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Range Rover SV Coupe

The most premium Range Rover yet



Jaguar F-Type SVR coupe

The baddest Jaguar of them all

Porsche Panamera GTS

Gen two Panamera gets GTS'd

The All new BMW X5

Big, Longer, wider and taller than its predecessor.





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CONTENTS



COVER STORY

Range Rover SV Coupe
The most premium Range Rover yet

6



Feature

2019 BMW X5
Big, Longer, wider and taller than its predecessor.

12



Road Test

2018 Ford Expedition Limited
It's a mini bus, it's an off-roader, it's a mega-hauler.

18



Road Test

2019 Jaguar F-Type SVR coupe
The baddest Jaguar of them all

24



First Drive

2019 Mercedes-AMG A35
The First Look

38

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First Drive

2019 Porsche Panamera GTS
Gen two Panamera gets GTS'd



Tech Highlight

BMW eDrive
Electrified Performance



News

The McLaren Speedtail
A momentous unity of art, technology and velocity



News

TRIO OF ASTON MARTIN VANTAGE GT3s
SET TO TAKE ON ABU DHABI 12

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42

46

48

62



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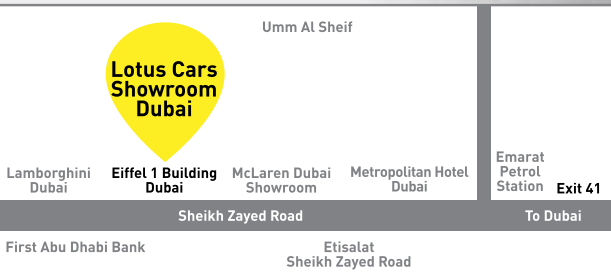
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Range Rover SV Coupe

The most premium Range Rover yet



Move over Evoque Convertible, you've got some competition in the two-door Range Rover segment: introducing the Land Rover Special Vehicle Operations-designed SV Coupe.

This limited edition product is not just the world's first full-size SUV coupe — a nod to the past as the original Range Rover was a two door launched back in 1970 — but the fastest full-size Range Rover produced to date

as well, boasting a 0 to 100 km/h speed of 5.3 seconds and a 265 km/h top speed.

She looks good

Featuring the same gorgeous styling as its stable mates, i.e. blacked-out pillars creating the appearance of a floating roof and a rear-tapered upper profile, the coupe adds a few personal touches such as frameless door glass, the introduction of a 23-inch alloy wheel

option and an exclusive liquid metal Liquescence paint finish. Nearly all of the aluminum body panels, and the front and rear bumpers, are new and not shared between any other models in the lineup.

“The Range Rover SV Coupe is a highly compelling design with peerless refinement and uncompromised sophistication from its breathtaking exterior proportions to its sumptuous, beautifully appointed, interior.







This is a vehicle that will resonate on an emotional level,” says Gerry McGovern, Land Rover Chief Design Officer.

Inside, the semi-aniline leather front seats, heated, cooled and 20-way adjustable of course, are finished in a gradated diamond quilt pattern found only in the SV Coupe. Consumers can select from a range of bespoke cabin colour schemes in either a traditional single tone style or front-to-rear contrast, and three different wood veneer choices including a fresh Nautica veneer comprised of a walnut and sycamore-fused blend.

Like a finely tailored suit

Sometimes a touch of further customization is required, and that is precisely why seven special packs are being made available for the ultimate personalized experience. These encompass unique exterior paint, alternate badging, and upgraded interior materials. For example, a “Heritage” theme applies Modern Luxury

Green paint to the outside and inside, Vintage Tan and Ebony upholstery.

Infotainment is powered by the familiar InControl Touch Pro Duo technology, consisting of two screens, a 10-inch and the main 12-inch Interactive Driver Display, 10-inch control panel and a 10-inch full-colour head-up display. The latter is capable of projecting navigation directions with street names; slope and wheel conditions; cruise control settings; RPM readouts; gear position and more directly onto the windshield. Finally, a 1,700-watt, 23-speaker Meridian 3D Signature Sound System and dual-channel subwoofer should satisfy the most discerning of audiophiles.

John Edwards, Land Rover Special Operations managing director, spoke to the vehicle’s opulence stating, “Land Rover created the luxury SUV sector with Range Rover almost 50 years ago. In launching the new Range Rover SV Coupe, we will offer clients an

alluring combination of peerless luxury and rarity.” Speaking of rare, even the lettering across the hood and tailgate are bejewelled, handcrafted in the famous Birmingham Jewellery Quarter, which is home to the largest concentration of jewellers in Europe.

Get up and go

Those seeking some oomph to go with their luxury need look no further — hidden away from view is a 5.0-litre supercharged V8 engine delivering 557 horsepower and 700 Nm of torque. An eight-speed ZF automatic gearbox takes care of the shifting duties, and steering wheel-mounted paddle shifters allow manual control when desired.

Although the suspension is more sport focused than sibling Range Rovers, measuring 8 millimetres lower, the SUV remains versatile utilizing permanent four-wheel drive, a two-speed transfer box and an Active Locking Rear Differential. The multiple-mode

(Dynamic, Eco, Comfort, Grass/Gravel/Snow, Mud and Ruts, Sand and Rock Crawl) Terrain Response 2 traction system is also standard guaranteeing traction over any environment. Still not convinced? It’s capable of wading water up to 900-millimetres deep and has a maximum tow rating of 7,716 pounds. Mark Stanton, Special Vehicle Operations director, summed up the performance side of things nicely. “As you’d expect from Range Rover the engineering integrity in the SV Coupe is more than skin deep. This is a meticulously honed vehicle that’s designed for SV clients who love driving,” says Stanton. Hand assembled at the SVO Technical Centre in Warwickshire, UK, the Range Rover SV Coupe is limited to 999 units worldwide and starts at AED 1,200,000. Deliveries are anticipated towards the end of 2018.



2019 BMW X5

2.2 Million. That's the amazing number of BMW X5s that BMW has sold in the last 19 years across the globe.



BMW is one of the pioneers in the luxury-orientated SUV space, having joined other European and Japanese luxury nameplates in creating the space when they noticed that many of their North American car customers also had four-wheel-drive sport utility vehicles from the Big Three American manufacturers in their garages. They jumped into the SUV segment head first, seeing the potential of a previously untapped market and never looked back. These days, buyers continue to be enticed by the blend of upscale car-like amenities,

high-riding comfort, and four season usability of luxury SUVs. The X5's ensuing success has resulted in an ever expanding line of different-sized crossovers as part of BMW's fleet - the X1, X2, X3, X4, X6 - and the soon to be launched flagship X7. But BMW isn't just making these crossovers bigger or smaller, it is also adding performance upgrades to the models. M Performance or full-blown M treatments are being applied to these all-round family haulers. Something that would've been unfathomable 19 years ago.

In fact, we know already from the spy shots that the BMW X3M and X4M are imminent and will join the X5M and X6M. It is truly a buyer's market as there are over 19 different models from competing luxury brands that are vying for the hearts, minds, and purses (or wallets) of the buying public.

New from the ground up

The X5 has always been commercially successful and competent right from the first generation vehicle in early 2000's. Now in its fourth generation, the Bavarians are happy to showcase the fact that the latest X5 is





simply slightly larger, more luxurious, more technically advanced, and more capable than the outgoing model. Unlike the revered progenitors of BMW sports sedans, with the X5, the company doesn't need to prove itself to BMW enthusiasts. As such, consumers will get exactly what they want. The BMW brand's most accomplished SUV...ahem SAV (Sport Activity Vehicle) yet. The big news with this latest X5 is that it moves over to the corporate CLAR architecture for better ride quality and more technology. Incidentally, the flagship 7 Series sedan is also built on the CLAR platform, as are the latest X3, X4, and the upcoming X6 and X7 models. With a wheelbase that is 42 mm longer than its predecessor's, a 36mm increase in vehicle length, a whopping 66mm of extra width and 19 mm increase in height, the X5's designers and engineers have really focused on a more generous level of space for passengers and their luggage. These moves were necessary as the latest generation X3 has grown in-size, and BMW sandwiches the

new X5 distinctly between the X3 and the upcoming X7. The X5's new design language exudes confidence and authority, retaining the hallmark proportions of BMW's Sport Activity Vehicle while still looking new and fresh. The short front overhang, slightly hexagonal wheel arches, and the dynamic sweep of the roofline help to exemplify a sporty yet rugged character. One of the most striking features is the even larger BMW kidney grille with single piece surrounds. But just wait. If you think this is large, the X7's kidney grilles are even larger. The X5 now comes standard with the long awaited Adaptive LED headlamps, but now also available as an option are BMW's Laserlights. Vehicles with this option feature cool looking blue X-shaped elements inside the headlamp housings, splitting up the hexagonal light sources inside BMW's familiar twin headlight design. It's a distinctive visual element that will earn owners some bragging rights.

What's under the bonnet?

