

Weekly World Car Info

by

ceAUTO

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LATEST DEVELOPMENTS

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KGM SsangYong Musso EV Revealed as Electric Ute with Concept Car Looks

KG Mobility, which sells vehicles here under the KGM SsangYong banner, has revealed its first electric ute. The KGM SsangYong Musso EV has been revealed as a production version of the O100 electric ute concept from 2023, and it'll go on sale in its Korean home market during the first quarter of this year. KGM SsangYong Australia has confirmed it plans to bring the electric ute here, though it hasn't provided launch timing. It also noted it may wear a

different nameplate here. For now, its parent company hasn't provided any specifications for the electric ute. It says the Musso EV "has the operating economy of an electric vehicle, the original usability of a pickup truck, and a practical style, and can be customised in various styles". It's being marketed in Korea under a new ute sub-brand called Musso. The Musso name hasn't been used in Korea for some time, with what we know as the Musso ute called the



Rexton Sports there. KG Mobility says it “will continue the Musso tradition by developing and expanding a diverse portfolio of pickup lineups in the future”. It has released just one image of the Musso EV, plus sketches of the future Musso lineup. Live imagery of the Musso EV has been shared on Korean website Autospy, however. Images show front-end styling similar to the electric Torres EVX, already confirmed for a local launch. That suggests this will share that SUV’s unibody underpinnings, instead of body-on-frame construction like the Musso ute. Interesting styling details include unusual trim pieces above the wheel arches, a chunky sports bar-type treatment at the rear of the cab, and striking machined alloy wheels. Overall, the design has changed little from the 2023 concept that previewed it. Should the Musso EV share its

electric powertrain with the Torres EVX, that would mean a single, front-mounted electric motor with 152kW of power and 339Nm of torque, mated with a 73.4kWh lithium iron phosphate (LFP) battery from BYD. The Torres EVX has 462km of range on the WLTP cycle. KG Mobility is boasting the Musso EV will not only be its first electric ute, but also the first electric ute from Korea – launching ahead of expected rivals from Hyundai and Kia. The company formerly known as SsangYong introduced its first ute in 2002 with the Musso Sports, based on the Musso SUV. The Musso name, first introduced in 1993, comes from the Korean word ‘muso’, meaning rhinoceros.

<https://www.carexpert.com.au/car-news/kgm-ssangyong-musso-ev-revealed-as-electric-ute-with-concept-car-looks>



Racing Cars/Global

Aston Martin Unveils Valkyrie Colours and Full Hypercar Line-Up

The works Aston Martin THOR Team has revealed the livery that will adorn its pair of pure-bred Valkyrie Hypercars in the top-tier of the FIA World Endurance Championship this year, while confirming the full identities of its driving crews. The ultra-luxury performance car brand is targeting outright victory at the 24 Hours of Le Mans for the first time since 1959, as it embarks upon a thrilling new chapter in its illustrious motorsport history with what will be the only production-derived Hypercar on the grid, emblazoned in a stunning green colour scheme synonymous

with many of the great British glories in the race. Developed by Aston Martin Performance Technologies in conjunction with The Heart of Racing (THOR), the race-tuned Valkyrie is consequently a unique proposition in FIA WEC, and is based upon a road car that was jointly conceived by Aston Martin Chief Creative Officer, Marek Reichman, and legendary Formula 1 designer, Adrian Newey. On the driving strength, Harry Tincknell and Alex Riberas were announced back in November and will be partnered, respectively, by rising British star Tom Gamble and three-

time FIA WEC class champion Marco Sørensen, with Ross Gunn and Roman De Angelis coming on-board for the longer events. Former European Le Mans Series (ELMS) title-holder Tincknell clinched LMGTE Pro honours at the 24 Hours of Le Mans in an Aston Martin Vantage in 2020, and spent last season contesting FIA WEC's headlining Hypercar category in Proton Competition's Porsche. Countryman Gamble is a fellow ELMS champion – at LMP3 level – and similarly boasts both LMP2 and GT experience, while Aston Martin Racing works driver Gunn is a multiple race-winner with the marque in IMSA competition. The trio will form an all-British partnership in the #007 entry at La Sarthe in mid-June. In the sister #009 car, Riberas steps up to the discipline's top-flight after triumphing in an Aston Martin Vantage in FIA WEC's LMGT3 division at COTA last season. The Spaniard will be flanked by Danish ace Sørensen – the brand's most successful active racing driver and a class-winner at Le Mans three years ago – and,

on occasion, by 2022 IMSA GTD champion De Angelis. Since its initial test runs in July, 2024, the Valkyrie has embarked upon a comprehensive evaluation programme, completing more than 15,000km on circuits throughout Europe, the US and the Middle East. With barely three weeks until the car makes its world competition debut in Qatar, James is pleased with progress. While expectations match ambition, they are also tempered by the reality of going up against more experienced rivals in a high-calibre Hypercar field, featuring no fewer than seven other major manufacturers all with at least one season in the championship under their belt. The eight-round 2025 campaign will get underway with the curtain-raising Qatar 1,812km on 28 February, preceded by the traditional 'Prologue' group test at the same circuit on 21-22 February.

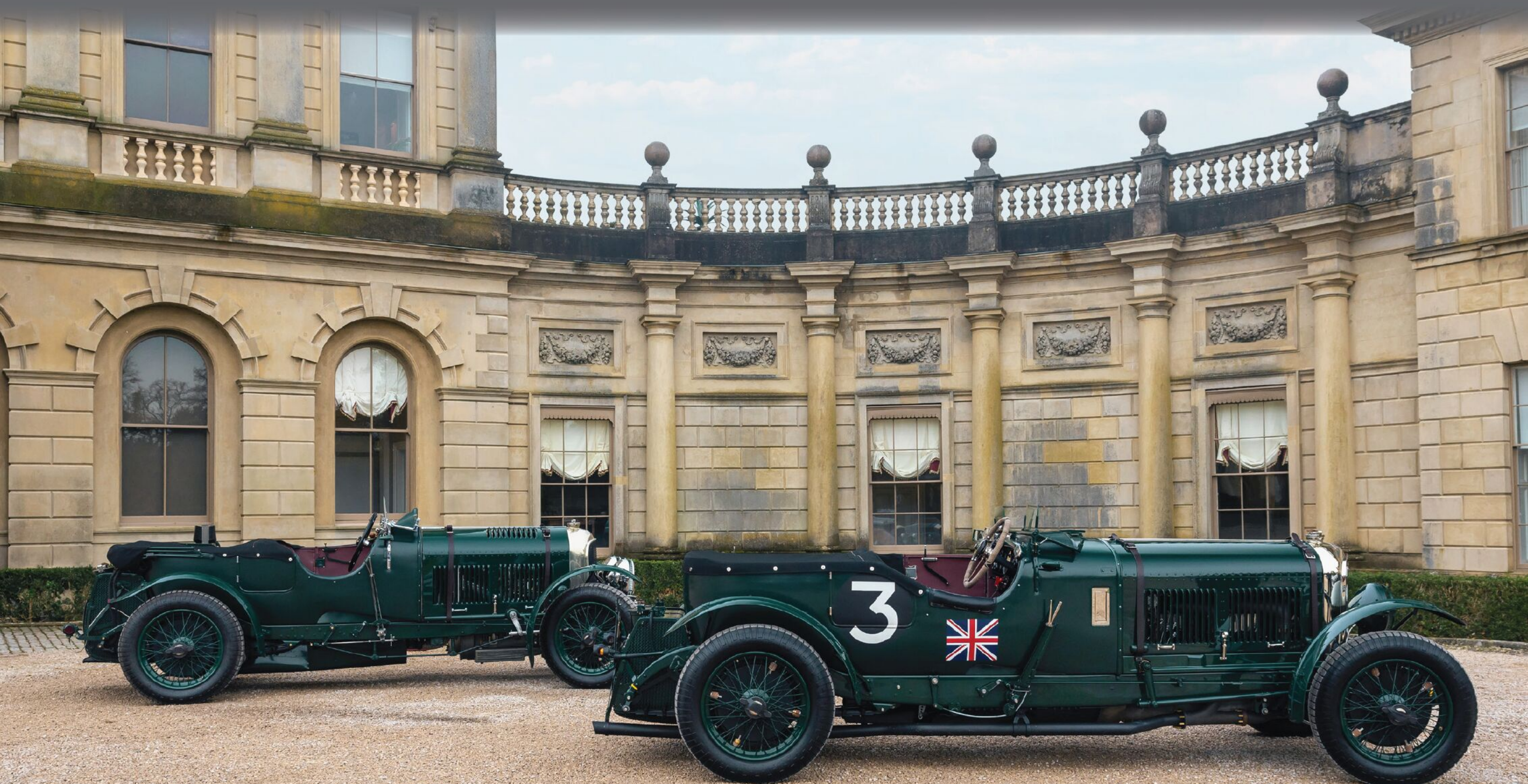
<https://www.fiawec.com/en/news/green-means-go-aston-martin-unveils-valkyrie-colours-and-full-hypercar-line-up/8200>

