

PRESS KIT 2019



FESTIVAL AUTOMOBILE
INTERNATIONAL

34TH EDITION

- CONCEPT CARS AND AUTOMOTIVE DESIGN EXHIBITION
- THE MOST BEAUTIFUL CAR OF THE YEAR
- THE GRAND PRIZE OF THE FESTIVAL



PARIS - HÔTEL NATIONAL DES INVALIDES

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Le Point

**DASSAULT
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**GP
GIRARD-PERREGAUX**

HAUTE HORLOGERIE SUISSE DEPUIS 1791

CEREALIS

LALIQUE

CHAMPAGNE
Laurent-Perrier
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Invalides**

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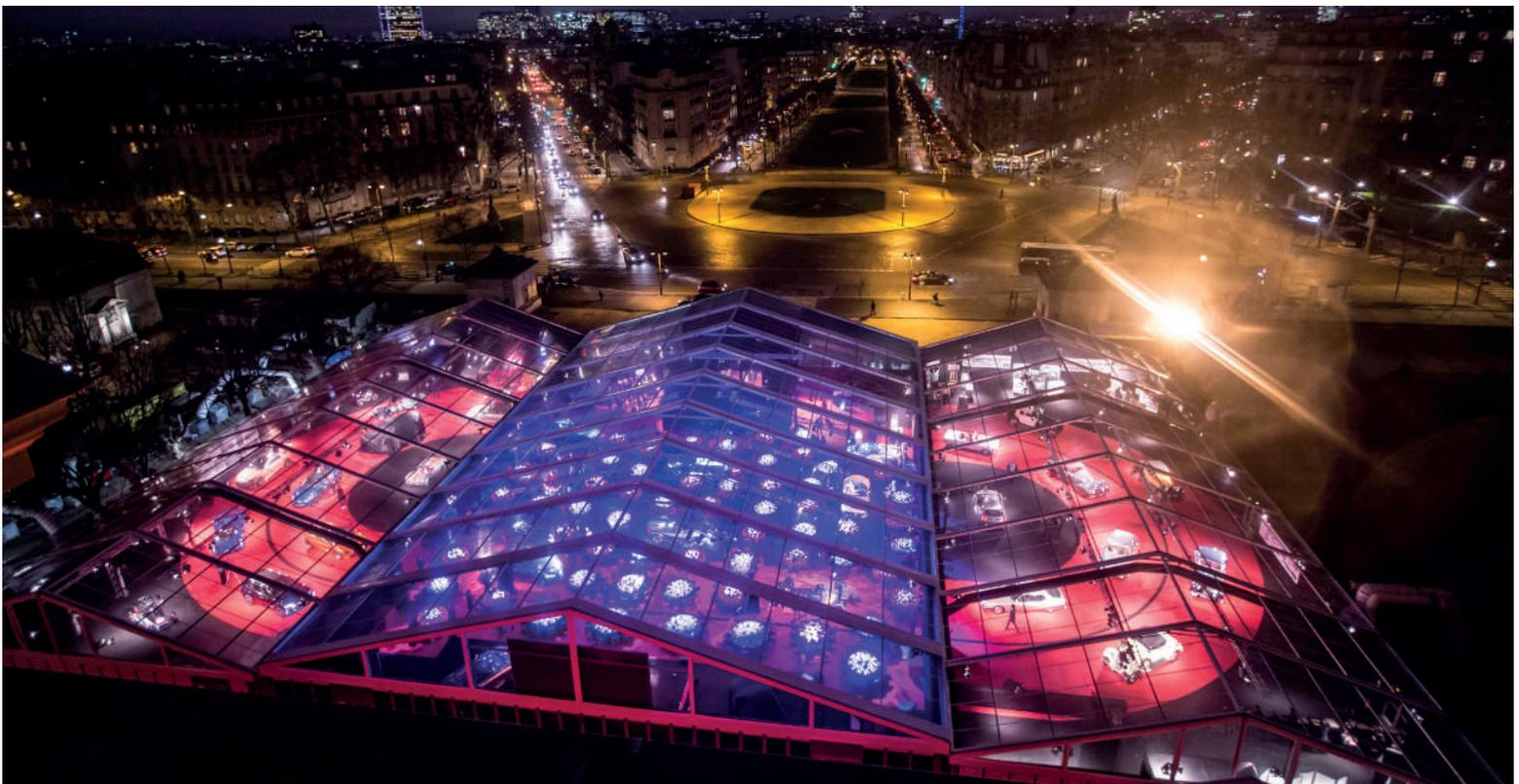
Ludéric Événement

RMC
INFO TALK SPORT



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34th Festival Automobile International

FREEDOM AND MOBILITY

EDITORIAL

The soothsayers are unrelenting in announcing the death of the car, or at the very least the passions which it can awaken.

And yet, like an attentive witness to our evolving lifestyles for 34 years, the Festival Automobile International invites us to take a more nuanced view ...

The changes we are seeing concern how we live with the car, how we use and own it, and how we take advantage of its priceless ability to grant us freedom and mobility. It is clear that mobility will take on many new forms, that the use of cars will develop and that our experiences on board will be transformed. The Festival endeavours to chart these developments.

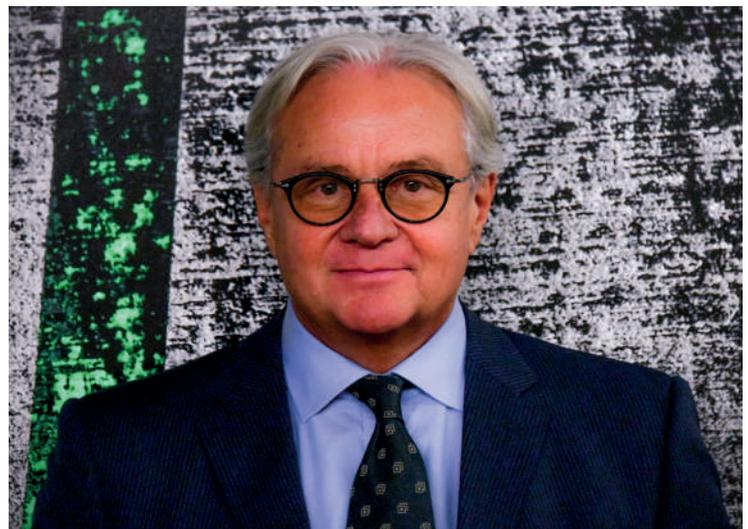
A valuable occasion at which all designers can meet up, our event shows – as if proof were needed – the flair with which designers can adapt to changes in our habits and mindsets, to accommodate, interpret or anticipate them.

The designers show their ability to maintain an indescribable attraction for the car through the variety of their concept cars. They illustrate the infinite resources which tomorrow's cars promise us, adding to the essential requirements based on reason and responsibility an added dose of desire and pleasure.

Once again, the Festival and its list of prize-winners, its gala evening and exhibition are inextricably linked to the magnificent setting provided by the Hôtel des Invalides. We are indebted to our hosts.

Rémi Depoix

President of the Festival Automobile International





A 34th edition charged with technology and emotion

The 34th International Automobile Festival, an international meeting place for automotive art and design, takes from 31st January to 3rd February 2019 at the Hôtel National des Invalides in Paris.

The newest and most beautiful automotive concepts, to delight lovers of cars and design.

An exhibition which is unique in the world, bringing together the rarest and most spectacular concept cars.

In a little over thirty years, the International Automobile Festival has become an institution in the world of automotive design. Each year, between the motor shows in Detroit and Geneva, it awards a prestigious collection of Grand Prizes, including that for “The Most Beautiful Car of the Year”.





Highlights of the 34th edition

The International Automobile Festival : organises a three events in one

> THE CONCEPT CARS AND AUTOMOTIVE DESIGN EXHIBITION

From 31st January - 3 February - 12th edition

Conceived by the architect Jean-Michel Wilmotte, the exhibition gives visitors the chance to take a close look at rare concept cars, some of them shown for the first time in the world.

In an approach inspired by haute couture, leading designers display their most beautiful cars, which are works of art in their own right and sources of inspiration for the cars of tomorrow..

> THE AWARDS CEREMONY FOR THE FESTIVAL « GRANDS PRIX »

29 January 2019

Rémi Depoix, President of the Festival, and the judging panel, chaired by the architect Jean-Michel Wilmotte and the fashion designer Chantal Thomass, announce the winners of the 'Grands Prix', On Tuesday 30th January during the prize-giving ceremony, direct from the Festival.

This ceremony brings together the most important figures in the automotive industry, the top international designers and all the key stakeholders in this sector.

> THE ELECTION OF « THE MOST BEAUTIFUL CAR OF THE YEAR »

From 6 December - 20 January 2019

'The Most Beautiful Car of the Year' is chosen by the general public on the basis of its design and performance, in a competition promoted by the motoring programme BFM and RMC.

From 6 December 2018 to 20 January 2019, members of the public could vote online for their choice among the candidates in a series of qualifying rounds. This large-scale consultation confirms that design remains one of the main criteria influencing the public's choice. Indeed, car manufacturers need to market vehicles offering high performance and satisfying environmental standards, but also cars which 'look good'.

The election by the general public takes the form of a competition with the chance to win, in a prize draw, a car to the value of €30,000 (list price) offered by the winning car-maker.



Hôtel national des Invalides

A symbol at the heart of Paris



Majestic and elegant, strategically located at the heart of the capital, a site which has played a historic role over the centuries, the Hôtel des Invalides is one of the symbols of Paris.

It is a multifaceted symbol which fulfils many different roles. The Hôtel des Invalides is the setting for the solemn tributes paid by the French nation to the men and women who have served it. Since it was founded, it has been a place which has shown respect and recognition to successive generations of soldiers who have been cared for under its roof. And finally, it is a heritage site which bears witness to the majesty of Louis XIV's century, its architecture and rigorous sense of beauty. But the Hôtel des Invalides is not devoted solely to remembrance and contemplation. Steeped in memories, its walls are also the setting for the values we associate with design and performance, firmly rooted in the life of the 21st century.

Since the Formula E championship was created, the French round of the ePrix has taken place around the monument. What more modern image can there be of motorsport? With the organisation of the Festival Automobile International, the gala prizegiving dinner, the exhibition dedicated to automotive design and the auction held by RM Sotheby's, for a few days the Hôtel des Invalides becomes the meeting point for the key players and observers of the automotive industry and its artistic dimension.

This great honour is bestowed on the Festival Automobile International thanks to the generosity of General Bruno Le Ray, Military Governor of Paris since 2015, who has followed the kind example of his predecessors Hervé Charpentier and Bruno Dary.

Welcome from General Bruno Le Ray, Military Governor of Paris

"We are delighted to welcome for the twelfth successive year our friends from the automotive world represented by the Festival Automobile International. Throughout this time, they have proved their interest in the military institution and the wounded soldiers it cares for. An important place of remembrance and solidarity, the Institution nationale des Invalides, which specialises in the treatment of serious handicaps, has welcomed and cared for the wounded ever since it was established by Louis XIV. Several museums were subsequently created, resulting in the place we know today. Les Invalides is a place of remembrance and solidarity; for a few days, it is also that of the future! The exhibition which will be held in front of the dome is an invitation to discover the world of automotive design. But please take advantage too of the Hôtel national des Invalides during your visit to the Festival Automobile International and explore its museums and walk around this remarkable building."



