

The Power of 3

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Driving the future further

Life is too short to drive a boring car ...

"Are you ready for the new age? They're setting the stage for the renegades ... Let's get electrified."

~ Africa Shox, Leftfield

Overview

To welcome in 2018, précised in this edition are just a few of the covetable – albeit not always practical – all-electric vehicles (EVs) good to go in the next couple of years. With demand stimulated not only by consumers but also 'green' legislation around the world, who says EVs have no future?



[Photo: Jaguar Land Rover Classic.]

Fast, faster, fastest?

Jaguar Land Rover Classic is electrifying the past with its **Jaguar E-type electric** sports car; it's based on the 1968 Series 1.5 E-type Roadster, described by Enzo Ferrari as "the most beautiful car in the world." Says company director Tim Hannig:

In order to seamlessly combine the new electric powertrain of E-type Zero with the dynamic set-up of the original E-type specification, we have limited the vehicle's power output [to provide] the optimum driving experience.

That's not to say performance has been compromised: the E-type Zero is quicker than the original, accelerating from 0-100 kilometres per hour (62 mph) in only 5.5 seconds, about a second quicker than a Series 1 E-type.

Fancy but 'affordable'

The four-door **Tesla Model 3** luxury sedan is, says the company, "a smaller, simpler and more affordable electric car [than its previous models], designed and built as the world's first mass-market EV" and, as such, it's a critical step in the company's mission to "accelerate the world's transition to sustainable energy."

Mass-produced the Model 3 may be, but as Pedro Lima of *PushEVs* avers, its combination of looks, performance and efficiency (range 350-500 kilometres or 220-310 miles) – plus production numbers that put it in a league of its own compared to other electric cars – make it the first EV to really put the wind up legacy automakers, the Germans in particular.



Faraday Future's all-electric **FF91** is the first production vehicle and flagship model for this US-based, Chinese-backed company (see also *The Power of 3, issue 3*). Its engineers, says the company, are pushing the limits of electric performance and range with the FF91, not least with its 'Variable Platform Architecture', which securely houses the battery, powertrain and patented FF Echelon Inverter. Three electric motors and 1050 horsepower take the car from 0-97 kilometres per hour (60 mph) in 2.3 seconds, 'dynamic vehicle control' integrates the torque vectoring, four-wheel steering and semi-active damping systems to keep it firmly on the tarmac, and energy-dense lithium-ion battery cells offer 480+ kilometres (300+ miles) per charge.

Those with the need for even more speed could invest in the all-new, four-seater, all-wheel drive, next-generation **Tesla Roadster**. With three electric motors (two in the back and one up front), it's touted as "the quickest car in the world, with record-setting acceleration, range and performance": that's 0-100 kilometres an hour (62 mph) in 2.1 seconds, a top speed of +400 kilometres per hour (250 mph), and a range of an outstanding 1,000 kilometres (620 miles). With numbers like that, the Roadster looks set to give combustion-engine supercars a real run for their money.



Jaguar, meanwhile, has revealed its **I-PACE** five-seater production model. Available from the second half of this year, it's the company's first-ever battery-powered vehicle, able to accelerate from 0-100 kilometres an hour (62 mph) in around 4 seconds and drive 350+ kilometres (220 miles) on a single charge.

Yummy mummies will swoon

When it comes to building an electric car, many automakers are opting to go with a sports utility vehicle (SUV), a strategy *Business Insider* describes as smart at a time when "demand for smaller sedans is waning and electric cars still only make up roughly 1 per cent of auto sales."

Once again Tesla is at the forefront with its all-wheel drive **Model X**. Billed as "the safest, quickest and most capable [SUV] in history," it's not just fast but has ample seating for seven adults (or children) and their gear, and a range of 565 kilometres (350+ miles). Moreover, it can be customised to suit the specific needs of a particular family.



The fourth-generation battery-powered **SmartForTwo electric drive** micro car is, at ~2.6 metres (102 inches) in length, a little longer than the original but still remarkably tiny. With a range of 160 kilometres (~100 miles), the focus here is on city driving, while the output of its lithium-ion battery pack is guaranteed for eight years and 100,000 kilometres (62,000+ miles). And, while it may not suit hilly San Francisco, in a metropolis of less extreme topography it offers, in the words of *Motoring* magazine, "terific tight-street practicality."

Car&Driver describes the **Audi E-tron Quattro** – and the racier **e-tron Sportback** – as true rivals for Tesla's Model X and "the first from the Volkswagen Group built on a new set of battery-electric vehicle components developed for both global sale and volume production" ... which means lots of attention has been paid to the durability of the power and drive systems. Both versions will be offered in battery sizes that correspond to the driving range required.



[Photo: Benjamin Zhang/Business Insider.]



And, finally, for the road less paved ...

If a no-nonsense, sexy-but-brutal, back-to-basics beast is more your style, you can't go past the Bollinger B1. Touted as the "world's first all-electric, all-wheel-drive, off/on road sport utility truck," it comes in both half- and full-cab versions. The rugged, heavy-duty design features a classic, three-box look not dissimilar to that of Land Rover's gritty, timeless Defender series. This one, though, has been developed, designed and engineered in upstate New York. Built for – and in – the great outdoors, it boasts 360 horsepower and a range of up to 320 kilometres (200 miles).

The MD of which **Perth-based company** plans to ditch his Defender in favour of a Bollinger B1?

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