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Headlines: 2016 International Geneva Motor Show welcomes international press. The future of cars is connected as companies invest heavily in internet technologies and self-driving vehicles and reborn Renault Formula One team promises new look for season-opening Australian Grand Prix. Ford hopes new GT will help repeat history at Le Mans.

SHOWS: GENEVA, SWITZERLAND (MARCH 1, 2016) (GENEVA INTERNATIONAL MOTOR SHOW-ACCESS ALL)

GENERAL VIEWS

1. VARIOUS OF GENERAL VIEWS AT PALEXPO, CROWD, HOSTESS

CAR PREMIERES

ASTON MARTIN: DB11

2. VARIOUS OF ASTON MARTIN DB11 BEING PRESENTED

3. (SOUNDBITE) (English) IAN MINARDS, DIRECTOR OF PRODUCT DEVELOPMENT, SAYING:

"DB is the icon of Aston Martin range, so for us to do a new DB is a fantastic moment. And what we got here with DB11, is an all new car so the back bone, the icon of Aston Martin, everything new, new design language, new technologies so it's a big day."

4. (SOUNDBITE) (English) IAN MINARDS, DIRECTOR OF PRODUCT DEVELOPMENT, SAYING:

"What you're seeing with a RapidE concept and now looking to take that car into production is that Aston Martin isn't standing still. We're looking into new forms of proportions and electricity is one of those."

RENAULT: SCENIC

5. VARIOUS OF RENAULT SCENIC BEING PRESENTED

6. (SOUNDBITE) (English) THIERRY KOSKAS, EVP OF GROUP SALES AND MARKETING RENAULT, SAYING:

"What we are doing today with the new Scenic is to renew totally the segment with a that is not only very comfortable but very practical for family and so on. But it's also extremely beautiful and attractive and that changes absolutely everything. It used to be a car that you only buy for practical reasons. But now you will also buy it because it's beautiful."

7. (SOUNDBITE) (English) THIERRY KOSKAS, EVP OF GROUP SALES AND MARKETING RENAULT, SAYING:

"There was need for renewal because the C segment is opening a lot to SUV and other body types. So this kind of 'mono space' was shrinking a little. And with the new Scenic we are really renewing the segment and we aim to take the lead again across Europe."

HONDA: CIVIC HATCHBACK + HONDA NSX

8. VARIOUS OF HONDA CIVIC HATCHBACK BEING PRESENTED

9. VARIOUS OF HONDA NSX SHOWCASED

10. (SOUNDBITE) (English) NIK PEARSON, Manager European Communications, SAYING:

“Particularly for Honda in Europe I think we need to stand out, I think we need to have a provocative styling which really gives an opinion. So either people love it or they hate it but they certainly have an opinion on it. “

11. (SOUNDBITE) (English) NIK PEARSON, Manager European Communications, SAYING:

“I think we came to the market at the right time with the right products and as long as we got that right, I don’t think we’ll be affected by the global slide, no more than any other manufacturer.”