Continuation Cars/Global

Bentley Unveils 3rd Speed Six Continuation Series With a Special Story

Bentley is known both for its cutting-edge innovation and its rich history, and one of the latest creations from Mulliner, Bentley's storied bespoke department, showcases both beautifully. It's the new Bentley Speed Six Continuation Series, a revival of the historic and highly successful Bentley race car, created using historic documents and original cars, as well as cutting-edge technology. Both old and new solutions come together to create a faithfully recreated Speed Six, manufactured using period-correct materials and techniques. Only 12 Bentley Speed Six Continuation Series customer cars will be made, and the third one has just been revealed, with a very special configuration as part of

a cherished collection. The owner's love for Bentley began in childhood, owning a 'Models of Yesteryear' scale model of the Blower that sparked a lifelong interest in Bentley's pre-war race cars. Today, the dream of owning one has been realized in an incredible way with the delivery of his new Bentley Speed Six Continuation Series. The new car joins an extensive collection of Bentleys owned by him and his wife, including a Continental GT, a rare Continental GT3R, a Continental Supersports, and a First Edition Bentley Bentayga. However, the two crown jewels of the collection are a Blower Continuation Series, and the new Speed Six Continuation Series. Being the third car of the series is serendipitous,



as the number 3 has significance to the owner, playing rugby with a number 3 jersey, and having three daughters, who are the namesake for the bespoke “Embelo Green” paint color that both the Speed Six Continuation Series and the Blower Continuation Series are finished in.

With a personal story and a historic legacy, the new Bentley Speed Six Continuation Series number 3 is an incredibly special creation.

<https://news.dupontregistry.com/bentley/bentley-3rd-speed-six-continuation/>

New Vehicles/Global

First AGTZ Twin Tail Client Car Unveiled at Rétromobile 2025



One year after the announcement of the project jointly developed by collector car dealer La Squadra and Atelier Zagato, the pair is bringing its first car in production guise to the world-renowned Rétromobile exhibition in Paris. The bespoke configuration of this AGTZ Twin Tail was developed in partnership with the Client, who drew inspiration from the late 1960s racing legend, the iconic A220. The AGTZ Twin Tail was born out of the need to tell the dramatic story of the A220: a racing icon of the late 1960s that, in a visionary move by its creators, shed its long, aerodynamically shaped tail, originally designed for the high-speed straights of the 24 Hours of Le Mans race, in favor of a compact,

agile form. The decision was radical but ingenious: the French car went on to achieve historic success in its new specialization: hill climbing. More than half a century later, this legend remains an enduring source of inspiration for collector car dealer La Squadra and the renowned design studio Atelier Zagato. Their joint efforts have resulted in the AGTZ Twin Tail: a contemporary tribute to the A220, telling its story through a unique design feature – a removable rear body section. The driver can effortlessly switch between the Long Tail or the Short Tail configurations in a matter of minutes and use the removed Tail as a piece of functional art that can be displayed in a garage. This collector's car – a rolling

sculpture – is built around the underpinnings of the A220's spiritual successor, the currently produced A110. Each AGTZ Twin Tail will be handcrafted at Atelier Zagato, one of the world's most respected coachbuilders, operating in Milan uninterruptedly since 1919. Production is strictly limited to just 19 units, and the first one in the series, Commission #3, has now left the legendary workshop. Each of the 19 AGTZ Twin Tail units will be uniquely tailored as a result of an extensive customization process fostered through

personal dialogue and visits to the car's construction site at Atelier Zagato. The contribution of the Patrons to the creativity and the value of the AGTZ Twin Tail project is clearly exemplified in this first completed client car. Commission #3 is an owner's personal take on the original A220 story. It refers to one of the later cars built over the two-year period – chassis #1736, completed in 1969.

<https://www.conceptcarz.com/a56476/zagato-agtz-twin-tail-client-car-retromobile-2025.aspx>

Previews/Global

Volvo Has Many New Cars on the Way

2024 was Volvo's second consecutive year of record sales after delivering 763,389 cars, or 8% more than the year before. Despite a solid result, the Geely-owned brand is bracing for a „turbulent 2025 due to challenging market conditions.” To stay competitive, it's putting the finishing touches on an updated lineup, including refreshed products and additions to the portfolio. During the conference following the full-year report, Volvo President and CEO Jim Rowan discussed what lies ahead. The EX30 Cross Country, a rugged derivative of the company's smallest electric crossover, will arrive on February 10. More importantly, the Swedes are releasing their first electric sedan, the ES90, this year. Additionally, a plug-in hybrid with a long electric range is earmarked for China, while two existing models will undergo a refresh. The EX60 won't go on

sale this year, but prototypes will be built and tested in 2025. It'll hit the market in 2026 as the brand's first electric model underpinned by the SPA3 platform, enabling the luxury brand to achieve a „significant reduction on cost.” Whether that means lower prices for consumers remains to be seen, but Volvo does pledge to deliver „customer benefits and new technology developments.” Rowan claims the new EX60 will be a „game changer” for the brand, with two additional SPA3-based models already in the works. However, Volvo won't exclusively focus on EVs. It has already abandoned plans to go entirely electric by 2030. Instead, it wants plug-in hybrid and electric models to account for 90-100% of sales. During the conference, the firm's CEO said mild-hybrid cars are still on the menu for the years to come. A spokesperson

Geared for profitable growth



recently said the XC90 with gas engines will continue for as long as there's demand. The large gas SUV, which turns 10 this year, underwent a second facelift in 2024 and is here to stay for the long haul. Although it's not giving up on ICE, the company still sees a bright future for EVs, encouraged by its strong 2024 results. Sales of zero-emission cars increased by

54% to 175,194 units or 23% of total deliveries. Volvo is happy to report that EVs had the highest market share among traditional luxury automakers. Taking plug-in hybrids into account, cars with a charging port (PHEVs+EVs) accounted for 46% of total shipments last year.