At launch, North America gets a new xDrive40i model with a newly upgraded 3.0-litre turbocharged inline-six cylinder engine with 335 hp and 322 lb-ft of torque. Upgrade to the xDrive50i, and once again there is a 456hp 4.4-litre twin-turbo V8 with 479 lb-ft of torque. For Europe and the rest of the world, there will also be a 3.0-litre turbo-diesel inline-six with 265 hp or so and a flagship 400 hp xDrive50d diesel model. All models are allied with BMW's familiar and excellent eight-speed ZF automatic gearbox. Just a year after launch, for model year 2020, a plug-in hybrid version, with a clumsy name - "xDrive 45e iPerformance", will be added with a battery pack under the seats so as to avoid impinging on cargo space as the outgoing plug-in hybrid X5 does. This hybrid model will likely have a twin-turbo inline-six cylinder engine and an electric motor combining together for roughly 80 kilometres of all-electric range and a total system



output of 389 hp and 442 lbs-ft of torque.

But if you're looking forward to a true M version of the X5, the all-new X5M is still a few years away.

The 2019 X5's chassis has a double-A-arm front axle and five-link rear. Base and sport suspensions are steel and there will be an optional air suspension (on both axles now), with automatic self-leveling. Dynamic Damper Control is standard, and there are two performance settings: one for a comfort ride and one for a sportier drive. The X5 will, for the first time ever, offer rear steering (aka Integral Active Steering), remote engine start, hill-ascent and descent control, and a factory hitch for towing.

As before, there is an optional M Sport package with an M Sport suspension with active roll stabilization. Interestingly, BMW has also chosen to improve the X5's off-roadability with an optional off-road pack with added underbody protection and a robust rear limited-slip differential (also paired with the M Sport package). It isn't enough to worry any Land Rover Discovery owner, but this option does add different

driving modes (Sand, Rock, Gravel, Snow) that help in adverse situations off the beaten path.

Interior and technology

The spacious new cabin has an undeniable 7-Series feel to it, laden with features and technology. Right in front of the driver is what BMW calls their "Live Cockpit Professional" system. It is made up of two high resolution 12.3-inch LCD screens, one in front of the driver, and another as a centre mounted infotainment system. The latest iDrive, now in version 7.0, helps the driver and front passenger to manage up to 10 pages of well laid out, real-time content. The layout is similar to a smartphone, with up to four configurable tiles on each page.

I've always found the latest iDrive to be a lot more intuitive than systems from Audi or Mercedes-Benz, and iDrive 7.0 just takes it another step further. BMW's latest heads-up display also sets an industry benchmark by clearly projecting a huge 7.0 by 3.5 inches of viewing space.

Yes, owners can tick the checkboxes on the options list

for massaging, heated, and ventilated seats as before, and there is a four-zone climate control system with an optional "Ambient Air" scent system, identical to what you can get on the 5 Series and 7 Series sedans. Despite the much larger three-row X7 coming, the 2019 X5 will still be offered with an optional small third row seat, although it will not be available until end of the year.

But what is truly impressive is the optional "Sky Lounge" panoramic moonroof, now 30 per cent larger than before.15,000 multi-coloured LED graphic patterns can be created in the glass for some stunning nighttime viewing. There are also optional front cupholders that can heat or cool drinks. Crystal glass controls for the gear shift lever, iDrive controller, engine start/stop button? Check, Check, Check! One of the coolest new systems has also got to be the Back-Up Assistant. The system stores your steering adjustments during 50 metres of forward progress to let the X5 automatically steer itself out of the exact path you took coming in. Perfect for when you've



nosed your way down a dark and narrow country path or a dark alley. Even after you've parked the X5 for the night, you can return in the morning and the X5 will follow the digital breadcrumbs to mimic the course you took coming in. All the driver needs to do is to control the throttle and brake pedals.

Final Thoughts

The 2019 BMW X5 is now more well-rounded and tech laden than before. The market place is packed with talent, but yet BMW manages to stand above the rest with this latest iteration built in Spartanburg, South Carolina, USA.

However, with a new Mercedes-Benz GLE on the way, and the well-received Volvo XC90 already in market, BMW had better not rest on its laurels as there is not really a short straw anywhere amongst the class these days.



2018 Ford Expedition Limited

It's a mini bus, it's an off-roader, it's a mega-hauler.



The Expedition has been redesigned from the ground-up for 2018. Based on the best selling vehicle in North America, the Ford F-150 pick-up truck, the Expedition now shares its latest platform as well as the adoption of aluminium bodywork.

Despite the Expedition being larger than before with its increased technology, luxury, safety equipment, and passenger space, it's also lighter and more capable. How much lighter? By as much as 300 pounds.

What's new?

Aside from the aforementioned major platform change and the substantial dieting thanks to the shift to alu-

minium, the Expedition's game remains the same.

Before the 2018 model year, the vehicle had soldiered on with a few updates since the second-generation SUV was introduced back in 2003. But now after 15 years, this all-new model moves the class forward significantly.

The Expedition's similarities with the F-150 don't just stop at its platform. Inside, you'll notice that the dash and cabin design both bear a strong resemblance. The big, blocky glove-friendly HVAC vents, the chunky steering wheel, and the Ford Sync3 infotainment system are all carried over. The Expedition also borrows

the tiered double-compartment glovebox from the Ford Super Duty pick-up.

Ford's Sync 3 infotainment system features a large capacitive touchscreen with smartphone-like swipe capabilities, and the system now supports Apple CarPlay and Android Auto. Overall, the interface is easy-to-use and navigate. One of the best around.

One big difference between the F-150 and the Expedition is that the latter comes with a rotary knob gear selector, a la Jaguar or Land Rovers, instead of a traditional centre console gearshift lever or a column mounted shifter. The dial is fine in most situations,





but shifting through the gears manually, such as when using engine braking down an decline, may require looking down to see the plus and minus buttons.

How does it drive?

The only engine available in the Expedition is the 3.5 litre twin-turbo EcoBoost V6. This second-generation engine now produces 375 hp at 5,000 rpms and 470 lb-ft of torque at 3,500 rpm. This represents an increase of 10 hp and 50 lb-ft of torque compared to the previous Expedition with its Gen 1 Ecoboost 3.5 engine. In addition to the revised engine, there is also a new 10-speed automatic gearbox jointly developed by Ford and GM.

In regular drive mode, the transmission has a tendency to want to upshift into a higher gear as soon as

possible, presumably to reduce fuel consumption as much as possible. Throttle response is sharp, and the whole powertrain combination is well sorted with the Ecoboost developing bucket loads of torque through the rev range. The Expedition, like the F-150, is now also equipped with a start/stop system to further save you at the pump. For a vehicle weighing more than 5,700 pounds, the Expedition is able to complete the 0-100 km/hr run in just over 6 seconds. It's truly astounding to watch, much like a hippopotamus taking a quick sprint. The engine is very quiet when cruising and has a slight turbo whistle upon hard acceleration much to my delight. Although customers won't be buying the a full-sized SUV for its handling, the Expedition feels surprisingly

at home on a twisty road. There is very surprisingly little body roll for such a big vehicle and body control motions are extremely well controlled. It's actually a hoot to drive such a big vehicle with its prodigious amounts of power and more than competent handling to match. The well-tuned suspension is not just impressive on the tarmac but also if you choose to venture off the beaten path. It soaks up most bumps and ruts as if they were almost not there at all. As far as safety equipment, you will find all the latest passive and active systems that Ford has to offer. From front and rear LED lighting, automatic high beams, collision mitigation, to radar-guided cruise control with lane keeping assist, the large Ford has it all.

What people do buy full-sized SUVs for is their towing capacity. Here, Ford doesn't disappoint. The Expedition 4X4 has a max towing capacity of 9,200 pounds when equipped with the optional Heavy Duty Trailer Tow package, like my test vehicle, it includes an integrated trailer brake controller as well as Ford's excellent Trailer Assist system. This system deserves special mention as it amazingly combines the pin-sharp rear view camera, electric power steering system, and the self-park system. For those who have little experience backing up with a trailer, Trailer Assist automatically countersteers the trailer for you when reversing, meaning that you simply control the brakes and throttle and let it work its magic by watching the infotainment screen. It's almost a hands-free operation aside from twisting the dash mounted rotary knob. **Passenger Comfort, and lots of it** The Expedition's front seats are probably the most comfortable in class. Well-padded with a multitude of

controls, they were one of the best car seats I've experienced this year. Both front occupants have an almost ridiculous amount of armrest space thanks to the large centre console's padded storage lid. There are plenty of cubbies, binnacles, and storage areas throughout. Sure, there are some plastics that are a bit more work truck quality than luxury vehicle (such as in the lower portion of the centre console and door panels) but overall it's a very nice place to be indeed. Customers also look to buy these massive vehicles for the space behind the front seats, and that's another area that the Expedition continues to shine. There is amazing second row space, with seats that not only tilt back but recline. The third row is just as impressive, offering space that is more than liveable even for adults. Thanks to the independent rear suspension system, unlike the Chevy Tahoe's rear live axle, third row passengers' legs rest at almost a near 90-degree angle rather than in their chests. Ford's engineers have also designed a very simple sys-

tem that tilts and tumbles the second row seats for easy access to the rearmost seats. It's so simple and intuitive that even kids can do it. Just so second and third row passengers don't feel left out, there are separate rear HVAC controls as well. Long rides are made more tolerable with the power reclining seatbacks, USB ports on either side, and plenty of storage space. My Limited-trim Expedition even came equipped with the optional Rear Entertainment System, featuring screens behind the front seat headrests and wireless headphones. This system not only supports HDMI playback such as from a DVD player or game console, but even supports some smartphone connectivity. You can have your kids silently entertained for literally hours on end! **Final Thoughts** With the Expedition's full redesign for 2018, Ford's biggest SUV brings all-new aluminium-bodied construction, a boldly updated exterior design, and much improved interior quality and materials.