NISSAN: IDS CONCEPT

12. VARIOUS OF IDS CONCEPT BEING PRESENTED

VOLVO: V90

13. VARIOUS OF VOLVO V90 BEING PRESENTED

LEXUS: LC 500H

14. VARIOUS OF LEXUS LC 500H BEING PRESENTED

ALFA ROMEO: GIULIA

15. VARIOUS OF ALFA ROMEO GIULIA BEING PRESENTED

SUBARU: XV CONCEPT

16. VARIOUS OF SUBARU XV CONCEPT BEING PRESENTED

OPEL: GT CONCEPT

17. VARIOUS OF OPEL GT CONCEPT BEING PRESENTED

EDAG: SOULMATE

18. VARIOUS OF EDAG SOULMATE BEING PRESENTED

TOYOTA: C-HR

19. VARIOUS OF TOYOTA C-HR BEING PRESENTED

SSANGYONG: XLV

20. VARIOUS OF SSANGYONG XLV BEING PRESENTED

KOENIGSEGG: REGERA

21. VARIOUS OF KOENIGSEGG REGERA BEING PRESENTED

FORD: VIGNALE

22. VARIOUS OF FORD VIGNALE RANGE BEING PRESENTED

JAGUAR: F-TYPE SVR

23. VARIOUS OF JAGUAR F-TYPE SVR BEING PRESENTED

APOLLO: ARROW

24. VARIOUS OF APOLLO ARROW BEING PRESENTED

PEUGEOT: 2008

25. VARIOUS OF PEUGEOT 2008 BEING PRESENTED

MORGAN: EV3

26. VARIOUS OF MORGAN EV3 BEING PRESENTED

LOTUS: EVORA 410 SPORT

27. VARIOUS OF LOTUS EVORA 410 SPORT BEING PRESENTED

FEATURE STORY - CONNECTED CARS

SHOWS: GENEVA, SWITZERLAND, (MARCH 1, 2016) (GIMS - ACCESS ALL):

28. GENERAL IMAGES VOLKSWAGEN DASHBOARD SCREEN

29. GENERAL IMAGES VOLKSWAGEN CONNECTED TOUCHSCREEN

30. GENERAL IMAGES VOLKSWAGEN CONNECTED DASHBOARD PROTOTYPE

31. GENERAL IMAGES RINSPEED ‘ETOS’ CONCEPT CAR

32. (SOUNDBITE) (English) FRANK M. RINDERKNECHT, CEO, RINDSPEED, SAYING:

"It's about connectivity. It's about interior, about the steering wheel retracting so you have space to work, watch tv, but also the twinkle of the eye like with the drone on the back - to bring flowers on Valentine's day or do a selfie. The next level of selfie stick while you're driving." 6) More Rinspeed 'Soulmate' dashboard and exteriors."

33. (SOUNDBITE) (English) FRANK M. RINDERKNECHT, CEO, RINDSPEED, SAYING:

"So we have a challenges on technology but also we have a challenge on our perception, our relationship man-machine. At the end of the day how much man should be in the machine?"

34. MORE RINSPEED 'ETOS' EXTERIORS AND INTERIORS.

35. (SOUNDBITE) (English) FRANK M. RINDERKNECHT, CEO, RINDSPEED, SAYING:

"I'm not concerned about Googles and Apples at all. On the contrary those are great companies with a lot of experience of individual software, of learnable software, of algorithms, so personally I see them in a very strong position, probably merging with the traditional car industry to make autonomous driving happening."

36. EDAG 'SOULMATE' INTERIORS AND EXTERIOR GENERAL VIEWS.

37. (SOUNDBITE) (English) JORG OHLSEN, CEO, EDAG, SAYING:

"You see the next generation of connectivity inside the vehicle. You are able to drive autonomous. You have some time to do more than only driving and therefore we show in this demonstrator the possibilities of what you can do during driving."

38. MORE EDAG 'SOULMATE' GENERAL VIEWS INTERIOR AND EXTERIOR.

39. (SOUNDBITE) (English) JORG OHLSEN, CEO, EDAG, SAYING:

"I think there are two groups. One group is maybe critical because all the things behind autonomous driving are a little bit, I would say ... they are a little bit critical about this because they would like to drive a car. They don't want to do many things behind. The other group wants to use the time in the car very positive, yeah, that they see that you can do things more or less parallel, that you don't have to drive permanently but you can do things in parallel."

40. GENERAL VIEWS FERRARI INTERIORS

41. (SOUNDBITE) (English) ENRICO GALLIERA, FERRARI COMMERCIAL AND MARKETING DIRECTOR, SAYING:

"We did it a la Ferrari. Because not only are we delivering a bigger screen, available for the driver, but we've developed something we call 'dual cockpit'. Because together with the main screen there is a second screen that is available in front of the passenger seat that is able to deliver and give availability to all the information about the performance of the car so that both the driver and the passenger can feel the experience and have the information about the performance of the car."

