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BMW i8

A vision of the future



Lexus RX450h

A hybrid luxury SUV

Hyundai Ioniq

Driven by e-motion

Porsche Cayenne S E-Hybrid

First premium luxury plug-in SUV





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Publisher
Hares Fayad

Editor in Chief
Myles Mellor

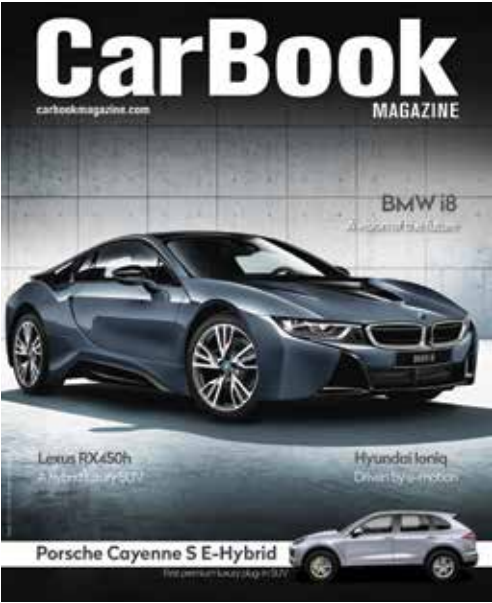
Contributing Writers
Andrew Ling
Benjamin Yong
Sonia Akraa

Editor
Alex B. G.

Sub-Editor
Boutros C. Michael

Art Director
Ahmad Yazbek

Photographers
Andrew Ling
Benjamin Yong
Sami Abed



www.carbookmagazine.com

Offices
(U.A.E.), Dubai
Jumeirah Lakes Towers,
JBC 2
P.O. Box: 50324
T.: +971 4 457 2348
F.: +971 4 457 2126

For Inquiries
Editorials, Advertisements
M.: +971 55 302 5550
+971 50 653 4050,
hares@carbookmagazine.com
info@carbookmagazine.com

Lebanon, Beirut
P.O. Box 90 -1096
T. +961 1 513 121
F. +961 1 513 141

Publication of Al Badia

Agents Distribution				
Lebanon: Al Nasheron Distribution Co. +9611277007	UAE: Dar Al Hikma, +97142665394	Bahrain: Al Hilal Corporation, +97317480800	Jeddah: Alkhazindar Co. +96626838025	Muscat: United Agency for the media, +96892113295
Qatar: Arabian Establishment for Commerce., +9745518898	London: General Co. for the distribution, + 447818088777	Jordan: Jordan Distribution Agency Co. +96265358855	Kuwait: United Distribution Co. +9652412820	Cairo: Today News Corporation, +20225782700
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Full steam ahead for Dubai's

Green initiatives



Smart Dubai

In 2014, Dubai's ruler, his Highness Sheikh Mohammed bin Rashid Al Maktoum announced the Smart City project, an AED 1.1 billion (\$299 million) initiative which will be served by electric vehicles (EVs). This massive investment is just one of the initiatives that Dubai is planning in order to promote use of electric cars, and consequently to transform Dubai into the smartest city in the world. The goal is simple, to reduce carbon emission in Dubai by 16 per cent by 2021, and to achieve a 10 per cent increase in the total number of hybrid and electric vehicles in use by 2030. The gigantic "Smart City" Silicon Park project in

Dubai is slated to be completed in the fourth quarter of 2017 and will comprise of 97,00 sq m of office space, 25,000 sq m of commercial space, 20,000 sq m of residential space, and a 115 room business hotel in addition to restaurants, cafes, health and fitness centres, a shopping centre, and parking for more than 2,500 cars. In the same vein, Dubai is also in the middle of laying down a comprehensive electrical car charging station infrastructure to promote the use of electric vehicles in the emirates. Managed by state utility company DEWA, charging stations are continuously being installed across Dubai. DEWA itself has been

adding EVs to its fleet, becoming the first government organisation in Dubai to use cars that only use batteries.

In February 2016, the first of seven charging stations were installed in Enoc/Eppco petrol stations (in partnership with DEWA). Just a year before that, DEWA installed 16 Green Charger stations for public use. 12 of the stations were also built at DEWA offices, with the ability to charge up to 24 cars at once. There are a further four more charging stations at the Dubai Silicon Oasis and Dubai Design District (D3). There are now 100 electric charging stations across the emirate, and owners of electric cars can sign up

for a green charger card, which is used to activate the charging stations.

Hybrids explained

While you might not be able (or ready) to take full advantage of the 100 EV charging stations just yet, there are many other ways to cut down your carbon emissions today without going to a full electric vehicle. Auto engineers have developed many different technologies in the last decade to reduce cars' fuel usage.

With the plethora of advances made in the last few years or so, there is now a befuddling amount of technology that you can find in even some inexpensive compact cars.

Let's take a closer look at the major systems offered today.

Micro hybrid - Up to 5 per cent savings in fuel consumption

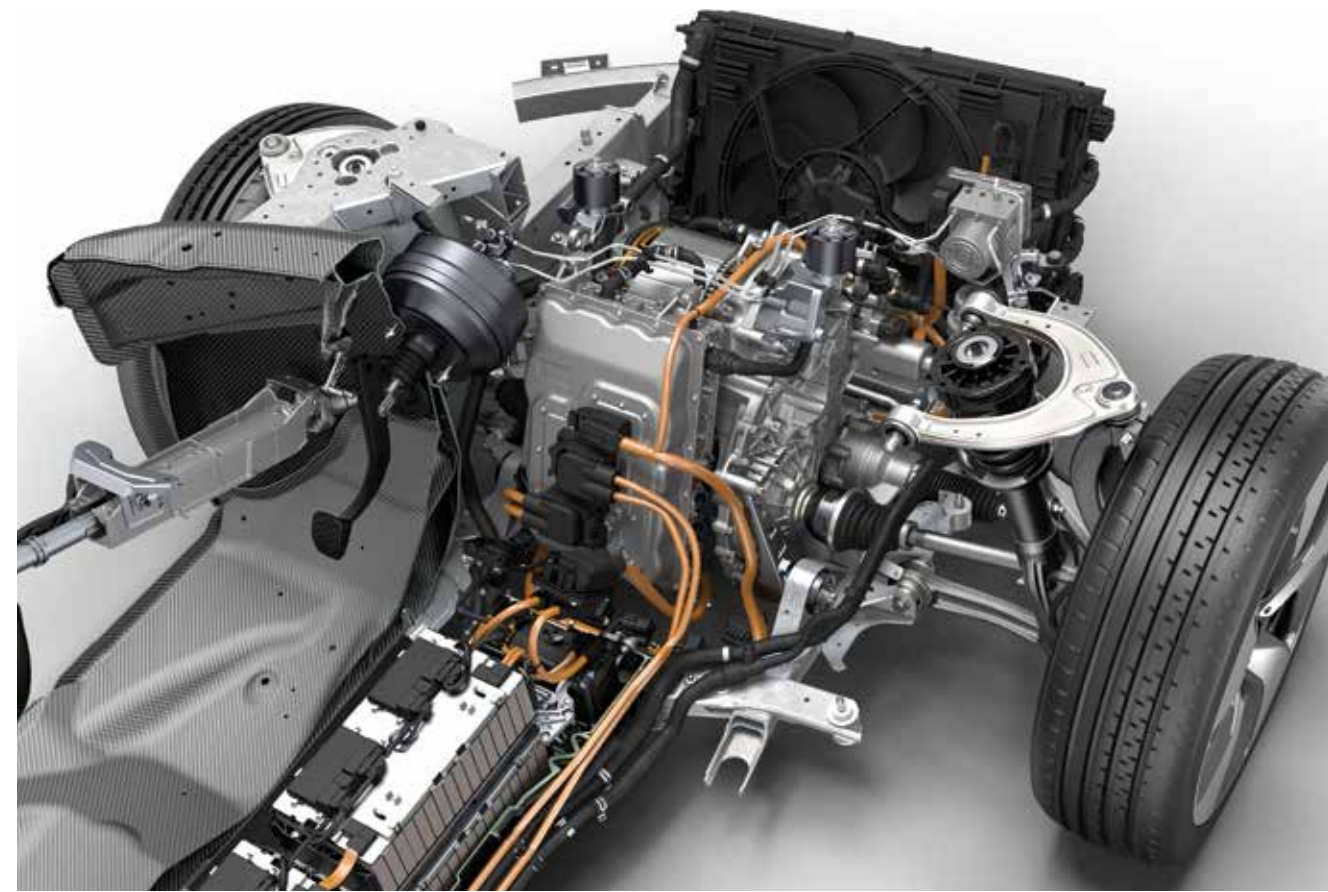
Better known as a start-stop system, a micro hybrid system can provide for a 5 per cent efficiency bump. This system automatically stops the internal combustion engine to reduce idling time at red lights, thereby reducing fuel consumption.

In most vehicles equipped with a start-stop system, an enhanced starter and deep cycle battery is fitted so as to be able to withstand the increased numbers of engine starts. Other setups include an enhanced combined starter-alternator design.

Example: Found on all hybrid vehicles as well as all current model BMWs, Porsches, Jaguars, Land Rovers, most Audis, and Mercedes-Benz vehicles.

Mild hybrid – up to 15 per cent savings in fuel consumption

A hybrid vehicle that cannot drive on the electric motor alone. It uses a smaller electric motor and



battery combination and always needs the internal combustion engine to propel the vehicle as well with the electric motor providing assistance.

Example: Honda CR-Z, Honda Insight

Full hybrid – Up to 30 per cent improvement in fuel economy

A hybrid vehicle with the ability to propel the vehicle solely on the electric motor alone without the assistance of the internal combustion engine. However due to limited battery capacity a full hybrid is generally only able to do so under certain low load conditions such as light acceleration, light cruising, or in stop and go traffics at low speed.

The internal combustion engine will be summoned to step in to provide full acceleration as soon as those

conditions are exceeded

Example: Various Toyota and Lexus hybrid vehicles, Honda Accord Hybrid, BMW hybrid vehicles, Ford and GM vehicles.

