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MAGAZINE

Porsche Panamera

Is it the sports car among luxury sedans?



Audi R8 V10 coupe

One of our favourite supercars re-worked

Land Rover Discovery

The best car in its class

Infiniti Q50 Sports sedan

Refresh more than skin deep





LONGINES®


Elegance is an attitude

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Publication of Al Badia

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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
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2018 Porsche Panamera

Is it the sports car among luxury sedans?



With automakers trying to find different niche markets, the lines that traditionally define a “coupe” as a “coupe” and a “sedan” as a “sedan” have been blurred beyond recognition.

Decades ago, a four door Porsche, let alone a Porsche Sport Utility Vehicle would be utter sacrilege, inconceivable by many. However, here we are in 2017, and the Porsche Cayenne and Macan SUVs count for up to

70 per cent of Porsche sales in some regions.

These everyday vehicles are what is on trend right now, and what continues to fund further development of the iconic Porsche 911 sports car, as well as future sports car projects.

Looks don't lie

The Porsche Cayenne and Macan are not the only four door Porsches that the company offers. In 2009,

Porsche introduced us to the Panamera, and it quickly arguably became the best handling and most usable luxury sedan on the market.

However, just as the Cayenne SUV was when it first debuted, the styling was controversial. Critics were quick to point out the car's baggy backside styling. It was loved by some, but ridiculed by many including Top Gear UK. Yes, it's true that the original car







swallowed both highway miles and canyon roads with aplomb, but calling it stunningly pretty would be a stretch.

Nonetheless, the Panamera still sold in sufficient enough quantities for Porsche to build a second generation vehicle.

And so behold the 2018 Porsche Panamera. With a lower roofline, a taller rear end, much more shapely hips, and a very pretty rear end, the latest iteration finally looks like the four-door 911 that the previous generation vehicle aspired to be.

All new everything

While exterior cosmetics were a tremendous part of the redesign, virtually everything else has been redone for version 2.0. There is a new platform with greater use of aluminium, a revised transmission, a high tech new interior, as well as a pair of engines that will spread across Porsche's non-sports-car line-up.

Porsche will also offer an extended wheelbase version, for rear legroom lovers, called the Executive version. If you're a chauffeur, your boss will never have an excuse to arrive late to a meeting ever again!

Porsche says that the new Panamera once again bridges the gap between the world of focused sports cars and the world of luxurious sedans. Visually, the car reflects the 911's design language but with a more dynamic flyline.

The front wheels have been moved forward and the rear of the roof line was lowered, thereby creating a longer and sleeker profile. These long, dynamic proportions and a roof line that is 0.8 inches lower at the rear creates the stylistic link to the most recognizable design icon of the lineup, the 911.

New V6 and V8 turbo engines

How can we talk Porsche without mentioning horsepower? Joining the Panamera family is a new 3.0-litre 330 horsepower V6 single turbo engine which Porsche will stick into the new rear wheel drive base model Panamera as well as the Panamera 4. This new twin-turbo V6 features 20 more horsepower than its predecessor while still offering significantly improved fuel economy and reduced emissions. So not only does the new mill offer better performance, but the polar bears and ice caps

will also live a little longer.

Two new twin-turbo gasoline engines with direct fuel injection are being introduced at the market launch in the Panamera Turbo and the Panamera 4S. Both models are equipped with a permanent all-wheel drive system and a new eight-speed Porsche dual-clutch transmission (PDK).

The Panamera Turbo is powered by a 4.0-litre 550 hp twin-turbo V8 with a whopping 567-lb-ft (769 Nm) of torque, while the Panamera 4S is equipped with a 2.9 litre 440 hp twin-turbo V6 with 405 lb-ft (549 Nm) of torque. The V8 can deactivate the valves and shut off fuel to four of its cylinders to reduce consumption while at lighter loads (such as cruising at highway speeds).