42. MORE GENERAL VIEWS FERRARI INTERIOR AND EXTERIORS

FEATURE STORY - RENAULT F1 TEAM

SHOWS: GENEVA, SWITZERLAND, (MARCH 1, 2016) (GIMS - ACCESS ALL):

43. RENAULT FORMULA ONE CAR ROTATING ON WALL DISPLAY

44. RENAULT TEAM BOSS CYRIL ABITEBOUL LOOKING RENAULT FORMULA E RACE CAR

45. (SOUNDBITE) (English) CYRIL ABITEBOUL, RENAULT SPORT RACING BOSS, SAYING:

"We know the game, we know the players, we know what it will take to be successful, first. Secondly, the most difficult thing in Formula One is to build performance engines, and that's what we continue to do therefore it's not a big difficulty. Then we need to go step-by-step. We need to build Enstone, we need to recruit people, we need to grow, but not too quickly. So what is really important is to have a long term plan and we have ambitions, but we also have the passions to build what it takes to be successful in Formula One."

46. RED BULL FORMULA ONE CAR IN 2016 'TAG HEUER' LIVERY

47. (SOUNDBITE) (English) CYRIL ABITEBOUL, RENAULT SPORT RACING BOSS, SAYING:

"It's difficult to get recognition when you are an engine supplier. A lot of people say that when you win it's thanks to the chassis and when you lose it's because of the engine. It's a bit exaggerated but there's a bit of that. Plus, Red Bull is a fantastic brand, a very strong brand, they are used to controlling everything. So that's also one of the things we did by deciding to go back as a team, we wanted to control our brand, our communication, our strategy. We also wanted to control where we want to spend the money. If we are on the back foot on the engine and want to spend more on the engine than we would spend on the chassis. When you are in an association with Red Bull you cannot do that."

48. VARIOUS OF RED BULL FORMULA ONE CAR WITH 'TAG HEUER' ENGINE BRANDING

49. (SOUNDBITE) (English) CYRIL ABITEBOUL, RENAULT SPORT RACING BOSS, SAYING:

"Well (Jolyon) Palmer was under contract with the team that we decided to acquire. It was only fair to give the chance to Jolyon and we think he deserves that chance. He's been winning GP2 two years ago so he knows the road to success. Kevin Magnussen was an opportunity that was a bit unexpected but it was a no-brainer when we had to decide on a driver it was a no brainer to go for Kevin Magnussen. Kevin has been very successful. He won the World Series by Renault 3.5 in 2013 so he's a young bloke with some experience but also plenty of potential and plenty of future."

50. VARIOUS OF DISPLAY SHOWING RENAULT FORMULA ONE POWER UNIT

51. (SOUNDBITE) (English) CYRIL ABITEBOUL, RENAULT SPORT RACING BOSS, SAYING:

"We want Formula One to be exciting, so first we make a statement that Formula One is a platform for the brand so we wanted the logos of Renault and our partners to be extremely visible. We wanted also for the car to look premium because Renault is also about premium. It's not just a mainstream car maker that's involved in Formula One. There is also this trend that Renault wants to become more premium and we've seen that with D segment, with Talisman, with Espace and today with the new Scenics. We see that the brand is evolving towards this side of the market and wanted to reflect that in the livery. But wait there is more coming for Melbourne with a totally new look that will be very exciting. We want the car to be the most beautiful car on the track. Maybe not the fastest this year, but the most beautiful car on track."

52. DISPLAY SHOWING RENAULT FORMULA ONE POWER UNIT

53. (SOUNDBITE) (English) CYRIL ABITEBOUL, RENAULT SPORT RACING BOSS, SAYING:

"There are plenty of very good stuff in the pipeline that will make us be competitive in the very near future. Maybe not this year, bear with us a little bit. But in 2017 we'll be right there with those goes and there will be exciting stuff happening both on engine and on the chassis this year."

54. VARIOUS OF ABITEBOUL LOOKING AT RENAULT FORMULA ONE CAR ON WALL

FEATURE STORY ON FORD BACK AT LE MANS

SHOWS: GENEVA, SWITZERLAND, (MARCH 1, 2016) (GIMS - ACCESS ALL):

55. VARIOUS OF FORD GT RACECAR AND FORD GT ROADCAR

56. SOUNDBITE (English) RAJ NAIR, FORD EXECUTIVE VICE PRESIDENT AND CHIEF TECHNICAL OFFICER, GLOBAL PRODUCT DEVELOPMENT, SAYING:

"This year in particular is very special for us because it's the 50th anniversary of when we won a Le Mans in 1966, actually came in 1-2-3 that year with the GT40, and our heritage is important to us as a company so to honour that 50th anniversary it seemed the best way to do that was to do another GT and to take it racing back at Le Mans to celebrate the 50th anniversary of the win."