The heritage of Girard-Perregaux

Girard-Perregaux becomes a major partner of the 34th International Automobile Festival

The company which joins the Festival this year has a very special place in the world of fine watchmaking, thanks to its long history and its unfailing commitment to innovation over the centuries.

The origins of Girard-Perregaux date back to exactly 1791. That year, Jean-François Bautte opened a workshop in Geneva to produce his first watches and to lay the foundations for a company which would include all the different skills in watchmaking. When he died, in 1837, he left his successors Jacques Bautte and Jean-Samuel Rossel a tremendous industrial and cultural heritage.

The company was bought in 1906 by Girard-Perregaux, a brand which had been set up fifty years earlier through the marriage of Constant Girard to Marie Perregaux. This took place in La Chaux-de-Fonds, a town which – after being destroyed by a fire – was rebuilt at the beginning of the 19th century following a novel town plan. Its layout with wide, bright streets, lined with low houses positioned to follow the movement of the sun, made La Chaux-de-Fonds the watchmaking capital.

In this favourable environment, Girard-Perregaux constantly improved the quality of its movements and broadened its international reputation. Its history has been marked by some remarkable milestones: in 1957, an ultra-thin automatic winding system which made it possible to produce very slim watches, in 1971 the first quartz watch to be produced in Switzerland, in 2013 the Constant Escapement, and in 2014 the Neo-Tourbillon with its remarkable construction with three bridges inspired by architecture ...



Many Lancias from motorsport have been brought together in Luigi Macaluso's collection.

GP GIRARD-PERREGAUX

HAUTE HORLOGERIE SUISSE DEPUIS 1791

Between 1992 and 2010, Girard-Perregaux was run by Luigi Macaluso, who had won fame in motorsport and who had assembled an extraordinary collection of sports cars, including the stars of the world rally championship in the 1960s and 1970s. Since Luigi Macaluso's sudden death, his son, Stefano, has maintained close ties to the watchmaking company, for which he remains a consultant.

In August 2018, Patrick Pruniaux was appointed CEO of Girard-Perregaux, which had become part of the Kering group in 2011. He enthusiastically explains his involvement with the Festival by the concern for aesthetics which characterises his brand. "We are renowned for the fact that we even decorate what cannot be seen!" he explains, as he mentions the beauty of some parts of the mechanism, such as the tourbillon under three bridges!

Without partnering with a car manufacturer, as it once did with Ferrari, the watchmaker today supports the Rallye des Caprices, a historic event strictly for women held in Switzerland, or the WinteRace in Italy.



paris designer lunch



FESTIVAL AUTOMOBILE INTERNATIONAL

by

CHAMPAGNE



MAISON FONDÉE

1812

Photo courtesy of Le Taillevent



At the end of the day, designers rarely have the opportunity to meet around the same table to reflect on their profession. Their paths cross from time to time at international shows, but they divide the rest of their time between their studios, trips around the world and videoconferences ... From year to year and in increasing numbers, they have developed the habit of meeting for an evening at the Hôtel des Invalides for the Festival Automobile International's prizegiving.

On the occasion of the 2019 edition, their conversations will continue after the exhibition of concept cars opens to the public. To round off the press morning in style, a luncheon will be served at the Taillevent restaurant. Designers from every continent and every culture will be able to talk about their profession, their choices and commitments in the presence of designers and intellectuals from other backgrounds. They are all invited to discuss together the major trends in design, art, fashion and architecture.

It will be a moment of enthusiasm and for the exchange of views in a setting which lends itself to sharing confidences, in the magnificent 19th century residence which has been home to the Taillevent restaurant for nearly 70 years. Today, this beautiful place is owned by the Gardinier brothers, with David Bizet in charge in the kitchen. The meal will be served to the gentle fizz of Laurent-Perrier's champagne ...



Concept Cars & Design Automobile

- From 31 January to 3 February 2019 : 4 days of exceptional cars
- A display area of 32,000 square feet
- More than 20 concept cars and cars on show
- Opportunity to test cars : DS 3 Crossback, Fiat 500X et Abarth 595, Range Rover Sport PHEV and Jaguar I-Pace

CONCEPT CARS

CONCEPT PEUGEOT E-LEGEND : #Unboring the future



PEUGEOT e-LEGEND CONCEPT, presented at the Paris Motor Show, is the vision of the PEUGEOT brand proactively focused on an optimistic and ultra-desirable future. PEUGEOT e-LEGEND CONCEPT heightens the Brand's DNA by allying its heritage with the most advanced technologies in the automotive industry. The choice of coupé body styling for an autonomous vehicle elevates the driving experience with highly contemporary cues and eminently realistic and practical dimensions and proportions. The emergence of new electric platforms opens up new possibilities for designers by doing away with the technical constraints of internal-combustion drive trains.

PEUGEOT e-LEGEND CONCEPT champions an optimistic vision of the future with a 100% electric drive train and autonomous or manual driving, which is an integral factor in the at-the-wheel pleasure dear to the PEUGEOT brand.

The dimensions of PEUGEOT e-LEGEND CONCEPT are as follows (in mm):

Length: 4650 - width: 1930 - height: 1370 - wheelbase: 2690

The wheels comprise 19-inch rims and MICHELIN® tyres of mass-production dimensions. The glazed areas are in real glass. Realism and credibility.



CONCEPT DS X E-TENSE



DS X E-TENSE is the DS Automobiles' vision of automotive luxury in the Year 2035, a future that combines technology and poetry. DS teams have designed this dream car by drawing their inspiration from the world of luxury of tomorrow, by imagining the technologies to develop, but also by emphasizing the beautiful and the human, the sensory and the exceptional. They dreamed of how customers would like to live and have fun aboard the DS by 2035.

DS X E-TENSE is fitted with an electric drive train developed by DS Performance. This dream car also draws on exceptional know-how comparable to that of French art houses, such as the woven leather that is made by DS master upholsterers and sits in harmony with the inlaid feather work produced in the workshops of Maison Lemarié. The clockmaker, BRM, made the virtual watch while FOCAL built the soundbar.

DS X E-TENSE is a dual car, which is expressed by its asymmetry, on the one hand the cockpit and on the other the cocoon. It combines the driving pleasure, which is intense with an abundance of power, and the blend of the art of living «à la française» with autonomous driving.

The cockpit is accessed by an Elytre door that is trimmed with a carbon fibre/leather weave. The pyramidal architecture of the single seat, which adapts perfectly to the driver's. The steering wheel, meanwhile, in keeping with the symbol it has always represented vis-à-vis the passion for automobiles, is an enticing combination of leather, wood and metal, and incorporates capacitive senses to monitor the driver's efforts. The two-tone Millennium Blue and Navy Blue Aniline leather is finished with DS's trademark pearl top-stitch pattern. At least, the pedals have also been the object of the designers' obsessive attention-to-detail. These appointments alone contribute to the promise of a unique experience once installed inside the cockpit and provide the driver with an adrenalin rush even before they pull away.

DS X E-TENSE's asymmetric architecture provides distinct ambiances left and right. Climb into the cocoon part of the interior via the gullwing door and the driver, alone or accompanied, becomes a passenger. This asymmetric layout frees up a different type of space underneath the clear glass canopy, with the passenger enclosed in a sensuous capsule, snug in a ventilated, massaging seat that stretches back like a deployed bird's wing, with a feather star motif crowning the top of the back. Travelling with the autonomous mode is an exceptional experience. Into the cocoon, the fluidity of the lines is accentuated by the absence of screens, with the role of the familiar tablet display played by the car's glazed surfaces. The glass floor provides a view of the road as it flashes beneath the car.



RENAULT EZ-ULTIMO



Renault EZ-ULTIMO: a robot-vehicle for a premium mobility experience

Imagining the mobility of tomorrow calls for an almost complete rethink of the automotive paradigm. A new world is in the making now, a world in which shared mobility services will become ever more important. At a time when cities are subjected to more and more traffic jams and the trend is to seek new services for short journeys, it is also possible to completely redefine how we spend our time during a journey.

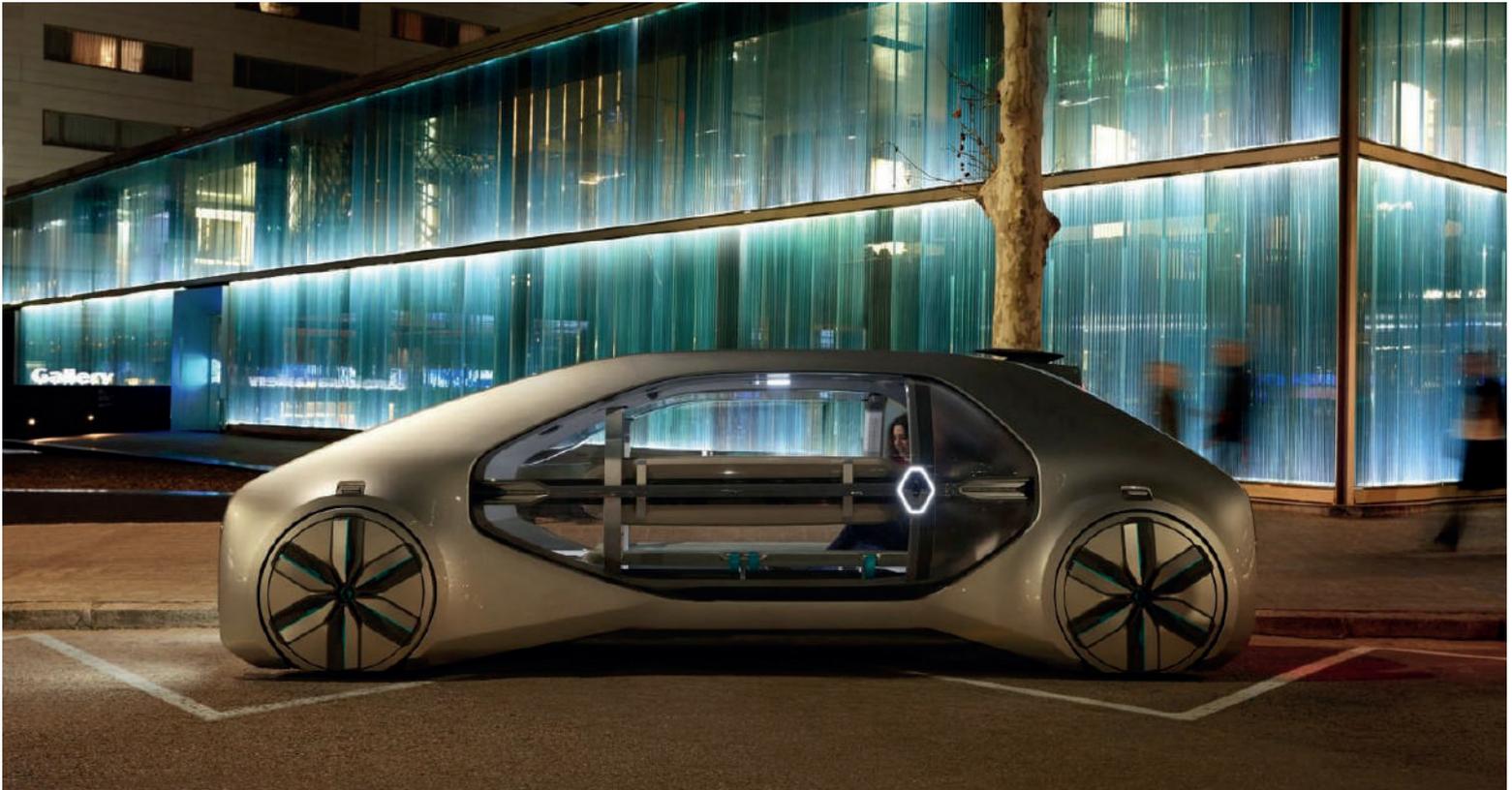
EZ-ULTIMO is a robot-vehicle which appeals to the emotions. It is a premium mobility solution which offers everyone the pleasure of being carried away as part of a unique and exceptional experience. An experience in which travel takes on a whole new dimension. It is an autonomous robot-vehicle, connected and 100% electric, which is intended to be offered as a service for a particular journey or round trip, or reserved for an entire day.