Full plug-in hybrid – Up to 90 per cent improvement in fuel economy (if the engine is never used)

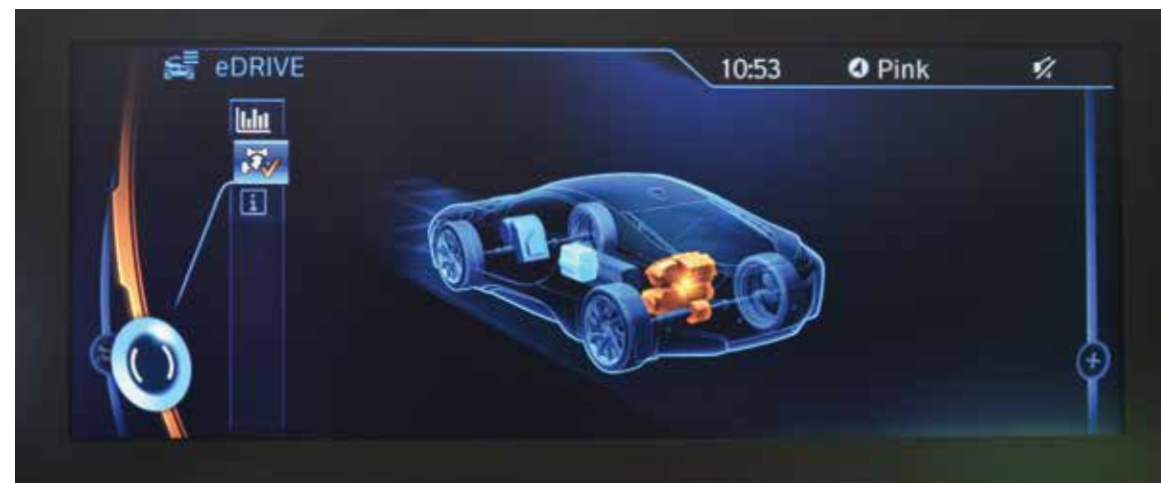
Essentially a full hybrid vehicle with the ability to plug into a wall outlet or specialized quick charger to top up the on-board battery.

Plug-in hybrid vehicles tend to have bigger battery packs and higher output motors. They are usually able to run the vehicle in Electric-only mode for much longer durations and up to highway speeds. These vehicles are designed to handle commuter-type range (20-100 kms) and conceivably can be driven in pure EV mode for extended period without the internal combustion engine firing up at all as long as the battery pack isn't drained and certain other conditions are met.

Example: Toyota Prius plug-in hybrid, BMW 330e, BMW i8

Wrap-up

We've covered a number of these exciting new hybrid cars in this issue and will continue to cover this surging trend in the coming month and years ahead.



BMW i8

A vision of the future



When BMW first introduced its Vision EfficientDynamics concept car in 2009, it reintroduced the idea of a mid-engine BMW flagship vehicle. The world had not seen such a BMW since 1978-1981, with the mid-engined M1 being the only other mid-engined production machine in Munich's history. The big difference between the two is that the i8 was conceived to shatter sports car conventions. Indeed the 2009 Vision EfficientDynamics concept car was not just any old mid-engined vehicle. That would be too easy. It drew power from two electric motors and a three-cylinder turbo diesel engine.

Two years later when the i8 concept car made its debut, the diesel had been swapped out for a gasoline-powered three cylinder engine and the vehicle was now also a plug-in hybrid.

BMW "i"?

If you don't already know, BMW's "i" sub-brand is devoted to all-electric or plug-in hybrid vehicles. Currently, there are only two vehicles in the range. The small i3 electric vehicle, and the i8 performance plug-in hybrid.

BMW says that the i8 is a peek into the future of sports car motoring, combining eco-friendly construction,

high performance, and yet super-low emissions.

Supercar looks, Prius-like mission

The production version of the i8 redefines what a supercar can be. Eco-friendly but yet futuristically drop dead gorgeous. A poster of the i8 would not be out of place hanging on the wall of a 10 year old boy's bedroom. With its swan wing doors, ground hugging proportions, and aggressive looks, it's perhaps BMW's most striking car in recent memory.

With prolific blue ambient lighting inside, you could be forgiven for having a flashback to "Back to the Future". Gone are the Mission Impossible transparent



doors from the Vision EfficientDynamics concept car. The production i8, like the i3, is constructed with the maximum use of sustainable materials, such as BMW's carbon fibre-reinforced plastics, for the cabin structure. There is lightweight but strong aluminium platform beneath, helping the i8 to tipping the scales at only 3,300 pounds. BMW's engineers truly did make the best use of its exotic materials to keep the weight down for the sake of fuel economy and performance.

What powers the i8?

The i8 has a unique dual powertrain, but what is remarkable is how they are combined to achieve good fuel efficiency. The vehicle is actually a pseudo all-wheel-drive sports car, with the front wheels driven by a 129 hp electric motor, and mid-engine mounted MINI Cooper-sourced 1.5 litre three-cylinder turbocharged engine pumping out a healthy 228 hp. There is another smaller 11-hp electric motor that fills in the gaps between the front electric and mid-engined gas engine.

The result is a combined total output of 357 hp and 570 Nm of torque. There is no actual driveshaft

connecting the front and rear drivetrains together and as a result, in pure electric mode, the i8 is a front wheel driver.

Thanks to the precision Frankenstein job, the i8 will blast from 0-100 km/hr in just under 4 seconds (in Sport mode) and onto a top speed of 249 km/hr (155 mph). In other words, it will give most Porsche 911 drivers a fright, and run rather close to the Audi R8. It is, however, not quite Ferrari 488 GTB territory. There is a six-speed automatic transmission with the obligatory flappy paddles, of course. The car feels significantly faster than it is on paper because you have the instant torque of the electric motor. It doesn't matter what gear you're in. Plant your foot down and the i8 responds almost instantaneously. To boost the i8's sportiness, there is some digital noise enhancement piped in through the car's audio system. As fake as it may be, it still sounds good and brings a smile to my face every time. Isn't that the purpose of a sports car anyway?

How do the modes work?

The i8 has three drive modes, each with its own unique

setting and use of the drivetrain(s). Upon start-up, the default "Comfort" mode runs the car in a traditional plug-in hybrid configuration. The gas engine will fire on as needed, but the i8 can run on pure electric power stealthily up to about 80 km/hr as long as you're light on the throttle pedal.

Press the eDrive button and the i8 reverts into full electric (front wheel drive) mode. This setting prioritizes battery-only usage and will keep going as long as there is enough charge in the 7.1 kWh battery. eDrive mode also raises the pure electric-only maximum speed to 120 km/hr. Acceleration in EV mode isn't quick, with 100 km/hr arriving in around 9.4 seconds. But that is more than sufficient for comfortable use in everyday traffic and feels faster than it is thanks to the 184 lbs-ft (249 Nm) of torque. With a topped off battery, eDrive can stay active for about 24 km of driving range. But when the drive battery is drained, the i8 can still sail along merrily as a traditional hybrid for about an extra 400+ kms. Slot the gear lever to the left into Sport mode and you get a combination of the 3-cylinder engine running



all the time, the full output from the electric motor, as well as firmer settings for the dampeners and more power steering feel. Sport mode is where the magic happens with the car's two electric motors, two transmissions, and one engine working together in

harmony. There is no turbo lag, no electric drivetrain surging, just magical, uninterrupted, linear thrust. While driving in Sport mode, the i8 also accomplishes something that other plug-in hybrids can't. It can use the gas engine to recharge the lithium-ion drive battery,

allowing you to gain electric miles for later use. Lift off the throttle pedal and the front electric motor generates electricity to charge the battery. Push the brake pedal and the car will add more regenerative braking to the mix. Push the pedal harder and the

friction brakes will finally begin to bite. It's mostly seamless, but occasionally the transition between the electric and disc brakes can be felt.

How does it drive?

First things first, you had better be somewhat limber to get in and out of the i8. Be prepared to duck under the door, and sit on the sill, and slide sideways into the seat while pirouetting your feet under the dash. If you want to carry anybody in the small rear seats, they had also better be limber and short. However, given the fact that most supercars don't even have a rear seat in the first place, the i8's ability to carry +2 is a little bit of extra convenience.

Thanks to its mid engine design, the i8's handling is super agile with turn-in response that feels pretty much immediate. With the front electric motor able to vector torque to the front wheel that needs it the most, the i8 carves through the twists and turns like a go-kart. While the ride is not plush mainly due to its relatively skinny low profile tires, it is subtle enough and certainly more compliant than what you would expect from a supercar.

Flick the shifter into "Sport" mode and the gauges switch from blue to red for an extra bit of theatre. I found myself constantly reaching for the paddles by the steering wheel in this mode, and the transmission rev-matches when downshifting for an extra treat.

There is a certain lightness to the i8 with barely any body roll in the corners. The BMW feels delicate and measured, requiring only small inputs from the driver. Because of its highly electronic setup, the car may not feel quite as engaging and adjustable mid-corner as a 911 or R8, but nonetheless it's seriously good fun anyhow.

Final thoughts

Like the Tesla Model S, the i8 proves that electric cars can really be cool. Its curvy (but aerodynamically functional) fins and raked body lines give it exotic car looks that attract attention right and left. You best be prepared to talk to strangers once you swing open the swan wing door because they'll have many questions. Yes, it may not have much load carrying ability, and yes its high price and complex mechanicals may confine it to a small niche market. But the i8 combines fantasy good looks, high performance, with low environmental impact and consequently low guilt level. With a long cruising range and the ability to use the gas engine to top up on the electric miles, the i8 is a compelling argument that it is the car of at least the immediate future!



Porsche Cayenne S E-Hybrid

First premium luxury plug-in SUV



As if the Porsche Cayenne wasn't a spicy enough sport utility vehicle already, the mid-size luxury crossover recently received a major facelift and additions to the lineup. One of the new players is the plug-in S E-Hybrid, the model's first partially electrified offering. I was part of a group of journalists to get an early close-up look at the redesigned SUVs that also starred the Cayenne S and blisteringly fast Cayenne Turbo. Now in its third generation, most owners and enthusiasts are

aware of how the vehicle performs on regular road, so to truly test the all-around ability of these machines, the venue chosen was a mountainous area in Western Canada named Callaghan Valley. **More powerful** Ingo Scheinhütte, senior designer at Porsche who worked on the current Cayenne, made the trip out and gave a brief presentation detailing some of the exterior changes to the vehicle. "Wider and more powerful"

was a recurring theme, and applies to everything from a revised hood shape and front air intakes to the removal of the rear license plate light bar and reshaping of the rear bumper diffuser — all of which are meant to give the crossover a bigger, meaner presence on the road. Other improvements include extra standard features such as Bi-Xenon headlights housing built-in four point LED signature daytime running lights for all



trim levels, the Porsche Communication Management infotainment system, satellite radio, automatic liftgate, multifunction sport steering wheel with shifter paddles patterned after the 918 Spyder supercar, and front and rear park assist. Two new colours are available: Carrera White metallic and Palladium metallic. Although all variants of the SUV have distinct styling cues to separate one another, the S E-Hybrid — the first luxury plug-in in its class — possesses the most unique and striking details. Immediately noticeable are the huge brake calipers dipped in neon “Acid Green” paint. The same shade is applied to the outline of the emblems and the needles in the instrument cluster.