Its twin-turbocharged V6 engine delivers swift acceleration and enough power for nearly any situation, and the vehicle boasts a best-in-class towing capacity. It also rides smoothly, has good handling for a large SUV, and can tackle most off-road challenges that its owners are likely to put it through, despite its large size.

Thanks to the redesign, there is also a high-quality cabin with a ton of room for either people or cargo. Even the third-row seat is easy to access and it has ample space for adult passengers.

The Expedition's blend of performance, comfort, utility, and tech easily make it the new benchmark for the full-size SUV class. For those who want a little more luxury and have more disposable income, check out the Expedition's related cousin, the (also newly) re-designed Lincoln Navigator.



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2019 Jaguar F-Type SVR coupe

The baddest Jaguar of them all



You may have seen the SVO (Special Vehicle Operations) badge affixed to certain Range Rovers, namely the Range Rover SVR. But now you'll also start seeing them on top Jaguars.

What does that little round insignia actually represent? Well it does exactly what the badge says. The SVO team engineers and develops Jaguar Land Rover's more specialized vehicles. These vehicles sit outside of the mainstream ranges, whether they be more performance or more luxury-focused.

Think of it as sort of what AMG is to Mercedes-AMG,

what Maybach is to Mercedes-Maybach, and perhaps a combination of what BMW Individual and the M division is to BMW and you've got the right picture. So far, SVO has been developing its vehicles into various sub-brands, each with their own distinct ethos. The SV Autobiography moniker is one of these badges, appearing on high-specification Range Rovers. As mentioned SVO isn't just about performance engineering, so here, they outfitted the Range Rover SV Autobiography with even higher quality cabin materials and features usually only seen in long-wheelbase luxury

limousines.

But the first SVO badge to arrive on the scene was SVR, used for high-performance flagships on either the Jaguar or Land Rover line-up. SVRs have a prerequisite of offering unique styling, an upgraded interior, less weight, improved driving dynamics, and of course, a more powerful engine.

The first JLR vehicle to undergo the transformation was the Range Rover SVR, giving rivals such as the Porsche Cayenne Turbo and the BMW X5M a good run for their performance money while yet able to





maintain Range Rover’s legendary off-road ability. But the second model that has been infused with SVO’s touch is the F-Type SVR, also featuring this same duality of nature.

What is it?

In a nutshell, the F-Type SVR coupe utilises Jaguar’s most potent V8 supercharged engine and performance chassis setup. However, it has also been designed to be uncompromising on the grand touring aspirations of the original F-Type.

You’re not too far off for thinking that it’s a lighter, faster, and sharper version of Jaguar’s F-Type R All-Wheel-Drive coupe. However, Mark Stanton, Director of Jaguar Land Rover’s SVO division, cautions us not to be fooled into thinking that the F-Type SVR is a track day hero meant to compete with the likes of the

hardcore Porsche 911 GT3.

He says, “SVR is about everyday usability...It’s about taking the basic traits of a Jaguar and amplifying them appropriately. We wanted to dial up the performance without losing the duality”.

Technical highlights

Jaguar Land Rover’s skunkworks division took the combination of brute force with gorgeous sheet metal and revised the chassis with new dampers and anti-roll bars. The tires are wider, the 20-inch SVR wheels are lighter, and there are new rear knuckles that resist flexing better in hard driving. This means that the rear contact patch remains more consistently in contact with the tarmac, improving the car’s mechanical grip. Curiously, the spring rates from the F-Type R were already good enough that they did not have to be

revised.

The Instinctive All-Wheel-Drive system is carried over too, but SVO engineers have fettled with the computer a little and it now sends fractionally more torque towards the rear axle for even more lively dynamics. The F-Type SVR’s roll stiffness is unchanged compared to its “lesser” siblings, but it has been shifted rearwards to offer the driver a more neutral chassis. Apparently this improves the car’s turn-in characteristics marginally. Other things on the list include a retuned electric steering system, and retuned stability control and torque vectoring systems that give the SVR sharper on-the-limit dynamics.

Visually, besides the stunning “Ultra Blue” paint job on my test vehicle, other aero elements that set the SVR apart include an active carbon fibre rear wing, rear



venturi, front splitter, and a flat underfloor. The roof is also available in lightweight carbon fibre, albeit at an eyewatering optional extra price.

The standard F-Type model already heralds its sporting intents with a cacophony of cracks and pops from the tailpipes. This faster cat has a new titanium and Inconel exhaust system which not only has a harder-edge sound, but also saves 35.27 lbs (16 kg) off the curb weight. The child in me is gleefully delighted at how joyously loud it is, especially when one pulls on the left gearshift paddle for a gratuitous downshift just to provoke another round of pops and crackles.

Overall, the weight savings compared to the F-Type R AWD are 55 lbs (25 kg). Specifying the carbon roof, the carbon ceramic brakes, results in another 55 lbs being shaved off.

So how does it drive?

With its unchanged spring rates, the SVR feels as stiff as other F-Types. Not uncomfortable, but just stiff. As the speed picks up though, the ride quality improves significantly.

Once one gets used to the slightly hyperactive steering, which initially makes the car feel edgy and nervous, its exaggerated rate of response makes the SVR coupe feel tremendously agile on your favourite twisty roads. Fortunately, Jaguar does offer a way for one to tweak

various drivetrain and powertrain components in an a la carte fashion when Dynamic mode is chosen. I personally preferred the slower steering setup and the more forgiving suspension setting, but with engine and transmission tuning set to dynamic.

With an extra 25 hp on tap, now at 575hp, the F-Type SVR pulls hard through the rev range. With the supercharger setup, throttle response is wonderfully sharp, although you'd probably be hard pressed to feel the extra urgency between both engines unless you're quite familiar with the standard F-Type R already. In case you're wondering, the reason why the engine doesn't get a fancy plastic or carbon fibre cover is because the supercharger is mounted on the top of the block and Jaguar's engineers wanted as much cool air to be around it as possible. Apparently it can make as much (or as little) as a 1 or 2 hp difference.

0-100 km times are around 3.7 seconds, slightly quicker than before. But there is so much power beneath one's right foot anyway that one can play with the car's balance away from a corner. There isn't too much of an oversteer action unless you really provoke the SVR. However, with all the electronic nannies activated and the massive traction from the all-wheel-drive system, any shenanigans are arrested long before they get out of hand. Turn off the systems totally though,

which you can actually do in this car, and drifts can be encouraged.

So overall, body control is excellent, the grip levels are high, and everything is fractionally better than the F-Type R AWD.

Final Thoughts

Jaguar has gone from a sleepy giant to a genuinely exciting brand. Much of that transformation is partly down to Indian parent company Tata's financial backing, allowing cars like the F-Type to be developed. Sure, Jaguar's entry to Formula E, the newly arrived all-electric I-Pace and the F-Pace SUV have helped, but the F-Type is the jewel in the crown of the Jaguar model range. And the Jaguar F-Type SVR represents the jewel in the jewel in the crown.

The F-Type SVR is supposed to be a 911 Turbo rival, so that means it is close to 911 Turbo money. But why would you choose the Brit over the German? Arguably because it is bigger hearted, more mischievous, more childish, and just more of an old school V8 bruiser than the technically amazing Porsche.

The joy of owning and driving this car comes down to the mating of the boisterous V8 power to a front-engined GT car. It's a tried and true recipe with a few up-to-date ingredients and perhaps that's all you really want. Your inner child will thank you for it.



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2019 Kia Forte

Compact - not a Compromise



After attending a press briefing and first drive of Kia's all-new 2019 Forte last month in Montreal, Canada the takeaway was simple: big things come in small packages. The official marketing tagline is Compact — not a Compromise, which basically means although classified as a compact car, the Forte is capable of much more than what one would expect from the segment. Another vehicle from the brand has made big waves as of late. Yes, I'm talking about the Stinger sports sedan. But how is this relevant, you're wondering?

Trickle-down effect

"We've brought design from the Stinger into the Forte, and it's most evident on the front of the vehicle," said

Michael Kopke, director of marketing at Kia Canada. Line the two up side-by-side, and you definitely see the resemblance. Both have long sculpted hoods, slim headlamps, big lower air intakes and that Peter Schreyer-influenced tiger nose grille. We're not done yet: the roof slopes steeply to the rear resulting in a classic fastback shape, and around the back, the lighting runs straight across the trunk, sitting above an integrated bumper diffuser. Heck, even the key fob has the same shape, looking a bit like a remote detonator. Now, I'm not going to sit here and tell you that the Forte interior is the same as a model nearly twice the price, because it's not, however parallels do exist. Namely the floating centre monitor and the "jet

turbine" style circular side HVAC air vents. Otherwise, as product planner manager Ryan Yu sums up, the two do share a love for technology.