57. FORD GT DRIVER STEFAN MUCKE LOOKING AT GT RACE CAR

58. SOUNDBITE (English) STEFAN MUCKE, FORD GT RACING DRIVER, SAYING:

"There's no question for me there's so much history behind that when I grew up as a child of course you've racing blood in you and you know about the history about Ford and Le Mans and being part of that is like a dream come true."

59. FORD GT DRIVER STEFAN MUCKE LOOKING AT GT RACE CAR

60. SOUNDBITE (English) RAJ NAIR, FORD EXECUTIVE VICE PRESIDENT AND CHIEF TECHNICAL OFFICER, GLOBAL PRODUCT DEVELOPMENT, SAYING:

"I think the team's done a great job particularly at the front of the vehicle with the nostrils, it really evokes the GT40 and the 2005 GT, the overall silhouette of the car, the high point at the top of the wind shield and then sloping back from that the haunches are also very evocative of the original vehicle but you can see the aerodynamic treatment particularly at the rear and the way we've created the tunnels between the engine and the rear tyres, it almost looks like a prototype car."

61. SOUNDBITE (English) STEFAN MUCKE, FORD GT RACING DRIVER, SAYING:

"You immediately feel confident in the car it's quite, not easy to drive, but the handling is very neutral so it's very balanced and so the engineers did a great job in all the parts, aerodynamics, weight distribution and also the engine."

62. VARIOUS DETAIL SHOTS OF FORD GT RACE CAR

63. SOUNDBITE (English) RAJ NAIR, FORD EXECUTIVE VICE PRESIDENT AND CHIEF TECHNICAL OFFICER, GLOBAL PRODUCT DEVELOPMENT, SAYING:

"The GT classes are very attractive to us know because it's much more connected to the production vehicle that you'll actually see on the road. A lot of the technologies that you'll actually see in the vehicle will see their way into mainstream vehicles, like the EcoBoost technology and the light-weighting of the vehicle. Even some aspects of the aerodynamic tools we're using. And that isn't always the case in the prototype category, you can't necessarily relate it to

what's in the showroom and so it makes the GT a very attractive class to us right now."

64. VARIOUS DETAIL SHOTS OF FORD GT ROAD CAR

65. SOUNDBITE: STEFAN MUCKE, FORD GT RACING DRIVER, SAYING (English):

"It's not an endurance race, it's a sprint race over 24 hours and there's no time for relaxing. It's a 100 percent fight all race through and of course you need luck. And Ford is coming with four cars to Le Mans which is a great effort to put into the series and surely we're here to try to win races."

66. MUCKE LOOKING AT FORD GT RACE CAR

STORY: The 86th Geneva International Motor Show, the first major event on the European auto industry calendar in 2016, opened its doors to the press on Tuesday (March 1), welcoming more than 10,000 accredited media from around the world.

The first two days, historically dedicated to media, saw 120 World and European car premiers, before the show opens to the public on Thursday (March 3) and finishing on March 13.

One of the most anticipated supercars to be showcased in Geneva was Aston Martin's all-new replacement for the DB9 sports car. The new car, called the DB11, is clearly inspired by the ultra-limited-run DB10 that was built for the most recent James Bond movie. Under the stewardship of former Nissan executive Andy Palmer, Aston Martin has introduced a bold-looking car that's instantly recognizable as a DB yet still fresh and distinctive. The engine is a twin-turbocharged unit that displaces 5.2 liters and delivers 600 horsepower and 516 pound-feet of torque. This is mated to an eight-speed automatic transmission and will rocket the DB11 to 100 km/h from rest in under 4.0 seconds and see it easily reach a top speed in excess of 322 km/h.

"DB is the icon of Aston Martin range, so for us to do a new DB is a fantastic moment. And what we got here with DB11, is an all new car so the back bone, the icon of Aston Martin, everything new, new design language, new technologies so it's a big day," said Ian Minards, Director of Product Development.