Despite basic similarities shared with the engine used in Audi's A8, S8, S7, and S6 and Bentley's Continental, Porsche considers this an all-new engine. It's the brand's first use of a "hot vee" design, whereby the turbos live in the valley between the cylinder banks. This allows for a shorter run of the exhaust gases between the cylinder heads and the turbines, improving response.

The car's centre of gravity is even lowered as the new plumbing allows the engine to be mounted lower in the car.

Still a driver's car whilst able to cosset passengers

Like all Porsche models, the Panamera is both dynamic and practical. Thanks to the new MSB platform, all four occupants sit closer to the ground. Rear seat headroom remains unchanged even though Porsche has dropped the roofline significantly. With the new car 1.3 inches longer overall, most of which due to the longer wheelbase, the rear bucket seats are every bit as comfortable and supportive as the fronts.

But comfortable seats can only do so much to dampen rough roads. This is why coil springs and adaptive dampeners are standard equipment on the 4S. Opt for the Panamera Turbo, and you'll find four corner air springs that have been redesigned with a third air chamber for a greater range of adjustability and comfort.

Open your purse or wallet a little more and you can

also check the box for optional chassis control technology borrowed from the 911 Turbo and the 918 Spyder. This includes rear-wheel steering and active anti-roll bars as part of the Porsche Dynamic Chassis control. Compared to the "squishy" limos in this segment, the Panamera drives much smaller and with far better body control when compared to a Mercedes-Benz S-Class, an Audi A8, or the BMW 7 Series.

Porsche Advanced Cockpit.

Last but not least the interior concept of the Panamera range includes a new Advanced Cockpit system. The current Porsche interior has been reinterpreted for the future in the new car, with black panel surfaces and interactive displays incorporating a clear and intuitive user interface similar to that of smartphones and tablets.

Classic buttons and conventional instruments have been reduced significantly and replaced by touch-sensitive panels and individually configurable displays that take centre stage. There is a large, centrally mounted 12.3-inch TFT touchscreen display, and two configur-

able displays flank the analog tachometer. The analog tachometer, with its centrally mounted position in the instrument cluster, is supposed to be a tribute to every Porsche sports car of the past.

The jury is out there as to whether traditional Porsche customers will accept the changes. Nonetheless, I suspect that the millennial customers certainly will. Owners had better keep microfiber cloths at hand though as the shiny touch surfaces are an absolute magnet for fingerprints.

Final Thoughts

The new Panamera bridges the gap between the world of focused sports cars and the world of luxurious sedans. The second generation car reconciles two contrasting characteristics more than ever before: the performance of a genuine sports car and the comfort of a luxury sedan.

It is truly a grand touring automobile that has been rethought and realigned, advancing forward to become a performance icon in the luxury class once again.



Infiniti Q50

Sports sedan refresh more than skin deep



Even though the Infiniti Q50 luxury sports sedan came out only two years ago, the vehicle gets a pretty huge mid-cycle update for 2016. Most of the changes are internal, with the introduction of no less than three brand new engine offerings, and alterations to steering and suspension.

“As one of Infiniti’s best-selling nameplates in Canada and around the globe, it’s critical that we keep moving forward with state-of-the-art performance and safety technologies,” says managing director Stephen Lester. “For 2016, we’re dramatically expanding our Q50 model range with the 400-horsepower Red Sport 400 on one end, and the new 2.0t, featuring our first four-cylinder engine in the segment, at the other. This allows our customers to find the perfect match for any driving style or need,” says Lester.

New turbocharged 2.0 litre

For the purposes of this review, I will be talking about the 2.0t, which is the trim I tested over a one-week period. There aren’t too many exterior changes,

but if it’s the first time you’re seeing the Q50 there are some neat bits worth mentioning.

One would be the signature double arch grille, so called because of its curved upper and lower edges. Inside, the wavy mesh creates a 3-D textured effect really making the grille pop. The sculpted LED headlights and incorporated LED daytime running lights were styled to resemble a pair of human eyes. Modern Infinitis all boast “Crescent” C-pillars, or where the frame of the rear window ends. Rather than sloping straight down, the end section curves forward giving the side profile a unique, branded look. The double arch effect is repeated in the shape of the trunk lid and license plate recess decoration.