<https://www.motor1.com/news/749927/volvo-many-new-cars-planned/>

Facelifts/Europe

Isuzu UK Unveils New Isuzu D-Max Priced from £27,495



Isuzu UK has unveiled its new Isuzu D-Max, priced from £27,495 the line-up is divided into a business range and an all-purpose range. The new Isuzu D-Max is built for off-road capability. With a towing capacity of up to 3.5 tonnes and a payload exceeding a tonne, it is effective for heavy-duty tasks. The rear differential lock is now standard on all 4x4 models, providing increased traction in challenging conditions. The new Rough Terrain Mode distributes power to the wheels with the most grip while reinforced underbody protection and an upgraded ladder

chassis enhance durability. Alan Able, MD at Isuzu UK, said: “The New Isuzu D-Max is a vehicle that truly embodies our ethos of being ‘Driven To Do.’ It builds on our legacy of toughness and reliability while introducing premium features and state-of-the-art technology. “Whether you’re tackling tough jobs or seeking adventure, the D-Max is ready for everything.” The business range, featuring the Utility model (£27,495) is available in single, extended, and double cab formats. The durable vinyl flooring, steel wheels and advanced safety features make it suitable

for demanding environments. The all-purpose range provides premium features and modern styling. The DL20 model (£32,995) is available in both extended and double cab body styles, offers heated seats, carpeted interiors, and alloy wheels. The DL40 trim (£36,495) introduces Bi-LED headlights, leather upholstery, and dual-

zone climate control. The V-Cross (£37,995) features dark grey exterior finishes, an advanced 9" infotainment system, and an 8-speaker premium sound setup.

<https://www.motortrader.com/van-cv/isuzu-uk-unveils-new-isuzu-d-max-priced-27495-03-02-2025>

New Vehicles/Europe

Vanwall Vandervell Is an Ioniq 5 N Cosplaying as a Delta Integrale from the Future

Back in 2023, Vanwall teased the world with renderings of its all-electric Vandervell hatchback. Now, two years later, the car is finally here in the flesh boasting up to 641 horsepower (478 kW/650 PS) and making good on its promise of high-performance thrills. According to Vanwall, the Vandervell is built on Hyundai group's E-GMP platform, the same architecture that underpins several Hyundai and Kia EVs, including the Ioniq 5 and its high-performance sibling, the Ioniq 5 N. While Vanwall doesn't explicitly mention the Ioniq 5, the resemblance is hard to ignore – everything from the door mirrors to the door outlines suggests this is essentially a

reskinned version of Hyundai's high-riding electric hatch. This shared foundation is paired with a sporty chassis setup and what Vanwall describes as a "significantly lower weight," though the company has yet to provide exact figures. The hot EV will be available in three all-wheel-drive variants. The base H-GT delivers 320 hp (239 kW/325 PS), while the range-topping N-GT cranks out an impressive 641 hp (478 kW/650 PS), matching the output from Hyundai's Ioniq 5 N and Kia's latest EV6 GT. There's also the Thin Wall Special, which emphasizes weight reduction, tipping the scales at under 2,000 kg (4,409 lbs). Visually, the Vandervell's carbon fiber bodywork



stays true to the original design, channeling serious Lancia Delta Integrale energy with its flared fenders and quad headlights integrated into the grille. The aggressive stance is further emphasized by the large bumper intakes, a sizeable rear diffuser and a discrete rear spoiler. Even the C-pillars appear to incorporate some kind of flying buttress design. Completing the look are massive 22-inch, seven-spoke alloy wheels finished in gold. While we don't have photos of the interior, the company said it will use high-quality materials such as leather and velour for the upholstery. Judging from the shared underpinnings, it will be interesting to see how much of the design and switchgear will be common with the Hyundai Ioniq 5. Still, the limited production of the hot hatch means that each unit can be tailored to the owner's preferences. Vanwall didn't get into details about the pricing and availability of the Vandervell. Earlier announcements mentioned a starting price of €128,000 (\$132,900) and a limited production of 500 units. Originally, the goal was to start

production in 2024, but as with many ambitious EV projects, timelines can be flexible. The company was created in honor of the British racing team Vanwall who won the F1 constructors' title in 1958. The new entity was founded by Dr. Colin Kolles, who has worked as "a managing director and team principal for several F1 teams". According to Kolles, his goal is to create a car "that can be driven like the highest class luxurious limousine, or like a rally/racing car". Besides the EV, Vanwall competes at the FIA WEC with an LM Hypercar as the continuation of the Austrian-German ByKolles Racing Team. This racecar will serve as a base for a production offering for the road and the track, with an output of 1,000 hp and a weight of 1,000 kg (2,205 pounds). Furthermore, the founder revealed plans for a "Vanwall hyperbike" but stopped short of mentioning any further details.

<https://www.carscoops.com/2025/01/vanwall-vandervell-electric-hyper-hatch-shows-up-in-real-life-and-its-a-reskinned-hyundai-ioniq-5-n/>



Conversions/Europe

Kalmar's Final Safari 911 Build Brings the 997 Into the Wild

There are many Porsche builds out there, but Kalmar has some of the most interesting new designs. Meet the Kalmar RS-7, a new 911 Safari built for adventure anywhere you see fit. Kalmar Automotive launched in 2020 with three unique Porsche builds, and it's only gotten more interesting from there. The Kalmar brand is all about innovation and adventure with its retro hypercars, which is where the RS-7 shines. The Beyond Adventure team worked tirelessly to create this model with some changes. The fender flares are wider and have a larger radius to accommodate big Michelin off-road tires. The front air intakes are bigger,

and the rear intakes have been opened up more to remove heat faster. Kalmar says that driving in rough terrain at slow speeds is very different for the cooling system than flying down the autobahn in the open air. A new ducktail and LED rally lights help during adventure time and visually set the Kalmar Automotive RS-7 apart. All new parts are made from lightweight Kevlar composition for durability. The RS-7 also has a roof-mounted spare tire carrier, which can add an optional cargo carrier system if you choose. We like the tire, though. While those parts of the Kalmar RS-7 are important, there is

a lot more going on just beneath the surface. One thing we love about all Kalmar builds is the minimal approach. This time, they added a lightweight Bluetooth loudspeaker for fun since there is no audio or navigation system for weight-saving measures. Unfortunately for fans of Kalmar's Safari line, this will be the last version of the 911 for now. Kalmar Automotive says this is due to the 997 donor car being made with a full-steel chassis. The following 911 generation uses a mix of aluminum and steel, glued and bonded together. Jan Kalmar says, "It must be possible to fix a safari car with a hammer and a welder when you are somewhere

in the middle of nowhere, and many race teams running the newer versions have learned the nice stiff chassis cracks easily with even with relatively small impacts." If you want an RS-7 before they disappear into the forest, the conversion will cost you just over \$100,000, plus you need the 997 donor car. Extras and upgrades will cost you more, but you'll have the coolest Porsche around, and you can traverse the sand and snow. Unless you have a 911 Dakar on hand, no one else is doing that.