It's all about the tech

"It's a compact, not a compromise, and here's the reason. There is a full suite of safety features including forward collision avoidance assist, an eight-inch standard display, the base EX trim gets full LED headlights and LED daytime running lights, wireless charging, etc.," said Yu.

In addition, Android Auto and Apple CarPlay are supported so simply plugging in a smartphone gives in-dash access to the device's core functions. I feel I should point out that those on a budget will be pleased





to learn even the entry-level LX grade comes with a heated leather steering wheel, heated front seats and air conditioning. Powering the new Forte is the second-generation 2.0-litre “Nu” Atkinson-cycle engine. Utilizing some nifty fuel-saving engineering normally seen in hybrid and EVs, Kia has managed to squeeze 147 horsepower and 179 Nm of torque out of the four cylinder while achieving approximately 6.9 L/100 km fuel economy when mated to the continuously variable transmission (a six-speed manual is also available on LX). **Smart CVT** We got a chance to drive the CVT only, or as the company calls it, a chain-belt-driven Intelligent Variable Transmission that mimics a conventional automatic by providing a step-shift feel under heavy acceleration. The setup does perform and sound better than select systems I’ve tested in the past possessing the dreaded rubber-band effect.

The car is peppy, handles well on the road and has a tight turning radius, somewhat of a prerequisite for me as a city-dweller. Another urban must is plenty of storage space, and the Forte hides 434 litres of it



beneath the trunk lid. To achieve the extra room, the vehicle has been stretched out 80 millimetres and widened 20 millimetres. The 2019 Kia Forte is in dealerships now.



2018 Hyundai Ioniq Plug-in Hybrid

Compact - not a Compromise



The Ioniq is a tremendously important car for Hyundai. Not only has it been spearheading the brand's electrification push but it's doing so on all three fronts. First launched in Hyundai's home market of South Korea and then at the 2016 Geneva Motor Show, the Ioniq covers all green car bases by being available in three powertrain configurations - conventional hybrid, plug-in hybrid, and battery-electric powertrains. This makes the Ioniq the world's first car to offer three differently electrified versions based within a single body.

The clear comparison that one will gravitate to is that Hyundai is targeting the Prius (although the latter is not offered as battery electric only version). 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.

What is it?

The Hyundai Ioniq Plug-in Hybrid is just like the regular Ioniq Hybrid, but its bigger 8.9 kWh lithium-ion battery allows for significantly greater electric-only

operation versus the conventional hybrid's much smaller 1.56 kWh lithium-ion battery. This results in the plug-in Ioniq offering an all-electric range of 40-50 kms.

Both the conventional and plug-in Ioniq make use of a 1.6-litre four-cylinder 105 hp Atkinson cycle combustion engine. A 43 hp electric motor is wed to this internal combustion engine for a total system output of 164 hp in all. Much to my delight, unlike other manufacturers that make use of CVTs, the Ioniq is equipped with a 6-speed dual-clutch transmission.

The Ioniq Plug-in hybrid is a great stepping stone if you're looking for a vehicle that can give you some electric mobility, but perhaps a pure electric car is too big of a commitment. It could work well for those who do not have easy access to a Level 1 or Level 2 high-speed electric vehicle charging station that would essentially be required for a pure electric car. Due to its smaller battery size when compared to a pure electric car, the Ioniq Plug-in's charge times are about two and a half hours on a 240-volt Level 1 charger, or about eight to night hours on a regular 110 volt household outlet. This means that if you live close enough to work, you could charge overnight at

home every day without ever needing to even go near a electric vehicle charging station.

How is it to live with?

The Ioniq is a young buck in the world of hybrids compared with old standbys such as the Toyota Prius and the Chevrolet Volt. However, all three variants of the Ioniq are easy to like, and easy to live with. The exterior styling is gimmick-free and I found the strongly slopping roofline rather attractive in a conventional sort of way. Rear visibility is not fantastic due to the rear window configuration, but a standard back-up camera alleviates much of this issue. The Ioniq reaps the aerodynamic advantages of

the familiar teardrop, Kamm-back profile common to all the efficiency champs. It manages an impressive 0.24 coefficient of drag aided by grille shutters and underbody aero smoothing.

Speaking of the rear, the Ioniq also boasts a large cargo area with 341 litres of space. More than enough for a few big suitcases especially with the 60/40 fold-flat split rear seats. There is a bit of a load lip to heave over when loading and unloading, but it's not too bad. It should be noted that the larger battery does sacrifice about 100 litres of space compared to the conventional Ioniq hybrid.

Still, such pros and cons can be seen in most plug-in





hybrid vehicles. What matters is that the Ioniq is easy to live with. Thanks to the six-speed dual clutch transmission, the Ioniq feels a bit more sporty than I expected. Acceleration is a bit leisurely on the electric motor alone and the gasoline engine kicks in if you demand more power or if you crank the heat or air conditioning. Nonetheless, by driving fairly sanely and plugging in after every trip, I averaged an astounding 3.0 L/100 km thanks to heavy use of the electric-only mode. My tactic was to use the button on the console to demand electric-mode as much as possible in the city, but then flip to hybrid mode on the highway. Sport mode, yes there is one, uses both electric and gasoline motors as much as possible.

The one thing Hyundai's first Sonata plug-in hybrid had that this model doesn't is a charge-restoring mode that uses the gasoline engine to recharge the plug-in portion of the battery (albeit while using a great deal more fuel). Apparently the automaker found that very few people were using that mode—or perhaps even knew it existed—so Hyundai opted to skip it here for the Ioniq.

What's the interior like?

Save for a few blue accents on the interior trim, there is not much to show off the Ioniq's environmental-friendly persona. There is a gift basket of interior features including a heated steering wheel, heated front seats, dual zone climate control. Even Apple CarPlay and Android Auto are built into the Ioniq's 7-inch touchscreen display.

Comfort-wise, the front seats are roomy, while the rear seats have about the amount of space you'd expect in a car this small. You'll be able to fit four adults into it with a fair amount of comfort, but of course don't expect limousine-style legroom. That being said, the front seats could use a bit more support over long distances and there is more road noise than you would find in a Toyota Prius. This is noticeable considering how quiet the car is in all-electric mode. The ride quality is above average, but over undulating pavement the heavier battery makes itself known. Handling is good, however it's sometimes obvious that this is an eco front-wheel drive car, as there isn't much grip from the low rolling resistance front tires when, for



example, accelerating out into a gap in traffic from a side road in the wet. Still, as an overall package, the Ioniq's pure practicality stood out. The electric/hybrid information available from the touchscreen, for example, includes not just a graphic display of the energy flow from the motor/engine and to the battery, it also keeps track of the overall range, the electric range, and the gasoline range, as well as the expected charge times for both 240- and 120-volt systems, and the charge amount left in the battery. As you would expect, this eco-friendly car also comes with a multitude of active safety systems including blindspot warning, lane keeping assist, radar guided cruise control, and collision mitigation braking.

Final Thoughts

Overall, the Hyundai Ioniq Plug-In is an excellent way to try out all-electric driving without taking the plunge for a full-electric car. It benefits from being built on a dedicated eco-vehicle platform, with an aluminium hood, liftgate, and suspension components plus packaging that keeps seating (and cargo space for the most part) from being compromised in order to fit both a battery pack and a 43-litre fuel tank. Although most buyers may think of Toyota's almighty Prius when shopping for a hybrid vehicle, the Ioniq's less edgy styling and value for money give it a unique edge. It's truly worth a careful look.



2019 Mercedes-AMG A35

The First Look



Call it the baby AMG, or call it Mercedes-Benz AMG division's new hot hatch. But just don't call it slow. The new Mercedes-AMG A35 4MATIC expands AMG's model range by offering an attractive entry-level model. Based on the all-new Mercedes-Benz A-Class family that was released just a few months ago, right on cue, the hotter A35 AMG version of the tech-infused hatchback made its debut at the Paris Motor Show in October 2018.

What is it? Hot hatch warfare just got a little tougher as the A35 doesn't disappoint with its 2.0-litre turbocharged four-cylinder powerplant with 306 hp and 295 lb-ft of torque. This firecracker of an engine transforms the A-Class hatch into a hatchback with a sub-five second 0-60 mph time. The sprint takes just 4.7 seconds, or in other words, the same as the current-generation Focus RS or over a second quicker than the latest Honda

Civic Type R. As per the 4MATIC nomenclature, the A35 hot hatch is equipped with Mercedes-AMG's all-wheel-drive system fed through a seven-speed dual-clutch gearbox. This system varies the torque distribution anywhere from pure front-wheel-drive to a 50:50 split ratio, front and back. As you would expect from an AMG, the driving characteristics can also be tweaked through five AMG DYNAMIC SELECT drive modes, with one end of the adjustability range instilling more comfort,





and the other end maximising driving dynamics. “The demand for our compact models has developed in recent years. This success has encouraged us to further expand our portfolio and place it on a broader footing,” said Tobias Moers, CEO of Mercedes-AMG.