Electric upgrades

The S E-Hybrid isn’t simply a plug-in version of the outgoing hybrid. The previous 1.7 kilowatt-hour nickel-metal-hydride battery has been replaced with a much higher capacity 10.8 kWh lithium-ion unit installed under the floor of the cargo area, and the electric motor is two times more powerful, rated at 70 kilowatts (95 horsepower) instead of 34. Combined with a 333 hp supercharged 3.0-litre V6 and mated to an eight-speed Tiptronic S automatic transmission, total net output equals 416 horsepower and a whopping 590 Nm of torque. The latter figure was clearly demonstrated when I put my foot down and our test vehicle was sent rocketing up a gravel-covered hill encountered along our drive route. The advertised 0 to 100 km/h figure is 5.5 seconds and top speed is 243 km/h.

Just to compare performance, the S we drove has a downsized 3.6 L V6 bi-turbo engine (formerly a V8) making 420 hp, up from 400, and the beastly Turbo grade boasts a 4.8 L bi-turbo pushing 520 hp and 750 Nm of torque capable of getting from 0 to 100 km/h in 4.5 seconds.

Handling and safety

All-wheel drive is equipped on all Cayennes. The S E-Hybrid also comes with Porsche Active Suspension Management, where drivers may choose between three suspension settings: Comfort, Sport and Sport Plus. Each one either firms up or softens the dampeners to better suit the ride to the surrounding environment. Accidents happen, but hopefully less so with safety technology like adaptive cruise control and Porsche Active Safe (PAS). Switched on, between 30 and 209 km/h, the computer keeps the vehicle a set distance away from the person in front, even if he or she comes to a complete stop. Tapping the accelerator pedal or pressing on the control lever causes the car to resume



speed. PAS works independently of cruise control, issuing a visual and acoustic warning when approaching a car ahead too quickly.

Topping up

Charging the S E-Hybrid is as simple as connecting the included adapter to a wall outlet. Using standard household 120-volts a complete top-up will take roughly 4.5 hours, or half that if you have a 240-volt outlet at your disposal.

Smartphone users can download the Porsche Car Connect app from the App Store or Google Play to monitor charge levels and check onboard statistics while plugged in, as well as turn on or off heat or air conditioning before getting inside. This ensures the cabin is at the optimum temperature reducing the need to alter the climate controls on the road, thus increasing the electric driving range.

Running in EV-only mode, the electrified SUV has a total range of 22 kilometres, bumped up to 770 km when cooperating with the gasoline powerplant.

Fuel consumption is 5.0 L/100km according manufacturer estimates.



2016 Lexus RX450h

A hybrid luxury SUV



Toyota Chairman Takeshi Uchiyamada likes to tell the story of how his team couldn't get the first Prius prototype to move for 49 days. According to him, "We had no idea what was wrong, so we worked late every night trying to figure it out. We finally got it to move around Christmas time, but it only went 500 meters!" That was back in 1995, when hybrid cars were unproven experimental machines with a very unclear future. On the same token, it is rather amazing to think that over two decades have passed since the RX helped to pioneer the luxury crossover category. The RX400h was the world's first luxury hybrid and still remains as

the brand's most successful hybrid model. For 2016, Lexus has just reinvented the RX again with an all-new model. The new Lexus is on an all-new platform, with a body that is more seductive and more dynamic while still simultaneously retaining attributes that loyal RX guests love about the vehicle. In 2016 Al-Futtaim Motors, exclusive distributor of Lexus in the UAE announced that its Lexus hybrid sales increased by 25% in the first quarter of this year, in comparison to the same period in 2015. Chris Buxton, Acting Managing Director of Lexus at Al-Futtaim Motors commented: "These positive sales results confirm that the interest in the leading

hybrid technology of Lexus is increasing as people now understand its benefits from reduced emissions and fuel consumption to powerful high performance yet smooth driving experience," "The hybrid conversation is being ignited more often at our showrooms since we priced the RX hybrid exactly the same price as its petrol equivalent" **Origami meets car design** Now in its fourth generation, Lexus engineers have designed the RX to be a luxury crossover, combining the flexibility of a sport utility vehicle with the driving





comfort of a luxury sedan, all wrapped in an elegant and sophisticated package. The 2016 RX makes a powerful visual statement at first glance with its front end featuring a completely new fascia highlighted by Lexus’ signature spindle grille with a chrome-plated border and triple L-shape-LED headlamps. Think of it as Origami meets car design. From the side, Lexus designers have borrowed a page from the Land Rover playbook, and blacked out the C-pillars to create a floating roof effect never before seen on a Lexus product. Overall, it is a look that stunned crowds, for better or worse, when it was revealed at the 2015 New York International Auto Show.

Luxurious interior

Push the start button and there’s nary a noise in the

RX450h Hybrid except for a few muted electronic whines and the steady green glow of an LED indicating that the car is in “ready” mode. Prod a bit harder on the throttle pedal and there’s a little more than a murmur from the petro engine as it fires up, ticking over almost silently at idle. As befits the Lexus brand name, the new RX’s cabin is one of comfort and luxury. The dashboard has a classy sweeping design, a massive 12.3 inch infotainment system monitor that takes centre stage and adds to the upmarket ambience. The shift lever has been moved away from the front of the instrument panel to optimize operability and create more space for the driver. However, the mouse-like infotainment control remains. While improvements have been made, the mouse is still not quite as easy to

use as a touchscreen or a dial. While the user interface has been much improved with clear graphics and nice typography, the maps could still use a bit of an update to catch up to Lexus’ European rivals. At least the optionally available full-colour heads-up display works is fantastic and works as advertised, even in bright sunlight. The seats? Well they have to be among one of the comfiest in the business. Lexus’ engineers have fitted enough bolstering to keep you in place and supported, but yet the cushions are soft enough on long journeys. Out back, rear seat occupants are treated to more leg and knee space than the previous generation vehicle. The newly-developed rear seats also offer power reclining functions to enhance convenience with a soupçon of hospitality and sophistication.

Under the hood

The hybrid-powered drivetrain in the all-new Lexus RX is the latest, most advanced iteration of the Lexus Hybrid Drive system. Its key components and control systems have been enhanced and reengineered to deliver improved fuel economy and low emissions. The completely reengineered 3.5-liter direct-injected V6 hybrid engine (2GR-FXS) is an evolution of the base six-cylinder drivetrain, now producing a combined system output of 308 hp at 6,000 rpm with 247 lbs-ft of torque (335 Nm) at 4,600 rpm. The RX 450h also features newly shaped intake ports and combustion chambers that generate a high degree of tumble inside the cylinders and improve combustion. Due to the use of a CVT automatic transmission in the hybrid, the engine revs soar momentarily if you accelerate hard, although this is made more bearable by heavy noise insulation and the 3.0-litre V6’s pleasant growl. For the first time ever, the hybrid is also available in a more sporty F Sport configuration. Combined with the electric motors, the RX450h offers up 308 hp while offering even lower fuel consumption and

emissions than its non-hybrid RX350 sibling. To further improve driving performance as well as feedback to the driver, the RX is available for the first time ever with Adaptive Variable Suspension. This system controls the damping force of the shock absorbers at each individual wheel in response to road surface conditions and driver inputs. For example, when cornering, the damping is firmed up to help reduce body roll. Combined with the newly available F Sport configuration, the RX is elevated with a sporty image that has never been available before.

On the road

Around town, the RX450h’s electric motors can be used to maximum advantage when working on their own without the V6 engine kicking in to assist. Use light throttle whilst keeping it below 50 km/hr, and you can cruise the last kilometre or so on just electric power alone. The RX is also very easy to hypermile on the highway as the electric motors can maintain highway speeds by themselves for a short period of time before the big V6 engine fires up to help. Lexus did aim to make the latest RX more fun to drive than its predecessors, but this still isn’t the vehicle that

will be persuading people to trade in their Porsche Cayennes. The body still leans over in harder corners and the electric steering is light and devoid of heaps of road feel. There is no doubt that this is how Lexus drivers like their vehicles set up why the company’s engineers to stuck with what was tried and true. Driving enthusiasts will have to point their sights to the company’s true “F” models (e.g. RC F coupé and GS F sports sedan) if they are looking for something sportier from the brand.

Final Thoughts

Although the latest RX is too new to have been included in the annual JD Power customer satisfaction survey, Lexus has consistently performed well over the last 10 years, and it finished joint top in 2014. Provided you’re not expecting sporty handling, the RX450h is generally a pleasant car to drive. The interior is beautifully finished, and it’s a breeze to drive for long distances, thanks to its comfy seats and whisper-quiet refinement. If what you are not a fan of diesel engines and yet are looking for eco-friendliness and the associated fuel cost savings, Lexus may have the answer to your desires in the RX450h.



2017 Toyota Prius Prime

Most efficient of any plug-in hybrid.



Now that the completely redesigned 2016 fourth generation Prius has been released, the plug-in Prime is the next variant to be launched. Toyota is touting big claims highlighted by a 1.96 L/100 km fuel consumption rating, which it says is the most efficient of any plug-in hybrid.

According to the Japanese automaker, the vehicle's name was picked because "Prime" means best, making it the perfect name for one of the most technologically advanced, best-equipped Prius in the model's history." Toyota readily admits that the Prime looks futuristic, even more so than the already funky 2016 Prius, featuring energy-saving quad LED headlamps, huge vertical signature DRLs and a mostly blacked out front fascia.

Being 61 millimetres longer, 15 millimetres wider and 25 millimetres lower than its predecessor, the wedge-shaped car avoids the dreaded top-heavy appearance and has a planted, road-ready stance. The hood is crafted out of aluminum and the rear hatch is made from carbon fibre, sitting below a full-width rear glass window giving the illusion of a floating roof. The interior has seating for four adults, the cabin split down the middle by a centre console that runs all the way to the back. Heated front seats — optionally covered with Softex synthetic leather — and an improved automatic climate control system are both standard. Drivers can keep track of their energy use and driving habits via dual 4.2-inch colour multi-information displays mounted to a centre gauge panel.