<https://www.hotcars.com/kalmars-final-safari-911-build-brings-997-into-wild/>

Previews/Europe

Austin 7 Makes a Comeback With Electric Power

The classic Austin 7 is set to be revived as an electric car thanks to the efforts of an Essex engineer. John Stubbs, a vehicle dynamics and suspension expert is bringing the tiny two-seater back as an 'entry-level' electric classic called the Arrow that will cost from £31,000. Just over 100 years after the Austin 7 made its debut, Stubbs is relaunching it using a blend of modern technology and traditional hardware. It joins the likes of the MG B and the classic Land Rover among iconic British cars reinvented with electric power. The Arrow uses an all-new steel chassis and composite body, and is fitted with original-style leaf spring suspension and drum brakes behind skinny five-inch wide spoked wheels. Stubbs says this helps give an 'authentic' 1920s feel but with modern precision

and braking standards. "Austin Sevens were simple cars. They were lightweight and easy to modify – so they were used for everything – from family cars to racers. So I wanted to try and inject the same feeling and emotion into the new car – to capture the simplicity and spirit of early motoring, but with a modern electric twist," explains Stubbs. The Arrow is powered by a 20bhp motor which will get the tiny roadster from 0-60mph in less than eight seconds. A 20kWh battery provides the electric Austin 7 with a range of 119 miles and can be recharged in around three hours. Stubbs launched the Arrow project after discovering that he could buy and register the rights to the Austin Motor Company's name and trademarks for just £170. Initial cars will be handbuilt in Rayne, Essex but Stubbs



plans to move some production to India to allow his team to focus on developing competition versions of the Arrow and other new Austin-based models. Stubbs added: “We’ll begin delivering our first customer cars in March. The plan is to limit production to exactly 120 cars in our first year – exactly the same number Austin built

in their first year,” adds John. Following the launch of the Arrow, Stubbs and his team are now seeking investors to help develop further models under the revived Austin name and expand its global reach.

<https://evpowered.co.uk/news/austin-7-makes-a-comeback-with-electric-power/>





New Model Introductions/Europe

BYD Atto 2 Small SUV Released in Europe With Two Trim Levels

The BYD Atto 2 was officially released in Europe with two trim levels as this model readies for the sales launch. This EV is sold as the Yuan Up in China and several other car markets. It boasts a zero-to-hundred acceleration time of 7.9 seconds and 65 kW DC charging. The BYD Yuan Up entered the Chinese market in March last year with a price range of 96,800 – 119,800 yuan (13,280 – 16,430 USD). Its cumulative sales reached 134,839 units last year. Now, BYD officially released the Yuan Up in Europe, rebranded as the Atto 2. It is positioned as an interim model between the Dolphin hatchback and the Atto 3 crossover. The BYD Atto 2 stands on the e-Platform 3.0 modular architecture. Despite

being a small SUV, the Atto 2 boasts sturdy styling with a high bonnet line and plastic trim around a lower part of the body. Another highlight of this model is the blackened pillars, which create a suspended roof design. It has four body color variants: green, gray, white, and black. The front end of the Atto 2 adopts the Dragon Face design language with thin headlights. Its taillight unit incorporates a “Chinese knot” pattern. However, BYD Europe officials claimed that the taillight design features the “recognizable symbol of a Möbius ring, bringing endless luck for the driver and all passengers.” The exact dimensions of the Atto 2 are 4,310/1,830/1,675 mm and a wheelbase of

2,620 mm. The interior of the BYD Atto 2 adopts a floating 12.8-inch rotatable screen and an 8.8-inch LCD instrument cluster. BYD officials highlighted that the BYD Atto 2's seats are covered with eco-friendly vegan leather. The front seats of this EV also boast electronic adjustments and heating. Another highlight of the Atto 2 is a large panoramic sunroof. The trunk capacity of the car reaches 400 liters. And the maximum capacity with rear seats folded is 1,340 liters. The BYD Atto 2 adopts a 45.12 kWh LFP battery that supports a DC charging power of 65 kW. The maximum AC charging power is 11 kW, which isn't bad, considering the class of this vehicle. As a result, this EV can charge from 30 to 80% in 28 minutes. And the 10-80% charging takes 37 minutes. This battery pack powers a single electric motor for 130 kW (174 hp) and 290 Nm. As a result, the Atto speeds up to 100 km/h in 7.9 seconds.

The top speed is 160 km/h. Its range reaches 312 km under WLTP conditions. The BYD Atto 2 will be available for purchase in Europe in two trim levels: Active and Boost. The entry-level modification has R17 wheels, leather seats, a 10.1-inch screen, a rear-view camera, rear parking radars, six speakers, and six airbags. The BYD Atto 2 Boost has some notable upgrades, including electrically folding side-view mirrors, a heated steering wheel, heated seats, ambient lighting, a boost parcel shelf, a 12.8-inch screen, and eight speakers. Other features include front parking radars and a surround-view camera system. There is no information about the pricing of the BYD Atto 2 in Europe. In China, the Yuan Up has a price range of 96,800 – 119,800 yuan (13,280 – 16,430 USD).

<https://carnewschina.com/2025/02/06/byd-atto-2-released-in-europe-with-two-trim-levels/>



Retromods/Europe

Retro Conversion Makes the World's Cutest Car Even Cuter



Few vehicles in history are as recognizable as the old Citroën H-Type vans. The slab-sided vehicles with their corrugated sides changed very little over their 34-year production run, launching in post-war France way back in 1947. They aren't pretty, but they are charming. Now, that retrotastic charm comes to another iconic Citroën – the Ami. Say hello to the Type-Ami. It's an aftermarket offering built by Caselani, an Italian-based company that loves to make new Citroëns look like old ones. Their lineup includes several vans up to the full-size Jumper, and now, the pint-size Ami joins the party.

Caselani handles the parts, but the designs are licensed under Citroën. That means the company can use Citroën's logo – in this case, the classic dual chevrons mounted prominently on the grille. Virtually every exterior panel is swapped for one with horizontal ribs. Only the roof remains untouched, while retro steel wheels are added for good measure. The conversion includes new headlights to mimic the classic Type-H design. Best of all, the modified panels don't add a single ounce to the Ami's svelte 1,038-pound mass. That good, because the Ami isn't exactly a powerhouse. The small city EV

uses a single six-kilowatt electric motor and a 5.4-kWh battery pack to get around town. Top speed is 28 mph, while range is estimated at just 46 miles. This car is built for simple urban chores, either as a basic commuter with two seats or a cargo van. Of course, we don't get Citroëns in the US. And even if we did, the Ami probably wouldn't have an appreciable market to make the jump across the pond. But that doesn't quell our desire to have a

Type-Ami of our own to cruise the neighborhood. According to Auto Express, the price for a converted Ami from Caselani is 13,900 euros, which converts to around \$14,400. Or, the company will sell the body kit for 5,000 euros (\$5,200) so existing Ami owners can enjoy the fun, too.

