side like little wings allowing views of the technical elements like drive unit, cooling ribs, single-sided swing arm, spring strut and tooth belt. At the same time they help improve aerodynamic air flow.

The iconic rear lights have been integrated into the rear side panels in the form of two C-shaped light elements.

Another graphic contrast is provided by the orange-colored cables connecting battery pack and drive on the right side which make a clear and self-assured statement. Their diameter already hints at the power in the drive unit.

BMW CONCEPT LINK ENVISIONS THE FUTURE OF TWO-WHEELS URBAN MOBILITY

Equipped with the E-drive electric drivetrain, the Concept Link features fast acceleration and easy handling – two qualities particularly useful in the urban environment. Due to its low overall height, getting on is easy from the side or even from the back. A reverse gear ensures that it is easy to maneuver, making it ideal to park in tight city spaces.

The seat bench can be adjusted lengthwise to suit every preference. The proportions also make room for new storage space. In the centre section, underneath the seat bench, a luggage compartment offers versatile storage opportunities. The rider can access this quickly and easily at all times using a sliding door. With its new architecture, the BMW Motorrad Concept Link combines riding pleasure and functionality in an ideal way.

The BMW Motorrad Concept Link interprets the connection between rider, vehicle and the environment for urban use. It keeps the rider connected while riding: for example it knows what's in the rider's calendar and therefore his next destinations. As a result it can plan the fastest or most scenic route and even select the most suitable music if required.



PORSCHE 911 TURBO S EXCLUSIVE SERIES

Porsche 911 Turbo S Exclusive Series gets Golden Yellow Metallic finish, carbon-fiber bits, aero upgrades, special interiors, and 27 hp more than the standard Turbo S. Only 500 will be made.

Porsche has opted for a new name for its Porsche Exclusive customization wing. It's going to be called **Porsche Exclusive Manufaktur** from now. And to celebrate the name change, the sports carmaker has launched this – the Porsche 911 Turbo S Exclusive Series.



Since they popped the hood too soon, let's not ignore the visual updates. The Golden Yellow Metallic paint job is striking and will never fail in garnering attention. This is not meant to be your understated car of the week in any way. The new 20-inch alloys have highlights in the same Golden Yellow shade too. Perfectly complements the rest of the package.

This is the **most powerful Porsche 911 Turbo S** to come out of the brand's factory floor. With an additional 27 hp being pulled out of the upgraded twin-turbo 3.8-liter flat-six engine, the special edition's power output is a mouth-watering 607 hp. It belts out 750 Nm of torque as well. How does that benefit the car's performance? Well, the added oomph makes the 911 Turbo S Exclusive Series more vigorous. It'll take only 2.8 seconds to reach 60 mph from a standstill and can top out at 205 mph now. Great numbers, those are.

PORSCHE 911 TURBO S EXCLUSIVE SERIES

Carbon-fiber. Carmakers are coming up with new and interesting ways to integrate the light and robust fancy material into their production cars. Porsche decided to use it as... wait for it... racing stripes for the 911 Turbo S Exclusive Series. So those two lines on the hood which continue over the roof and conclude on a single piece perched on the boot lid are actually made of the expensive lightweight material. Splendid. More carbon-fiber application can be found in the side skirts and ram-air scoop. A new rear apron, rear wing, and twin exhaust pipes finish off the drill in stellar fashion.

The interior hasn't been left out of the special edition treatment. 18-way adjustable sports seats with perforated leather upholstery and Golden Yellow contrast stitching, carbon-fiber door sills with "Exclusive Series" embedded on them and the contrast stitching extending the steering wheel and door panels – the Porsche 911 Turbos S Exclusive Series seems to be in love with its unique exterior color scheme. As expected, the interior has got enough carbon-fiber trim to hold its own against that exterior.



Only 500 cars will be made in this limited edition trim and all of them will come with a numbered plaque inside. Porsche will also be making available a matching wristwatch and luggage set along with the 911 Turbo S Exclusive Series. Those are options which will cost you are premium over that quarter million price tag of the car.

MERCEDES 190E AND C63 DTM RACERS

The boxy lines and big wing still make the 190E DTM car great. The modern model is a lot quicker, though.

Race cars have become much more sophisticated over the last 27 years, particularly in Germany's DTM series. Where the machines of the 1990s still used production vehicles at their base, today the cars have shed practically everything that a person would find on the street. To demonstrate how much things have changed, Mercedes-Benz has staged a stunt challenging a 1990 190E 2.5-16 Evo II against a 2017 Mercedes-AMG C63DTM at Italy's Vallelunga circuit.



MERCEDES-AMG C 63 DTM

The Mercedes-AMG C 63 DTM has a naturally aspirated 4-litre V8 engine,

It's hardly fair even to compare this pair of Mercedes acceleration. The 190E has a 2.5-liter highly strung four-cylinder and uses the road car's stripped shell. In comparison, the C63 packs a 4.0-liter V8 with around 500 horsepower (373 kilowatts). The modern racer leaves the vintage model like it's standing still.

The results of the braking evaluation aren't so obvious from the start, though. In fact, the cold ceramic brakes on the C63 really even the competition between them.

MERCEDES 190E AND C63 DTM RACERS

Driving the pair on the track are completely different experiences, though. The C63's impressive performance commands constant vigilance from the driver.

However, piloting the slower 190E is also very engaging experience because the racer has to manage the H-pattern gearshift and double clutching on downshifts.