A series of companion smartphone apps allow users to remotely manage the Prime's charging schedule, monitor status, locate charging stations, set the interior temperature and track, compare, as well as share their eco driving score on social media. Like the standard Prius, Toyota Hybrid Synergy Drive powers the Prime mating a 1.8-litre Atkinson-cycle four-cylinder gasoline engine with an electric motor and a continuously variable transmission. The biggest difference, and advantage, between the two is that the former can be plugged in to charge the high capacity 8.8 kilowatt-hour battery pack. Connected to a household 120-volt outlet, a full top-up takes roughly five-and-a-half hours. The vehicle is able to run solely on fuel, electricity, or a

combination of both. The computer will automatically favour running in electric mode when efficient to do so, such as around the city and during short trips. For the first time, both the electric motor and generator can be simultaneously activated to boost acceleration. If fully filled up and charged, the Prime has an estimated maximum range of 965 kilometres. Up to 35 km can be travelled under full EV operation. The 2017 Toyota Prius Prime is expected to go on sale before the New Year.



2017 Hyundai Ioniq

Driven by e-motion



Hyundai Motor Company has been at a little bit of a tear recently. In June 2016, the company was honoured in the 2016 Newsweek Green Rankings for their emphasis on environmental awareness and eco-friendliness. If you don't already know, the Newsweek Green Rankings have been one of the world's foremost corporate environmental rankings, assessing the 500 largest publically-traded global companies on overall environmental performance. Perhaps it's not surprise then that one of Hyundai's latest offerings, the Ioniq, is the first eco-focused vehicle in the world to offer three distinct electrified powertrains on a single, dedicated vehicle platform.

In case of Hyundai's new green vehicle, the 2017 Ioniq, Korean company is trying to prove that you can indeed have your cake and eat it too, combining attractive design, and a decent driving experience coupled with the latest in eco, safety, and convenience technologies. **A world's first** First launched in Hyundai's home market of South Korea and then at the 2016 Geneva Motor Show, the Ioniq intends on covering all green car bases by being available in three powertrain configurations. Hybrid, plug-in hybrid, and battery-electric powertrains. The Ioniq's body structure is based on the Elantra compact sedan, but the hatchback gets its own unique

styling along with some changes depending on which powertrain is installed. Along with claiming some firsts with the Ioniq, Hyundai is also staking claim to class-leading figures from everything from aerodynamic efficiency to the aforementioned range of power options. **Powertrains galore** The clear comparison one will gravitate to is that Hyundai is targeting the Prius (although the latter is not offered as battery electric only). Given that the initial target of the Ioniq is only 77,000 units a year globally for the hybrid model, it would appear that the Korean carmaker understands the challenges ahead





in taking on Toyota. In comparison, Toyota's 2016 target for the Prius stands at 300,000 to 350,000 units globally. Hyundai will start production with the hybrid, the model that they expect will be the most popular out of the three offerings. In this configuration, the company's Kappa 1.6-litre Atkinson-cycle four cylinder direct

injection engine is supplemented by a lithium-ion battery and an electric motor. The gasoline engine produces 104 hp and is with a supplementary 43 horsepower electric motor hooked up to a 1.56-kWh lithium-ion polymer battery. Opt for the Plug-in hybrid Ioniq and you'll get the same 1.6 litre 4 cylinder engine, but with a more

powerful 60 horsepower electric motor and an uprated 8.9 kWh lithium-ion polymer battery. This allows the Plug-in hybrid Ioniq to run for approximately 40 km in all-electric only mode. Finally, the all-electric Ioniq ditches the hybrid gas/ electric powertrain altogether for a 120 horsepower fully electric motor with a strong 215 lbs-ft of torque

(291.5 Nm). A 28 kWh lithium-ion polymer battery gives it an estimated range of 177 kms. In order to maintain reasonable cargo space, the hybrid and plug-in hybrid Ionics have battery packs located under the rear seats. The electric Ioniq's pack also extends between the rear wheels and under the load bay.

No CVTs here

While CVTs (Continuously variable transmissions) have been lauded for their ability to significantly improve efficiency, this comes at a compromise in driving enjoyment. One of the major points of differentiation is that both the Ioniq Hybrid and the Plug-in use a dual-clutch transmission to engage the driver for a spirited and fun-to-drive character. This is an important differentiator from the majority of other hybrid and Plug-in hybrid cars that use a Continuously Variable Transmission, which are often criticized as having 'rubber band-like' acceleration.

The Ioniq Hybrid and Plug-in both feature a six-speed EcoShift dual-clutch transmission (DCT), which

boasts best-in-class transfer efficiency through the use of low-friction bearings and low-viscosity transmission oil. The driver can also select either SPORT or ECO modes, the difference being that the SPORT function holds lower gears longer and combines power from the engine and electric motor for maximum performance. In ECO mode, the DCT optimizes gear selection for efficiency, upshifting earlier to achieve class-leading fuel economy.

Who will buy it?

Hyundai says that throughout the entire development phase, engineers and designers worked closely to ensure that form and function evolved simultaneously in a complementary fashion. Distinguished exterior design sets Ioniq apart from its competitors as advanced technologies are integrated with the overall design. Unlike the latest Toyota Prius with its unique-looking (but in a polarizing sort of way) styling, the Ioniq passes for an attractive but normal looking vehicle, albeit one with an impressively low drag coefficient of only 0.24.

For those who want a low or zero emissions vehicle without shouting it from the rooftops, this could be another solid choice.

Officially, Hyundai expects the Ioniq to attract an entirely new group of eco- and efficiency-orientated buyers who need (or want) a highly efficient low-emissions vehicle without compromise to their daily lifestyles.

Add to it a driving experience that is enhanced through state-of-the art connectivity features like Apple CarPlay and Android Auto, as well as wireless charging of smartphones., and the company may have a winner on its hands.

The Ioniq also offers the very latest in advanced safety, including Automatic Emergency Braking with Pedestrian Detection, Lane Departure Warning, Blind Spot Detection, Rear Cross-Traffic Alert and Smart Cruise Control, for high levels of both active and passive vehicle safety.

All three 2017 Hyundai Ioniq variants go on sale later this year.



Rolls-Royce Dawn

A Rolls-Royce like no other



History

The Dawn was first introduced to the Rolls-Royce brand in the early 1950's when the company produced a limited edition of 28 convertibles of the Silver Dawn. The 1953 Silver Dawn Dropheads were the first Rolls-Royce vehicles built as Britain began to recover from World War II. Today, they are one of the rarest cars in the world and a true collector's car.

Why the "Dawn" nomenclature? Rolls-Royce says that the very definition of the word describes a new beginning, the start of a new day, and that it's very apropos for what they're bringing to the table with this new model.

Subtlety in its Design

One look at the front of the car and you'll instantly

recognize it as a Rolls-Royce. Yes, the Dawn is essentially a Wraith convertible, but Rolls says that 80 per cent of the body panels are unique to the new car. Both ride on the same 122.5 inch wheelbase, but the Dawn is very slightly longer. The basic suspension, drivetrain, and structural elements are shared, with the core engineering derived courtesy of Rolls-Royce parent company BMW. The iconic grille remains, but this time slightly recessed. Of course, the famous Spirit of Ecstasy guides the way, or you can choose to hide her beneath the trapdoor such as when parked somewhere. There is a new sculpted edgy front bumper with striking chrome details pointing inwards to further emphasise the iconic features.

The subtly different bumper and grille, compared to the Wraith and Ghost, also gives the Dawn a dynamic new look. Ensuring that the Dawn looks good with both the hood up and down was extremely important for the designers to achieve. Looking at the side profile of the Dawn, once again you can see the iconic Rolls-Royce proportions. Perhaps my favourite part of the vehicle is its subtle character line that starts on the front fender, continues under the glass, then slightly rises over the rear axle.

Rolls-Royce says that the Dawn's sheet metal curves and swoops make it the "sexiest Rolls-Royce ever built" and I'm inclined to agree.

One of the most stunning features of the Dawn is the interior veneer application. It truly does showcase the





craftsmanship of the artisans back at the Goodwood UK factory. The veneer wraps around effortlessly towards the elevated rear deck then continues to the inside of the car. This is known as the waterfall effect and it is just absolutely stunning. Everything about the Dawn can be described as stately and silent. Even the fan speeds are marked as “Soft” instead of “low”.

When is a roof not just a roof?

The Dawn’s roof is the second largest fabric roof used in the automotive industry, just after the Rolls-Royce Phantom Drophead Coupe. It opens in almost complete silence in just over 20 seconds at up to 50 km/hr. Because it’s so quiet, Rolls-Royce refers to it as the “Silent Ballet”. Rolls-Royce CEO, Torsten Müller-Ötvös, frequently describes with pride, the amount of engineering that was put into making the convertible mechanism as quiet as possible, as befits a Rolls-Royce. With the hood up, the Dawn is as quiet inside as the Wraith coupé, thanks to its sextuplet-layered fabric roof (most luxury convertibles only have three layers of insulation). With the top down, the drive is a little noisier as expected. The enormous rear passenger area includes its own seat warmers and coolers, of course. Should things

go awry, the Dawn will instantly deploy a concealed roll-over protection system to protect its occupants. **Power to spare, and more** Under the Dawn’s long hood sits a 6.6-litre twin-turbocharged V12 engine producing a whopping 563 hp and 575 lb-ft (780Nm) of torque. Weighing in at just under three tons, this engine will slingshot the Dawn from 0 to 60 mph in about 4.3 seconds. Power builds up strong from a deadstop, and delivery is more akin to a 787 Dreamliner taking off versus an atomic bomb. Smooth, powerful, but never scary. Power flows from the engine via a ZF eight-speed gearbox with GPS data intelligence. This means that the Dawn can actually “see” the topography of the road ahead to optimize its shift points ahead of time. All of this in the name of creating the famous “wafting” sensation that Rolls-Royces are so famous for. As if to underscore the power on tap with the V12 engine, like other Rolls-Royces, the Dawn also features a “Power Reserve” gauge instead of a tachometer. This gauge displays the power left untapped because describing something as mechanical as RPMs would be rather crass. Floor the throttle pedal down a stretch of open road and watch the reserve drop from 90 to 20 per cent. I never once got it to go beyond 20 per cent reserve, and by the vehicle would already be cresting at

speeds well above the legal limit. As expected, the car showed nary a sign of struggle at all. Yes, it’s true. There’s not much steering feel through the oversize steering wheel, but this is still a car that can be placed on the road easily. It confidently devours ribbons of tarmac just as easy as its owners are likely to devour plates of Beluga caviar. No other convertible offers such a secure, serene, and controlled ride over virtually any surface. Hustle the Dawn a bit too hard, and its 255/40R21 Continent ContiSportContact5 tires will complain a little. But this is a car that doesn’t encourage you to drive like a maniac anyway. It just wouldn’t be proper. **Final Thoughts** With the Dawn, Rolls-Royce has built a swift and silent Wraith-based convertible well worth of its impressive sibling. With the Phantom Drophead Coupé’s production coming to an end, the Dawn remains the only convertible in the company’s line-up. While it may not be as imposing as the Phantom Drophead Coupé, it is every bit as sumptuous, luxurious, exclusive, and exquisite. Take your pick of adjectives as any one of them will suffice. As Rolls-Royce’s President of North America Pedro Mota says, “The car makes you feel special. It is, after all, a car built for Kings and Queens”.



