

SHIFT

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EUROTRIPPING IN CARS



Euro-trips tend to be expensive, long and if you're not a fan of medieval castles and ancient historical art, kind of boring. For the automotive enthusiast though, Euro trips tend to be highly entertaining just for the diversity in cars that are on hand to ogle at. Be it the supercars and luxury whips of the ultra rich in Switzerland, the micro-cars and city-cars of France, or the road-rally cars scattered in between, European car culture is as diverse as it gets. Join our photographer Ahbaar as he tours the continent, looking for the most interesting parts of Euro car culture.

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Micro-cars. Invented by the French and never really perfected, they're wonderfully pared back pop-icons.

A modern classic (is it one yet?) - the Ferrari 360 Modena - in a auto repair garage in Sion, Geneva, casually lounging under a deconstructed Lamborghini Urus.



A Champ Car piece courtesy of CTE Racing and Nelson Philippe, sitting beside an Urus (is this a theme?).

YET another Lambo Urus parked outside an auto repair garage - Switzerland loves its disproportionate Lambo SUVs.



Does it get any more French than a Citroen 2CV in front of the Eiffel Tower?



Is a chopped VW Beetle a dead Beetle?



Lifted Toyota Land Cruiser - still not as obnoxious as the Lambo Uruses (or Uruis, or whatever the plural is).



Three cars. Three eras. Three manufacturers. Same purpose - open top motoring pleasure.



FIAT Abarth 500 - lots of power (relatively), ton of presence and super cute. Imagine a small handbag with a hidden gun.



A piece from what is arguably the best era of Ferrari, sitting beside a quaint French cafe. Even the oddball, lesser Ferraris of this era are fetching record prices.



Classic Porsche 911 in orange, Fuchs bouncing away on cobbled streets. So much want.



Maybachs, S-classes, G-wagens and CLK/SLK/SL - Europe loves a good Benz, and subtle Benz spec'ing from the OEM and aftermarket catalogues is an art.



American Muscle in continental Europe? Unheard of. But the Camaro is concours quality, any day.

AUTO NEWS

New BMW X5M and X6M

Automophiles Meet held



We are living in a world where SUVs boast 0-60 sprint times that would be considered supercar levels of acceleration merely a decade ago. For context, a 2009 Ferrari F430 can go from a dead stop to 60 mph (about 100 km/h) in about 3.9 seconds. The 2019 X5M and X6M does that in 3.7 seconds in the top of the line Competition package.

BMW just announced two new additions to their lineup, the X5M and the X6M powered by 4.4 liters of twin turbo oomph. If that power plant seems familiar, that's because it is. Ripped straight out of the supercar killing family sedan, or as BMW calls it, the M5, the engine can propel you to an electronically limited top speed of 250 km/h, or 285 km/h if you get the M Drivers package with 600

horsepower on tap. Let that sink in.

There's also a Competition package available on top of the "regular" 600 horsepower version that bumps up the power even more. All that could be yours today for a cool \$105,100 USD for the X5M, and \$108,600 USD for the X6M. We can only imagine the prices after they go through Bangladesh's ridiculous tax levels, should anyone dare to import them here.

Unfortunately Executive Motors, the local BMW dealership, will not be importing any.

Should you choose to purchase the M Drivers package, BMW will offer you a complimentary training course in one of their training facilities to get yourself familiar with all that new found power.

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