Available on demand, EZ-ULTIMO is ideal for a tour operator, a luxury hotel or a mobility operator to extend its range of services by offering its customers a totally unique premium travel or tourist experience. Fashioned in the manner of a “Carriage 2.0”, this vehicle is intended to be a private cocoon, whose passengers – up to three in number – can enjoy a new look at the city or the road during their journeys.

Its private space represents a kind of first-class lounge which is modern and open to all. Its refined interior has been produced using tailormade, high-quality materials such as wood, marble and leather, allowing the passengers to enjoy a relaxing, immersive journey, with specific content and services available to ensure an upmarket experience.



RENAULT EZ-GO



EZ-GO, a concept car for shared urban mobility

EZ-GO is both a service and a shared robot-vehicle intended to be used by both public and private companies. It represents an alternative to private cars and public transport systems such as buses and underground trains. EZ-GO has been designed to transport individuals or small groups of people.

Available on demand thanks to its application or the fixed stops throughout the city, this robot-vehicle combines the flexibility and comfort of private cars and the efficiency and safety of public transport, allowing passengers not to worry about the road conditions.

Thanks to the vehicle's innovative architecture and cocoon-like design, the field of view of its autonomous system is maximised, while natural light can stream into the interior through the panoramic glass roof. The low height of this robot-vehicle does not get in the way of pedestrians looking out over the city. Once connected to its station, the vehicle has a wide access ramp to allow able-bodied passengers as well as those in wheelchairs to enter it with the utmost ease. EZ-GO's characteristics make it possible to change users and usage scenarios in accordance with Renault's "Easy Life" approach, centred on simplicity and highly representative of the brand.



BMW i VISION DYNAMICS



An amalgamation of the BMW i3 and BMW i8, the BMW i Vision Dynamics showcases how we envisage the future of electric mobility. The dynamic and progressive four-door Gran Coupé has a range of 373 miles, a top speed of over 120mph and an acceleration of 0-62mph in a staggering four seconds.

Combining the past and future of BMW through more than just design enhancements, the kidney grilles of the BMW i Vision Dynamics serve as a declaration of technological know-how. Underlying sensors transform the prominent, enclosed kidneys into an «intelligence surface». Similarly, the headlights represent both heritage and future through a modern interpretation of the classic BMW four-eyed front end. Two freestanding LED light elements on each side integrate all of the necessary lighting functions, yet enhance the striking look that is typical of BMW.



PROTOTYPE FERRARI MONZA SP1



The new Ferrari Monza SP1, created by Ferrari Design under the direction of Flavio Manzoni, has been unveiled on occasion of the company's Capital Market's Day in Maranello and then as official worldwide premiere at the Paris Motor Show in September 2018. This limited edition special-series based on the V12 engine, also available in a two seats version (Monza SP2), is the first in a new segment called 'Icona' and draw inspiration from the most evocative Ferraris of the 1950s featuring the most advanced technology and pure design.

Aimed at dedicated clients and collectors, the Monza SP1 reference the iconic Ferrari racing barchettas of the past, not least the 1948 166 MM, which originally inspired the name 'barchetta', and the 750 Monza and 860 Monza. Designed with the sole aim of winning, these uncompromising models helped build the Ferrari legend in the 1950s by delivering numerous victories in the World Sports Car Championship. Despite these roots, the new Monza SP-1 and SP-2 have been conceived through a new seductive imaginative projection and equipped with the most powerful engine Maranello has ever built, able to provide 810 cv and to sprint from 0-100 km/h in 2.9 seconds.



VISION MERCEDES-MAYBACH ULTIMATE LUXURY



At «Auto China 2018» in Beijing, Mercedes-Benz is presenting the Vision Mercedes-Maybach Ultimate Luxury. «The Vision Mercedes-Maybach Ultimate Luxury is a totally new archetype of a kind never seen before,» says Gordon Wagener, Chief Design Officer at Daimler AG. «Our concept combines the DNA of an SUV with that of a saloon to produce an ultra-modern SUV of three-box design,» says Wagener. «With sensuality and pure sophistication, we have created a timeless vehicle that underscores the position of Mercedes-Maybach as the ultimate luxury brand.»

In the Vision Mercedes-Maybach Ultimate Luxury, spaciousness and comfort, in combination with the raised seating position, elegant design and finest materials, particularly in the rear, give rise to a luxury experience at the highest level. The vehicle stands in exemplary manner for the typical Mercedes-Maybach values: traditional craftsmanship, uniqueness and individualization.

Smooth, extravagant surfaces with no beads or sharp edges create an image of sporty elegance: the Vision Mercedes-Maybach Ultimate Luxury has a majestic look. The front end is accentuated by the distinctive chrome-plated radiator grille with its fine vertical bars in the style of a pinstripe suit. In combination with the low-profile front headlamps with three lamp units, the grille dominates the front view of the vehicle while emphasizing its brand affiliation. The large air inlets along with the horizontal air inlet with integral chrome blades underline the sportiness of the SUV saloon while lending it a dynamic look.

At the rear end, the three-part lamps are reminiscent of the design of the front headlamps. Situated above them is the visually vertically split rear window. Another striking feature is the modelled underide guard with diffuser look. It, too, is permeated by the Maybach pattern from the front end.

The Vision Mercedes-Maybach Ultimate Luxury is conceived as an electric car. Thanks to its four compact permanent-magnet synchronous motors, it offers fully variable all-wheel drive. The output from the powertrain is 550 kW (750 hp). The flat underfloor battery has a usable capacity of around 80 kWh, producing an NEDC range of over 500 kilometers (according to EPA: over 200 miles). The top speed is electronically limited to 250 km/h.

With its generous dimensions, the Vision Mercedes-Maybach Ultimate Luxury (length/width/height: 5260 x 2110 x 1764 millimeters) represents a continuation of the series of visionary design show cars from Mercedes-Benz.



NEWRON CONCEPT



The thrill of being “one” with your bike as an incarnation of you and to feel the world as you never felt it in total silence. Having customized aspects of it, esthetics and behaviour. A timeless and delicate piece of art tailormade at our “atelier de confection».

As the world evolves, so do we. We are constantly seeking new ways to enhance our technical and design offering to bring magic to the road and to the people. Newron Motors was founded in 2016 by two experienced entrepreneurs who have a professional background in aerospace engineering

Our team has successfully built our second prototype with 300 km range and stunning acceleration. We are en route to creating a customizable, exclusive, high-end electric motorcycle for the true connoisseurs who are seeking for a new experience and assets.

As we expand to the next phase of development, we are seeking prospective partners to join us on that journey - investors and early stage owners - who want to invest in this future together.



BUGATTI DIVO ONLY 40 COPIES WORLDWIDE



Curtains up for the Bugatti Divo. With the Divo, Bugatti has developed a super sports car tuned for agility, nimbleness and optimum handling performance on winding roads. It is powered by Bugatti's iconic eight-litre W16 engine with a power output of 1,500 PS. The aerodynamics of the model have been intensively fine-tuned and the suspension and chassis settings have been modified. As a result, the Divo is 35 kilograms (77 lbs) lighter and has 90 kilograms (198 lbs) more downforce than the standard Chiron. The lateral acceleration of the Divo has been boosted to 1.6 g. Its maximum speed is limited to 380 km/h (236 mph). The Divo can lap the Nardò handling circuit in southern Italy eight seconds faster than the Chiron. The series will only consist of 40 vehicles. Upon the start of presentations to selected customers, the strictly limited small series, with a net unit price of €5 million, sold out immediately.

To date, a modern Bugatti has represented a perfect balance between high performance, straight-line dynamics and luxurious comfort. Bugatti has shifted the balance in the case of the Divo further towards lateral acceleration, agility and cornering. The Divo is made for bends.

The supercar is named after Albert Divo, a French racing driver who was a two-time winner of the famous Targa Florio race on the mountainous roads of Sicily with Bugatti in the late 1920s.



FERRARI SP38 : FIRST PUBLIC SHOWING IN FRANCE



This unique car, based on the chassis and running gear of the Ferrari 488 GTB, reflects the specific vision of a client with a deep passion for racing. The result is a model that can be driven both on road and on track, while at the same time expressing all the beauty and innovation inherent in Ferrari's road cars.

The all-new bodywork, in a newly conceived three-layer metallic red, marks a radical departure from the language aesthetic of the donor car. The twin-turbo, twin-intercooler set-up of the award-winning 488 GTB inspired the team to reference the mighty F40 as an icon from which to instruct the project's general direction. On the side, the defining air scoop of the 488 GTB is completely concealed where the sheet metal folds in on itself from the low beltline on the door and into the rear wheelarch and three-quarter light. The effect is dramatic, as it reinforces the importance of the rear volume while, at the same time, maintaining the air flow to the intercoolers at the base of the side window.

The dynamic styling continues over the engine cover, which sheds its rear glass and is treated as a flip-up assembly in carbon fibre with shutlines slashing the flanks in a gesture directly reminiscent of the F40's. Three transversal slats slash across the engine cover to evacuate engine heat, and the smooth integration of a substantial rear spoiler is a hint at the famous rear wing of the F40. The trailing edge of the spoiler links seamlessly with the wing and with the aerodynamic diffuser at the bottom, to create a suggestive frame surrounding the tail volume.

In plan view, the strongly tapered nose expands towards muscular wheelarches, giving the car potency and agility. Specific inset headlights were designed to be as thin as possible, with the mandatory DRL (daytime running lights) units relocated to add character and functionality to a slim bumper lip reminiscent of the 308 GTB. A full Tailor Made cabin trim puts the finished touches on this truly special Ferrari as well as the owner's name inspired the specific red paint.