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2016 Jeep Grand Cherokee SRT

A value priced mid-size performance luxury SUV



Brembo brakes, adaptive Bilstein dampeners, 20” wheels, Pirelli P Zero tires, paddle shifters, 475 hp. All of these are items that one would expect from a sports car, or a performance sedan with a European name badge. However, in yet another example of how far Jeeps have come from their WWII predecessors that were airdropped from planes, all of the aforementioned items can be found on the Jeep Grand Cherokee SRT, a pumped-up version of the popular mid-sized family ute.

What does it come with?
If you don't already know, “SRT” is short for “Street and Racing Technology”. A decade or so ago, this would be a strange badge to find on an SUV. However these days, the Grand Cherokee SRT is the most expensive domestic FCA product aside from the Viper or a highly optioned heavy-duty RAM 3500 crew cab pickup truck. The SRT runs with some fast utes in the market place, including the BMW X6M, the Mercedes-AMG GLE63 and GLE63 S coupe, the Porsche Cayenne,

and the Range Rover Sport Supercharged. Sure, the Grand Cherokee SRT doesn't have the most power out there, nor does it have the most toys. But it has many of them and yet is almost just half the price compared to some of its European competitors. Feature-for-feature, horsepower per dollar, the SRT can easily be considered a value-priced mid-sized luxury performance SUV. It brings with it much of the comfort, convenience, and safety features, as well as various selectable driving modes that buyers in this category have come to expect.



What's under the hood?
As expected from FCA, a Hemi V8 lives under the SRT's hood. In this case, you'll find a naturally aspirated 475 hp 6.4-litre Hemi with a potent exhaust note coming from twin tipped exhausts. Thanks to a recalibration in 2015, the 6.4-litre V8 puts out a stump pulling 470 lbs-ft (637 Nm) of torque. Certainly enough to push all occupants deep into the supportive leather seats. 0 to 100 km/hr, by the way, flashes around the 5 second mark. FCA engineers added an eight-speed automatic transmission to shave 0-60 mph times, but also to boost fuel economy ratings. There is also a cylinder deactivation feature that shuts down four of the eight cylinders to save fuel during light load situations. To quell low frequency booming in the cabin from this Fuel Saver mode, an active noise cancellation system



operates through the audio system's speakers. Keen-eyed fans of the SRT will note that for 2016, the configurable LCD-based gauge display has been redone, placing the tachometer front and centre. The analogue speedometer is now to the left corner of the instrument cluster.

If there were such a thing as a muscle-truck, this Jeep would be it. With eight gears, flappy paddles, and no turbo to spool, the SRT's throttle response is very good indeed. The exhaust rumble is pleasant and present, with the snorting Hemi engine putting out some nice mechanical noises to supplement it.

Dive into the SRT page in the infotainment system and you'll find the ability to tweak various driveline settings to your heart's content. These include transmission shift speed and ferocity, suspension firmness, or even how much power you want the computer to shunt to the rear wheels. For example, "Track" drive mode sets the Selec-Trac all-wheel-drive

system's torque split to a sports-car like 30/70 fore/aft. There is even a valet mode which reduces the performance of the SRT to pedestrian Grand Cherokee levels, for obvious reasons. What you won't find is low range gearing, also for obvious reasons. Since the Grand Cherokee was one of the last projects that Daimler and Chrysler collaborated on, the SRT shares much of its DNA with the Mercedes-Benz GLE-class. The result is a structure that feels solid, and is free of squeaks or rattles. The best way to describe it is that it feels European. Because it is almost European. A quick glance at the technical specs and you'll see that the Jeep weighs more than 5,000 pounds. Hard to believe because it is unbelievably nimble.

Final Thoughts

If you are looking at a Grand Cherokee SRT it is a solid choice. The European-branded performance SUVs pip it in refinement but that is not what you buy a Grand Cherokee SRT for. We were told by the head

of PR when we collected it the infotainment is one of the best in the business. It is easy to see why. Not long after the first day we all new how to reign in the thundering sound system by finding the audio section and turning the bass down in a few taps normally a hidden option requiring pulling over to figure out. The Bluetooth system was perfect at recalling names and the performance pages kept us interested for hours watching power delivery throughout the test drive. Nothing was difficult to find and even more important we could remember how to get back there

The digital dashboard and the centre screen are fine and provide clear icons with good imagery. The steering wheel is in 'racing' style and was a good size but added a nimble feel to such a large powerful vehicle. The cabin has a very well made feel to it with genuine carbon fibre on the doors and dashboard. The cooling seats are always a joy to have in this region and found a friend with whoever used them.



The exterior styling is quite refined giving a compact and neat road presence rather than a bloated look as many prestigious 4X4's do tend to have. The SRT packs plenty of feel-good factor and is great value for money.

The Jeep ticks all of the boxes with an insane amount

of traction and stopping power. The ride, while somewhat coarse over uneven pavement, is very composed over most other surfaces thanks to the adaptive dampeners. As for people and load carrying ability, well it's a Jeep Grand Cherokee at its core, and all of the space and utility that you'd expect from one

but with brutal real world sports car performance It's bonkers, quite frankly, with bags of character. It will make a friend with whoever sits behind the wheel and those who come along for the ride. However what more would you expect from the fastest and most powerful Jeep that has ever been produced.

2017 Nissan GT-R

More power, new looks and a different interior



Can you believe the Nissan GT-R was launched nearly a decade ago? Introduced in 2007, the sports car (or supercar, as Nissan and some enthusiasts insist on describing it) finally gets a major update for the first time giving it a refreshed look and extra horsepower. One of the biggest exterior changes is the introduction of the brand's "V-Motion" grille design now found across the entire lineup, bringing it up to speed with the current family aesthetic. The GT-R logo up front is housed inside a pair of matte chrome wings that is supposed to form the "V" shape, but ends up resembling a really wide "U." A larger grille opening and reworked mesh pattern allow for better engine cooling. The hood has been subtly massaged to match the new

grille, and reinforced to enhance stability under high speed. Also contributing to this goal is a more angular, aerodynamic front bumper and contrasting corner splitters attached to the front fascia, hovering just above the ground. "As the icon of Nissan's driving performance, the GT-R continues to evolve. With the signature V-motion grille, the GT-R now possesses the latest Nissan design language. Its exceptional aerodynamic performance and upgraded interior have given the GT-R a more mature character, which will continue into the future," said Mamoru Aoki, Nissan executive design director, Global Design Center, in a press release. Moving around the car, the side skirts are contoured and flared and at the back, there are functional vents

flanking a heightened black rear diffuser nearly touching the bottom of the license plate cut-out. To sum up: the 2017 GT-R looks m-e-a-n. Nissan hasn't left the interior alone, either. The dashboard is all-new as well, featuring an instrument panel wrapped in a single stitched piece of Nappa leather. In accordance with the high level of precision the vehicle represents, even the cushioning layer of the leather has been made thinner to reduce weight. In order to cut down on visual clutter and simplify operation, the number of switches used to control the navigation and audio systems has gone from 27 to just 11. Replacing the old seven-inch central display is an eight-inch capacitive touch-sensitive unit with larger, easier-to-read icons.





Previously, shifter paddles in the GT-R were in a fixed position, attached to the steering column. Now, they are mounted directly onto the steering wheel itself, making shifts mid-turn a lot easier, and arguably safer,

than before. It's time to switch gears a bit to the good stuff — the powertrain remains a twin-turbo 3.8-litre V6 mated to a six-speed dual-clutch transmission. However,

engineers have further tuned the ignition-timing control of the cylinders and turbocharger boost levels to coax an additional 20 horsepower and 5 Nm of torque out of the hand-made motor, resulting in a total output of 565 hp and 633 Nm of torque. To help occupants further enjoy the extra injection of speed, a new ultra-lightweight titanium exhaust blurts out an aggressive engine note, bolstered by Active Sound Enhancement technology that plays back an rpm-appropriate tune through the stereo speakers. Unwanted sounds from outside the car are filtered out via Active Noise Cancellation, which uses front and rear mounted microphones to detect and cancel out road noise. Hiroshi Tamura, GT-R, Z and NISMO chief product specialist, offers a final thought on the vehicle. “The new GT-R delivers a heart-pounding driving experience at all times, on any road, for whoever sits in the driver's seat. We have continued to push its performance boundaries to the limit – it's even more potent than before. At the same time, refinement has been added to take the driving experience to an entirely new level. We're proud to bring you what we feel is the ultimate GT-R that possesses amazing performance, newfound civility and a rich racing history,” says Tamura.



Infiniti Q50 Red Sport 400

Big red machine



After being introduced two years ago as a technologically advanced compact luxury sports sedan, the Q50 receives a big boost, literally, for 2016 with a new 400-horsepower 3.0-litre twin-turbo V6 engine. Infiniti is calling it “the most advanced V6 engine that Infiniti has ever offered, striking an ideal balance between drivability, efficiency, and performance.” Dubbed the Red Sport 400, this model houses the redesigned “VR-Series” powerplant, the successor to the outgoing VQ-Series that can be found powering

several previous Infiniti vehicles. The VR is made up from approximately 85 per cent completely different parts and features a lightweight aluminum engine block and cylinder heads, optimized turbine blades, a Gasoline Direct Injection system and an air-to-water intercooler. **Take your pick** Customers interested in a slightly tamer alternative have two other choices being released in conjunction: a lower output version of the Red Sport’s force-fed

V6 making 300 hp rather than 400, and a turbo four-cylinder option — the automaker’s first — which produces 208 hp and 350 Nm of torque. All are mated to a seven-speed automatic transmission with paddle shifters. These additions are among a series of significant updates to Infiniti’s offerings. “We are completely transforming the Infiniti model lineup this year with all-new models like the QX30 and Q60 sports coupe, major makeovers such as the QX60, and cutting-edge powerplants like the Q50’s

three all-new turbocharged engines,” said Randy Parker, Infiniti Americas vice president. You can’t go wrong choosing any one from the aforementioned trio of revised Q50s, but the Red Sport will make you forget everything you thought you knew about the premium four-door people hauler. The car hauls from 0 to 100 km/h in less five seconds while still achieving fuel consumption numbers of 12.8 L/100 km in city driving and 9.1 L/100 km on the highway. The automaker is doing away with optional all-wheel drive and all customers will receive AWD as standard. The set up is rear-biased for optimal handling characteristics, particularly in the corners.

