

# There Will Only Be One Ferrari SP3JC, This Is It!

The latest Ferrari one-off project, the SP3JC, has been officially consigned to its (secret) owner. Designed by the Ferrari Styling Centre, the SP3JC was commissioned by a Ferrari client and collector whose brief set out to create a pure, uncompromising roadster using the chassis and running gear of the F12tdf.

The sole, one-off, car to be commissioned on this limited-series special, the SP3JC is the maximum expression of open-air motoring, harking back to Ferrari's epic V12-engined spiders of the 1950s and '60s. The striking one-off makes an important and individual styling statement and represents the outcome of over two years of intense work, with close involvement from the client throughout the process.

The SP3JC features a very muscular stance with dynamic sculpturing on the flanks designed to emphasise the front-engine layout, a distinctive air intake outline at the front, and a dramatic rear fascia with horizontal slashes contributing to a wider stance.

The client's passion for Pop Art is reflected in the strong graphics, and the unique combination of the Azzurro Met and Giallo Modena livery over the main Bianco Italia color scheme underlines the car's sensual volumes.

The sporting theme is rein-



forced by specific detailing such as split glass inserts on the bonnet to show off the 780cv V12 engine, a flying bridge between the fairings of the integral carbon-fibre roll hoops and a brushed aluminium external fuel filler cap.

The seats are trimmed in blue leather with a white insert. The blue leather extends to the lower dashboard and the colour is picked up in the contrasting stitching to the rest of the interior trim.

No price has been mentioned, as to what the unnamed client paid for the SP3JC, but the typical rate for a one-off Ferrari is around \$5-million.



## VW To Storm Market With Cheaper Electric Models

FRANKFURT: Volkswagen intends to invest 44 billion euros (\$50 billion) in the electric and autonomous car technologies expected to reshape the industry and said it would make battery-powered vehicles more accessible to mass-market auto buyers by selling its new I.D. compact for about what a Golf diesel costs.

The investment plans for the next five years aim to make Volkswagen "a worldwide supplier of sustainable mobility," Chairman Hans Dieter Poetsch said Friday. He added that the company is in talks with Ford about possible cooperation in making light commercial vehicles.

Established automakers as well as several U.S. startups are roll-

ing out electric models to compete with Tesla, currently the market leader. Auto companies need electrics to meet new environmental standards in many countries.

In Europe, manufacturers need to sell more battery-powered cars to meet tougher EU limits on carbon dioxide emissions that come into force 2021 and aim to fight global warming. Automakers like Volkswagen, Daimler and BMW risk penalties of thousands of euros per vehicle if they can't meet requirements for emissions.

Authorities in China, where Volkswagen gets much of its profit, have also mandated a bigger share of electrics and hybrids.

Yet right now, such vehicles re-

main a niche market due to higher price and lack of places to charge. Battery-only vehicles were only 0.6 per cent of the market in the European Union last year. They are running from 1 to 2 per cent of U.S. new-vehicle sales so far this year.

Major new models unveiled in recent weeks from Daimler's Mercedes-Benz and Volkswagen's Audi brand have been expensive SUVs; Audi's e-tron starts at a German price of 80,000 euros. The starting price for Tesla's Model X is around \$80,700 while the Model S starts around \$74,500.

VW's upcoming I.D. compact could take mass-market buyers from Tesla's Model 3, a mass-

market car with a base price of \$35,000 before tax credits. In reality, though, you can't order one yet for less than \$46,000.