SUPERCARS

ASTON MARTIN VANTAGE – A THOROUGHbred SPORTS CAR



Pure, sculptural forms create an athletic, predatory stance, while the minimal front and rear overhangs, muscular flanks and broad haunches express the agility and dynamism inherent within the car.

A dynamic and focused sports car cockpit that rejects long, fluid curves in favour of sharp, focused lines denotes the more aggressive nature of the car. A lower driving position creates a more immersive driving experience.

The heart of the Vantage is a 4-litre twin-turbo V8 engine. Set low and as far back in the chassis as possible for optimal centre-of-gravity and perfect 50:50 weight distribution, this high-performance engine develops 510PS at 6000rpm and 685Nm from 2000-5000rpm. Capable of accelerating from 0 to 60mph in 3.5 seconds and to a maximum speed of 195mph, it employs a sophisticated suite of integrated electronic systems to offer maximum control and driver enjoyment.

Aston Martin President Chief Executive Officer, Dr Andy Palmer said: "A true sports car with a sharper look and a keener dynamic edge, the new Vantage is the Aston Martin pure driving machine enthusiasts have been waiting for."



LIGIER JS P217, THE LIGIER SPORTS PROTOTYPE NEW GENERATION



The Ligier JS P217 is a racing car designed and manufactured by the French constructor Ligier Automotive. It complies with the Automobile Club de l'Ouest LM P2 regulation in force until September 2021.

Equipped with a V8 Gibson engine - 4,2 litres, 600 horsepower and with a carbon monocoque and bodywork produced by HP Composites, it was the first new generation LM P2 winner in Europe, at Silverstone and in the United States, at Laguna Seca. European runner-up in 2017, the Ligier JS P217 finished third at the Le Mans 24 Hours in 2018. In 2019, it will participate to the FIA World Endurance Championship, IMSA WeatherTech SportsCar Championship, European Le Mans Series and to the 87th edition of the Le Mans 24 Hours.

It features an anniversary livery to celebrate the 50 years of the Ligier French brand created in 1969 by Guy Ligier. After five years in endurance and twenty seasons in Formula 1, Ligier began a new chapter in its history when Jacques Nicolet acquired the brand in 2013. Ligier Automotive presents now a complete range of sports cars (sports prototypes, single-seaters and GT with the latest Ligier JS2 R), more than 200 cars in competition and an international track record.



DS FORMULA E



DS E-TENSE FE19, THE FORMULA E OF THE DS TECHEETAH RACING TEAM

DS Automobiles is the only French FIA-approved manufacturer of the new generation of 100% electric single-seater racing cars. Designed by DS Performance, DS E-TENSE FE19 forms part of the DS TECHEETAH team which is involved in the 2018/2019 ABB FIA Formula E championship.

Driven by the 2017/18 Formula E champion, Jean-Éric Vergne and his team mate, André Lotterer, the DS E-TENSE FE19 is fitted with a new 250kW (338 hp) electric powertrain developed by DS Performance engineers.

The technology developed has already proven its worth with five wins and eleven podium finishes on four continents over the past three seasons.

Thanks to the knowledge acquired during races, DS Automobiles shall be able to market an electrified range of cars as from 2019 with the launch of DS 7 CROSSBACK E-TENSE 4x4, a high-performance hybrid, followed by the 100% electric, DS 3 CROSSBACK E-TENSE.

Masse - Weight of the car : 900 kg minimum avec le pilote - with driver

Batteries - Batteries : 52 kWh, 385 kg - 52 kWh capacity, 385 kg

Motorisation - Engine : Moteur électrique - Electric engine DS PERFORMANCE

Puissance maximale - Max power : 250 kW (338 chevaux - hp)

Récupération d'énergie - Energy recovered power : 250 kW

Alimentation - Supply : 900 V

0 à 100 km/h - 0 to 100 kmh : 2,8 s - 2.8 s

Vitesse maximale - Max speed : 230 km/h (optimisé pour les circuits urbains - optimised for street circuits)



LANCIA 037 - #CARTAILORING - GQ



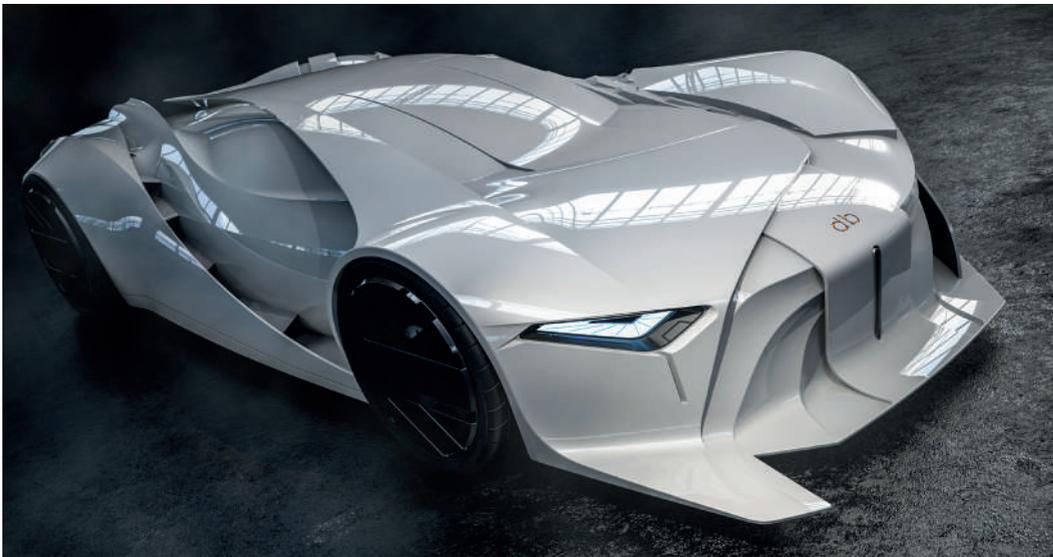
This Lancia 037 built in 1982, was conceived for the world rallye championship (group B) with its supercharged 4 cylinder 2.0 L, 205 HP for only 980 kg, it used to be the reconnaissance car of the famous pilot Walter Rohrl before serving as press test car. Thanks to this 037, Lancia became constructor world champion in 1983, ahead of the Audi Quattros. This beautiful red car belongs to the interior designer Tristan Auer, who recently renewed the hotel Crillon or the night club's hotel Les Bainq in Paris. Being an elegant gentleman driver, he asked GQ magazine to partner with him for the French "Tour Auto" 2018. François Chaperon from GQ's art department imagined elegantly striped stickers to promote the #Cartaloring business of Tristan Auer, he recently started on his Instagram : he guides clients who want to refresh the interior of their beloved cars and designs matching luggage. #Cartailoring has already renewed the interior of a Citroen DS 23 Pallas, a Ferrari 308 GT4 and a splendid Autobianchi A112.

Technical specs : Lancia 037 1982, rear wheel drive, central engine : supercharged 4 cylindres, 2 Litres , 205 hp, 5 speeds, 980 kg, 220 km/h max, 0 to 100 km/h 5,9 s
FIA Homolagation group B.
#Cartailoring



WORLD EXCLUSIVE: DB CAR

DB CAR (DAVID BOWIE CAR) FIRST PUBLIC SHOWING IN THE WORLD



“A portrait of db”

It is a portrait. A painter expresses himself with oil, acrylic, watercolor... A Sculptor expresses himself with wood, clay, metal ... Takumi Yamamoto expresses himself through “CARS.”

Takumi Yamamoto has been a fan of David Bowie since age 9. While looking at his poster of the singer, Yamamoto noticed Bowie’s initials, db, resembled a car emblem. The year was 1997. Yamamoto said to himself, “I will design a car for him.”

In December 2015, Yamamoto was ready to start his own company, and he wanted the first project to be the db car, a collaboration between singer and car designer. Weeks later, Takumi’s hero passed away! Undaunted, Yamamoto decided to shift from this project from a collaboration to a tribute. That was the beginning of “A portrait of db.” To accomplish his vision, Yamamoto needed a team.

Cyrille Ancely is a 3D modeler and Industrial Designer. Intrigued by the project’s goal of capturing a person’s character in a car, Ancely joined Yamamoto. The two men created and improved the design and completed the first model. With the CAD almost ready, the two men needed to find someone to transform the design into seductive images to show the world to inspire sponsors.

Alexandre Larnac was that man. A CGI Artist and Industrial Designer, Larnac accepted the invitation and joined the team. Larnac’s rendering helped the project get more exposure in magazines, websites, and social media.

When the “Festival Automobile International” learned about the project, the organizers contacted the team and invited them to present the project at their annual exhibition. This would be the unveiling! Now there was a deadline, and now they needed sponsors and a prototyping process that would “give birth” to this sculpture rather than just “building a model.”

Now on version “a portrait of db 2.0”, the team decided 3D printing was the way to go. That meant this project would be one of the first full-size design models to be entirely 3D printed, and the first-ever full-scale, 3D-printed car displayed at the FIA.

The team contacted Philippe Marie of Marie 3D in Paris. Marie has experience with automobile prototyping and he uses a Massivit 1800 3D printer in his daily work. Both he and the big 3D printer’s manufacturer, Massivit 3D, joined the adventure as sponsors: Marie 3D donating the printing, assembling, and finishing; Massivit 3D donating the printing material (Dimengel) and creating the videos, PR, and social media campaign.

At the 2019 Festival Automobile International, decades after a little boy had a dream, the dream will be unveiled: the product of teamwork, talent, new technology, and truly amazing sponsors.

Thanks to all the people who supported this project. Here is Takumi’s Dream in a full scale model.



THE BIRTH OF THE RANGE ROVER EVOQUE



RANGE ROVER EVOQUE EXHIBITION

Last December, in Los Angeles, Land Rover unveiled the second generation of the Range Rover Evoque which will be launched in the French market in the first few weeks of 2019. The exterior design of the new version has evolved subtly and discreetly, whereas the interior has undergone a more radical change. The new “InControl Touch Pro” system provides a huge amount of new information on the central screen. The “ClearSight Ground View” function, for example, allows the driver to visualize the exact position of the front wheels, as if the bonnet were transparent! In addition, thanks to a camera, the view to the rear is ensured even when the view through the rear-view mirror is blocked ...

At Land Rover, the Evoque is badged “Range Rover”, which requires it to demonstrate a strong character setting it clearly apart from its contemporaries in a world of SUVs which are often far removed from their origins. Range Rovers stand out for preserving a dual character which combines luxury, style and refinement with an off-road ability worthy of the most uncompromising 4WD vehicles, thanks to equipment such as “Terrain Response”, “Wade Sensing” and “Hill Descent Control”.

Another strength of the Evoque, and by no means the least important, is its design, which brought the first-generation unprecedented success, with 775,000 cars sold! We see dozens of concept cars every year and hear countless declarations of intent, but how many of these promises are kept?

When we discovered the LRX project at the Detroit Auto Show in 2008, we feared that it would join the long list of forlorn hopes. But at the Paris Motor Show in October 2010, it appeared in production form as the Range Rover Evoque. Virtually unchanged ... and with the same evocative power! The dream had come true ...