<https://www.motor1.com/news/749601/citroen-ami-retro-caselani-conversion/>

Previews/Europe

Volkswagen Teases Its Most Affordable EV Yet

German car giant Volkswagen will soon reveal what will become its most affordable electric vehicle (EV) in European showrooms. In a single image, Volkswagen teased the design of what's expected to be called the ID.1 – a spiritual successor to the Up city car which went out of production in 2023. Set to be produced from 2027, Volkswagen is targeting a starting price of €20,000 for the new EV, intended to undercut or go up against cheap rivals from China as well as the new Citroën ë-C3. It's previously teased the vehicle's silhouette, showing a hatchback body with a stubby bonnet and a fairly upright roofline. Volkswagen CEO Thomas Schäfer said the upcoming EV will be “an affordable, high-quality, profitable electric Volkswagen from

Europe for Europe”. “This is the Champions League of automobile manufacturing,” he added. While Volkswagen has already offered an electric city car with the e-Up – also rebadged as the SEAT Mii Electric and Škoda Citigo-e iV – its now-defunct model started from €29,995 when it was axed in 2023. By comparison, the larger but internal combustion engine-powered Polo hatchback was priced from €21,590 in Germany. While the Volkswagen Group is producing many of its new, more affordable EVs in Spain, the ID.1 – or whatever it'll be called – was shown off at its main Wolfsburg plant to certain employees this week. “The new all-electric entry-level model will be a Volkswagen in the genuine sense of the term,” Volkswagen chairperson of



the General and Group Works Council, Daniela Cavallo, said in a media statement. “It is therefore appropriate that our employees at the Wolfsburg plant will be the first to have a preview of the design – before the general public.” It’ll slot below the production version of the ID.2all, a sub-Golf-sized electric hatchback which is due to launch in Europe next year with a higher targeted base price of €25,000. The two more affordable EVs will launch at a crucial time for Volkswagen, as the European market has become more competitive in part due to an influx of affordable Chinese EVs from brands

like BYD, GWM and MG. Volkswagen is also busy cutting costs in Europe. It faced strikes from its German workforce last year, but subsequently reached an agreement with its works council to protect its German workforce in the immediate future. As a part of the agreement, Volkswagen says it’ll undertake a “socially responsible reduction in the workforce” which will lead to more than 35,000 job cuts by 2030. Each year, it predicts it’ll save €1.5 billion in labour costs alone each year.

<https://www.carexpert.com.au/car-news/volkswagen-teases-its-most-affordable-ev-yet>



New Vehicles/North America

You Can Buy a Dakar-Winning Polaris RZR Pro R Factory UTV for \$140K

The Polaris RZR Pro R Factory is purpose-built for racing. And winning. Now, the pro-team-exclusive RZR will be available for purchase to a limited number of customers. The Polaris RZR Pro R already does everything, and it's good at it. Our site's Senior Editor Caleb Jacobs likened the hi-po UTV to the equally rambunctious Ford Raptor. No, he's not out of his mind (not today, I don't think). His comparison wasn't about their spec sheets but the fact that you don't know and can't do what either vehicle is truly capable of "unless you have miles of wide-open desert to play in." This from-the-factory racing machine ups the ante yet again. When the RZR Pro R Factory was unveiled last spring,

Polaris dubbed its latest RZR product as "the only purpose-built race UTV ever developed." So far, no one's challenged Polaris' claim. Even if they did, the RZR is likely to out-perform them and do it quickly. The rig has been a winner from the get-go. The RZR Factory Racing team won the SSV class during this year's Dakar Rally (again), and it also garnered back-to-back championships in the SCORE Pro UTV Open class. Obviously, the RZR Racing division knows what it's doing, and its engineering prowess can be had by non-factory team drivers. Starting this year and to occur annually, the factory-built RZR race UTV will have a limited run of 30 vehicles. Not for everyday backyard BS,

the 2025 RZR Pro R Factory is intended for competition only. With a starting price of \$139,999 before destination and other fees, I can't imagine an owner dropping that kind of dough just for some highfalutin hollering in the back hills. I mean, you could, but I'm sure Polaris would be disappointed – as would no small number of desert racing pros and aficionados. If you're looking for a quick buzz, the \$45,000 non-racing-spec RZR Pro R is cheaper but not cheap and will give you more than enough of that off-road high. For those serious about their UTV racing machine, the RZR Pro R Factory is equipped with a ProStar Fury HO 2.0-liter engine that produces 255 horsepower. Keep in mind that the non-Factory model weighs 2,480 pounds. The race-tuned variant weighs less thanks to its single-piece,

high-strength steel chassis and carbon fiber body panels. Able to take a beating in the harshest elements, the RZR Pro R Factory also features a race-spec MaxLink suspension, Fox Live Valve X2 shocks, and a Dynamix DV semi-active suspension system. Traction comes courtesy of 35-inch BFGoodrich tires wrapped around Method 407 wheels. There are ergonomic touches as well, including carbon Kevlar Sparco seats and an integrated steering wheel. Polaris will manufacture the limited-run racing-spec RZR, but partner Scanlon Clarke Industries (SCi) will handle the sales and post-sales support, including tech assistance, parts, racing resources, and more. The 2025 RZR Pro R Factory is available now for customer inquiries.

<https://www.thedrive.com/news/you-can-buy-a-dakar-winning-polaris-rzr-pro-r-factory-utv-for-140k>

New Vehicles/North America

2025 Jeep Wagoneer S EV Adds Limited Trim, Starts at \$66,995

Jeep's first battery-electric vehicle has arrived. After a very brief 2024 model year run that included only a handful of Launch Edition cars, Jeep has now launched the 2025 model year, which adds a new Limited trim. The new trim brings down the entry price of the Wagoneer S by a full \$5000 and starts at \$66,995. At \$71,995, pricing for the Launch Edition model is unchanged between 2024 and 2025. Upgrading to the Launch Edition adds a McIntosh stereo system, massaging

seats paired with nicer upholstery, unique 20-inch wheels, and a blacked-out version of the illuminated seven-slot grille on the front of the car. Performance is the same between the two trims. Both feature a dual-motor setup and all-wheel drive. Power is plentiful, with the pair combining to produce 600 horsepower and 617 pound-feet of torque, which Jeep says is enough to send it to 60 mph in 3.4 seconds. On the standard tires, the EPA awards the



Wagoneer S with a range estimate of 304 miles. Opting for the high-performance Pirelli tires brings that figure down to 270. Unfortunately, when we drove the Wagoneer S earlier this year, we were disappointed by the rough ride and poor pedal calibration. We found the accelerator

pedal to be too touchy when pushing off from a stop. Jeep says the new model is available to order online now, or at Jeep dealerships around North America.

<https://www.caranddriver.com/news/a63679429/2025-jeep-wagoneer-s-pricing/>



New Vehicles/North America

2025 Subaru Forester Hybrid Gets Toyota-Sourced Strong Hybrid System



Just over a year after the world premiere of the sixth-generation Forester, Subaru has now pulled the covers off the Hybrid model ahead of the Chicago Auto Show this weekend. As previously reported, the car derives its petrol-electric powertrain from the latest Crosstrek Hybrid, which in turn took the technology from Toyota's highly successful hybrid models. The Strong Hybrid system, as the Pleiades brand calls it, is a series-parallel setup that replaces the mild hybrid e-Boxer offered on the previous Forester. This consists of a larger 2.5 litre Atkinson-cycle naturally-aspirated flat-

four (the e-Boxer used a 2.0 litre mill) mated to two electric motors, these being a motor-generator that charges the 1.1 kWh lithium-ion battery and a traction motor that provides motive power. No outputs for the engine and traction motor were provided, but in the Crosstrek Hybrid those power sources produced 160 PS and 209 Nm of torque and 88 PS and 270 Nm respectively. Subaru did, however, release a total system output for the Forester Hybrid, which is 197 PS – up from 182 PS on the 2.5 litre petrol model. The motors, eCVT (still branded as Lineartronic), front differential gear and electronically-controlled