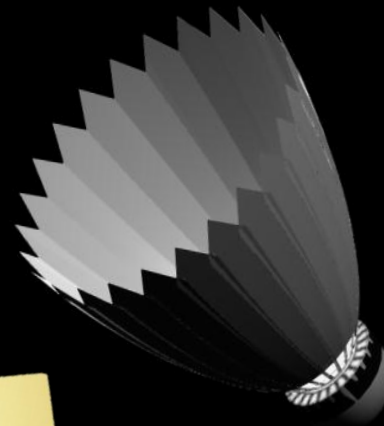
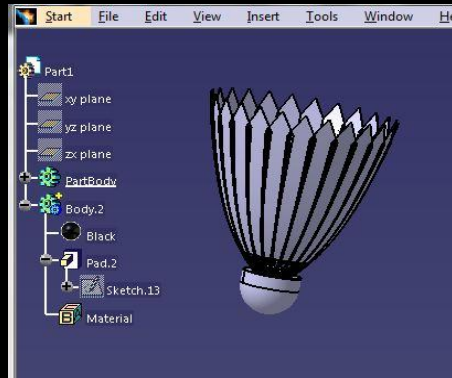
The road-going 190E Evo is now more than 25 years old, so buyers can import them into the United States without fear of running afoul of the Feds. They are becoming quite collectible. In January, the first 190E Evo II auctioned in the U.S. sold for an impressive \$220,000 at RM Sotheby's sale in Arizona. Less pristine examples of the rare model have gone for \$145,000 in the country, and they have often sold for six-figure prices in Europe recently, too.



it's so impressive, I just had to show it to Maro!

STUDENT'S CORNER

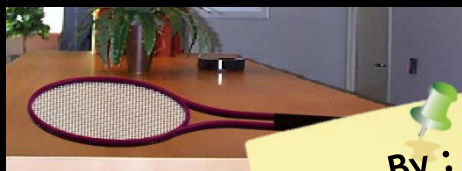
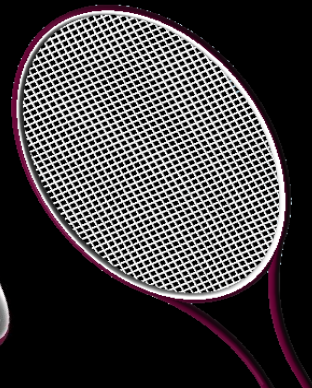
DAuto Training Yield



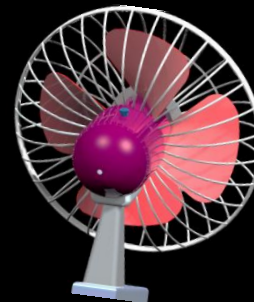
By :
Rakshit Keshani
D.P.S.,
(Bhopal)
Design Tool :
CATIA



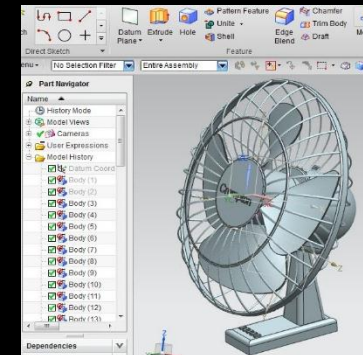
STUDENT'S CORNER



By :
Rakshit Keshwani
D.P.S.
(Bhopal)
Design Tool :
CATIA



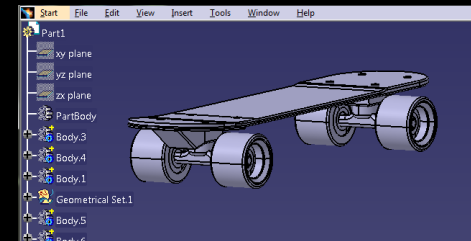
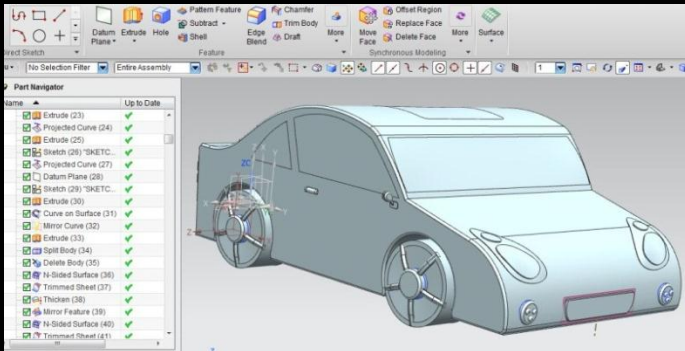
DAuto Training Yield



By :
Maurya Shubham
M.I.T.
(Bhopal)
Design Tool :
U.G. Nx

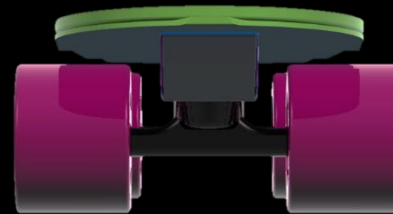
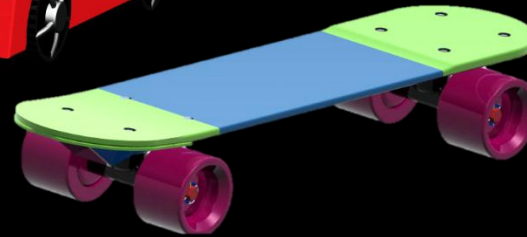
STUDENT'S CORNER

DAuto Training Yield



By :
Shubham Doshi
MIT,
(Mandsaur)
Design Tool :
CATIA

By :
Maurya Shubham
M.IT.
(Bhopal)
Design Tool :
U.G. Nx



More info about training:
Toll Free # 18001234011
E-mail : training@dauto.co.in

**CONNECT
THROUGH**



visit us at www.dauto.co.in

Thanks for reading..