Inside and out

The exterior with flics on the air intakes of the front apron, AMG-specific radiator grille, front splitter and trim elements in silver chrome embodies the characteristic AMG design. The optionally available 19-inch wheels and the AMG side sill panelling reinforce the typical AMG look. In the interior of the A 35, the new MBUX multimedia system combines an intuitive operating structure with sporty design. Especially the ‘Supersport’ style with central round rev counter and indicator bars with 3D effect produces a decidedly emotionally appealing visualisation of the driving information on the Widescreen Display. A new feature is the distinct AMG centre console with Touchpad and additional switches for operating functions such as ESP, manual transmission mode and adaptive adjustable damping.

Attractive packages as optional equipment

The optional AMG Aerodynamics Package developed in the wind tunnel improves handling at high speeds. The front apron with larger front splitter and additional high-gloss flics as well as the fixed AMG rear aerofoil increase the downforce. The lateral spoilers around the visual air outlets of the rear apron and the diffuser blade also have a high-gloss black finish. Likewise optionally available is the AMG Night Package. It underscores the expressive vehicle character with striking black design elements, an effect further boosted by the heat-insulating dark tinted windows aft of the B-pillar.

Edition 1 – for even more individuality

For Mercedes-AMG fans who want the latest and greatest sooner than later, the Edition 1 provides additional exclusivity and dynamics already at the market launch: Inside and out, it compels with choice details and is limited to 18 months of production only. The equipment features include the AMG Aerodynamics Package and the AMG Night Package.

The denim blue paint finish and the “tech gold” accents on the side mirror housings and the lower sections of the doors produce an especially exclusive look. The 19-inch Livorno wheels with high-sheen finish feature a wheel cover with centre-lock look and also sport that same “tech gold” hue. The AMG Performance seats upholstered with black/grey ARTICO/DINAMICA featuring blue accents and medium-grey contrasting topstitching as well as the AMG Performance steering wheel emphasise the sportiness in the interior. The Edition 1 also comes with heated seats and ambient lighting as standard. Aluminium trim elements and an ‘Edition’ badge on the steering wheel add visual highlights in the interior.

Final Thoughts

Daimler is slowly, but surely doubling its performance range with “53” models alongside “63s” higher up in the model range ladder. Similarly, their smaller cars will now follow the “35” and “45” route. Therefore, despite its aggressive style, aggressive rear lip spoiler, the A35 is actually designed to slot in nicely between the A250 and the full-tilt / full-fat A45 AMG model to follow-suit.



2019 Porsche Panamera GTS

Gen two Panamera gets GTS'd



Just one short year after the launch of the second generation Porsche Panamera, the beefy sedan makes waves again with a punchier GTS variant. Before we get started, a brief refresher. The special badge is derived from the Gran Turismo Sport models of old: think the first company road-approved sports car, the 904 Carrera GTS released in 1963, followed up by the 924 and the 928. The concept was reborn years later when the three simple letters were again seen emblazoned on a 2007 Carrera GTS. The honour would be bestowed upon the Panamera in 2011.

Back in black

Characteristic of the trim, the exterior has been given contrasting accents for a more aggressive appearance.

The air vents flanking the grille for instance are blacked out, and the car sits on dark 20-inch Panamera Design alloy wheels. The Porsche script across the rear central brake light strip is smoked, and special GTS badging can be found on the bottom part of the doors and on the trunk lid.

The theme is echoed inside the cabin — brushed aluminum is sprinkled throughout, as is Alcantara on the heated multifunction steering wheel with integrated paddle shifters. Buyers can purchase an optional GTS package allowing some personalization like a custom rev counter, alternate stitching and coloured GTS logos. A first for the range is the addition of a head-up display beaming information

including speed and RPMs directly into the driver’s line of sight.

Under the hood, Porsche has managed to shoehorn in a twin-turbocharged 4.0-liter V8 pushing 460 horsepower and 620 Nm of torque, an additional 20 horsepower and 100Nm compared to before. This allows the four-door to go from 0 to 100 km/h in just 4.1 seconds, topping out at 292 km/h. Helping control and put all that power to the ground is the brand’s excellent Porsche Doppelkupplung (PDK) dual-clutch eight-speed transmission and an all-wheel drive system aided by Porsche Traction Management.

Riding on air

Straight line performance is all well and good, but





the real fun is had when the road bends. Luckily, the GTS utilizes adaptive three-chamber air suspension allowing continuous and precise adjustments for dynamic handling as well as offering a high degree of ride comfort. The vehicle also sits 10 millimeter higher than its standard Panamera stablemates for an athletic stance. Stopping the car are big brakes, 390-millimetres in the front and 365 at the back.

Debuting simultaneously is a Sport Turismo body style, which essentially is a wagon version. People choosing the slightly larger form factor benefit from more storage space, a large liftgate and low cargo loading edge and a four plus one seating layout.

Regardless of trim level, all Panameras receive the new digital Porsche Advanced Cockpit eschewing traditional analogue gauges for virtual ones, InnoDrive adaptive cruise control with semi-autonomous driving capabilities, and available rear axle steering. Look for units to arrive into dealership in 2019 starting at AED 601200.



BMW eDrive

Electrified Performance



You’ve seen the logo on the various electrified vehicles offered in BMW’s current lineup: eDrive. What exactly does it mean, and how does it work? We’re going to find out in today’s blog post.

Three components

eDrive is the new drive technology found in all BMW i models and plug-in hybrids, and is essentially comprised of an electric motor, high-voltage lithium-ion battery and an intelligent energy management system.

The electric motor is what allows for complete zero-

emissions driving — for example, the X5 xDrive40e is capable of travelling up to 30 kilometres without consuming any fuel — or in certain situations, provide a boost to acceleration.

All eDrive-equipped vehicles rely on a special performance li-ion battery to store energy, and utilize a built-in cooling device to constantly keep the unit at the ideal operating temperature, helping increase output and maintain service life.

Intelligent energy management helps guarantee that everything is running as efficiently as possible.

It partially does so via a predictive strategy, such as analyzing navigation data to determine at which point during the route to switch over to pure electric propulsion or when to start the charging process. Another facet is regenerative braking, transferring the kinetic energy generated from braking into the battery. Additionally, drivers can activate ECO PRO feature by simply pressing a switch located next to the iDrive Controller knob on the centre console. Doing so causes the computer to optimize all onboard systems, from propulsion to climate control, in order to squeeze out



the most amount of distance possible. While in ECO PRO, tips on how to further save electricity are shown on the main display.

Different modes

Although the hybrids possess TwinPower Turbo internal combustion engines (ICE), they have a user

selectable MAX eDRIVE button that forces the vehicle to stay in zero emissions mode at speeds of 120 km/h and under, although the ICE will kick in under heavy load or if the throttle is wide open. The SAVE BATTERY function, on the other hand, ensures the battery’s charge state is maintained so fuel-free motoring may be enjoyed at a later time — useful on the highway. Pop the transmission lever into S, and the ICE immediately kicks in and stays on for those times when instant power is required.

Charging

All eDrive-enabled models can be conveniently charged via a standard outlet using the supplied cable, an installed BMW I Charging Station at home for quicker top ups, and at public charging stations easily located with the BMW I Remote app for mobile devices. eDrive is currently offered on several BMW cars and SUVs, including the 330e, the 530e and the above mentioned X5 xDrive40e.



The McLaren Speedtail

A momentous unity of art, technology and velocity



McLaren Automotive reveals the stunning, streamlined form and sensational specification of the McLaren Speedtail. The next chapter in McLaren’s Ultimate Series, the Speedtail is the first ‘Hyper-GT’ from the pioneering British company recognised for producing luxury sports cars and supercars that deliver extraordinary driving experiences. The Speedtail can achieve the highest maximum speed of any McLaren to date, reaching 403 km/h (250mph), yet will also deliver an unprecedented blend of contemporary craftsmanship, materials innovation and bespoke personalisation. Just 106* will be created and all are already reserved, at a price from £1.75 million plus taxes.

“McLaren has never built a vehicle like the Speedtail before. As our first ‘Hyper-GT’, the Speedtail is the ultimate McLaren road car; a fusion of art and science that combines an astonishing maximum speed with an iconic central-driving position and a truly pioneering approach to bespoke personalisation. A ground-breaking hybrid powertrain sits within a lightweight carbon fibre body reminiscent of sleek ‘streamliners’

that once set world speed records, while the luxurious three-seat cockpit offers a sublime combination of an incredible driving experience, unmatched individualism and innovative materials never seen before in a road-going vehicle.”

Mike Flewitt, Chief Executive Officer, McLaren Automotive.

As the most powerful and most aerodynamically

drag efficient McLaren, the Speedtail can exceed the 243mph record peak speed of the legendary McLaren F1, a feat made possible by intense collaboration between McLaren’s design and engineering teams to deliver a peerless blend of aerodynamic, powertrain and dynamic excellence. It is also significant that this is the first of 18 new cars or derivatives that McLaren will introduce as part of its Track25 business plan.



