

# Electric Jaguar Is Car Of The Year In Europe

GENEVA: The electric Jaguar I-Pace won the Car of the Year award in Europe on Monday, the first time the storied British brand has been bestowed the prize just as Brexit looms over the continent's auto industry.

The small SUV with coupe lines edged out the Alpine A110 sports car, which is not a mass production vehicle, after they tied for top honours in a first round of voting by dozens of automotive journalists. The Jaguar won a runoff.

Jaguar design director Ian Calum said the automaker, now owned by India's Tata Motors, sees electric as the future. He touted the new platform for the I-Pace and said the car showed



how Jaguar can innovate.

The award established in 1964 marks the unofficial start of the

Geneva auto show. The prize, which can propel sales, is organized by seven European maga-

zines and awarded by 60 journalists from nearly two dozen countries.

"I think jury members are quite excited about having a luxury SUV, electric vehicle with a sporty look," said jury president Frank Janssen of the German weekly Stern.

"It's the first electric vehicle from a European premium manufacturer that can take up with Tesla."

The five other finalists were the Citroen C5 Aircross, Ford Focus, Kia Ceed, Mercedes-Benz A-class and Peugeot 508.

The finalists were winnowed down from an initial list of 60 models, and road tests began in October. Final tests were two weeks ago at a test centre outside Paris. Last year's winner was the Volvo XC40, a compact SUV.

## Electrics, Compacts & SUVs At Geneva Auto Show

FRANKFURT: Carmakers are hoping to give consumers a glimpse of the future at this year's Geneva auto show as they roll out new electric cars and try to re-energize an industry facing serious challenges on several fronts.

The Geneva International Motor Show is taking place against a background of slowing sales in China, the world's biggest auto market. And add to those the looming disruption from new technologies such as autonomous driving and smartphone-based services that offer use of a car without ownership, as well as regulatory pressure to add more zero-emissions vehicles. The

show runs until March 17. Here's a look at the major themes of the show.

### GOING ELECTRIC

Although scarce on the road today, battery-driven cars headed for the market in the months and years ahead will be much in evidence at the show.

One reason: Tough new limits on emissions of carbon dioxide, the main greenhouse gas blamed for global warming, take effect in the European Union from 2021, and get even tougher in 2025 and 2030. Carmakers originally bet on diesels, which are more efficient than gasoline engines. But diesel sales plummeted in

the wake of Volkswagen's 2015 emissions scandal. More electric sales will have to fill the gap.

Honda is showing a compact electric vehicle prototype while Volvo Car Group's Polestar brand shows off the Polestar 2, intended to compete with the Tesla Model 3. Audi is presenting its A6, A7, A8 and Q5 vehicles in hybrid versions, which combine battery and internal combustion propulsion. Daimler's Mercedes-Benz has the concept EQV, a battery-powered van.

### TRADE WOES

Troubles in the global economy are hanging over the show, not least uncertainty about the out-

come of U.S.-China trade talks. Trump has also threatened to impose import duties on autos that could hit European producers.

For carmakers with production located in Britain, such as Jaguar Land Rover, BMW, Ford, Nissan and PSA Group, Brexit could make things significantly more difficult. Honda has said it will close a plant in England, although the company says Brexit isn't the reason.

### BESTSELLERS

Sport utility vehicles sell well and can earn strong profits for manufacturers. Volkswagen Group's Skoda is showing off the Kamiq crossover SUV. Mer-

cedes-Benz has an updated GLC loaded with assistance systems.

Renault has a new version of its Clio compact, and Peugeot offers a second-generation version of its 208.

### BRING MONEY

Geneva is a place for high-end cars like McLaren, Ferrari, Lamborghini and Aston Martin with prices starting at hundreds of thousands of dollars.

This year is no exception: Volkswagen Group's Lamborghini displays the convertible Huracan EVO Spyder, a sleek, low-slung machine with a price tag of \$287,400 in the U.S., not including tax.

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