coupling are integrated into a single transaxle, routing both petrol and electric power to all four wheels and enabling the use of one or the other (or both) to drive the car, unlike the e-Boxer system. The car retains Subaru's trademark symmetrical all-wheel-drive system, setting the Forester Hybrid apart from Toyota's E-Four setup that adds a separate electric motor to turn the rear wheels. In terms of fuel consumption, the Forester Hybrid is estimated to hit an EPA-rated 6.7 litres per 100 km in the city, 6.9 litres per 100 km on the highway and 6.7 litres per 100 km combined, figures that are up to 40% lower in the city and up to 25% lower combined. Subaru claims up to 935 km of total range. The company also says the Forester Hybrid retains the standard model's off-road prowess – besides the aforementioned AWD system, the car also features an impressive 220 mm in ground clearance and comes with dual-function X-Mode with hill descent control, torque vectoring by braking and Vehicle Dynamics Control. Beyond the new powertrain, the Forester Hybrid retains the sixth-gen's rather uninspired blocky design,

albeit with a contrasting Crystal Black Silica roof on certain colours and a unique Daybreak Blue Pearl colour option. Inside, you'll find the same 11.6-inch portrait touchscreen with wireless Apple CarPlay and Android Auto, but there's a new 12.3-inch digital instrument display with hybrid-specific screens. Animal-free StarTex upholstery is available on select trim levels. Safety-wise, the Forester Hybrid is fitted as standard in the US with the latest EyeSight suite of driver assistance systems, now featuring reverse autonomous emergency braking, blind spot monitoring with collision prevention and rear cross traffic alert. Emergency stop assist has also been added, detecting if a driver is unresponsive to warnings while using adaptive cruise control, stopping the vehicle and placing a call to emergency services. The Forester Hybrid will enter US dealers in the spring, priced starting from US\$34,995.

<https://paultan.org/2025/02/07/2025-subaru-forester-hybrid-gets-toyota-sourced-strong-hybrid-system-197-ps-40-more-efficient/>



New Vehicles/North America

2026 Subaru Forester Wilderness Sticks to the Winning Formula

The introduction of the Wilderness models was a stroke of brilliance by Subaru, bringing a scoop of legitimate off-road capability to bolster the brand's outdoorsy image – and, with the debut of the updated Forester lineup that's improved one of the best small SUVs on sale, the automaker has taken the opportunity to enhance their wild offerings even further. Here's what we know so far about the 2026 Subaru Forester Wilderness. Changes to the Forester Wilderness start with the Subaru Global Platform underpinnings, which now features 10% greater torsional rigidity than the previous version. Not only should this help give the crossover a bit more capability off-road, but it'll improve

the ride on the street, too. The SUV receives an updated variant of the familiar 2.5-liter boxer engine, which provides 180 hp and 178 lb-ft of torque. Subaru says the engine has been set up to maximize low-end grunt, with two additional torques available – though two horsepower have also been lost, compared to 2024. The reworked continuously variable transmission (CVT) should alleviate the loss, however, as it's been fitted with a shorter final drive ratio. The central differential has been reprogrammed for faster locking, with the aim of reducing wheelspin on slick surfaces. The model also benefits from a new transmission cooler that allows for a maximum tow rating of 3500 lbs.



The real Wilderness upgrades come by way of the suspension package, which features longer coil springs and shock absorbers than the standard model. Working with the unique 17-inch wheels wrapped in Yokohama Geolandar rubber, the package provides the off-road SUV with 9.3 inches of ground clearance, up a smidge from the 9.2 of last year's model. This allows the Forester Wilderness to have approach, breakover, and departure angles of 23.5, 21, and 25.5 degrees, respectively. The Wilderness model retains similar visual trappings to its predecessor, with LED hexagonal fog lights, anodized copper-finish exterior accents, large tow hooks front and rear, and standard roof rails. The interior scores niceties like an 11.6-inch infotainment screen paired with a large 12.3-inch digital cluster,

which supports wireless Apple CarPlay and Android Auto. Subaru's EyeSight Driver Assist Technology comes as standard. Pricing information for the new model isn't out yet, but expect that to arrive shortly before the Wilderness goes on sale in the fall of 2025. Last year's Wilderness model was around \$5000 more expensive than the entry-level model, so assuming prices don't change too much for the 2026 version, it should come in around \$36,000–\$37,000. If you need a fresh Forester hit before the off-road model arrives, however, the 2025 Forester Hybrid lineup will hit dealers this spring, with prices starting at \$36,415.

<https://www.roadandtrack.com/news/a63677027/2026-subaru-forester-wilderness/>





Facelifts/South America

Renault Refuses to Kill Old Dacia Duster, Gives It a Brazilian Update

The Dacia Duster may have entered its third generation in 2024, but in Brazil, the second-gen model soldiers on disguised as a Renault. And it's not going anywhere just yet. The popular small SUV has received a handful of updates for the 2026 model year, meaning it is not going to be discontinued from the South American market anytime soon. The second-generation Dacia Duster debuted back in 2017, though Brazilian production of its Renault-badged counterpart didn't kick off until 2020. While the EU-spec model was refreshed in 2022, Brazil's version took its time, only receiving its mid-cycle facelift in 2024. Even now, as markets like Turkey and South Africa welcome the next-gen Renault Duster, Brazil sticks with the outgoing

model. Changes for the 2026 MY are limited to small details, such as the adoption of the shark fin antenna, a glossy black roof with a matching grille, and standard LED headlights across the lineup. The range-topping Iconic Plus trim, powered by the turbocharged 1.3-liter engine, gets a few extra visual upgrades, including glossy black 17-inch Tergan alloy wheels, Megalith Gray skid plates, and roof bars. For those who want their Renault Duster to look even more adventure-ready – if not necessarily more capable – the optional Outsider Pack is still available. It tacks on extra lights mounted to the front bumper and additional side moldings. Inside, nothing has changed as the SUV sticks with an analog instrument cluster and an 8-inch

infotainment display. The Renault Duster is available in Brazil with the naturally-aspirated 1.6-liter SCe gasoline engine producing 118 hp (120 PS), or the more potent turbocharged 1.3-liter TCe flex-fuel engine which is good for 161 hp (163 PS) when running on ethanol. The former can be mated to a manual or a CVT, while the latter is exclusively available with the XTronic CVT automatic. Notably, all versions of the Brazilian-spec Duster models are FWD. The 2026 Renault Duster starts at R\$132,990 (\$22,900) and goes up to R\$167,690 (\$28,900), making it slightly pricier than the 2025 model.

But if you think the second-gen Duster is old news, wait until you hear about the Renault Oroch. This four-door pickup version of the first-generation Duster has been on the market since 2015, featuring a stretched wheelbase and a redesigned rear end to accommodate a cargo bed. It received a facelift in 2022, but underneath, it's still very much a first-gen Duster with a different mission, one that apparently still has an audience in Brazil.