The new, fourth-generation Renault Scenic has been revealed at the Renault stand. French manufacturer's medium-sized MPV has ditched its former shape, and now takes on the muscular appearance of an SUV. The latest Scenic takes some inspiration from 2011's R-Space concept car, and keeps design flourishes from that model including a low roofline and large 20inch wheels. The Scenic is also wider than before, with a higher ground clearance.

"What we are doing today with the new Scenic is to renew totally the segment with a that is not only very comfortable but very practical for family and so on. But it's also extremely beautiful and attractive and that changes absolutely everything. It used to be a car that you only buy for practical reasons. But now you will also buy it because it's beautiful," said Thierry Koskas, EVP of Group Sales and Marketing at Renault.

The next-generation Honda Civic hatchback made its global debut in prototype form. This all-new version is 30 mm wider, 20 mm lower and 130 mm longer than the current generation. Larger and wider wheels and tires give a feeling of an assured stance, while the long wheelbase, short overhangs and sleek cabin area further add to the dynamic feel of the exterior. Designed and developed for

the European market, the 10th generation Civic is scheduled for a European launch early in 2017.

“Particularly for Honda in Europe I think we need to stand out, I think we need to have a provocative styling which really gives an opinion. So either people love it or they hate it but they certainly have an opinion on it, “ explained Nik Pearson, Manager of European Communications.

Honda also showed off their much-anticipated second-generation NSX super car at the Geneva Motor Show, ahead of its European release later in 2016.

Nissan's IDS (Intelligent Driving System) concept made its European debut at Geneva, representing Nissan's vision for the future of electric vehicles and autonomous driving, the IDS Concept steals the limelight with its highly evolved EV technology, advanced aerodynamic performance, exhilarating acceleration and sophisticated AI capability. Set to revolutionise the relationship between driver and car, the new concept proves Nissan stands once again at the forefront of automotive technology - developing practical, real-world applications of autonomous drive technology. Bringing innovation and excitement to everyone.

The Swedish manufacturer Volvo pulled the wraps off the new V90. It is the company's newest vehicle with support for Apple's in-dash iPhone CarPlay feature. Based on the company's specially designed, fully modular Scalable Product Architecture (SPA), Volvo V90 Estate is at top of the 90 series and is positioned along with XC90 SUV and S90 premium sedan. It will be offered in 5 different power units which will include 2 petrol, 1 hybrid and 2 diesel engines. Sporting a host of safety features, the new V90 Estate will be seen with Pilot Assist semi-autonomous drive technology, Large Animal Detection and Run off Road Mitigation.

The Lexus LC500h, a hybrid version of the LC performance coupé, has been revealed in Geneva on Tuesday. This is the world's first hybrid car to have a manual gearbox. The four-speed 'box is offered to help match engine revs (and sound) more closely to the position of the accelerator. Lexus says the LC500h can be switched from manual to an automatic mode at the push of a button. The car will be powered by Lexus' "Multi Stage Hybrid System", 3.5-litre V6 petrol engine with an electric motor and that four-speed gearbox. Total power is claimed to be 354-horsepower, which should see the LC500h hit 100km/h in under five seconds. a petrol engine and electric motor, and it hits 60 in 4.4 seconds.

Alfa Romeo has revealed the mainstream version of the Giulia model to the press on Tuesday. The Giulia, a rival to the Audi A4 and BMW 3 series, has been subjected to minimal exterior changes. The biggest change is the air intake that sits beneath the trademark Alfa Romeo grille. Where once it was split in two, the mesh grille is now joined, to match the forthcoming Giulia sports sedan. Alfa has also added new headlamps and taillights, plus two new colours – Alfa White and Lipari Grey. Under the bonnet is where you'll find the biggest change. There's now the option of a new 88kW/320Nm 1.6-litre turbo-diesel four-pot engine that can come paired with a new dual-clutch automatic box (DCT). The combination of new small diesel and DCT is an efficient one; Alfa claims the small 1.6-litre can average just 3.8L/100km while emitting just 99g/km of CO2. Against the clock the little diesel can hit 100km/h in 10.2 seconds and reach 195km/h.

Subaru presented the new XV Concept. The XV Concept is shorter and wider than the current XV, but keeps the same wheelbase. It also takes on a far more

robust and aggressive appearance than the current car, with elements including body cladding, roof rails and a chunky front bumper giving it a muscular stance.