Infiniti InTouch

The original Q50 is one of the first cars I sat in containing a forward thinking infotainment system that wasn’t overly complicated to use. There are two capacitive touchscreens, eight inch on top and seven inch on the bottom, working in tandem

displaying different information. If Infiniti InTouch with Navigation is equipped, for example, the larger monitor shows the map, while the smaller is used to type in an address or point of interest.

In addition to GPS, InTouch bundles together extras like a concierge service. Simply push a button to connect to a live agent 24/7 for whatever assistance you might require. Download the companion app to your mobile device and gain remote door lock and unlock capabilities, and sync your Google Calendar to the InTouch website to view your personal calendar right onscreen.

There is an astonishing amount of detail that has gone into the interior. Notice that interesting swath of metal coming down from the right edge of the stereo dividing the gear lever from the genuine maple wood surrounded cupholders? The design was inspired by traditional Japanese Samurai armaments and the 16th century Urashi painting technique.

Getting back to the powertrain, the 2.0-litre





turbocharged four-cylinder model CarBook was lent is the most modest of the new trio, rated at 208 horsepower and 350 Nm of torque. In comparison, the remaining motors are both 3.0 L bi-turbo V6s generating either 300 or 400 horses. Every version receives all-wheel drive.

Digital performance

Turning the key, the boosted 2.0t — the engine block is made from aluminum to save weight — comes to life with little fanfare. The peppy little powerplant moves the car fairly well, and I don't have a whole lot to say about the performance. More noteworthy, in my opinion, is the next-generation Direct Adaptive Steering (DAS) improving upon an already excellent feature.

DAS tailors the steering feel to real-world conditions. During city driving or parking, the wheel is automatically adjusted so less effort is required to manoeuvre. If the vehicle is travelling over bumpy terrain, the annoying jarring sensation usually felt is mitigated and fatigue is reduced. Carving canyon roads? Response instantly firms up to provide the confidence needed to navigate through higher G-forces and speeds.

Another interesting function of DAS is the ability to keep the Q50 between lane markers when severe crosswinds or uneven road surfaces are encountered. Stepping up to the V6s bundles the complementary Dynamic Digital Suspension (DDS). Say you have DAS tuned into Sport or Sport+ mode in anticipation of some tasty twisty stretches on the highway. With DDS equipped, the shock absorbers also stiffen, so the car feels more agile and stays flat around corners. The dampers are smart, too, because the computer quietly monitors and compensates for body roll, pitch and bounce rate to produce the best ride possible.



Given the smaller displacement, I was hoping for fuel consumption to be better than the 12.1 L/100 km experienced, especially since an idle start-stop system is now included. Admittedly, most of my driving happened in the city, where the manufacturer estimate is listed at 10.6 L/100 km.

Consumers now have more choice than ever when choosing a Q50, and shouldn't view the 2.0-litre as a bare bones base model. Unless maximum horsepower is a top priority, the entry-grade sedan comes at an affordable price, is decently fun to drive and is loaded with a fair share of luxury features.



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Audi R8 V10 coupe

One of our favourite supercars re-worked



It's hard to believe that the Audi R8 has been with us for a full decade now. When the first generation R8 first made its debut at the International Motor Show in Frankfurt as a 2007 model, the world press was delighted by how closely the production model resembled the Audi Le Mans Quattro concept car, originally presented at the 2003 Frankfurt show. The Le Mans Quattro concept car, in fact, was inspired by Audi's three successive wins at the arduous 24 Hours of Le Mans endurance race in 2000, 2001,

and 2002. As a result, Audi subsidiary Quattro GmbH subsequently decided to produce the production road car, naming it after their very successful Audi R8 LMP race car, a five time winner at the 24 Hours of Le Mans.