Performance upgrade

Another mid-cycle upgrade is the next-generation of Direct Adaptive Steering (DAS). Steering feedback has been retuned to provide better response to driver inputs, actively adjusting ratio and effort according to how fast the vehicle is traveling and over what type of terrain. Users are able to select from pre-set steering modes that have now increased to six: Personal, Standard, Snow, Eco, Sport and Sport+, to tailor their experience to unique environments whether it’s inclement weather or the racetrack. Speaking of the track, that’s where the new Dynamic Digital Suspension will really shine. The system monitors factors like body roll and bumpiness, constantly adjusting damping force on the fly to maintain as flat and comfortable ride as possible. The effect is amplified when the DAS is set to Sport or



Sport+ causing the suspension to stiffen up for sportier performance. The Q50’s handsome exterior styling remains unchanged, featuring the signature three-dimensional double arch grille, sloping roofline, double arch trunk line and full LED lighting. Inside, there is generous use of soft-touch materials, dual infotainment displays (eight inch up top, seven down below) and supportive but comfortable seating. Separating the Red Sport 400 variants include a more aggressive front fascia, red “S” emblem, unique twin exhaust tips and massive 19-inch wheels wearing 245/40/19 tires. The 2016 Q50 Red Sport 400 is available now, and takes aim at a couple of high octane German competitors, namely the BMW M3 and Mercedes-Benz C450 AMG.

2016 Volkswagen Golf R

The original flavoured hot hatch



In the mid-1970s, a handful of European auto manufacturers began offering performance-orientated version of their small economical hatchbacks. Coupled upgrades in handling and performance but yet retaining much of the practicality of the hatchback design, these vehicles quickly became very popular amongst those who didn't need or want a dedicated sports car as a daily driver.

Volkswagen has a long and well-regarded history in this niche, starting with the arrival of their fun-to-drive hot hatch in the form of the VW Golf GTI. The boxy first-generation (Mk1) Golf was fitted with front wheel drive, a “row it yourself” manual gearbox, and a

naturally aspirated four-cylinder engine.

By today's standards, the 100+ hp engine and top speed of just 182 km/hr seem rather pedestrian. But 30 years ago, it was the bees' knees. Remember there was an energy crisis back in the 1970s and those were solid performance numbers at the time.

Today's hot hatch

The Golf then, has a storied history in being available in both economical form, and hot hatch form. Want something more potent? Not to worry, the GTI is still around, and these days, is available with over 200hp from its 2.0 litre turbocharged four, and also a fantastic dual clutch sequential gearbox. The obligatory 6-speed

manual transmission is also available. You can even get a trick limited slip front differential in the GTI when fitted with the performance package.

But then there's the performance king of the Golfs. The all new Golf R, the ultimate of the hot hatches from Wolfsburg. Fitted with standard 4-Motion all-wheel-drive, a massaged EA888 turbocharged 2.0 litre four-cylinder pumping out 292 horsepower, an enhanced version of the dual-clutch flappy paddle gearbox, this senior model is both styled with restraint and intended for grown-ups.

To those who know and love their Golfs, this is the mack daddy and the one to lust over.





What's different?

A quick walkaround the Golf R reveals quad exhaust pipes on the rear fascia, subtle “R” badging on the nose and tail, bigger intakes, bigger brakes, larger prettier wheels, and meatier ground effects. VW fans will note that the red trim line that runs across the front of the GTI (spanning the headlamps and grille) is gone. Volkswagen’s head of design describes the R’s as having a fantastic balance of respectability, sportiness, restraint, but yet differentiation. Historically, the R family line has produced very handsome variations and this Mk 7 version is no exception. The Mk7 Golf is now based on the larger but lighter VW Group MQB platform, which makes the car a kissing cousin of the Audi A3/S3. Also shared with its Audi cousins is the EA888 turbocharged 2.0-litre four cylinder engine. Compared to the GTI’s EA888, there is a newly designed cylinder head, modified pistons, injection valves, and of course a new turbocharger.

The 292 hp finds its way to all of the Golf R’s wheels via either a six-speed manual gearbox, or an optional six-speed DSG dual-clutch automatic gearbox (as fitted to my test vehicle). 4Motion all-wheel-drive is based on Haldex’s fifth-generation multi-plate clutch system and the latest suite of electronic aids. Using an electro-hydraulic oil pump, the Golf R’s 4-Motion system can send almost 100 per cent of available torque to the rear axle when the computers deem it necessary. Compared to the previous generation system, VW says that this latest setup has shorter response time and “an optimisation of the amount of torque sent rearwards”. The result is a more neutral handling balance than before. There are no limited slip differentials here, but the system does include an electronic differential system (EDS) that acts as pseudo transverse differential locks on both axles. Notably, because it cannot be performed in the GTI or

any other Golf, the electronic stability control system can be fully deactivated in the Golf R if the ESC button is held for three seconds. **On the inside** If you’re looking for a radically different interior, you’ll have to look to the Audi S3. But for those who want to use the Golf R as both a daily driver and a weekend cruiser, or the occasional track machine, the interior’s lack of excessiveness should be wonderful news. Like the regular Golf, the cabin is inviting and upscale enough. There are well-bolstered “Vienna” leather seats, a fantastic D-style sports steering wheel (not unlike those in Lamborghinis), and the switchgear is easy to use. Perhaps my only complaint is that some of the controls could use a little more weight to them to enhance the quality feel, particularly the climate control knobs and the turn signal stalk. The upgraded Discover Pro GPS satellite navigation system infotainment system has a larger than standard

8.0” LCD screen and supports Apple CarPlay. My test vehicle was also equipped with a nice sounding Fender-branded sound system. Perhaps the biggest difference is with the Golf R’s centre console, borrowed from the European Golf. Unlike the GTI, it has an electronic parking brake versus an actual handbrake lever. There is good visibility, a commanding driving position, and excellent all-round visibility. Although this is a compact car, the rear seats are spacious enough to accommodate six-footers for shorter road trips. **How does it drive?** At only 3,400 lbs, the Golf R feels very quick off the line after just a hint of turbo lag. The 280 lbs-ft (380 Nm) of torque comes on strong and the flappy paddle gearbox makes the most of it. One of my favourite parts of the Golf R is how assuming it is. Leave the car in “Comfort” mode and the suspension, gearbox, steering, and engine mapping will be tailored for everyday family car comfortable. Go to the other end of the spectrum in “Race” mode and you’ll find that the transmission bangs through the gears a lot more aggressively and the suspension firms up considerably. Moreover, in Race mode, the interior soundtrack is noticeably louder, partially thanks to a sound-generating device at the base of the windshield. While some boy racers have complained that about the lack of authenticity, engineers have purposely not opened up the exhaust to rival the Fiat 500 Abarth. After all, nobody’s wife would let them spend this much on a Golf and yet have to put up with the droning of a sport exhaust on a family road trip. There is also an “Individual” mode, which allows the driver to pick and combine any of the settings a la carte. This was the mode that I preferred most of the time as it allowed for the best of both worlds. My ideal combination of settings included the sportier exhaust note, the “Race” mode’s quicker transmission shifting, and heavier steering weight. Yet, I could still leave the suspension on its most comfortable setting for my daily commute. Basically, this is a very well-rounded car, and no matter how aggressively I drove it, I never saw more than 12L/100 kms of fuel consumption. I averaged around 9.9L/100 kms over the course of a week, despite my admittedly heavy foot. **Final thoughts** There is a reason why the Mk7 Golf has earned so many awards. Despite its performance tuning, the Golf R doesn’t sacrifice much in the comfort department.

It provides its occupants a firm, yet never harsh, ride down the road. With 292hp on tap, you can point-and-shoot your way through traffic. But find a secluded canyon road and you’ll find yourself carving the corners till the cows come home. My biggest complaint about the front-wheel-drive Golf GTI was wheel spin. The Golf R’s standard 4Motion all-wheel-drive eliminates any of that, allowing the power to be effectively put down on the pavement all the time. In poor weather, it also provides an extra measure of safety and practicality.

All things said, driving the Golf R is a ton of fun, and it is perhaps one of my favourite vehicles that I have driven this year. Thanks to its over-engineering, it is polished and refined. A true gentleman’s hot hatch. Its biggest rival is perhaps its sibling, the GTI. While the Golf R is double the price of the cheapest Golf, it is surely twice the car. But whether it is or not worth its price premium over the GTI, only consumers can decide. In my case though, I only have one question. Which dotted line do I sign on?



2016 BMW Mini Cooper S Clubman

Big new Mini aims to be more of a family hatch alternative



Once upon a time MINIs were only, well, mini. The introduction of the new third-generation 2016 Clubman continues to challenge traditional perceptions of what the brand is and where it's going. Fortunately, as I found out after a spending a week with the car, the fun-to-drive essence is still present, wrapped in a larger, more practical shell. The Clubman vanished from the roster in 2014, but it's back and bigger than ever before. Introduced almost 10 years ago, it was the largest and roomiest MINI at the time — the trend continues with the current model measuring in at 4,260 millimetres in length and 1,800 mm in width. As a comparison, that's 270 mm longer and 90 mm wider than the 5 door. From the B pillar forward, the car resembles more or less any other Cooper — in our case, it would be the

Cooper S as our tester was the sportier variant. Moving down the side, you won't find the funky suicide doors from the original on the 2016, instead replaced by four conventional doors for easy passenger entry and exit. At the rear is where the biggest difference lies. Rather than a liftgate, there are split spring-action rear doors that swing outwards. When both are open, they make the Clubman appear to have sprouted a pair of wings, which is actually a pretty cool visual. Behind the rear seats lay 360 litres of cargo space, or 1,250 if the rear seats are folded down. The latest BMW Group TwinPower Turbo engine powers the vehicle, a 2.0-litre four-cylinder pushing out 189 horsepower and 281 Nm of torque to the front drive wheels. That's equates to a 0-100 km/h time of 7.2 seconds. The non-S trims receive a turbocharged

1.5-litre three-cylinder motor with an output of 134 hp and 220 Nm, although that slows the journey to 100 km/h to about 9.1 seconds. For the first time, in addition to a six-speed Steptronic transmission an eight-speed version with shifter paddles is being offered as an option, equipped with launch control to maximize off-the-line traction and acceleration. We had the standard six-speed manual that I was more than happy to use. A nifty rev-match feature is included where the rpms are automatically brought up when you downshift to ensure a smooth transmission to a lower gear. I had no other complaints about the manual tranny except for how reverse is engaged. Just left of first, there is no safety mechanism such as pulling up or pushing down on the lever to reach R, so on countless occasions

I made the car go backwards unintentionally, I'm sure to the horror of people behind me at stoplights. As in other MINIs, there are three driving modes selectable via a switch on the centre console: Green, Mid and Sport. The latter makes everything come alive causing the throttle and steering to respond in a dynamic fashion. Even in the mid setting, it's not hard to make the tires chirp when launching from first in a slightly more spirited manner than normal. Debuting both in this car and the MINI brand as a whole are a few comfort and convenience technologies like a space-saving electric parking brake; available MINI Yours Interior Styles with backlit door bezels; a MINI Excitement Package adding interior LEDs and welcome lighting in the form of a logo projected on the ground from the driver's side door mirror; and Comfort Access touch-less opening of the rear split doors. As a personal preference, I am still a fan of the smaller Cooper S or 5 door form factor, but consumers hunting for a comfortable, functional vehicle with the classic MINI spirit should put the Clubman to their list.