Engineering consultancy EDAG presented its Soulmate concept, developed in partnership with Bosch. The Soulmate, first seen at CES in January, is a roofless development of the striking Light Cocoon coupe shown in Geneva last year, and again is constructed around a lightweight skeleton structure with fabric outer skin, its body components 3D-printed. The luminous outer skin is not just pretty: its illumination can act as warning alerts, both to the driver and to other road users; the inside door panel trim can light up to warn of the presence of a cyclist in a blind spot on that side, for example. It now showcases connected-car, internet-of-things tech from Bosch: communication to a smart home (to give access for deliveries, for example), integration with online services and smartphone apps, adaptation to personal preferences and calendars (i.e. for automatic route guidance), and networked infotainment. Gesture controls and haptic feedback both feature, the dashboard and centre console both wholly electronic in their displays.

Making its world debut at the show was the Toyota C-HR that gives a Japanese carmaker a powerful new presence in the crossover market. The C-HR concept was first shown at the 2014 Paris auto show. The Toyota C-HR also brings innovation to its segment through the introduction of a hybrid powertrain. Using Toyota's very latest 1.8 hybrid system, the C-HR's driving experience is perfectly aligned with modern urban life, and matched to a level of efficiency previously unseen in the crossover segment.

The Korean manufacturer Ssangyong revealed a production car based on the XLV Air concept first revealed at the Frankfurt motor show last September. Now called the Tivoli XLV, the bigger new SUV shares the same 2600mm as the regular Tivoli but is 235mm longer. The XLV's extra length sees luggage space increase from 420 to 720 litres. Under the bonnet, the production version comes with the Tivoli's 1.6-litre petrol and diesel engines with six-speed manual and automatic transmissions. Two-wheel drive will be standard but all-wheel drive will be available.

The Swedish supercar maker Koenigsegg showcased Regera, a model already unveiled at the 2015 Geneva Motor Show, but this time around it was shown in its production form. The hyper car, according to the company, has received around 3000 changes in the past 12 months to bring it into the production form. Powering this hypercar, which is reportedly limited to 80 units, is a 5.0 litre twin turbo V8 engine that produces a maximum power output of 1100 hp while the peak torque stands at 1280 Nm. This engine is paired to 3 electric motors that produce a combined power output of 697 hp and 900 Nm of torque. This engine sends power to the wheels via the Koenigsegg Direct Drive system (KDD) that abolishes the need for a transmission. The car can achieve a top speed of 410 kmph while naught to 100 comes 2.8 seconds while 300 km/h comes up in 12.3 seconds and 400 km/h comes in less than 20 seconds.

Ford revealed new vehicles and customer services for its Vignale line at the 2016 Geneva Motor Show. The American carmaker unveiled the new Ford Edge Vignale – the company's first entry into the upscale SUV market in Europe – and the new Ford S-MAX Vignale. Ford will announce prices for the Ford Edge Vignale later this year. The Ford S-MAX Vignale is available to order now. In addition, revealed for the first time was the Ford Mondeo Vignale five-door

model that will go on sale in 2017, and a concept version of a forthcoming Ford Kuga Vignale. Ford also debuted new design options that from next year will enable customers to further personalise the exterior styling of the Ford Mondeo Vignale and Ford S-MAX Vignale.

Jaguar unveiled its fastest car ever at the Geneva Motor Show. The Jaguar F-type SVR coupe has a top speed of 322 km/h and is able to accelerate from zero to 100 km/h in 3.5 seconds. The car is the first Jaguar to sport the SVR badge, so named after Jaguar Land Rover Special Vehicle Operations group responsible for this project. To be placed above the existing flagship Jaguar F-Type, new SVR will be offered both in coupe and convertible variants. Featuring a similar exterior and interior design, there are subtle changes that make the new jaguar F-Type SVR more menacing. SVR is powered by a supercharged 5.0 liter V8 engine as seen on the F-Type V8S and R variants. This engine will be capable of 575 PS peak power and 700 Nm peak torque due to tweaks on engine calibrations.