RETROSPECTIVE ON THE FIAT 500



FIAT GARDINIERA JOLLY

The number “500” has the ring of a lucky charm in Fiat’s history. On three occasions, a 500 changed the destiny of the Turin-based company. The first, in 1936, made Fiat the first company in the world to address the question of a basic car in a relevant way. Mischievous and ultra-compact, the original 500 was soon nicknamed the Topolino, Italian for “little mouse” ...

A new (“Nuova”) 500 emerged in July 1957. Tiny and with a rounded shape, it was a true city car and extremely likeable. With its cheeky appearance, it symbolised Italy’s reconstruction, the emergence of a female clientele and rapid urbanisation. As the ultimate accolade, this icon joined the permanent collection of MoMA (the Museum of Modern Art) in New York in July 2017, on the occasion of its sixtieth anniversary.

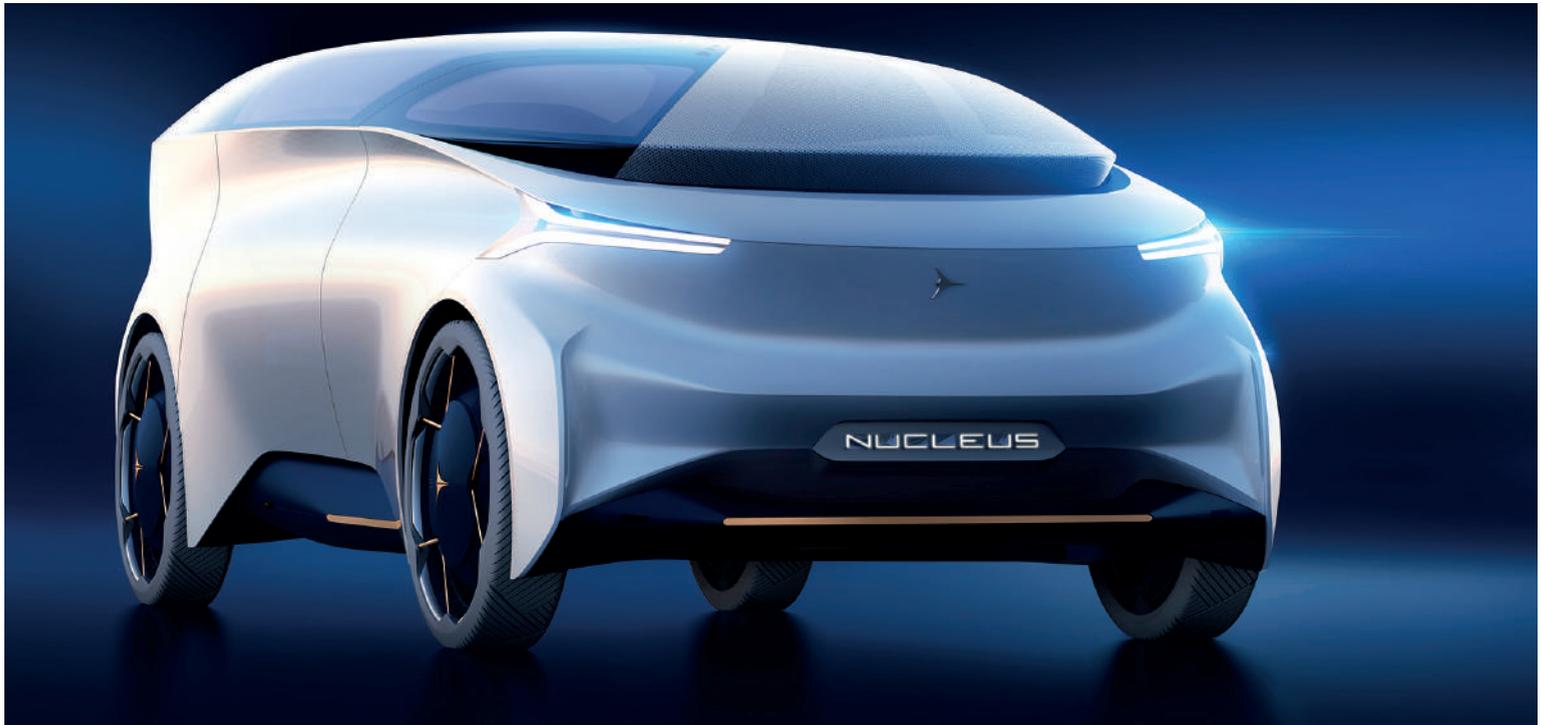
It was the Nuova 500 which inspired Roberto Giolito, who was in charge of advanced design at Fiat at the time, to conceive a modern interpretation of it. The “Trepìuno” (for three + one) project was unveiled in March 2004 and reproduced to good effect the verve of the original. So much so that it delighted everyone who saw it, journalists and members of the public alike. As a result, Flavio Manzoni, who was then head of the design centre, gave the project his support, and, in February 2005, Fiat’s board approved its continuation.

“Trepìuno” project turned into the 312 programme, which would lead to the 500 we know today. Its exterior design was adapted to meet the requirements for safety and interior space but retained its character. The modern Fiat 500 was launched in July 2007, exactly 50 years after the iconic Nuova 500. That same year, Giolito was promoted to be head of design for Fiat, replacing Christopher Reitz, who had himself succeeded Flavio Manzoni on his departure for Ferrari in 2006. Giolito was born at Ancona in the Marche region on 1 January 1962. He studied design at the Istituto Superiore per le Industrie Artistiche in Rome and joined Fiat Auto in July 1989 by chance, after “replying to a classified ad for an IT job!”. He managed several major programmes, including the Downtown and Ecobasic concept cars and, above all, the brilliant Multipla, which appeared in 1996.

Today, Giolito is responsible for Fiat’s heritage programme, finally leaving him time to work on his riffs on the guitar ... His other passion ...



THE BIRTH OF A CONCEPT CAR



ICONA NUCLEUS

Behind the name Icona lies a team with a wealth of experience which immediately gives substance to this initiative. The Icona Design & Engineering Co. Ltd. was established in 2010 by bringing together two companies based in Turin, Tecnocad Progetti SpA et Cecom SpA. The first, set up in 1986, specialises in computer-aided design, while the second, founded in 1978, produces scale models, prototypes and limited series.

Based in the Pudong district of Shanghai, Icona provides the same range of services as its Italian overseers, offering design, engineering, modelling and the production of models and concept cars.

The head of design, the Frenchman Samuel Chuffart, also spent time at Bertone. He trained at the Art Center College of Design at Vevey in Switzerland and then at Pasadena in California. He worked for Nissan for eight years and spent a few months with Land Rover before being hired by Bertone. Icona has produced a succession of designs in very varied segments. The Fuselage concept car, shown at the Invalides in 2012, was a four-seat coupé with electric power. Two years later, the Vulcano sports car stood out for its V12 hybrid powertrain, developed by Claudio Lombardi, the former technical director of the Scuderia Ferrari. In 2016, there was a change of tone with the appealing Neo city car.

In 2019, Icona reveals the secrets of its Nucleus project, an imposing autonomous people carrier, with an innovative asymmetrical cockpit combining transparent and semi-transparent glass panels. Thanks to its unusual proportions, Nucleus offers a remarkable living space.



ART CAR E-MEHARI BY JEAN-CHARLES DE CASTELBAJAC



On the occasion of Méhari's 50th birthday in 2018, Citroën called upon the designer Jean-Charles de Castelbajac to create an exclusive E-MEHARI Art Car, a real expression celebrating 50 years of freedom and creation.

Méhari is an automotive icon born in May 68, a period which corresponded with the beginnings of the designer himself. 50 years later, its worthy 4-seater and 100% electric successor, E-MEHARI, has become the playground for a collaboration set under the banner of the creative revolution. A natural and obvious coming together for a result full of freshness and zest for life.

E-MEHARI is a model full of character that Jean-Charles de Castelbajac defines here with a play on colours, a play on roles and a play on words. He has created an Art Car as a graphic testament similar to a poster from May 68. His strong, chromatic work, with hand-engraved signs, delivers an engaging message with red for revolution and passion, yellow for radiance, the desire to conquer, friendship and fraternity, and blue for electricity, clear sky and positive ecology.

Through this unique Art Car, Jean-Charles de Castelbajac has made E-MEHARI the emblem of a 'Made in France' way of life, which is optimistic and popular. Because banning is banned, the E-MEHARI Art Car awakens creative minds and declares its two reasons for existing: art and fashion. This collaboration continued at the end of 2018 with the launch of the C3 JCC+ limited edition. An interpretation of the Brand's best-seller, a true fashion car sold in only 99 units and which takes the opposite direction to the Art-Car by sporting an elegant black body jazzed up with coloured inserts.



DESIGN SCHOOL CORNER

The STRATE design school is renowned in France and abroad and is officially recognised by the French government. It has established its position as one of the 60 best design schools in the world (Business Week rankings) and as the top private school in France for the quality of its teaching. Its students have taken part in the exhibition of Concept Cars and Automotive Design for ten years and enable the public to discover a unique course and profession.



DESIGN ANIMATION GAME
L'ÉCOLE DES TALENTS
DE LA CRÉATION NUMÉRIQUE

For 30 years, RUBIKA has been training high-level designers who are ideally suited to meet the requirements of the workplace, making the school a benchmark in the sectors of 3D animation, video games and industrial design.

The school is based on a simple principle: to accompany its students in their creative vocation and to turn their passion into a job for the future. This longstanding commitment guides them through the changes in their professions, whether these are cultural or technological.

The students' success depends on acquiring substantial technical skills. To these should be added the ability to work as part of a team on challenging projects which demand an individual and collective commitment. Finally, the students need to know and sense trends in society, so that they can produce original, well thought-through ideas. They will then have all they need to play a major role in video games, 3D animation and industrial design.





PRACTICAL INFORMATION

CONCEPT CARS AND AUTOMOTIVE DESIGN EXHIBITION

DATES AND TIMES FROM 31 JANUARY TO 3 FEBRUARY

31 January : 10.00 - 19.00

1st February : 10.00 - 22.00

2 February : 10.00 - 19.00

3 February : 10.00 - 18.00

LOCATION

Location : Hôtel national des Invalides, 75007 Paris

Entry by avenue de Tourville, Place Vauban

MÉTRO

Ligne 8 - station La Tour Maubourg

Ligne 13 - station Saint-François Xavier

ou Varenne

RER

Ligne C

station Invalides

BUS

Ligne 82 ou 92

station Vauban Hôtel des Invalides

PRICES

Full price : 15 €

Reduced price : 8 €

Children from 10 - 18

Students 19 - 25

Group rate : 8 €

For groups of 10 or more adults

Free

Children under 10

Members of the Armed Forces

Disabled visitors (with one companion)



ADVERTISING CAMPAIGN

EXPOSITION
CONCEPT CARS ET DESIGN AUTOMOBILE

GP
GIRARD-PERREGAUX
HAUTE HORLOGERIE SUISSE DEPUIS 1791

DS AUTOMOBILES
DS X E-TENSE

#FAI 2019
FESTIVAL AUTOMOBILE INTERNATIONAL
34th EDITION
PARIS, LES INVALIDES
31 JANVIER AU 3 FÉVRIER 2019
WWW.FESTIVALAUTOMOBILE.COM

EXPOSITION
CONCEPT CARS ET DESIGN AUTOMOBILE

GP
GIRARD-PERREGAUX
HAUTE HORLOGERIE SUISSE DEPUIS 1791

RENAULT
EZ-ULTIMO

#FAI 2019
FESTIVAL AUTOMOBILE INTERNATIONAL
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EXPOSITION
CONCEPT CARS ET DESIGN AUTOMOBILE

GP
GIRARD-PERREGAUX
HAUTE HORLOGERIE SUISSE DEPUIS 1791

PEUGEOT
E-LEGEND CONCEPT

#FAI 2019
FESTIVAL AUTOMOBILE INTERNATIONAL
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JCDecaux



Le Point

Grand Prize for The Most Beautiful Car of the Year

This Grand Prix is awarded to a series production car which was introduced during 2018 and which is sold at a price not exceeding €60,000. The cars are selected and entered by the manufacturers, but the winner is chosen by the public.