For the 2017 model year, the second generation all-aluminium space frame R8 is now officially part of what Audi calls its "Audi Sport" line-up (also shared with other RS cars). This latest model has been thoroughly re-designed to exhilarate, motivate, and

insert whatever other colourful adjective you can pen on a piece of paper.

As before, this R8 promises to blend even more explosive power wrapped in an exotic presence.

Winner, World Performance Car

Introduced at the 2015 Geneva Motor Show, the R8 utilizes an engine and chassis derived from the R8 Le Mans race car. Almost out of the gate, this latest iteration has already won the 2016 World Performance Car award. Perhaps a sign of its brilliance





With its sharp, angular lines, the R8 commands and steals the spotlight with its width and presence. Be prepared to be noticed by this extra dose of glamour. Unlike a Porsche 911, which is understated in its simplicity, the R8 can't help but steal the limelight with its luscious carbon fibre side blades and its mid-engined V10 boldly showcased under the glass engine cover.

The new car has dropped the "basic" V8 option and there are only two engines available. Both V10s, but with different outputs: 540 horsepower in the R8 V10, and 610 horsepower with the V10 Plus. We can potentially expect to see a smaller engine in future R8s, but the base engine is expected to be not a V8,

but a 3.0 litre twin-turbo V6, heavily derived from the upcoming Audi S4.

Behind the Wheel

For now, there is no forced induction. Just natural aspiration and multiple cylinders as per the classic supercar formula. Spinning up to a lofty 8,500 rpms, the R8's magical V10 makes some amazing noises. They're especially forceful, but in a tack-sharp sonorous sort of way. The cacophony of pops and crackles may not be very mature, but they're oh so much fun. If you're not satisfied with the noise levels, Audi also offers the R8 in a Spyder drop-top version for even more exposure to the naturally aspirated V10 wail. Compared to something like a McLaren or a 911

Turbo, the Audi V10 can't compete when it comes to mid-range torque. But one could hardly call it feeble. The R8's lightning fast seven-speed dual-clutch gearbox ensures that you're almost never in the wrong gear when driving spiritedly to 60 mph (96 km/hr). That, by the way, flashes by in only 2.9 seconds with launch control activated in the V10 Plus model. Alas, manual transmission lovers, the six-speed manual and its aluminium gated shifter is dead. The R8's new all-aluminium space frame feels sharper and more responsive than ever. A large proportion of the gains in the "seat-of-the-pants" department has to be attributed to the Audi's famed Quattro system, tuned to for a real-wheel-drive setup for agility unless





the computers determined that some power is needed up front for security.

The centre and rear differentials are electronically controlled, and can vector power in every which way that is necessary according to zillions of computer parameters. Turn the dial to the "Performance Mode" and be prepared to be astounded as your physical limits will likely give up the ghost versus the car's.

In daily driving, the R8 is hardly any more difficult to drive fast than say an Audi S3, but with oodles more fun. The ride is surprisingly compliant and comfortable despite its low profile tires.

Technology and lots of it!

Like the exterior, the interior of the R8 offers a brilliant combination of sense and sensation. This is a Grade

A effort all around. The dash wraps itself around the driver, and the build quality and finish is as expected from a top-end German car.

The all-digital 12.3 inch LCD Virtual Cockpit that initially made its debut on the TT coupe makes its appearance here, but feels even more special when combined with the supercar-low seating position. Sorry front passengers, only drivers have access to the controls.

As in other Audis, the Virtual Cockpit means that the main instrument cluster can be relegated to display all sorts of functions such as a big centre mounted tachometer that lights up towards its redline, a satellite navigation map, or a combination of all of the above. Just because it's a supercar doesn't mean that you have

to give up the convenience found in other Audis. There is even inductive charging for compatible phones, Apple CarPlay, and 4G LTE connectivity.

Final Thoughts

It's loud, it's attention grabbing, but it's all-round lovely. The R8's handsome interior offers everything you would want in a sports car but yet is easy to get used to as any other Audi.