<https://www.carscoops.com/2025/02/last-gen-dacia-duster-soldiers-on-in-brazil-with-a-few-updates-and-renault-badges/>



New Vehicles/Australia

Mitsubishi Triton GSR Special Edition Lands as More Affordable Flagship Alternative



Mitsubishi Australia has introduced a special-edition of its 2025 Triton ute, known as the GSR Special Edition, that is slightly more affordable than its flagship workhorse. Priced at \$63,140 before on-road costs, the Special Edition sits just under the ongoing GSR that is positioned at \$63,840. Despite being based on the GSR, the Special Edition does feature some changes, including the removal of fender flares and the replacement of the sailplane for a blacked-out sports bar. The GSR Special Edition also sports a Graphite Grey grille with embossed branding rather than the blacked-out treatment found

on the standard Triton flagship. The new GSR Special Edition will also boast Mitsubishi's updated adaptive cruise control system, available to all Triton grades from November 2024, which will function until coming to standstill rather than cut out at around 25km/h. Other features such as power-adjustable driver's seat, leather interior with orange stitching, and roof rails carryover to the Limited Edition from the GSR, while a 9.0-inch infotainment touchscreen, 7.0-inch driver display, dual-zone climate control, and a surround-view monitor are also fitted. Powering the GSR Limited Edition, as well as the rest of the 2025

Triton line-up, is a 2.4-litre twin-turbocharged diesel four-cylinder engine, outputting 150kW/470Nm. Drive in the GSR Limited Edition is sent to all four wheels via a six-speed automatic transmission. Four exterior colours are available to GSR Special Edition buyers, Black Mica, Graphite Grey,

Yamabuki Orange, and Diamond White – the latter two adding \$200 to the asking price.

<https://www.drive.com.au/news/2025-mitsubishi-triton-price-and-specs-gsr-special-edition-lands-as-more-affordable-flagship-alternative/>

Concept Cars/Japan

BMW Japan Channels Inner Lexus With Exclusive X7 Nishiki Lounge

Beyond the iconic JDM cars, Japan is also known for exclusive items like sneakers, shirts, watches, and even luxury vehicles. BMW is one of those premium brands that religiously releases Japan-exclusive models – and this time, it's an otherworldly masterpiece that channels the automaker's inner Lexus Takumi craftsmanship on BMW's biggest SAV, the X7. Called the Nishiki Lounge, BMW based the special edition X7 on the G07 generation, the first time BMW Japan has worked on the model since the über-limited X7 Nishijin Edition in 2021. The company describes the masterpiece's concept as „a relaxing space filled with beauty, where the stars sparkle.” The chosen interior colors are truly dazzling. The X7 Nishiki Lounge features a distinct two-tone exterior, combining

BMW Individual Velvet Blue for the base and Space Silver for the upper body. This unique color scheme is not part of the standard X7 offerings and was meticulously applied by skilled technicians in Japan. To elegantly unite the two colors, BMW Japan employed a finely crafted coach line, said to embody the essence of nishiki, or ‚brocade' in English. The X7's seven-seat interior is decorated with colors that pop out. The center console lid features a leather textile crafted with ‚kusha fabric' by a workshop based in the Tango region. Led by Yasuhiko Kusunoki, the team developed a 100% leather woven fabric that adds depth and sophistication, balancing traditional hand-weaving techniques with the durability required for automotive interiors.



The floor mats are finished through ikat dyeing by Kawashima Selkon, a dyeing method in which a single thread is dyed in parts. In contrast with the opulence of the previous Nishijin Edition, the Nishiki Lounge focuses on serenity. The trims and center console panels are adorned using the „Goshiki Gin-gasane” technique by Kohei Murata, the third-generation head of Rakugei Koubou – a workshop specializing in traditional textile finishing. This method involves layering silver leaf and black lacquer to create a deep, nuanced finish, representing the starry sky. BMW Japan indicated that this is a one-off,

and given the workmanship and time that must have gone into crafting these gorgeous textures and colors, we suspect this X7 is deep in six-figure territory. One thing’s for sure – the Nishiki Lounge adds to the things you will only find in Japan. Of course, if you have enough money, you could also get something made just for you but don’t expect it to be completed quickly. This is basically Rolls-Royce quality on a BMW SUV.

<https://carbuzz.com/special-edition-bmw-x7-nishiki-lounge-japan/>



New Vehicles/Japan

The Excellent Five-Door Suzuki Jimny Is Now on Sale in Japan

It may have disappeared from sale on our shores, but the worldwide love for the Suzuki Jimny continues. Case in point: the stretched five-door version has just gone on sale in Japan for the first time, but almost immediately Suzuki has had to suspend orders after unprecedented demand. “The Jimny Nomad has been very well received by many customers, and we have received orders far exceeding our production capacity,” said a Suzuki statement. “Therefore, we will be suspending orders for the time being. We will inform you again about the resumption of orders, taking into consideration the future production situation.” Maybe we’ll delay that emigration to Japan for the moment, then. The colourful five-door Jimny first arrived for India, Latin America and Africa back at the start of 2023, and it’s being marketed as the Jimny

Nomade in Japan. The dinky three-door is the Jimny Sierra. The Nomade looks almost identical to the Sierra with its cutesy face and five-slot front grille, although of course the ladder frame has been extended and strengthened to take the extra weight. The interior has mostly been carried across too, although the two rear seats have moved further back for more legroom, and there’s a bigger boot behind them. When Suzuki eventually opens up orders again, the Nomade will cost 2,651,000 yen (just under £14,000). With a similar level of kit the Sierra is 2,084,500 yen (just under £11,000). And yes, all of this is making us even more sad about the Jimny’s demise in the UK.

<https://www.topgear.com/car-news/suvs/excellent-five-door-suzuki-jimny-now-sale-japan>



Facelifts/Japan

Toyota GR Corolla Facelift Unveiled in Japan



Toyota may be Japanese, but it's taken a surprisingly long time to bring the facelifted GR Corolla to its home country. The refreshed über hatch only just made its debut there today, meaning that this is the first time Malaysia actually gets a Japanese performance car first, given that our launch happened last month. Still, the Land of the Rising Sun at least gets the luxury of offering the much-vaunted eight-speed GR Direct Automatic Transmission (DAT) from launch; us Malaysians are lower down the pecking order, so we'll only receive the in-demand gearbox later on. That car costs 5,980,000 yen, which is a 300,000 yen premium over the good ol' six-speed manual (5,680,000 yen). Power continues to come from the G16E-GTS 1.6 litre

turbocharged three-cylinder engine. It's been uprated slightly, and while power holds station at 304 PS at 6,500 rpm, peak torque has been boosted by 30 Nm to 400 Nm, made between 3,250 and 4,600 rpm. Those are the same figures as the also-facelifted GR Yaris, giving the two cars parity in performance for the first time. Not that fuel consumption is a serious consideration for hot hatch buyers, but just for clarity, Toyota claims 12.4 km per litre for the manual and 10.8 km per litre with the auto. All that gets sent to all four wheels through the car's trademark GR-Four system. Just like the on the GR Yaris, the all-wheel drive's operation has been changed – the torque split now goes from 60:40 front-to-rear in Normal to 50:50 in Gravel (previously