Peugeot 508



The new PEUGEOT 508 boasts low-slung and dynamic body styling. With its aggressive front end and sharp, muscular styling, PEUGEOT's new high-end model ushers in a new era of athleticism and elegance. The new model's sleek and bold spirit are underscored by its sculptural lines and new light signature. Design expertise was harnessed to forge uncompromising looks and quality in the shape of well-balanced proportions, frameless doors and consummately worked finish and fitting in which each detail lends its own touch of elegance and perfection. With its compact steering wheel, configurable digital head-up display and 10-inch HD capacitive touchscreen, the PEUGEOT i-Cockpit® takes driving pleasure to new heights. Featuring a stiff body and electronically controlled variable damping, the new PEUGEOT 508 combines road behaviour and comfort to bring drivers unparalleled driving sensations.



The new PEUGEOT 508 is available with leading-edge safety equipment and driver assistance systems. Adaptive cruise control together with an automatic lane-keeping system (with a choice of position) clearly point the way to autonomous driving. Using a thermal camera located on the front of the vehicle, the Nightvision system ensures optimal safety. The system - a first in the D segment - is able to detect living beings at over 200 metres in total darkness.

With its efficient Euro6dTemp-compliant PureTech and BlueHDi engines mated to the EAT8 automatic gearbox, the new PEUGEOT 508 combines power with controlled CO2 emissions.



Nominees for The Most Beautiful Car of the Year

RUNNERS-UP





2019 jury and Grand Prizes of the Festival

Each year, the Festival judges reward not only major innovations but also the bold ideas and talent of those involved in the automotive field.

The Jury of the International Automobile Festival is chaired by Jean-Michel Wilmotte as president, with Chantal Thomass as vice-president. Its distinguished members all have a professional or personal connection with the car. This year, two new members have joined the jury : Paul Belmondo et Bruno Solo.

Président of the Jury : Jean-Michel WILMOTTE, architect
Vice-Présidente : Chantal THOMASS, fashion designer

Membres : **Anne ASENSIO** Vice-President for Design Experience, Dassault Systèmes / **Hermidas ATABEYKI** President of the company D3 Studio / **Paul BELMONDO** Former racing driver and TV consultant / **Jean-Claude DASSIER** Vice-president of Valeurs Actuelles. / **Cyrille DUVAL** Company director, **Olivier FISCH** Director of communications for the FIA / **Etienne GERNELLE** President and editorial director of Le Point / **Olivier JOSSE** Company director / **Frank LANOUX** Deputy managing director of SFR Média / **Jacques NICOLET** President of Everspeed / **Daniel PIETTE** Founder and president of First Founders, and company administrator / **Xavier ROMATET** Company director / **Bruno SOLO** Actor and producer / **Isabelle SCHLUMBERGER** Managing director for sales and development at JCDecaux



Les membres du jury 2019 lors des Délibérations le mardi 11 décembre 2019 (crédit photo : Guillaume Ombreux)



Palme d'Or

This award rewards a woman or a man for all of his work or for a remarkable achievement in 2018.

Dieter ZETSCHE Chairman of the Board, Daimler

Wearing jeans and trainers with no tie, and sporting an impressive moustache, Dieter Zetsche does not have the formal air of his fellow company chairmen. That is how he travels the globe, following the calendar of shows to present the latest models from the Daimler group, which includes Mercedes-Benz, Maybach, AMG, Smart and EQ, as well as several firms dedicated to commercial vehicles ...

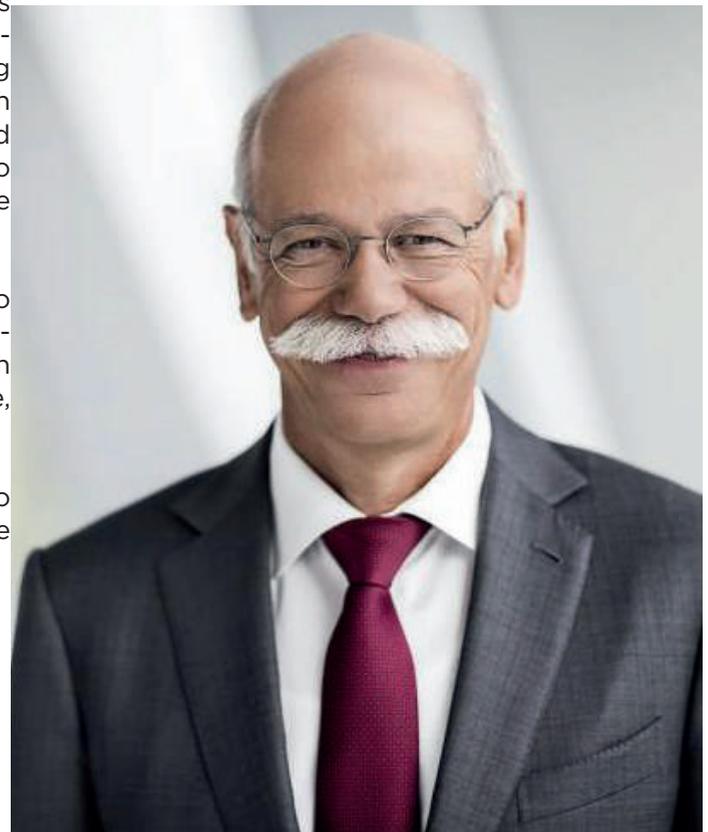
A member of the board of directors since December 1998, Zetsche became chairman of Daimler on 1 January 2006. Born in Istanbul on 5 May 1953, he studied in Frankfurt, then qualified as an engineer at the University of Karlsruhe. In 1976, he joined Daimler-Benz and pursued an international career. In 1987, he managed the research department within its Brazilian subsidiary, and took charge of the Argentinian subsidiary two years later. In 1991, he went on to run Freightliner in the United States before returning to Germany the following year.

When Zetsche came to power, he found himself in charge of the unlikely combination formed in May 1998 by the merger of Daimler and Chrysler, which was in need of far-reaching reforms: the setting-up of a factory in Alabama, the creation of Smart, the integration of AMG and the eventful launch of the A-Class ...

In 2007, Daimler divested itself of Chrysler, the first step towards the restructuring of the group. Zetsche appointed Gordon Wagners head of design and tasked him with radically overhauling its range of cars. He entered into new strategic alliances - with Renault in 2010 and Aston Martin in 2013 - and strengthened Daimler's presence in China in 2011 by partnering with BYD to develop electric cars and with BAIC to form the joint-venture Beijing Benz Automotive Corporation.

Alongside its industrial operations, Mercedes' fame has also been built on its brazen success in Formula 1, with five constructors' titles in the world championship, four of them obtained with Lewis Hamilton ... Zetsche can often be seen on the finish line, congratulating his drivers and the team principal, Toto Wolff.

Next May, Zetsche will leave his post, handing over the reins to his designated successor, Ola Källenius. He will have all the more time to watch Mercedes' debut in Formula E !





Grand Prize for The Most Beautiful Supercar

This prize is awarded to new models sold at a price over €60,000 and which have not been entered for the prize for 'The Most Beautiful Car of the Year'.



Ferrari Monza SP2

Presented in Paris in October 2018. The first model in the Icona programme recalling the stars of the past, in this case the 750 Monza from 1955. A special series based mechanically on the 812 Superfast. A barchetta concept in all its glory, offered as either a single-seater (SP1) or two-seater (SP2). A clean look with the body surfaces freed from the customary aerodynamic appendages. Design led by Flavio Manzoni. 6.5-litre V12 engine; 810bhp.



RUNNERS-UP



McLaren Speedtail

Shown in London in November 2018. Even higher performance and more exclusive design than the Senna. Its name refers to its tapered body which enables it to reach a top speed of 250mph. Design led by Rob Melville. Hybrid powertrain; 2315lb.



Aston Martin DBS Superleggera

Presented in London in June 2018, the successor to the Vanquish. Designed in the same style as the DB11, it owes its name to its aluminium chassis and carbon-fibre bodywork. Design led by Marek Reichman. 5.2-litre V12 engine; 715bhp.



Porsche 911 Carrera 4S

Shown at Los Angeles in December 2018. The eighth generation of the Porsche 911 (type 992). Its design has evolved subtly and smoothly, but the shape is more sensual still, with wider wings. The interior feels more modern. Design led by Michael Mauer. 6-cylinder 3.0-litre engine; 450bhp.



Grand Prize for The Most Beautiful Concept Car

This prize rewards futuristic design studies shown to the public, but not on sale or prefiguring a series production model. Concept cars developed for specific markets are not eligible.

Peugeot E-Legend Concept



Displayed at Paris in October 2018. Postmodern design recalling the 504 coupé styled by Pininfarina in the 1960s. The interior combines high-tech equipment (multiple screens and autonomous driving) with traditional materials (seats upholstered in velour and wood trim created by the cabinetmaker Nicolas Hervet). Design led by Gilles Vidal. Electric powertrain; 460bhp.



Nominees for The Most Beautiful Concept Car

RUNNERS-UP



Audi PB18 E-Tron

Presented at Pebble Beach in August 2018. A classic coupé with the lines of a shooting brake, styled by the French designer Gaël Bruzin. Two-seat interior, in which the driver's seat can slide over to the centre of the cabin.

Design led by Marc Lichte. Electric powertrain; 680 or 775bhp.



Renault EZ-Ultimo

Shown at Paris in October 2018. In the great tradition of the 'dream cars' of the 1950s, a means of transport which is utopian in its design and the way its surfaces are treated, but also in how it is used. A driverless limousine whose interior is finished in walnut, velour, leather and marble, in reference to Haussmann-style architecture.

Design led by Laurens van den Acker. Electric powertrain.



Volkswagen ID Vizzion

Presented at Geneva in March 2018. The project is part of a comprehensive programme including a van (ID Buzz) and a crossover (ID Crozz). A large autonomous saloon planned to go on sale in 2025. Restrained exterior styling, but a more radical interior featuring facial recognition, augmented reality, and voice and gesture controls.