Excessive luxury



Once upon a time in the automotive world, cutting edge technology or opulent materials were reserved for only the most high-end of vehicles. Now with things like navigation systems and custom leather treatments trickling down into volume selling models, the bar has set pretty high for premium brands like Mercedes-Benz and BMW to impress. Well, the list of five over-the-top luxury features below proves the big players still have a few tricks up their sleeves.

Fragrance atomizer: Mercedes-Benz S-Class

The official company literature for Mercedes-Benz’s flagship sedan reads: “Europhoria. A sensation for every

sense... New ‘hot stone’ massage and aromatherapy treatments can make driving to the spa more rejuvenating than the spa itself.”



The optional Air Balance Package includes dual charcoal filters to neutralize odours, and a fragrance atomizer disperses one of four scents — that apparently

won’t stick to the upholstery, clothing or your hair — out of a backlit vial in the glovebox and into the cabin.

Comfort seats: BMW 7 Series

Who said driving was stressful? Certainly not someone who was in a BMW 7 Series with its fully electric comfort seats. Not only can the height and seat/backrest angle be adjusted, but so can the inflatable lumbar support height and depth. The active headrests automatically reposition themselves according to the current seat position to reduce fatigue and give additional protection against whiplash in the event of an accident.

To top it off, both front and rear seats are heated/cooled and have a massage function boasting twelve massage and six rotation balls. The user can choose different zones of the body to focus on as well as the intensity.



of passengers and the car’s interior from view and enhances low-light visibility. Flipping a toggle turns the screen into a conventional mirror.

Motorized air vents: Jaguar XF

It’s doubtful anyone has ever sat in an automobile thinking, “these air vents on the dash sure are an eyesore — if only there was a way they could hide themselves.”

But if there was, then Jaguar must have the ability to read minds. Because in the mid-size XF executive sedan, when the car is off, it appears there are no vents at all. When you press the start button located on the centre stack, small sections of the dashboard slowly and smoothly flutter back like eyelids to reveal the slatted openings. Does this feature provide any useful benefit at all? No, but it sure does look cool and expensive.

Night vision: Rolls-Royce Wraith

This technology typically associated with the military and Hollywood movies are a reality in the Rolls-Royce Wraith. An infrared camera mounted in the coupe’s grille detects people and animals in the dark several dozen metres ahead and sends a thermal image to the display screen. When sensors determine there may be a potential impact, visual and audible warnings are activated and the brakes are pre-conditioned for the quickest possible stopping distance.

In the event of a collision, Rolls-Royce Assist connects to the nearest emergency services call centre to ask for help.

Rear camera mirror: Cadillac CT6

Why have a rear-view mirror just be a mirror when it can be also be an electronic display showing exactly what an HD camera is seeing behind the vehicle? Cadillac’s latest range topping four-door comes with the industry’s first streaming video mirror that improves the driver’s field of vision by an estimated 300 per cent. The camera, mounted on the trunk lid and treated with a water-shedding hydrophobic coating to keep it clean in all weather conditions, captures the scene and relays it to a 1280 by 240-pixel LCD display. This effectively removes the traditional obstructions



Smart keys



Intelligent entry

If you're thinking that this is an article about keys that can surf the Internet or make phone calls, you're not quite right. But that doesn't make these little devices that enable you to unlock your doors and start your vehicle without the use of a physical key any less innovative. Also referred to as proximity keys or simply key fobs/remotes — each brand has a different name for their specific systems — smart keys have been around since the 1990s, although they were a feature found primarily on high-end luxury automobiles at the time.

How does it work?

The smart key uses radio waves to “talk” to the matching vehicle containing embedded antennas that identify and confirm its presence. On some models, like newer BMWs (Comfort Access), when the key comes within 1.5 metres of the driver's car the door automatically locks or unlocks with a touch of the door handle. Once inside, simply pressing the ignition button, usually located next to the steering column, starts the vehicle. Some smart keys, like those from BMW, can also store individual user settings so the seat,

mirrors, steering wheel and even audio preferences are automatically adjusted by pressing a single button. **Security** Rather than a smart key sending out the same frequency signal over and over, which would affect all the makes and models utilizing the same key, not to mention make it easier for tech-savvy thieves to steal cars, smart keys broadcast a different encrypted signal every time you unlock a door or remotely pop the trunk. A computer chip located inside the car is responsible for receiving the signal and prompting a new frequency

to be generated. Of course, nothing is foolproof, and manufacturers are constantly working at making their technology more secure. **Pros and cons** The most obvious plus of a smart key system is convenience. You don't have to be holding the key in your hand to enjoy the features, and many people love the fact that they can keep it in their pocket or bag without having to reach in and dig around before getting into vehicle. By the same token, there have been instances (writing from personal experience) where a driver hands a car over to another user and walks away, forgetting that the smart key is still on his or her person. On models that don't have an automatic proximity unlock function, if the battery in the fob dies, opening a locked door can be tricky. Luckily, almost all fobs



should have a small metal key hidden inside that can be used to unlock the driver's door via a keyhole often

concealed underneath a removable plastic cap near the door handle.



Vehicle racks

The wonderful world of vehicle racks



When it comes to cars, there’s no such thing as too much cargo capacity, whether we’re talking about a convertible or a minivan. If you’re feeling strapped for space, a vehicle rack might be the answer. As rack retailer Rack Attack tells us, there is a model to solve virtually any transportation need.

Types of racks

Roof rack: mounts to the top of the vehicle using rubber “feet” that clamp to the outer roof edges, or directly onto the factory rails found on most vans and SUVs. This is a particularly versatile system thanks to the almost endless array of attachments, suitable for accommodating everything from skis to kayaks. “Roof racks are pretty versatile — they add way more carrying capacity to your vehicle and improve options for bringing your belongings with you from point A

to point B,” says Rack Attack staffer Sam Dabrusin, adding there is a wide array of attachments to accommodate everything from skis to kayaks.

Average cost: \$\$\$\$

Trunk rack: attaching via mounts that hook onto the trunk lid, this is a great low-cost and convenient solution for hauling bikes. Keep in mind while installed, it may interfere with access to the trunk.

Average cost: \$

Hitch rack: works with any hitch-equipped vehicle, it typically utilizes a ratchet system to install and is perfect for loading one or several bikes. Make sure to pick the correct receiver size and note the maximum weight limit of your hitch.

Average cost: \$\$

Spare tire rack: affixes overtop the spare tire bolted to

the rear door of SUVs using an adapter plate, this rack style makes loading bikes an easy task although there is usually a two-bicycle limit.

Average cost: \$

Truck bed rack: there are a few installation methods for truck-designed racks, like one that locks onto the bed rails allowing up to four bikes to be carried upright. While it may take up a lot of room, you shouldn’t have to worry about scratching either set of wheels.

Average cost: \$

If moving smaller items, consider picking up a cargo box or bag that can be strapped directly to roof racks or to hitch and trunk racks using special attachments. Both universal and manufacturer-specific varieties are available. And here’s an odd factoid — lighter colours, which attract less heat, are often more expensive than

the common standard black examples.

General tips

- If you’re taking a trip to the backcountry and are planning to load up a full carload of people and gear, be mindful not to exceed your vehicle’s payload limits as the weight may overstress the tires, suspension, transmission and/or engine.
- Not all equipment is created equal. Before heading out, inspect that your bicycle, board or canoe is safely clamped down.
- When purchasing a rack, anticipate future needs. For instance if you’re only transporting two bikes now, you might scale up later on and it will be easier and more cost effective to already own a rack built for four, rather than having to sell a smaller unit and buy a bigger model.
- Using a trunk or hitch rack? Tie the tires of two bikes together to stop them from bumping into one another during the drive, and wrap a soft towel or cloth around particularly delicate sections of the frame.

Parting thoughts

- Always get help when loading heavy items, especially onto a high surface like the roof. Double check that everything is secured tightly to prevent cargo from flying off while driving. When not in use, try to remove any extra cargo, which can negatively affect fuel economy and handling.
- And finally, take extra care in putting the rack on the vehicle. Sometimes, it’s just a matter of reading and following the instructions thoroughly and taking your time to go through the process, even if it seems straightforward.



Breitling introduces

The Avenger II Seawolf Blacksteel

Swiss luxury watchmaker and aviation chronograph specialist, Breitling has launched the Avenger II Seawolf Blacksteel in the Middle East. Water-resistant to the depth of 3,000m (10,000 ft.), the bold diving watch combines performance and exclusivity in a 1,000-piece limited series, with just 50 models available for the Middle East market.

While most Breitling watches are born to fly, the brand is also reputed among professionals for producing instruments designed to conquer great depths, as is the case with the Avenger II Seawolf Blacksteel. Furnished with a black steel case and yellow dial, this exceptional model flaunts all the distinctive characteristics one would expect from a champion of the abyss.

Equipped with an ultra-sturdy 45 mm-diameter case, the case comes with a decompression valve serving to balance out pressure differences both inside and outside the watch as the wearer changes depths. A unidirectional rotating bezel is used to calculate dive times and is fitted with four rider tabs to facilitate handling even with gloves. The striking model also comes with a double-gasket screw-locked crown with

protective reinforcements and non-slip grip.