The teardrop-shaped cockpit and aerodynamically optimised body are the foundation for the exceptional aerodynamic drag efficiency, with innovative features such as carbon fibre front-wheel static aero covers, retractable digital rear-view cameras (in lieu of mirrors) and patented active rear ailerons furthering contributing to the ultra-low drag achieved.

The Speedtail model is built around a bespoke McLaren Monocage carbon fibre structure and benefits from lightweight engineering throughout, including an all-carbon fibre body, aluminium active suspension and carbon ceramic brakes. The powertrain is a pioneering petrol-electric hybrid developing a combined 1,050PS to support the extraordinary performance.

A speed of 403km/h (250mph) is achieved in a unique Velocity mode, which has been developed specifically for the Speedtail. Velocity mode optimises the hybrid powertrain for high-speed running, while also tailoring the angle of the active rear ailerons. Additionally, the digital rear-view cameras can be retracted to further

improve drag. Furthermore, the Velocity Active Chassis Control can lower the Speedtail by 35mm, leaving the highest point of the vehicle just 1,120mm from the road surface.

The hybrid powertrain enables a relentless increase in vehicle speed regardless of engine rpm and the low weight of the Speedtail – only 1,430kg dry – hastens this ability. The straight-line acceleration of the Speedtail sets a new benchmark for a McLaren, with 0-300km/h (0-186mph) achieved in just 12.8 seconds; McLaren Automotive’s previous Ultimate Series hybrid, the McLaren P1™, could reach this speed in 16.5 seconds. A bespoke P-ZERO™ tyre designed for the Speedtail’s extreme speed has been developed with McLaren technology partner, Pirelli.

Being at the wheel of a Speedtail promises to be a truly sensational experience and unlike that enjoyed in any other car. The driver is positioned centrally in the luxurious cockpit, with seating for two additional passengers set slightly rearwards. There

is luggage space within both the nose and tail of the vehicle and a bespoke luggage set is available to every owner, the carbon fibre, leather and metalwork on the cases being matched to the interior specification of their Speedtail.

Speedtail depositors were invited to view a design model of the car at a recent private preview event held in London. Resplendent in Speedtail Silver, a Nano-metallic, ‘molten-effect’ paint developed by McLaren specifically for this car, the model displays both aniline leather – a leather dyed with soluble dyes to retain the hide’s natural surface – and a new lightweight leather. The cockpit provides enticing glimpses of the astonishing level of personalisation opportunities available; with each Speedtail being tailored to the owner’s individual tastes by McLaren Special Operations (MSO), the division of McLaren Automotive responsible for bespoke customer commissions, it is virtually certain that no two examples will be identical.



Porsche 911 under pressure

Testing the new generation

Worldwide endurance testing under extreme conditions



The home straight for the new Porsche 911: the eighth generation of the sports car classic will be launched in Europe at the beginning of 2019. Prior to this, the prototypes’ engines get revved up to complete the final stages of a global testing programme which put the new sports cars under a great deal of stress. Test vehicles are moving between climate zones with temperature differences of up to 85 degrees Celsius; sprinting across elevation changes spanning more than four kilometres; enduring lengthy traffic jams in major cities and setting new records on race tracks. Despite those gruelling tests, every component of the car must function as reliably as it did at the outset. “In addition to its outstanding performance, it’s the

911’s suitability for daily use that has always put it in a class of its own,” comments Andreas Pröbstle, Project Manager for the Complete Vehicle of the 911. “That’s why we test the vehicle under all conditions, and in every type of weather. The vehicles’ drivetrain must function as flawlessly as the fluids, systems, operating processes and displays. It’s the only way we can be certain that the car can be driven in all regions of the world without any issues,” he adds. The testing focuses first on Porsche’s traditional core areas of expertise, such as the chassis and engine, which have been enhanced even further to increase both performance and everyday use. Additionally, there are functional checks and stress tests for the entirely new

operating concept in the cockpit, as well as instruments and displays. The new driver assistance systems and enhanced connectivity must also be assessed as part of the strenuous testing phase. In hot regions, such as the Middle East or Death Valley in the USA, the air conditioning, thermal management, and combustion behaviour need to pass functional checks in temperatures up to 50 degrees Celsius. Interior components must not expand or contract and make noises when exposed to extreme heat. In Finland’s 35 degrees Celsius below freezing point, testing focuses on functions such as cold start, heating, traction, handling and braking behaviour, as well as the response speed of the control systems

related to driving dynamics. Endurance runs saw the new 911 test cars on China’s roads in country-typical traffic situations, and proved the fact that they can run reliably on different quality fuels. The vehicles reach their geographically lowest point in Death Valley, which descends to around 90 metres below sea level; while the thin air on Mount Evans,

Colorado, with a height of 4,300 metres, challenges the biturbo charging and the fuel system. By the time testing is complete, the cars have been driven for around three million kilometres in total. A less spectacular component of testing, albeit no less important, is customer-oriented everyday driving on public roads through cities and across the countryside

to ensure that the vehicle and all systems are durable for daily use. This phase also sees significant mileage being covered, while complying with all traffic rules, with the common goal that the eighth generation of this sports car icon continues the tradition of being the best 911 of all time.



GMC expands its range of accessories

for the 2019 Acadia in the Middle East



GMC is upgrading its Acadia accessories offering in the Middle East with an expanded range for its 2019 model of the premium crossover. From exterior accessories like bodyside molding to technology innovations such as wireless phone charging, GMC Acadia owners will have a wide range of accessory options with which to customize their vehicle for a personalized look and to enhance its functionality and utility.

Sajed Sbeih, Head of Brand, GMC Middle East, said,

“Customers are always inspiring us to innovate not only on our vehicle products but also our accessories range. Accessories and customization in particular, are becoming more and more popular in the region as customers look for ways to distinguish their vehicles. This new range not only offers varied interior options but also an exterior range, ensuring a more personal experience.”

Customers can enhance the appearance of the vehicle by fitting it with one of the many exterior accessory

options available, that include:

Assist Steps - Molded

Designed to offer easy access in and out of the vehicle, these stylish Molded Assist Steps are featured with a textured pattern to help provide better footing.

Bodyside Molding Accessories

Offered in a set of four (one for each door), Bodyside Moldings enhance the exterior appearance of the Acadia while protecting the body sides from minor damage.

Grille in black with GMC Logo

Add a distinctive appearance to your vehicle with a GMC accessories Grill. The molded finish adds a personalized look.

Exterior Emblems, GMC Emblem in Black

Enhance the appearance of your vehicle with a GMC Accessories GMC Emblem. This stylish emblem attaches via adhesive backing.

Mirror

Outside rear-view mirror covers in chrome. Give your vehicle a stylish and personalized look with these GMC Accessories Mirror Covers.

The Acadia is fitted with accessories that are set to not only keep the passengers safe but also get them back on the road as soon as possible. The security and protection accessories include:

Cargo Security and protection

Conceal and protect your possessions in the cargo area of your vehicle with a GMC Accessories Cargo Security Shade and Integrated Cargo Liner. In addition, there is the Cargo organiser allowing flexibility to carry items of different sizes.

Floor Liners

Front-Row Premium All-Weather Floor Liners in Jet Black with GMC Logo that help protect the interior of your vehicle from water, debris.

The Acadia is designed to offer drivers and passengers seamless connectivity, intuitive controls and a host



of convenient features that help make the drive more comfortable and connected. The Wireless Charging System has been developed to keep Acadia passengers connected and the batteries of their smart devices always charged. The system features a mat that conveniently fits at bottom of the open storage area, and a phone or a tablet can be placed in the recess area of the mat to charge.

As a contemporary crossover designed for the on-the-

go adventure-seeker or for families, the Acadia offers options for both interior and exterior customization. The GMC Accessory range comprises of two types with the first collection designed, engineered and developed by GMC for GMC. The second type includes GMC's Associated Accessories, provided, engineered and developed for GMC by a lineup of renowned manufacturers, offering their own individual warranty coverage.



The new BMW 8 Series Convertible



BMW is forging ahead with its model offensive in the luxury segment with the presentation of an open-top sports car which explores the highest reaches of dynamic flair, emotionality and exclusivity. The new BMW 8 Series Convertible blends ultra-sporty driving properties with distinctive design elegance and offers an extremely exclusive passport to hallmark BMW driving pleasure and a full-blooded open-top driving experience.

Premiere for the second model in the new BMW 8 Series luxury-class line-up: New BMW 8 Series Convertible combines dynamic flair and serene long-distance ability with a sumptuous open-top driving

experience.

Open-air driving pleasure for four people. Classical soft-top roof with fully electric, extremely quiet operation, minimised weight and outstanding acoustic comfort. Roof opens and closes in 15 seconds at the touch of a button and when travelling at up to 50 km/h (31 mph). Soft-top in Black as standard or Anthracite Silver effect as an option.

Standalone interpretation of emotionally rich exterior styling based on the new, clear and precise BMW design language. Familiar BMW proportions and elegantly flowing lines stand out particularly clearly with the roof down. Compact, taut soft-top generates

distinctive “deck” silhouette.

Wide, sporty rear-end design underlines the low-slung stance of the new BMW 8 Series Convertible.