Sure, the R8 may not be as practical as the Porsche 911 Turbo, but it's still a stonking everyday supercar. With naturally aspirated engines and V10s going the way of the dodo bird due to ever tightening emissions regulations, supercar enthusiasts had better snap up one of these models before they're just markers in automotive supercar history.

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Jaguar F-Pace

Real at last, though fashionably late



It may be late by a decade or so to the crossover trend, but Jaguar now has its first ever sport-utility vehicle. Although corporate brother Land Rover has an SUV-only portfolio, the F-Pace is here in order to grow Jaguar's sales (and subsequently its profits). Jaguar has long needed to add their own ute in order to present potential customers with a more completely luxury catalogue, it has its sights set on nuking the Audi Q5, the Porsche Macan, and the Mercedes-Benz GLC.

Mission Tricky, though not Impossible

The world saw a hint of what was to come with the

Jaguar C-X17 Concept, Jaguar's first sports crossover concept vehicle. And guess what? Penned by designer Ian Callum, that vehicle was absolutely drop dead gorgeous.

Fast forward to today and the F-Pace production vehicle is as pretty as the C-X17 Concept vehicle. But not pretty in a dainty way, but rather in an assertive way with some hints of the F-Type sports car's aggressiveness and design cues.

The F-Pace has been on sale for a few months now, and while there hasn't been quite a global shortage just yet, supplies have very very been tight. This is admirable given that the F-Pace is an all-new model, and Porsche

just can't make enough of its Macan, the benchmark car in the sector itself.

No other crossover SUV can claim kinship to the iconic "E-Type"

Jaguar's Director of Design, Ian Callum, says that "The F-Pace is an all-weather, all-surface Jaguar sports car, life-proofed for five people and their belongings". One look at the F-Pace and you can see that it is visually heavily inspired by the lines curves and proportions of the F-Type, and in turn Jaguar's latest design philosophy. Look a little closer and you can see legitimate kinship even to the E-Type, with particular inspiration in the car's rear lights and body sides.





From the hood bulge to the pronounced rear hips, the F-Pace has a unique road presence that fits in with the latest in a bloodline of beautiful performance cars that include the new XE and XF.

Performance to back up its good looks

Under the F-Pace's aluminium skin is the all-new alloy-intensive platform that has also been developed for the Jaguar XE sports sedan. Since the XE has been designed to be the company's BMW 3-Series fighter, the F-Pace should also be a step above the competition in the handling department. Despite principles the car shares with the XE and XF, 81 per cent of the F-Pace is unique.

Incidentally, Jaguar now claims to be the industry leader in aluminium, with 80 per cent of the F-Pace's body structure made of the stuff. A third of that aluminium is of the recycled variety. Even still, the company wants to increase that figure to be more environmentally conscious.

Amazingly, the F-Pace's body-in-weight is just 298 kg, approximately the same as the much smaller Fiat 500L.

The piece that runs the entire length of the car is the biggest single casting that Jaguar has ever done, and weighs a relatively featherweight 5.8 kg.

Power comes courtesy of Jaguar's corporate 3.0-litre

supercharged V6 engine, available in both 340 hp and 380 hp configurations. The F-Pace S with the 380 hp V6 is expected to accelerate from 0-100 km/hr in a quick 5.5 seconds. For those who wish to be a bit more fuel conscious, there is also a turbocharged 2.0-litre diesel 4-cylinder motor producing 180 hp.

The permanent all-wheel-drive system is rear biased in normal situations, only sending up to 50 per cent of the power to the front tires when they're scrabbling for grip.

Part of the appeal of an SUV is the space and practicality afforded by the design. Jaguar boasts that the rear seats are wide enough to accommodate three adults in comfort, and the F-Pace has a 40:20:40 seating configuration for greater flexibility. The seats can be folded completely flat, individually, or a variety of permutations and combinations. With the rear seats up, rear cargo space is still an impressive 640 litres.

