

2018 BMW World Singapore

BMW World is a global showcase event held every four years that highlights the latest models, advancements in tech and the global direction of BMW vehicles to journalists and the general public. This year, the event was held at Singapore's Suntec City and thanks to the good graces of Executive Motors Ltd. and BMW Asia, we were given the chance to check out the event in person. Here's our roundup.

WORDS AND PHOTOS: SHAER REAZ



8-series
The 8-series' rebirth has been much hyped globally—the original V12 powered 8 from the 90s became an icon even though it was a sales flop, and BMW fans have been screaming for it to make a return. The 8 looks gorgeous in the flesh, with sleek lines and Grand Tourer proportions that make this gentleman's racer a salivating prospect.

Z4 M40i First Edition

BMW redefined open-top performance with the original Z4, but it wasn't pretty. That's about to change with the all-new Z4, which has the styling to back up punchy performance and spirited underpinnings that will be shared with Toyota for its new Supra. It's a looker from most angles and there's no doubt about the potential underneath.



X7

The X7 concept study looked at what a 7-series off-roader would look like, and it looks good—7 seats, all-wheel drive, packed with luxury goodies and a dignified exterior that would fit right into presidential motorcades and football club car-parks. BMW's vision of a flagship SUV looks as good as the Rolls Royce Cullinan it's rumoured to be a sister car to. Minus the grille.



i8 Roadster

BMW has renewed its commitment to sustainable motoring with two new "i" models—the i8 Roadster and the i3S. Both are trying to use performance and driving thrill to sell the idea of electrics and hybrids, and it seems to be working.

M4 CS

The M4 CS is the hardcore, track ready version of the already brilliant M4, featuring lighter wheels, more carbon fiber for reduced weight, more power and better brakes and suspension. The interior gets alcantara and bucket seats and paint options that can hold its own at any tuner show for some boy-racer street cred. The TwinPower Turbo inline 6- motor makes 460 HP and 442 lb-ft torque, with a 0-60 time of 3.9 secs and a top speed of 174 MPH.



M2 Competition

Similar to the M4 CS, the M2 gets a hardcore makeover for 2019. The M2 has already gained accolades for being a true drivers' car, with an inline-six motor that can trace its roots back to the early 90s and a manual gearbox that utilises all of the power it produces. The Competition gets beefier aero, bigger brakes and reduced weight for more agility.



G30 M5

AWD seemed to be a big talking point when the G30 M5 was released some months ago. We're happy to report the G30 is still an absolute maniac—we'd know, having driven it at the event. Official test drive will come soon.

i3 BEV

The i3 BEV is the extended range version of the first gen i3, and we got the chance to take it out for a spin at the BMW World event. While not as exciting as having a go at the many horsepower M5, the i3 was still an eye-opener with its fantastic performance and economy tradeoffs. Full review coming soon.



E46 M3 CSL, E39 M5

The Classics section had a couple of recent models, like the laser slash E46 M3 CSL and the iconic E39 M5. While they're still fresh in memory of the enthusiasts, they serve as good markers for how far the BMW brand has come in the last decade, in technology and the way driving thrill is delivered to users.



Isetta, 327 Cabriolet

The Classics section had a couple of reminders of how new cars stack up next to originals—there's a definite link between the Isetta and the i3S (with their unconventional entry/egress and city driving commitment) as well as the 327 Cabriolet and the Z4 (open top motoring and the glamour associated with it).



Austin Mini

Mini got its own corner at BMW World, with a fantastic display consisting of a restored original Mini next to a recreation of Mini designer Sir Alec Issigonis' personal design studio/study.



Paul Smith Mini

The Paul Smith Mini is a throwback to the cult of personality that the Mini inspired in pop-culture, as well as the 60s and 70s aesthetic. If only someone did this to a newer Mini.

AUTO NEWS

French diva – the all new Bugatti Divo



Hypercar manufacturer extraordinaire Bugatti seems to have taken the foot off the accelerator during a top speed run and built this - the Divo. Touted as a "faster but slower" Bugatti, the Divo is aimed at the type of motoring enthusiast who'd rather be going fast

around corners rather than fast in a straight line only. The Chiron, which was praised for its increased agility over the Veyron, seems to have inspired a slightly smaller, lighter, less top-speed focused handling machine. It still has gobs of



power - 1,479 HP from the quad turbo 8.0 litre W16 that powers the Chiron. The big difference comes in the aero - while the Chiron was built for top speed and maximum slipperiness, the Divo's corner friendly aero produces 1,005 lbs of downforce in total. Top

speed now comes down to "only" 236 MPH. Bugatti will only build 5 units of the Divo. Priced at a frankly ridiculous \$5 million each, the Divo sold out even before it was revealed to the public. Because Bugatti.

Facelift Hyundai Elantra



Hyundai has facelifted the ongoing generation of the Elantra, and we're not too sure if it looks as good as the current design. While the current model had flowing lines and a neatly integrated face that somehow made the gaping mouth of the Hyundai family grille work, the new one tries to pull an early-2000s Ford Focus with seamlessly integrated headlamps and it doesn't work.

Hyundai has been capturing markets left and right with its Elantra, which combines a decent level of equipment with above average driving dynamics to deliver the bang for buck purchases that customers have come to expect from Hyundai. However, styling played a big role - now that they've pretty much botched up the front end of the Elantra, we're not too sure now.