Germany's Gumpert Sportwagenmanufaktur has been reborn as Apollo Automobil after the company filed for insolvency in 2012 and its remaining assets sold off to Chinese group Consolidated Ideal TeamVenture. At Geneva show Apollo presented the Arrow, firmly rooted in engineering fundamentals that have come to define the way Apollo conceives hypercars. The Arrow reflects ten years of advancement in computational fluid dynamics while keeping the safety of drivers and passengers as a priority. The completely new 4.0 litre V8 bi-turbo engine adopts the latest fluid-based intercooler management and is matched with a lightweight 7-speed gearbox. Revisions to the chassis fore and fuel cell have provided an increased cabin space, making the cockpit more comfortable on this high performance car that can be used everyday.

After being on the market for three years, Peugeot has decided it was time to update the 2008 SUV. Styling changes are minimal but the 2008 gets a fresh design, updated engines, more equipment and will be available in a new top-of-the-range trim level. As part of its mid-life refresh, the Peugeot 2008 gets a heavily revised front grille. It's wider and taller than the one on the outgoing model, with the Peugeot lion emblem sitting directly in the middle of the grille, rather than on the bonnet. Inside, Peugeot has sought to improve quality, as well as providing more technology and more equipment. Boot space has been marginally improved over the outgoing model – jumping from 350 to 410 litres. Under the bonnet, the new Peugeot 2008 comes with a choice of five petrol and three diesel engines.

British car manufacturer Morgan launched a new electric car, called the EV3. First revealed at the Goodwood Festival of Speed last summer in prototype form, the EV3 is designed to attract younger customers to the traditionalist Morgan brand while also paving the way for future hybrid and electric versions of its existing road cars. The EV3 is based on the Morgan 3 Wheeler and will be the first production electric vehicle to come from the Malvern-based manufacturer. Key to the EV3's success will be its weight. In prototype form, the 'Phase 1' EV3 weighs 470kg, a significant reduction from the 525kg of the standard 3 Wheeler. Power comes from an electric motor mounted at the rear, replacing the 3 Wheeler's 2.0-litre V-twin engine. The electric motor has been developed by Potenza and produces 75bhp and 96lb ft. Its top speed is rated at 90mph, with the 0-100km/h sprint taking 8.5 seconds. The lithium ion battery pack is said to provide a range of up to 240 km, with a full recharge taking four hours.

Lotus unveiled new Lotus Evora 410 Sport. Although it's based on the Evora 400, the Evora Sport 410 is 70kg lighter. Weight has been shed by the use of carbonfibre components for the front splitter, roof panel, tailgate, rear diffuser, a one-piece tailgate and forged alloy wheels. This also accounts for an improved aerodynamic downforce of 15%. Powering the model is a tuned version of the 3.5-litre six-cylinder supercharged engine from the track-bred 3-Eleven; it produces 453bhp and 302lb ft of torque mated to a manual gearbox. With a lower centre of gravity, a kerb weight of 1325kg and that supercharged engine, the Sport 410 can sprint from 0-100km/h in 3.9sec and go on to a top speed of 300km/h. It can also lap Lotus's Hethel test track in 1min 28sec. The Sport 410 will be available in all major markets from June, and just 150 examples will be produced each year. A specific version for North America will be announced later this year.

CONNECTED CARS STORY: Whether it's playing tunes directly from your iPhone over the car's stereo or allowing your car to drive and park itself, connectivity is driving full speed ahead. The Geneva Motor Show features the best and brightest for the year to come; 2016 may be seen as the beginning of the technological revolution that brings the internet to the heart of our driving experience. Apple and Google have developed applications that allow certain controls of a car's systems: mostly in the entertainment department. A number of carmakers have integrated this technology into their on-board hardware and software. Volkswagen is already making this feature available in some of its 2016 models. But the boss of Rinseed doesn't see the tech giants as a threat, "I see them in a very strong position, probably merging with the traditional car industry to make autonomous driving happening."

And the next phase: controlling not just the vehicle but everything in your life from the comfort of your car. Edag allows its customers to "drive autonomous". The internet of things will allow drivers to check their home security, start the kettle, check the temperature of their sitting room - all before pulling into the driveway. Both Edag and Volkswagen are developing this technology.