Exterior and interior design work together harmoniously. Gently rising shoulderline; surrounds for the side windows and soft-top lid merge. Front and rear seats embraced in a flowing movement.

Sophisticated design for soft-top compartment with subtle domes and surfacing that takes its cues from the instrument panel and door shoulders.

Market launch in March 2019 with two model variants: BMW M850i xDrive Convertible (fuel consumption combined: 10.0 – 9.9 l/100 km [28.3

– 28.5 mpg imp]; CO2 emissions combined: 229 – 225 g/km)* with 390 kW/530 hp V8 engine and BMW 840d xDrive Convertible (fuel consumption combined: 6.3 – 5.9 l/100 km [44.8 – 47.9 mpg imp]; CO2 emissions combined: 165 – 155 g/km)* with six-cylinder in-line diesel engine and 235 kW/320 hp.

Both engine variants meet Euro 6d-TEMP exhaust standard. Power transfer by eight-speed Steptronic Sport transmission and BMW xDrive intelligent all-wheel drive.

Unadulterated sports car character thanks to unwavering focus on maximising performance

capability, powertrain technology and chassis in the development of the body structure. Developed alongside BMW 8 Series Coupe, BMW M8 and BMW M8 GTE endurance racer. Low centre of gravity, even weight distribution, lightweight construction using aluminium, magnesium





and carbon-fibre-reinforced plastic (CFRP), aerodynamically optimised, almost lift-free body. Extremely stiff body and chassis structure with Convertible-specific underbody bracing. Special occupant protection measures, including strengthened windscreen frame and rollover bars behind the rear seats that extend by pyrotechnic charge. Adaptive M suspension, Integral Active Steering and mixed-size tyres as standard. M Sport differential (with electronically controlled differential lock) fitted as standard at the rear axle of the BMW M850i xDrive Convertible and available as an option for the BMW 840d xDrive Convertible. Active roll stabilisation optional for the BMW M850i xDrive Convertible. Driving Experience Control switch with ADAPTIVE mode. Clearly noticeable difference in car set-up between COMFORT and ECO Pro modes at one end

of the spectrum and SPORT / SPORT+ modes at the other. Carefully judged adjustment of the powertrain and chassis systems enables clear focus on dynamic sharpness or sumptuous comfort. Adaptive LED headlights and LED rear lights as standard. BMW Laserlight with Selective Beam and high beam range increased to 600 metres available as an option. M Sport package for the BMW 840d xDrive Convertible with specific design and equipment features: front apron with extra-large air intakes, distinctive side skirt and rear apron design, 19-inch M light-alloy wheels, M Sport braking system, multifunction seats, M leather steering wheel and illuminated door sills with M logo. BMW M850i xDrive Convertible also has a front spoiler extension, 20-inch M light-alloy wheels and high- performance

tyres, specific M Sport braking system, exclusive exterior elements in Cerium Grey, interior trim strips in stainless steel mesh design and illuminated door sills with model badge. M Technic Sport Package available for the BMW 840d xDrive Convertible. Further individualisation options provided by Chrome Line Exterior, M Carbon exterior package with air intake slats, exterior mirror covers and exhaust tailpipe embellisher in CFRP, plus BMW Individual features. Convertible-specific equipment features designed to enhance comfort: Pop-up wind deflector in the rear fitted as standard, neck warmers integrated into the front head restraints are optional. Leather appointments with Sun Reflective Technology. Low, sports-car seating position. Electrically adjustable sports seats with memory function and Vernasca leather trim as standard in the BMW 840d xDrive

Convertible. BMW M850i xDrive Convertible fitted as standard with multifunction seats and Merino leather trim with extended features. Longitudinally oriented lines and surfacing, driver-oriented cockpit and clearly structured arrangement of controls sharpen the focus on the dynamically engaging driving experience. High-quality materials, stylish interior illumination courtesy of Ambient light feature. Instrument panel and door shoulders with fulled leather trim as standard. Four seats, through-loading function with 50 : 50 split/folding rear seat backrest. Boot capacity: 350 litres. Automatic boot lid operation and Comfort Access including hands-free opening and closing of the boot lid as standard. High-class options designed for modern luxury: telephony with wireless charging, BMW Display Key, Bowers & Wilkins Diamond

Surround Sound System, Heat Comfort package, active seat ventilation, Automatic Soft Close function for the doors, glass applications for selected controls. Extensive range of driver assistance systems. Fitted as standard: High Beam Assistant, Driving Assistant including Collision Warning and Pedestrian Warning system with City Braking function, Lane Departure Warning and Lane Change Warning systems, Speed Limit Info, Rear Cross Traffic Alert, Rear Collision warning, and Parking Assistant including Reversing Assistant. Optional: Active Cruise Control system with Stop & Go function, Driving Assistant Professional including Steering and lane control assistant, Lane Keeping Assistant with active side collision protection, evasion aid, distance information, Cross Traffic Alert, Priority warning and Wrong-way warning systems, as well as Parking Assistant Plus with Surround View, Top

View, Panorama View and Remote 3D View. Latest Generation of the BMW Head-Up Display and BMW Live Cockpit Professional including navigation system, fully digital instrument cluster and 10.25-inch Control Display (with identical modern graphics) as standard. New BMW Operating System 7.0 enables extremely fast access to settings and functions, customisable displays and multimodal operation via touchscreen display, iDrive Controller, steering wheel buttons and voice control. BMW Intelligent Personal Assistant: Digital co-driver and vehicle expert is controlled by natural voice commands. Integration of Microsoft Office 365 and Skype for Business. BMW Digital Key enables car access and engine start-up via smartphone. Remote Software Upgrades allow updating of vehicle functions over the air.



F-TYPE CHEQUERED FLAG

CELEBRATES 70 YEARS OF JAGUAR SPORTS CARS



29 Since the reveal of the XK 120 in 1948, sports cars have been integral to Jaguar’s heritage, the culmination of this rich lineage being the F-TYPE- winner of more than 170 global awards. Now, in celebration of 70 years of Jaguar sports cars, the F-TYPE range has been enhanced by the addition of the Chequered Flag Limited Edition. Based on the F-TYPE R-Dynamic Coupé and Convertible, and available with powerful four- and six-cylinder engines, the Chequered Flag features a range of subtle visual enhancements to the exterior and to the driver-focussed “1+1” cabin. Highlights include a Black Contrast roof on the Coupé

and a luxurious Windsor Leather interior featuring Performance seats with embossed headrests, a Dark Brushed Aluminium centre console trim finisher and – in recognition of Jaguar’s motorsport successes – a steering wheel with discrete Chequered Flag logo and red leather band to mark the 12 o’clock position. Ian Callum, Director of Design, Jaguar, said: “Perfect proportions, design purity and visual drama – every Jaguar must express these qualities, and none more so than F-TYPE. In creating the Chequered Flag we’ve focused on details which enhance F-TYPE’s presence and promise of performance – and in doing so, made a fitting celebration of 70 years of beautiful, fast, Jaguar

sports cars.” The F-TYPE’s exquisite, perfectly-proportioned exterior is enhanced by the Exterior Black Design Pack, which benefits from SVO extended side sills to subtly increase visual width and give the car even greater presence and poise. The 20-inch Gloss Black wheels with Diamond Turned finish are exclusive to the Chequered Flag and perfectly complement the red finish of the brake calipers. The Chequered Flag’s superbly-crafted Ebony Windsor Leather interior is offered with contrast stitching in a choice of Red or Cirrus. The slimline Performance seats, with optional heated and cooling functionality, feature headrests

embossed with Chequered Flag branding. In place of the F-TYPE R-Dynamic’s Delta aluminium centre console trim, the Chequered Flag features a Dark Brushed Aluminium finisher. The texture and finish of this material perfectly complements the Ebony Windsor Leather. The Touch Pro infotainment system features Meridian audio, a suite of connected services and, for the first time in F-TYPE, Apple CarPlay to make it easier than ever to access tailored smartphone apps using the 10-inch touchscreen. Power comes from the 300PS/400Nm 2.0-litre four-cylinder Ingenium petrol engine or the 340PS/450Nm and 380PS/ 460Nm supercharged 3.0-litre V6 petrol engines. All offer an outstanding balance of responsiveness, power and efficiency – and all with a visceral soundtrack which reflects the F-TYPE’s truly driver-focused character. All engines are matched to eight-speed Quickshift transmissions and send drive to the rear wheels, or – in the 380PS models – the choice of Jaguar’s all-wheel drive system with Intelligent Driveline Dynamics. **Additional 20MY F-TYPE enhancements** Taking learning from the SVR derivative, the damper tune on the F-TYPE R Coupé and Convertible

models has been refined, giving an improved level of ride comfort at low speed. This has been achieved by reducing the damping by 24% at the lower damping velocities (up to 0.3m/s), whilst increasing overall capacity by up to 30%. Additionally, the rear upper ball joint from the SVR has been incorporated into the F-TYPE R, with modifications to the rear knuckle and upper control arm, further enhancing capability and system robustness. The rear camera and front park aid are now provided as standard across all F-TYPE derivatives.