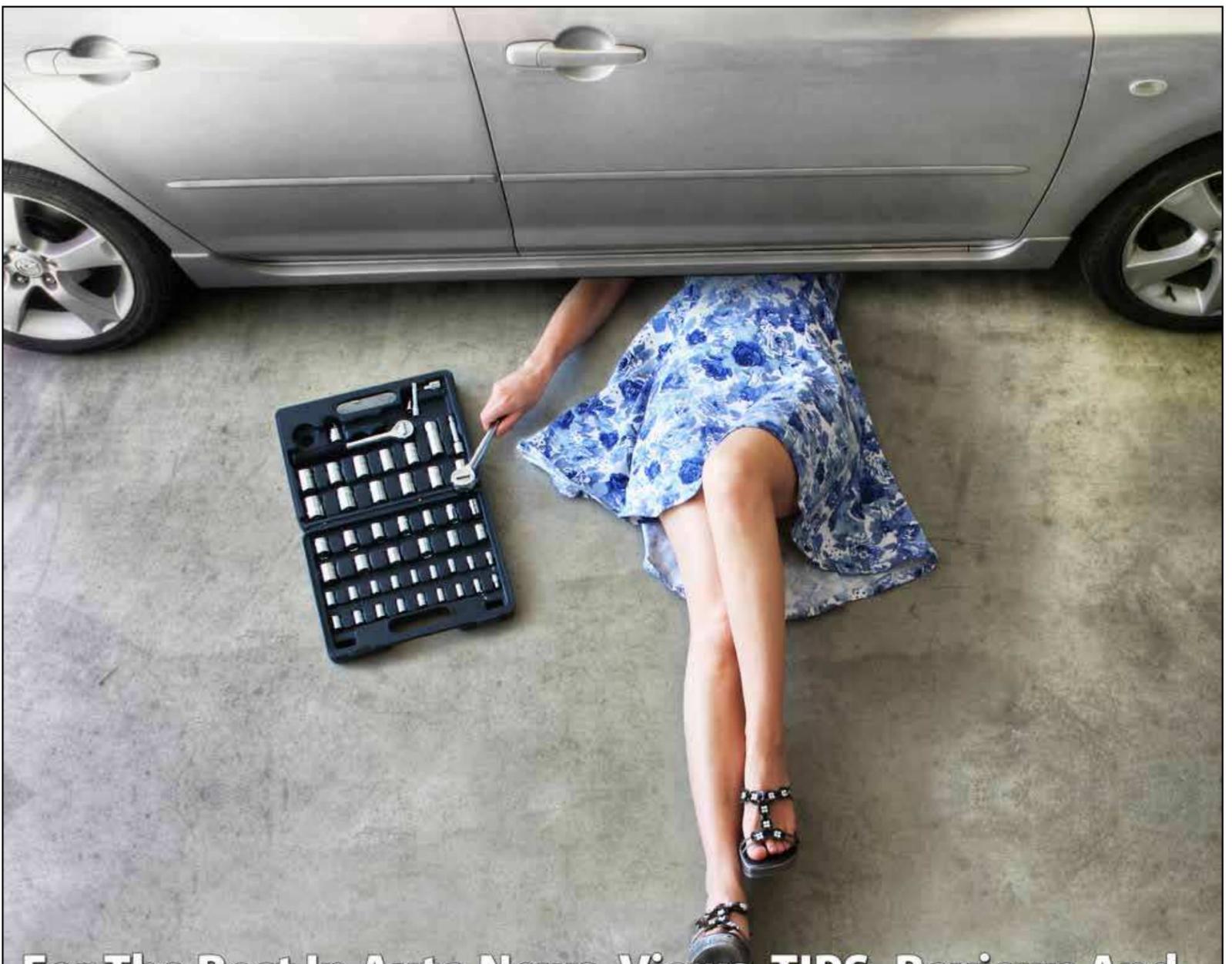
Poetsch said the I.D. compact would be about the cost of a Golf diesel today, which is priced at 23,875 euros in Germany, according to Volkswagen's website, and goes up as options are added. The next model up the scale starts at 30,625 euros.

General Motors, Nissan and Mitsubishi already are selling mass-market electric vehicles, but they're still more costly than cars with gasoline engines, and they haven't sold in great numbers. Higher cost is one reason consumers are not yet buying purely electric vehicles in large

numbers. The lack of charging points is another, leaving many owners of electric vehicles to use them mainly in cities or for shorter trips. Volkswagen and other automakers are working together on building a freeway network of fast-charging stations.

The shift to electric cars is a big one for a company the size of Volkswagen, which has over 600,000 employees and makes about 10 million vehicles a year.

It is converting three of its German plants from internal combustion to battery car production as it pivots away from diesel vehicles in the wake of its emissions scandal. It says it will increase the number of electric models from six to more than 50 by 2025.



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