Commenting on the model’s arrival in the region, Aed Adwan, Breitling Middle East, said: “For our customers wishing to reconcile adventure and style, Breitling Boutiques and stores across the Middle East now offer this professional super-diver model in a limited edition series. Distinguished by an original, technical and powerful look the new model is equipped with a satin-brushed steel case and an engraved bezel which features an ultra-resistant carbon-based black coating”.

Ensuring owners stand out from the crowd, the watch’s dial strikes a strong and bold contrast with its unusual yellow colour. In addition to the black rubber strap, the Avenger II Seawolf Blacksteel is also available with an ultra-sturdy high-tech fabric Military-type strap, or a version combining a Military exterior with a rubber core. At the heart of this deep-sea Breitling beats a mechanical selfwinding heart, chronometer-certified by the COSC (Swiss Official Chronometer Testing Institute), a supreme token of reliability and precision. Exactly what it takes to experience thrilling times in complete safety at 3,000 metres under the sea.



Bremont releases limited edition

Chronograph to celebrate Boeing’s 100th anniversary

Bremont is delighted to announce the release of the beautiful limited edition Bremont Boeing 100. The Boeing 100 mechanical watch, limited to only 300 units, harks back to the early days of aviation with the beloved Boeing ‘Totem’ logo proudly present on its dark vintage brown dial. In recognition of Boeing’s leading position as a commercial aircraft manufacturer, carbon fibre composite from the historically significant and technologically advanced Boeing Dreamliner flying testbed aircraft, ZA004, can be found integrated into the crown of each timepiece.

The anniversary timepiece is manufactured from Boeing aviation-grade Ti 6-4 titanium, a special metal that is significantly stronger than commercial titanium and used widely in both airframes and engine components within the aerospace industry. The distinctive brown colour of the Boeing 100 was inspired by a cockpit colour often used in the older Boeing aircraft called ‘Boeing Brown’ which was reportedly designed to make the cockpits more relaxing to be in. The hue also has that more vintage Bakelite look and feel of the older controls.

Ulysse Nardin is back

with a watch in the high technology

Welcome aboard ! Cutting edge technology and innovative mechanisms are all aboard this high-precision craft decked out in a nautical-inspired design.

On the dial, hand-crafted wood marquetry evokes a ship’s deck, while the time display is original and creative: a boom pulled by super-strong nanowires indicates the minutes, while the hours are displayed on two concentric disks. The patented device, which is regulated by a second barrel, also incorporates a majestic tourbillon. Undeniably exclusive, this timepiece from the Marine Chronometer collection is produced in 18 white gold pieces.

Ulysse Nardin is in its element when venturing on the high seas, as evidenced by this latest creation. In the innovative Grand Deck Marine Tourbillon model, the retrograde minutes display takes the form of a boom. The technology is visually fascinating, and as

complex as it is accomplished. Linked to a 60-second flying tourbillon, this patented system is drawn by a super-strong hi-tech fiber that is thinner than a human hair. Impressive all-round, the timepiece showcases breakthrough technology in the unmistakable nautical-themed design of the Marine Chronometer family, of which it displays the legendary traits. The Manufacture, as a pioneer in marine chronometers, has a long and distinguished history of producing high-precision seafaring instruments that have helped conquer the oceans since the 19th century. This collection reinvents these tried-and-tested attributes for the modern era. Centuries of expertise and a tireless spirit of innovation have produced the Grand Deck Marine Tour- billon model, a watch worthy of the high seas.



Bremont releases limited edition

Chronograph to celebrate Boeing’s 100th anniversary

FOR COLLECTORS AND LOVERS OF THE PRE-VENDÔME REFERENCES, OFFICINE PANERAI PRESENTS A NEW SET COMPOSED OF TWO WATCHES INSPIRED BY MODELS CREATED IN 1996: A LEFT-HANDED VERSION OF THE LUMINOR BLACK SEAL AND A VERY RARE LUMINOR DAYLIGHT WITH A WHITE DIAL AND BLUE MARKERS.

Officine Panerai continues looking into its own past to relate fascinating new stories to its enthusiastic collectors. A new Luminor 8 Days Set available in only 500 examples contains two watches inspired by models created in the pre-Vendôme era, that is, that stage in the history of the brand running from 1993, the year of the first collection made for the public, and 1997, the year in which Panerai was acquired by Vendôme, part of the Richemont Group. In those

years, a very small number of watch was produced and they quickly became highly sought after in the collector’s market. Notably, in 1996 Panerai made a few small series of watches commissioned by Sylvester Stallone. The new Luminor 8 Days Set takes two models originally created for the American actor: a Luminor Black Seal, here presented for the first time in a left-handed version, and a Luminor Daylight with an original, extremely rare white dial with blue markers and numerals. The two watches are supplied in a box inspired by those used for vintage Luminor watches, made of pear wood with a teak base and containing a model of the human torpedo (Siluro a Lenta Corsa - slow speed torpedo), together with a rare publication about the military equipment of the special forces of the Royal Italian Navy, in which Panerai watches and instruments appear.



Nissan creates world's first NISMO

Dedicated showroom corner in the Middle East



First 'NISMO Corner' worldwide to be introduced in the Middle East and rolled out globally

Nissan announced that the world's first 'NISMO Corner' dedicated showroom space will be launched in the Middle East and then rolled out across Nissan's dealerships globally. The 'NISMO Corner' is a unique, customer showroom area for Nissan performance vehicles and products, and is a completely new showroom concept that was developed in the Middle East.

The NISMO Corner follows the regional launch of NISMO brand and vehicles last October 2015, and Nissan has introduced the NISMO Corner in the Middle East as a world's first as it prepares space at seven regional dealerships.

"The Middle East is a significant growth market for Nissan worldwide and our regional team continues to innovate, excite and deliver customer experiences

that set a new benchmark for Nissan globally," said Samir Cherfan, Managing Director of Nissan Middle East. "The NISMO Corner is testament to the region's creativity in creating new customer experiences that surpass global expectations. Our new Patrol NISMO embodies the essence of what performance and luxury can be when combined and the new showroom space has been designed to reflect that at the very first customer touchpoint."

Seven Nissan dealerships across the Gulf will have dedicated NISMO Corners that dramatically display the attributes of the NISMO brand. In Dubai, the NISMO Corner will be available at Arabian Automobiles' Deira showroom, with Al Masood Automobiles' Khalidya Showroom featuring the NISMO Corner for Abu Dhabi customers. In Qatar, NISMO Corner will be created at the Salwa Road showroom of Saleh Al Hamad Al Mana Co., with the Oman NISMO Corner being showcased at Suhail

Bahwan Automobiles' Qurum showroom in Muscat. Three dealerships in Saudi Arabia will complete the list including Petromin's Jeddah showroom at the Auto Mall and two corners will be established by longstanding partner Alissa Automobiles Company in Jeddah (Madinah 2) and Riyadh (Exit 4). Designed to be eye catching and embody the excitement of the brand, the NISMO Corners are raised display areas in white with exciting red accents and include merchandise space near the display vehicles. Each display allows customers to interact with the vehicle and immerse themselves in the space as they meet with NISMO sales advisors.

NISMO has built a pedigree in the global motorsports arena, and for millions of automotive fans and enthusiasts, NISMO represents the blueprint of what today's Nissan's road going models are derived from. NISMO's first model that sold in the region was the Patrol NISMO, which went on sale in March 2016.

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Salah Tahlak, Caroline Wozniacki, Ana Ivanovic, Lady Channele McCoy, Sir Anthony McCoy and Sinead El Sibai



Sinead El Sibai, Caroline Wozniacki, Salah Tahlak and Ana Ivanovic with the Dubai Duty Free Cup jockeys



Tanya Steele Bodger, Lady Emma Balding, Ian Balding LVO, Duncan Steele Bodger

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Top 5 futuristic features

in premium cars

To stay ahead of the competition, leading automobile manufacturers have incorporated revolutionary technological advancements in their models. The cars have not only become more luxurious to drive but are now also smarter with futuristic tech features that are sure to amaze you.

[souqalmal.com](#) team has compiled together five of the most outstanding technologies in today's cars that are simply 'over the top'!

Night vision, in your line of sight

If you're the kind of person who enjoys long drives especially at night, then the BMW 7 series may just be the right car for you! It allows drivers to see the road at night with the help of its night vision heads up display. This feature is all set to make the roads much safer for drivers, and will make sure you never miss anything lurking in the darkness. In addition to this feature, it also auto-detects pedestrians and cyclists who may not be clearly visible at night.

Access information and entertainment through just one 'infotainment' system

Wouldn't it be amazing to have all your car information and entertainment displayed on a single screen? Thanks to Audi, this feature is now available in various cars! Audi was the first to introduce an 'infotainment system' across their models. This allowed motor enthusiasts to customize the display on the dashboard as per their preference, which means the design of speedometers or other gauges could easily be changed. The same screen can be configured to display all car information, maps, music and more.

Going green, without compromising on performance

There has been an ongoing debate over the past decade whether it is actually possible to power a car to deliver top-notch performance using electricity. Back then this idea seemed hypothetical, but not anymore, with premium electric and hybrid vehicles entering the market. BMW's i8 is a perfect example of a sport



hybrid. The light weight frame and modernized design of this sports car can reach a top speed of 120 km/h purely on electric power and a maximum speed of 250 km/h.

Now you can talk to your car

Vocally interacting with your car to perform a particular function is something we always saw in sci-fi movies but now it's out there and within your reach. The Cadillac Escalade has a unique feature called CUE or Cadillac User Experience, where the driver or passengers can actually talk to the car. The inbuilt touch screen system allows drivers to sync their devices with the car and simply use voice commands to make calls, change the music track and much more. The idea behind this was to minimize accidents and help drivers keep their eyes on the road at all times.

Never fall asleep on the wheel

Countless accidents happen every year due to drivers

falling asleep while driving, especially during long journeys. Fatigue causes attention levels to drop, which is dangerous for drivers and others on the road. German automobile manufacture Mercedes Benz has come up with a great solution to tackle this. Their attention assist feature recognizes signs of fatigue at an early stage and the car alerts the driver using several audio and visual signs. This system constantly compares the driver's driving style and if any irregularity is detected, it immediately alerts the driver. These features are not just unique, but also play an important role in helping the environment and even saving lives. Cars are evolving to keep up with the rapid changes in technology. Self-driving vehicles, for instance, are already being tested and may be seen on the roads sooner than you think!

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