30:70 in Sport), while Track has a variable torque split from 60:40 to 30:70 depending on the driving conditions (previously locked at 50:50). Front and rear Torsen limited-slip differentials continue to be standard fitment in Japan. Unique to the Japanese market is a new Circuit Mode, enabling higher performance from the three-pot mill. The car uses GPS to detect if it's nearing a supported racetrack and switches the 12.3-inch digital instrument display to show shift lights and an enlarged gear indicator. That's not all – Circuit Mode also engages a built-in anti-lag system (weak, mild and strong settings), maximises the output of the cooling fan and raises the speed limiter beyond the government-mandated 180 km/h. Speaking of which, the GR Corolla continues to have a top speed of 230 km/h. Providing a visual indicator to the comprehensive under-the-skin reengineering is a redesigned front bumper, featuring a similar design to the GR Yaris. Larger corner air inlets and the deletion of fog lights increase cooling capacity, feeding air to that new sub-radiator. There are also new brake ducts and an air

curtain that directs air around the front wheels, reducing turbulence in the wheel wells and increasing handling stability. No changes to the rest of the exterior, which continues to feature a bulging vented bonnet, blistered fenders with front vents, a carbon fibre roof, a large tailgate spoiler and a sizeable rear diffuser with distinctive triple exhausts. Happily for Japanese buyers, the 18-inch BBS forged alloy wheels that were previously exclusive to the two-seater Morizo model are now fitted as standard across the range, replacing the usual Enkei cast multi-spokes. No big new interior redesign here, unlike the controversial one in the GR Yaris. One new option (again, exclusive to Japan) is a Sport Package, which gives you a posher interior for an extra 253,000 yen. For that you get semi-bucket seats, an Ultrasuede-trimmed steering wheel, gearknob (with red trim), shift gaiter and handbrake lever, red seat belts and black trim decor to replace the usual silver.

<https://paultan.org/2025/02/04/toyota-gr-corolla-facelift-in-japan-6mt-and-8at-exclusive-circuit-mode-with-anti-lag-from-rm163k/>



New Brands/China

GWM's New Luxe Brand Is Called ,Confidence Auto'

Another day, another new car brand entering the Chinese automotive market, and this time around it's Great Wall Motor (GWM) with a new luxury brand called 'Confidence Auto.' As reported by CarNewsChina, this new sub-brand will be positioned higher than GWM's existing brands like Haval, Tank, Wey, and Ora, focusing on creating luxury new energy vehicles (NEVs). News of a new luxury sub-brand by GWM has been circulating for years, with the automaker previously applying for the brand registration back in May 2022. According to its official introduction, GWM's main mission for the Confidence Auto brand is to manufacture "ceiling products for the automotive industry."

To ensure that Confidence Auto is able to go toe-to-toe against its more established Chinese adversaries, GWM has hinted at a pretty diverse lineup for this new luxury brand, which might include luxury sedans and even a supercar. All these future models will be manufactured in small batches, and given GWM has already got an array of NEV powertrains under its arms, we can expect Confidence Auto to adopt some of them in their lineup. CarNewsChina has also pointed out that one of Confidence Auto's upcoming models might adopt GWM's own 4.0-litre V8 turbo engine that will be mated to a hybrid system. Although no specific numbers or details were revealed, we can expect some



serious power outputs from these upcoming models, possibly on par with the likes of BYD's YangWang and Hongqi. Confidence Auto is not GWM's first tango into the luxury automotive world, as both its Tank and Wey sub-brands can also be considered as high-end brands over the standard ones like Haval and Ora. Even before the fruition of Confidence Auto, GWM previously had a high-end EV brand known as Saloon Auto, with its one and only model ever

launched being the limited-edition Mecha Dragon EV. The first Confidence Auto model is expected to be unveiled sometime later in April or May this year, with sales expected to commence towards the end of the year. As of now, no words on whether GWM is confident enough to introduce Confidence Auto in overseas markets.

<https://www.carz.com.my/2025/02/gwms-new-luxe-brand-is-called-confidence-auto>



Previews/China

Xiaomi YU7 AWD Set to Get Up to 760 km CLTC Range

The drip feed of Xiaomi YU7 news continues ahead of its launch in either June or July this year. The car was revealed in December 2024, and a recent filing with China's ministry of industry and information technology (MIIT) has now revealed preliminary range figures for this electric SUV. In all-wheel-drive form, the YU7 produces up to 299 PS (220 kW) through its front motor and 392 PS (288 kW) through its rear motor, leading to a total system output of 691 PS (508 kW). That's more than what you got in the car's sedan sibling, the SU7, which produced up to 673 PS (495 kW) in regular non-Ultra form. No surprise, then, that the range

suffers slightly from it, according to Autohome. Three AWD variants will be offered, with range figures of 670 km, 750 km and 760 km – some way short of the 700 km achieved by the base SU7, 830 km from the SU7 Pro and 800 km from the SU7 Max. As usual, these numbers are based on China's ridiculously lenient CLTC cycle, so expect much less in the real world. Looking all the world like a junior Ferrari Purosangue, the YU7 is Xiaomi's second car and follows on from the wildly popular SU7. Preliminary specs include dimensions measuring 4,999 mm long, 1,996 mm wide and 1,600 mm tall, making it two millimetres longer, 33 mm wider and 160 mm

taller than the SU7, while the 3,000 mm wheelbase is identical to the sedan. The car will also utilise a CATL nickel manganese cobalt (NMC) battery of unspecified capacity – presumably the same Shenxing 94.3 kWh and Qilin 101 kWh packs found in the SU7. Aside from AWD models,

a 320 PS (235 kW) rear-wheel-drive variant is also set to be offered, but no range figure has been quoted for that yet.

<https://paultan.org/2025/02/04/xiaomi-yu7-awd-set-to-get-up-to-760-km-cltc-range/>



Racing Cars/China

Geely Unveils Methanol Racing Plan After Successful Winter Testing

Geely has introduced its first methanol-powered race car, successfully tested under harsh winter conditions, alongside the launch of its “Green Methanol Racing Plan.” This initiative seeks to advance sustainable methanol technology in motorsports and drive the industry toward renewable energy adoption. The race car features Geely’s proprietary Aurobay-DHE20TDM methanol engine, which runs on M100 methanol fuel and meets China’s National VI-B emissions standards. With a thermal efficiency exceeding 46%, a 15:1 compression ratio, and performance surpassing traditional gasoline engines, the engine delivers high torque across diverse racing scenarios

while significantly cutting hydrocarbon and particulate emissions. Designed for endurance racing, the methanol engine ensures reliable operation in extreme cold and supports rapid refueling. Geely plans additional testing on domestic circuits later this year to further optimize its performance. Geely plans to debut a fleet of methanol-powered race cars in the “Geely Super Cup PRO” series under its new energy category in 2026. The company also intends to expand its involvement in renewable energy motorsport projects to align with emerging racing trends. This commitment reflects Geely Chairman Li Shufu’s stance at the 2024 Wuzhen

Automotive Forum, where he identified methanol-powered vehicles as a vital part of the new energy landscape. Since 2005, Geely has tackled challenges in methanol engine technology, enabling large-scale adoption in cities like Xi'an, Jincheng, and Guiyang. Methanol stands out as a renewable fuel with efficient combustion, low emissions, and ease of storage and transport. It also enables energy storage from wind and solar sources, bolstering sustainable energy utilization. Geely's efforts include a green methanol production facility in Inner Mongolia with a 50,000-ton

annual capacity, aimed at reducing carbon emissions and supporting the renewable energy ecosystem. Beyond motorsports, Geely is exploring methanol applications in commercial vehicles, integrating methanol engines with electric drivetrains. These hybrid systems significantly cut emissions compared to diesel, addressing carbon footprints in logistics and public transit.

<https://carspiritpk.com/geely-unveils-methanol-racing-plan-after-successful-winter-testing/>

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