Design led by Klaus Bischoff. Electric powertrain; 306bhp.



Grand Prize for The Most Beautiful Book

This prize recognises not just a 'beautiful' book on the basis of its design and illustrations, but also a 'good' book in terms of the quality of its writing.

« 276.864 km »



Author: Bart Lenaerts
Photography: Lies De Mol
Layout: Paul Popelier
Publisher: Waft Publishing

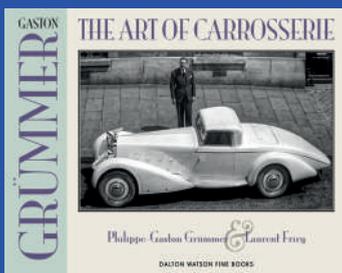
WAFT is a small, fully independent publishing company which specialises in books on automotive design and culture.

Since its very first day, however, WAFT has above all paid tribute to the noble art of taking to the road in beautiful cars.

To celebrate WAFT's 10th anniversary, we wanted to produce another ode to our much-loved subject, by bringing together the results of our countless trips in a fabulous photo album, topped off with some anecdotes from behind the scenes. The title refers to the number of joyous kilometres we covered to capture these beautiful sights in images. The book is luxuriously finished and specially bound to guarantee that all the photographs are presented in the best possible way.

- Limited edition of 250 copies
- 178 pages
- Format: 11.8 x 11.8 x 2in

RUNNERS-UP

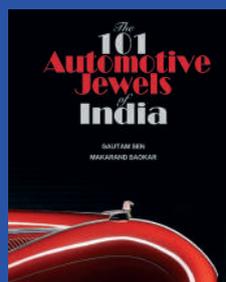


Publisher : Dalton Watson Fine Books

Gaston Grümmer: The Art of Carrosserie

The years between the wars were an extraordinary period for the French luxury car trade. During this time, the Carrosserie Gaston Grümmer was one of the main coachbuilding firms in Paris. Thanks to newly discovered and hitherto unpublished archive material, Gaston's son, Philippe Grümmer, together with one of the top historians of French cars, Laurent Friry, takes us back to this glorious era.

Authors: Philippe Grümmer and Laurent Friry



Publisher : Heritage Publishers

The 101 Automotive Jewels of India

The idea was to bring together in a book the most unusual, the best preserved and the most archetypical vehicles which survive today in India. Vehicles which capture the very essence of the history of the car in our country and its impact on contemporary culture and civilisation. A carefully considered selection, which includes the most interesting and relevant cars from a historical perspective, as well as the most attractive and fascinating models. And, of course, those we could get to and which were still in decent condition to be photographed for the book.

Authors: Gautam Sen and Makarand Baokar



Publisher : Camino Verde

Berlinetta '60s

Xavier de Nombel took his cameras to the four corners of the earth to bring us this very personal vision of this eventful time during which styling gave way to design. This period was marked by the demise of many coachbuilding workshops, but also the emergence of iconic new makes of car. From specially produced models to the wildest concept cars, from the fiery little Osca to the revolutionary Carabo, from the sportiest models to the most luxurious, each of these cars represents one aspect of what was at stake during this period.



Grand Prize for The Best Advertizing Film

Humour and poetry remain the most effective means of marketing cars. The advertising agencies outdid themselves to convince customers ... and win over the jury.

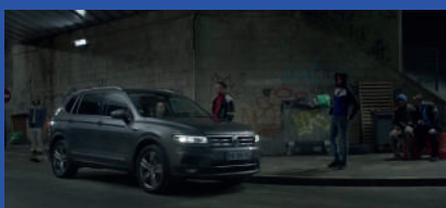
Campaign for the Citroën brand

By the agency Agence Traction



The reason for Citroën's popularity as a brand for nearly 100 years is that for generations it has been inspired by people's lives and their desire for mobility to offer them cars which understand their way of life. Citroën's new international brand campaign illustrates this story, which began in 1919, in a film produced by François Rousselet, which transports us back to different periods in time during which Citroën's cars support a hitchhiker's pursuit of freedom.

RUNNERS-UP



“The Zone » for Volkswagen By the Agency DDB Paris”

The manufacturer insists on the quality of its cars by depicting on this occasion owners who have boundless confidence in their cars in all circumstances. Produced by Arnaud Roussel, this advertising film is a humorous take on the tagline, “You can have doubts about anything, but never about your Volkswagen”, seen through unusual situations which ought to be stressful but which prompt a surprising reaction from the cars' owners.



“Final” breath for Audi By the agency Venables Bell & Partners

For its latest advertising film for the American market, Audi worked with Venables Bell & Partners. The ad begins with a man lying on his deathbed, surrounded by his family. As his last breath draws near, the adventurer recalls all his memories from around the world. An Audi RS5 arrives at the very moment when the old man's heart stops. The sound of its engine reawakens the adventurous soul within him and he wants to set off on a new adventure.



“Le chantier” for Volkswagen By the agency DDB Paris

Sales of company vehicles are growing strongly and account for more than a third of the entire car market. ‘Volkswagen Professionnels’ targets its offer at professional users. This ad provides a compelling demonstration of how to easily recognise a true professional. Or how, for professional users, simply driving a Volkswagen is a guarantee of quality and excellence for their customers.



Grand Prize for The Most Beautiful Photo

This prize is awarded to a shot taken during or alongside a motorsport event, but always with an artistic intention. The judges make their choice without knowing the photographer's identity.

« Duel de Ligiers »

By Bernard Asset



Charade Heroes, the 60th anniversary of the Charade circuit - 22 September 2018.

RUNNERS-UP



“Wet Race”
By Florent Gooden (DDPI)

In a very wet race, the Gulf Racing Porsche 911 RSR sends up a spray of water at great speed along the pit straight during the 6 Hours of Shanghai in 2018



“Hostile Terrain”
By Florent Gooden (DDPI)
Stéphane Peterhansel, at the wheel of his Peugeot 3008 DKR, crossing a dried-up lake in Peru during the 2018 Dakar Rally.



“Petit Coeur”
By Frédéric Le Floc'h (DDPI)
No.103 ALRAJHI Yazeed (SAU), GOTTSCHALK Timo (DEU), X-raid MINI John Cooper Works Rally Team MINI JOHN COOPER WORKS RALLY, during the Silk Way 2018 Off Road rally, July 21 - Astrakhan, Russia.



Grand Prize Creativ' Experience

With the environment inside cars undergoing a total transformation, this prize recognises innovation in the field of computing and connectivity for information and entertainment.

Renault EZ-Ultimo, EZ-Go et EZ-Pro



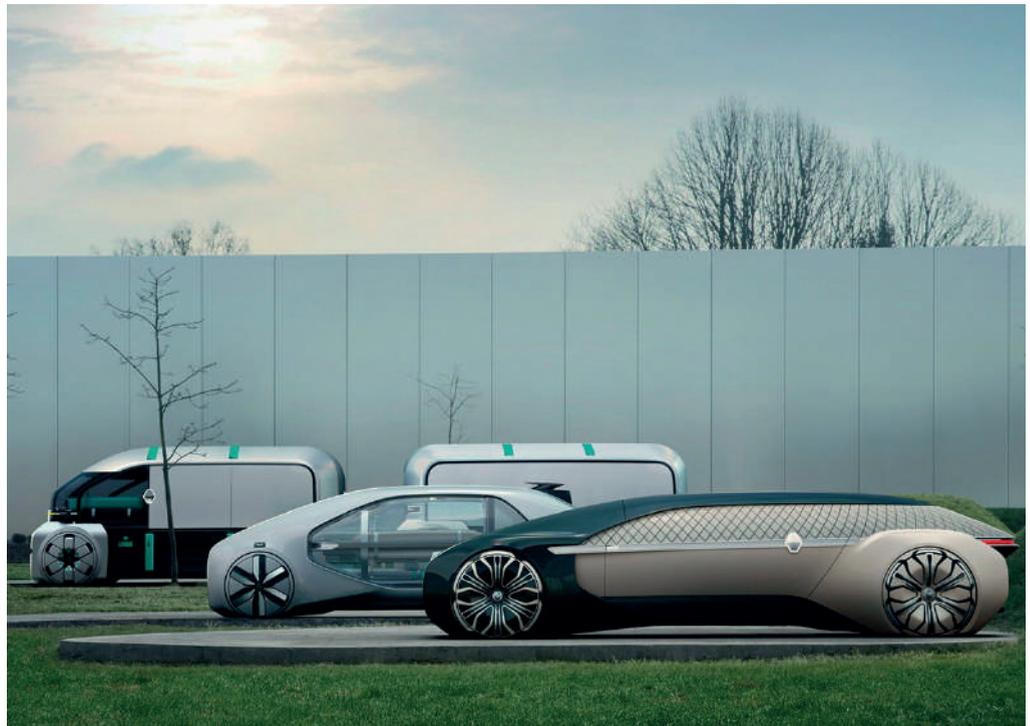
RENAULT

Renault took up a new challenge in 2018: the manufacturer introduced a range of vehicles complementing each other and covering multiple uses of the car.

The first part, named EZ-Go, is a mobility-on-demand service provided by autonomous vehicles which can be controlled remotely and carry six passengers installed on three U-shaped bench seats.

The second strand of the programme concerns goods vehicles. The EZ-Pro system is made up of several modules or "pods" which are joined together. The "pod leader" is home to the concierge who has all the equipment required to manage deliveries. One of the modules can even serve as a food truck ...

The third act in this scenario, EZ-Ultimo, depicts the limousine of the future. Its design language is magnificently provocative, with a smooth, monolithic shape, rendered in an unusual blend of colours and materials. Its bodywork juxtaposes a deep black lacquer with a hint of green and a champagne colour which sparkles with 600 silver diamond-shaped facets, finished like a one-way mirror to protect the privacy of its occupants.



RUNNERS-UP



Audi
PB 18 E-Tron



Volvo
360 C



Mercedes-Benz
Maybach Ultimate Luxury



Grand Prize for The Most Beautiful Interior

'The Most Beautiful Interior of the Year' is chosen among the cars in contention for the Grand Prix for 'The Most Beautiful Car of the Year'. Style, ergonomics and the quality of the materials used are taken into account.

New Range Rover Evoque

Attention to detail has always played a key role inside our vehicles. Uncluttered surfaces and premium materials chosen with the utmost care combine to create a sophisticated and attractive interior.

The fixed or sliding panoramic roof, available as an option, increases the impression of space and floods the Range Rover Evoque with natural light. The simple, elegant lines and surfaces go together perfectly with the contemporary materials to create an elegant, made-to-measure environment.

The charm of the Range Rover Evoque comes through in the upmarket materials used in the interior, such as the Windsor leather, premium Kvadrat wool or eucalyptus textiles. All these items are carefully chosen to provide you with an exceptionally refined experience.



