



Note: This is a spec episode script for an existing car-culture news video series on YouTube.

Daily Driver

Cold Open

On today's show: Nissan unveils a crossover EV. An F1 champion's dad sends his cars to auction. Bugatti builds an affordable roadster? And it may skip a generation, but love for the Ford Bronco definitely runs in the family. I'm [presenter name] and this is Daily Driver, let's buckle up.

A Block

First up: Nissan has just revealed the Ariya, their first electric crossover. It's slated to go on sale in the US late next year, starting around \$40,000.

[\[Show running footage of Ariya\]](#)

The new EV will have optional all-wheel-drive, with up to 87 kilowatt-hours of battery capacity. That, along with regenerative braking, should get you close to 300 miles of range.

[\[Show interior footage of Ariya, starting with backseat POV then center display closeup\]](#)

But the highlight of this crossover has gotta be its interior design, inspired by Nissan's concept called 'Timeless Japanese Futurism.' The powertrain setup allows for a cleared-out cabin, a flat floor, and bunches of leg room. And check out that instrument panel and center display, with nearly 25 inches of screens in a continuous waveform across the dash.

What do you think of Nissan's newest EV? Let us know in the comments.

Moving on: Formula 1 champ Lewis Hamilton's dad Anthony has put 18 cars from his collection in the capable hands of Silverstone Auctions for an online event to be held this weekend.

[\[Show red Ford GT\]](#)

There's something for everyone here. Hamilton's 2006 Ford GT could fetch \$350,000, but on the more affordable side there are also some classic British sportscars, like...

[\[Show blue Swallow Doretti\]](#)

A pair of 1954 Swallow Doretti Roadsters, two of only 276 ever built.

[\[Show red Triumph Italia 2000GT\]](#)

And we'll be watching this 1960 Triumph Italia 2000GT. This Michelotti-designed coupe could bring in \$180,000.

You can see the photos and details of Hamilton's collection at [hagerty.com/media](https://www.hagerty.com/media).

Finally, Bugatti's back with a new car! Starting at ... \$35,000? That's right, they've released a single-seat roadster called the Baby II.

[\[Show still of Ettore and Roland Bugatti with first Baby\]](#)

This lil' guy pays homage to the half-scale, battery-powered racecar — called “the Baby” — built in 1926 for Ettore Bugatti's four-year-old son.

[\[Show video footage of Baby II details\]](#)

Today, the electric Baby II is based on digital scans of a Type 35. It's sized to three-quarters scale, to be driven by kids AND so-called grown-ups. Three variants are on offer, with the top-shelf Pur Sang edition sporting an aluminum body taking coachbuilders 200 hours to shape by hand. Top speed: 42 blazing miles per hour.

Most of the 500 copies are already reserved, but a few more future owners can register interest at the brilliantly named website, BugattiBaby.com.

Now coming up, we'll find out how a grandfather's career set one creative on the path to following in his footsteps. But first ...

[Break]

B Block

[\[Show running footage of 2021 Bronco\]](#)

Now, I'm a big fan of the new Ford Bronco; maybe that's got something to do with the fact that the recently unveiled 2021 model bears a striking resemblance to the OG from 1966.

[\[show B-roll or static shot of '66 Bronco\]](#)

But it's not just design DNA that ties the first Bronco to the newest.

[\[Show hero shot from story page of Gillies at work\]](#)

A huge part of the creative load in new-car design is carried by an automaker's clay modelers. Molly Gillies, who works in Ford's design department and had a hand in shaping the new Bronco, can trace her soft spot for square-bodied utility vehicles to the original version. And she can trace her love for car design to her grandfather, Frank DeBono.

[\[Show photo of DeBono working on Bronco logo\]](#)

Frank, who was also a clay modeler, worked at Ford for more than 40 years before retiring in early 1999. One of his earlier projects? You guessed it, the first-ever Bronco.

[\[Show clay model photo of '66 Bronco\]](#)

Growing up, Molly looked forward to visiting her grandfather's house. Quote, “We'd go to his house and his whole basement was set up like a studio. That's where I learned the tricks and the tools of the trade, and how to use them in the correct way.”

[\[Show Ford logo\]](#)

By the time Molly got to her junior year at Detroit's College for Creative Studies — the fabled breeding ground for automotive talent — class time working with clay sealed the deal, and she went

after an internship at Ford. That work earned her a full-time gig starting in 2019. Molly's manager? Yep. Personally hired, back in the day, by Grandpa Frank.

[Show close crop of hands and clay from Gillies hero shot]

"Machines today help us get to the final product faster," Molly told us, "But with the old methods they'd still be able to get within a millimeter of precision — by hand. Working with clay is putting your passion into something industrial — zoning in and putting the love back into the clay."

[Show photo of DeBono working on Bronco logo]

The wildly successful reveal of the new Bronco is satisfying for Molly, but it must also be bittersweet. Frank DeBono passed away on July 13th — the same day as the vehicle's debut.

[Show photo of tools with "DeBono" etched in]

Back in the '60s, masters like DeBono made their own tools for shaping the models. When Molly started working with clay, Frank gave his set of tools to his granddaughter. She still uses them every day.

That's it for today's edition. I'll be back soon with some more automotive news, but until then, keep driving!

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