Nissan Patrol

Breaks GUINNESS WORLD RECORDS title for Largest Synchronised Car Dance



The Nissan Patrol has broken another GUINNESS WORLD RECORDS title for the Largest Synchronised Car Dance. This award recognises the activation which has the greatest number of cars moving in unison within a formation. A total of 180 Nissan Patrols took part in the record attempt, driving in a synchronised routine in the shape of a giant desert falcon. This new accolade is the third time the iconic Nissan Patrol has achieved a GUINNESS WORLD RECORDS title. Nissan achieved this new record at the Dubai Rugby 7s stadium, beating the previous world record holders by 36 cars. Led by international racing driver Axcil Jefferies, two concentric lines of cars drove in opposite directions around the outline of a falcon, a total distance of 1,476 meters. The shape formed by the 180 Nissan Patrols taking part in the attempt measured 176.5 metres by 225 metres. Viewed from above, the

activation looked like a giant falcon in flight over the sands of the Arabian desert. This award is the third time the iconic Nissan Patrol has broken a GUINNESS WORLD RECORDS title. In September 2015, the car broke the record for

the fastest ascent of a 100 metre sand dune by a car, scaling the dune in a rapid 4.9 seconds. The first title was achieved in August 2013, when the Nissan Patrol successfully towed the world's heaviest aircraft for more than 164 feet (50 meters) at Sharjah International



Airport in the UAE. The GUINNESS WORLD RECORDS official attempt was also a celebration of three new editions that have been added to the Nissan Patrol family this month. Launched in response to popular demand, the Patrol Safari Falcon, Gazelle and Gazelle-X were developed for and are exclusively available to customers in the Middle East. The names of the new cars also inspired the shape formed during the record-breaking synchronised car dance. Commenting on the new GUINNESS WORLD

RECORDS title achieved by Nissan Patrol, Kalyana Sivagnanam, Regional Vice President, Marketing and Sales, Nissan AMI and President of Nissan Middle East said: "At Nissan we are committed to bringing our customers 'innovation that excites', and we are thrilled to have broken yet another GUINNESS WORLD RECORDS title with the Nissan Patrol. The Patrol family holds a unique and special place in the hearts of people in the Middle East, and we have seen highly encouraging year-on-year sales increases across the entire range. We believe the launches of the Patrol

Falcon, Gazelle and Gazelle-X will continue the car's proud legacy as one of the only true all-terrain vehicles of its time, and this new GUINNESS WORLD RECORDS title will further cement the Patrol's legendary status in the region." The Nissan Patrol range has an enduring popularity in the Middle East. In Nissan Middle East's Financial Year 17 (April 2016 – March 2017), market share of the entire Nissan Patrol range increased by 11.4 percent compared to the previous year, with the Patrol becoming the best-selling full-size SUV in the UAE. Since 2011 sales of Patrol have quadrupled, with market share being up by 167 percent. Furthermore, in the first half of Nissan Middle East's current financial year (April – September 2018) there was a year-on-year increase in sales of the Patrol Safari family of 30 percent across the Middle East region (excluding KSA). Nissan Middle East's new GUINNESS WORLD RECORDS title is the sixth to have been achieved by the company, with three of these being awarded to the iconic Patrol. Most recently, Nissan Middle East sped into the record books after driver Masato Kawabata (Japan) achieved the fastest ever vehicle drift. Kawabata reached staggering 304.96 km/h (189.49 mi/h), while driving a Nissan GT-R Nismo during an event at Fu



TRIO OF ASTON MARTIN VANTAGE GT3s

SET TO TAKE ON ABU DHABI 12



- **Aston Martin Racing’s new Vantage GT3 headlines Gulf 12 Hours**
- **Key partner teams entered in end-of-season endurance classic**
- **Three works drivers join partner team line-ups in Abu Dhabi event**

Three of Aston Martin Racing’s most valued partner teams will have the opportunity to race the new Aston Martin Vantage GT3 for the first time when they participate in the Gulf 12 Hours event at the Yas Marina Circuit, in Abu Dhabi, on December 15. Oman Racing with TF Sport spearheads the Aston Martin challenge in the PRO class, having finished third overall in the event in 2015, and second in the PRO/AM class last year. The team features two works

drivers; three-time Le Mans class winner Darren Turner (GB) and team regular Jonny Adam (GB) in its line-up alongside Ahmad Al Harthy (OM). TF Sport, which campaigns an Aston Martin V8 Vantage GTE in the FIA World Endurance Championship and ran V12 Vantage GT3s in the 2018 Blancpain Endurance Series and British GT Championships, has already confirmed it will race the new Vantage GT3 in the UK next year.

Alongside TF Sport in the PRO class will be R-Motorsport, a winner and record three-time consecutive pole setter on its debut season in the Blancpain Endurance Series with the V12 Vantage GT3 and a loyal long-time campaigner of Aston Martin racing cars. This entry will be a contender for victory on its race debut and will run with regular drivers Jake Dennis (GB) and Marvin Kirchhöfer (GER). A third driver is yet to be confirmed.

BREITLING AND BENTLEY

DRIVING TOGETHER INTO THE FUTUR



Breitling CEO Georges Kern is excited about continuing the partnership with Bentley. He commented: “Bentley and Breitling share so many values. Both companies are known for quality, performance, and design excellence, and both can build on powerful historical legacies. It’s an ideal partnership, and, after more than 15 years, it is a pleasure to add another chapter to it.” In announcing the renewal of its long-standing partnership with Bentley, Breitling said that it would be integrating special Bentley editions into its core product offering rather than in a separate Breitling for Bentley collection. The first of these extraordinary watches is the Premier B01 Chronograph 42 Bentley

British Racing Green. Powered by Breitling’s flagship Manufacture Caliber 01 in-house mechanical movement, which is visible through a unique transparent caseback with a metalized Bentley logo, the watch has an impressive 70-hour power reserve. These timepieces also have an engraved plate with a “Bentley” inscription. Inspiration for the design of the plate was taken from the dashboard of the historic supercharged 1929 “Blower” Bentley. The watch is distinguished by its striking British racing green dial and is available with a choice of a stainless-steel bracelet or a British racing green leather strap that matches the dial. Contrasting subdials are positioned at 3 and 9 o’clock, and a date window is located at 6

o’clock. When Bentley Motors celebrates its centenary in 2019, Breitling will launch a dedicated limited-edition timepiece to celebrate 100 years of luxury motoring excellence. In 2003, Bentley Motors, the most sought-after luxury car brand in the world, launched its very first Continental GT, the unrivaled grand tourer. Every detail in the Continental GT reflects Bentley’s ongoing commitment to quality, luxury, and performance, and, fittingly, the company chose Breitling to design the onboard clock.

How NOT to get stuck

with the wrong car insurance



If you are a car-owner in the UAE, you presumably have an insurance policy on your vehicle. But what if you are stuck with a policy that is more of a liability than a benefit?

Since you pay a sizeable sum on insurance policies, it is in your best interest to ensure that the money is being spent on the right service. The Souqalmal.com team has rounded up six common mistakes you must avoid when buying a car insurance policy:

Going with the cheapest option

It's true that a simple third party cover can do the job since that is the minimum level of cover mandated by UAE law, but is it really enough? Consider a scenario where you get involved in an accident and your car gets severely damaged. Yes, your insurance firm will cover for damages to the third party but what about your own vehicle? You will have to pay an exorbitant amount on repairs simply because your "basic" insurance did not cover the car. Opting for the cheapest option may seem lucrative at first, but the decision is bound to rear its ugly head sooner or later.

Buying a very costly policy

Be careful not to be penny wise and pound foolish. If your insurance premium is making a sizeable dent in your budget, you need to take a relook at your policy. For instance, it's okay to opt for a basic cover if you don't drive that frequently or own an old vehicle. Plus, you must get rid of unnecessary add-ons that are not of much use to you.

Not exploring multiple options

In the age of online shopping, we are used to comparing the price of a single product on multiple sites to get the best deal. Apply the same methods while looking for your car insurance policy. Getting quotes from multiple insurance providers can make your decision much easier. For instance, on Souqalmal.com, you can easily compare as many as 15 car insurance quotes within minutes and get your policy within an hour.

Paying a high/low deductible

A deductible is the amount you commit before the start of your policy to cover your end of the liability in the event of an accident. Usually, the higher you pay as deductible, the lower your premium will get. Now,

you are left with two choices - pay higher premium or shell out more money during an accident. Explore the available options to arrive at the right decision. If you are still unsure, seek the opinion of an expert.

Understating or overstating your car's value

When you apply for a policy, your insurer would seek to know the estimated cost of your car. Remember, you must always provide an accurate estimation of your car to avoid ending up with a wrong insurance cover. Giving an overestimate to the insurer will lead to an expensive policy with unnecessary features while declaring an underestimated value will rob you of several insurance benefits.

Buying insurance from the car dealer

Most of us find it convenient to opt for an insurance policy offered by the car dealership itself as it saves a lot of groundwork. But keep in mind that the dealers will only upsell policies offered by their preferred insurance partners. In order to get the best value, the onus is on you to get quotes for a similar policy from other insurers.



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