RUNNERS-UP



Peugeot
Peugeot 508



DS Automobiles
DS 3 CROSSBACK



Mercedes-Benz
Nouvelle Mercedes Classe A



Young Designer Award by BMW

Exterior Design : « In Praise of Slowness »

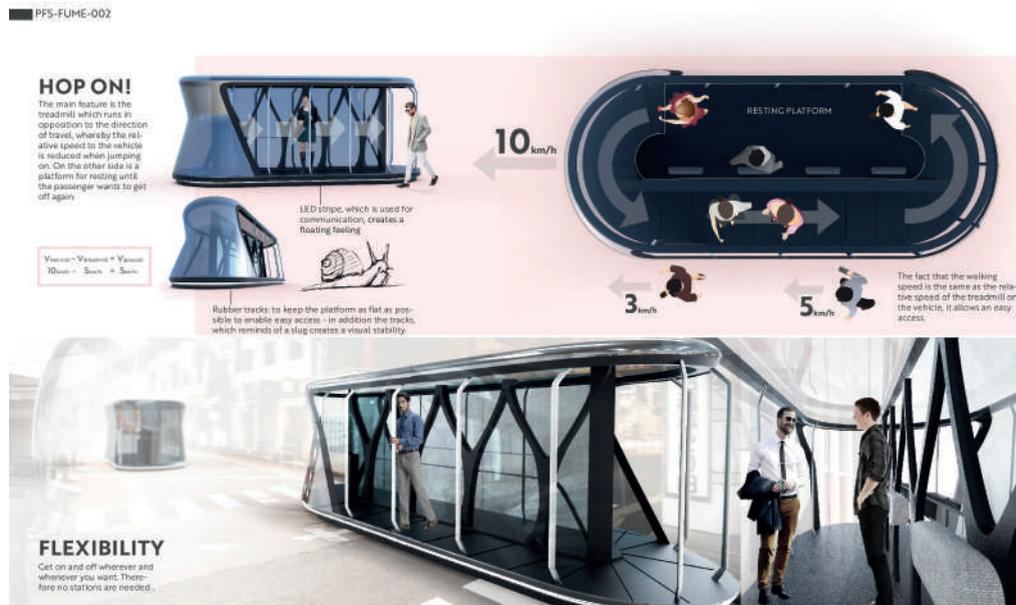
Imagine, draw and design a vehicle which is no longer intended to be driven at high speed. The reduction in speed would allow a considerable simplification in the design of such vehicles (soundproofing, crashworthiness and so on). What form might a vehicle intended to travel at low speed take? Might we once again board a moving vehicle, as we used to board the buses in our cities?



“Hop On”

Simon Kafmann

Umea, Suède



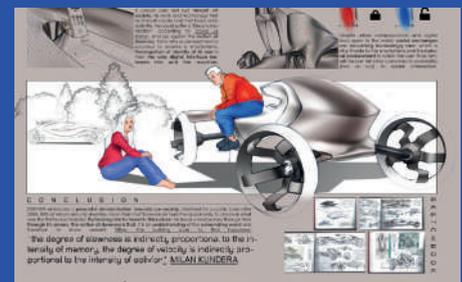
RUNNERS-UP



“Flo”
Alexander Pawlusik
(Strate école de design, France)



“Autonomus Cab”
Ivan Popov
(Université de Saint Pétersbourg - Russie)



“Essentia”
Grégoire Cresp
(Créapole - France)





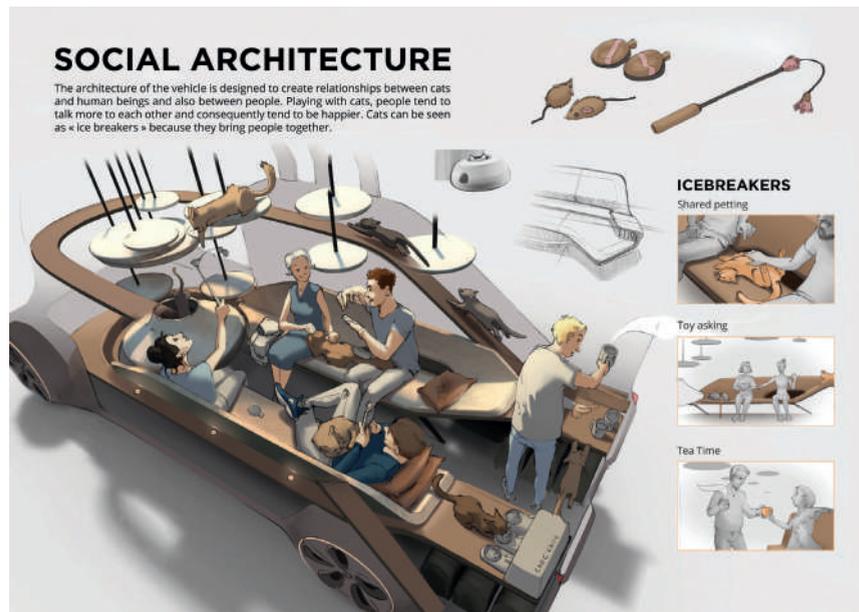
Young Designer Award by BMW Interior Design : «Just Be Happy»

Imagine, draw and design the interior of a vehicle which inspires a zest for life and brings a smile back to people's faces. This gentle touch and lightness should be apparent in its design, the materials used and the lighting, but also in terms of human relations (the interactions with the other occupants and/or other vehicles etc.). In this project we are looking for a great deal of creativity and work on the interior configuration as a whole, but also on the use of the vehicle, where the user will be at the heart of an enjoyable travel experience. Just be happy!

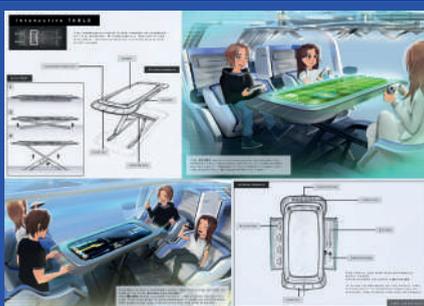
“Kerubim”

Thibaud Porcherot, Yohan Benchetrit et Thomas Busson

Strate école de design, France



RUNNERS-UP



“Zoon”

Guillaume Mazerolle et Gabrielle Delaume
(Strate école de design, France)



“Racing Car”

Li Yilin
(Istituto Europeo di Design, Italie)



“Confluence”

Sergei Safin
(Université de Saint Petersburg, Russie)





Grand Prize for Design

The Grand Prize for Design is awarded to a designer or company for its global strategy of innovation or pursuit of beauty.

Tisha Johnson

Vice President of interior design Volvo Cars Group,



Tisha Johnson A graduate of the Art Center College of Design, Tisha Johnson joined Volvo in February 2010. Since then, she has worked on interior design, and has managed the department since October 2017. Volvo particularly stood out in this area in 2018 with its 360c project.





Grand Prize of The Most Futuristic Sport Car

Introduced two years ago, this prize rewards research carried out by a manufacturer and its teams of engineers and designers into mobility in the future. This selection brings together concept cars with a distinctly sporting inclination.

Mercedes-Benz Vision EQ Silver Arrow



Presented at Pebble Beach in August 2018 as a tribute to the record-breaking Mercedes-Benz W125 built in 1937, it has a tapered body with outrageous dimensions and 24- and 26-inch wheels! Its single-seat cockpit reverts to tradition in its use of leather, brushed aluminium and Alcantara. It should be viewed like a 'dream car' from the 1950s. Design led by Gorden Wagener. Electric powertrain; 738bhp.

RUNNERS-UP



Infiniti
Prototype 10



Pininfarina
H2 Speed



Toyota
GR Super Sport



Special Prize for the Jury

The Special Prize of the Jury recognises a particular favourite of all its members. In this case, it is awarded this year to a company which has been heavily involved in design over the past 12 months and, in particular, to mark the exploratory work it has carried out to produce concept cars.

Adrian Van Hooydonk, Vice President of BMW Group Design for the rise of the BMW, Mini and Rolls-Royce brands

When he was appointed head of design for the BMW group, Adrian von Hooydonk had the heavy burden of taking over from Chris Bangle, a key figure in BMW's history. During Bangle's 17-year tenure, the marque was transformed into an industrial group which included not only BMW but also the Mini and Rolls-Royce brands. The deliberately radical Bangle redefined its design with a language which was committed and expressive, emotive and sensual.

Van Hooydonk took over this legacy brilliantly and respectfully, while expressing his own personality.

After studying at Delft University of Technology and the Art Center Europe, he worked for General Electric Plastics Europe and Depro Product Design in Italy before joining BMW in 1992. He was then 28 years old and already had the tall figure of a student who was always amazed and invariably friendly. At BMW, van Hooydonk was responsible for the exterior styling of the Mini ACV30 and BMW Z9 concept cars; then, from 2001 to 2004, he was seconded to BMW Designworks at Newbury Park in California. He returned to Bavaria in 2004 to become head of design for the BMW brand, before taking responsibility for the entire group five years later.





Grand Prize of Art

This prize is attributed to an artist or an institution for an individual work of art, for an artist's complete career or for a cultural initiative which pays tribute to the role of the car in society.

Citroën for the Citroën Art Car E-Mehari, redondant by Jean-Charles de CASTELBAJAC



With this unique Art Car, Jean-Charles de Castelbajac has made the new Citroën E-MEHARI the symbol for a way of life 'Made in France': it is upbeat and popular and follows the path of unlimited creativity. Since "banning is banned", the E-MEHARI Art Car created by de Castelbajac wakens creative spirits and relates its two reasons for existing: art and fashion.



Grand Prize of the Festival

This prize is awarded to a man or woman in recognition of his or her lifetime's achievement or for a remarkable accomplishment in 2018.

Jean-Eric Vergne, for his victory in the Formula E World Championship

The Formula E Championship may not have the status of a world championship, but it has all the attributes of one. No doubt more in fact than many other categories sanctioned by the FIA, which for their part bear the name of world championship or world cup. It is fair to say therefore that Jean-Eric Vergne belongs to the very select group of French number 1s in motorsport. He joins Didier Auriol, Sébastien Loeb and Sébastien Ogier, who have been world rally champions, Romain Dumas, Loïc Duval, Jean-Louis Schlesser and Benoît Tréluyer, who achieved distinction in endurance racing, Alain Prost in Formula 1 and Yvan Muller in touring car racing.

For Jean-Eric Vergne, his arrival in Formula E marked a happy change of fortune following his departure from the Toro Rosso Formula 1 team, for which he had driven for three years. The young driver from the Paris region entered Formula E during the 2014/2015 season, replacing at short notice his compatriot Franck Montagny in the Andretti team.

For the following season, Vergne moved to DS Virgin Racing, but it was during 2016/2017 that his talent fully blossomed with Techeetah, created following its acquisition of the former Aguri team and supported with Chinese funding. In 2017/2018, Vergne sealed his reputation when he achieved four pole positions and won four races, including his home Grand Prix, here at the Invalides in Paris, and ... the title.

On top of this, Vergne made his mark in the LMP2 category in the ELMS championship (European Le Mans Series), sharing the honours with Andrea Pizzitola and Roman Rusinov.





FESTIVAL AUTOMOBILE
INTERNATIONAL

- 34th EDITION -

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