While Rinspeed is offering a fully self-driving machine. 'Etos' is a fully autonomous car that not only has the capacity to drive without being guided but uses sensors around the vehicle to know where to go and avoid any obstacles. The driver will become obsolete - so much so - that the steering wheel retracts into the dashboard so that the driver won't be tempted. The Etos also comes with a drone that can capture and live-stream journeys. Why a drone? Why not.

RENAULT F1 STORY: Renault will feature a new look on its return to Formula One as a factory team at the Australian Grand Prix later in March.

At the Geneva Motor Show Renault team boss Cyril Abiteboul said on Tuesday (March 1) the all-black paint job the team has seen during testing will be changed in time for the season opening Grand Prix.

"There is more coming for Melbourne with a totally new look that will be very exciting," said Abiteboul.

"We want the car to be the most beautiful car on the track. Maybe not the fastest this year, but the most beautiful car on track."

Renault is returning to Formula One as a factory team for the first time in six years.

The French car manufacturer also ran a team in Formula One between 1977 and 1985, then between 2002 and 2010.

Its second attempt yielded championships for Spain's Fernando Alonso in 2005 and 2006.

This time around Renault has taken over the Lotus team, which faced going out of business at the end of the 2015 season.

"We know the game, we know the players, we know what it will take to be successful, first," said Abiteboul.

"Secondly, the most difficult thing in Formula One is to build performance engines, and that's what we continue to do therefore it's not a big difficulty."

Renault has supplied engines to the Red Bull Formula One team since 2007, helping winning four consecutive championships for German driver Sebastian Vettel.

That relationship soured in 2015, with Red Bull publicly criticising the engine's performance and Renault's response.

For 2016 Red Bull will use a Renault power unit carrying Tag Heuer branding.

"It's difficult to get recognition when you are an engine supplier," said Abiteboul.

"A lot of people say that when you win it's thanks to the chassis and when you lose it's because of the engine. It's a bit exaggerated but there's a bit of that."

British driver Jolyon Palmer and Denmark's Kevin Magnussen will drive for Renault on its return to Formula One.

Formula One's season-opening Australian Grand Prix takes place on March 20.

FORD BACK AT LE MANS: Ford is aiming to win the Le Mans 24 Hours race on the 50th anniversary of its famous victory at the French classic.

This year a pair of Ford GTs will compete in the LMGTE Pro category of the FIA World Endurance Championship.

In 1966 the original Ford GT40 took victory at Le Mans in the hands of New Zealanders Bruce McLaren and Chris Amon,

For the renewed attack the legendary U.S. team Ganassi will run Ford's team.

The cars are being driven by British racers Andy Priaulx, Marino Franchitti, France's Olivier Pla and Germany's Stefan Mucke.

"It's not an endurance race, it's a sprint race over 24 hours and there's no time for relaxing," said Mucke of Le Mans.

"It's a 100 percent fight all race through and of course you need luck."

The team's GT racer is based on the road car of the same name, which itself takes styling cues from the famous GT40.

Only 250 of the road-going versions will be built.

Raj Nair, who is Ford's executive vice president and chief technical officer of global product development, explains: "I think the team's done a great job particularly at the front of the vehicle with the nostrils, it really evokes the GT40," he said.

Nair added Ford was attracted to the WEC's LMGTE category over the top prototype class.

"The GT classes are very attractive to us know because it's much more connected to the production vehicle that you'll actually see on the road," he said. "A lot of the technologies that you'll actually see in the vehicle will see their way into mainstream vehicles, like the EcoBoost technology and the light-weighting of the vehicle."

The GT is powered by Ford's EcoBoost 3.5-litre twin-turbo V6.

To win Le Mans the car will need to beat heavyweight competition in the form of Ferrari, Porsche, Aston Martin and Chevrolet Corvette.

Stefan Mucke left the Aston Martin factory team to join Ford, citing the American company's racing heritage as a major factor.

"There's no question for me there's so much history behind that when I grew up as a child of course you've racing blood in you and you know about the history about Ford and Le Mans and being part of that is like a dream come true," he said.

The Ford GT makes its first FIA World Endurance Championship start at Silverstone in the UK on April 17, before racing at Le Mans on June 18-19.