Inside accoutrements

Inside, the F-Pace gets a 10.2-inch touchscreen display, which is part of the infotainment system powered by a quad core processor and SSD. Up to eight devices can be connected thanks to the hot-spot WiFi support while the navigation system can be displayed in the 12.3-inch instrument cluster, which includes 3D maps. The all-new F-PACE also brings the world debut

of Jaguar's Activity Key. A waterproof, shockproof wristband with an integrated transponder, this wearable technology supports active lifestyles because it allows the keyfob to be securely locked inside the vehicle. Locking the all-new F-PACE using the Activity Key will disable any keyfobs left inside the SUV.

Activity Key works on the same RF frequencies as the other keys and is used to lock and unlock the vehicle by holding it in close proximity to the J of the Jaguar lettering on the tailgate.

The Activity Key has no battery, so owners never have to worry about changing it or short-circuiting it with exposure to water. Jaguar thinks that this gadget could be quite invaluable if, for example, if you're going surfing or kayaking.

Final Thoughts

The F-Pace is the first Jaguar infused with DNA from its Land Rover distant cousin, but Jaguar's first SUV takes a different approach to the SUV game compared to its rough and tumble relative.

The focus is very much on being practical, seductive to look at, and fun to drive; all the correct ingredients for a winning recipe in this segment. Given the fact that the luxury crossover market is red hot right now, one can probably fearlessly predict that the F-Pace continue to be Jaguar's bestseller for some time to come.



AUDI RS3 & RS6

The top of the range to the top of the mountain



Let us be very clear about what we did with the RS6 and the RS3. We took them for a long pursuit combining a highway and a mountain road to deliberately see how they would shine at their given strengths and crumble at their weaknesses. It would seem fairly obvious even to a crowd from the non-motoring fraternity that the 2 ton saloon will be delightful on the highway and cumbersome on the mountain pass compared to the RS3 which would certainly excel in the twisty mountain roads leaving the 4.8 meter long RS6 looking rather silly and out of place. We were wrong. I drove the RS6 first. Picked it up with the PR team and had the usual delightful coffee and a chat. It seems

the RS6 as accrued a few fans, there is a clear preference for it over the whole fleet from the team. Having been in the R8+ recently I thought it odd. After all how could you choose a family estate car over an R8+ even with a new sexy name as 'Avant'. Walk around the RS6 and you notice every one of its 4.8 meters (let's call it 5) that it takes to get to the back. This is large car and so is the boot swallowing my motorbike jacket, helmet and gloves with ease. All strapped down under a handy elasticated luggage net. This was a warning a family car that comes with a nylon cable net anchored to all four corners of the boot is not normal. Climb inside and the detail in the cabin is sumptuous. The cabin is dripping in carbon

fiber and the crowning glory is the carbon fiber weave has been woven with blue – the same blue as the car. It is a fantastic touch and as the sunlight falls on to it shines. It is the first thing pointed out to all that ride as passenger and always greeted with a moment of appreciation. The dashboard is large and perfectly crafted. It has a arrows head style band of aluminum (we assume) which runs right into the door cards outlining the frame of the handle section which also happens to be carbon fiber woven with blue. This car came with the heads up display option which seems a bit of an afterthought from the wonderfully styled dashboard as it is quite bulky and sits on it just behind the



RS6



RS3



steering wheel. Go less than a kilometer or two and you see how essential this heads up display is. For the first few kilometers the indicator just appears at 100. Such is the grace of the RS6 that learning to arrive to that figure and not shoot past it takes a little practice. If you have wanted to ride the space shuttle or are waiting for your turn on the Richard Branson space flight you can always buy an RS6 in the meantime and experience two large turbos clamped to 4 litre V8 for Nasa-space rocket boost whenever you like. Unlike a sports car expect your passengers to enjoy it too and if you haven't strapped the dog down with the cargo net factor in a trip to the vet. The dash also holds the Audi Multi Media Infotainment screen that appears and disappears at the touch of a button with everything controllable from the center console. Here we would prefer the new Audi cockpit full digital screen as the MMI does distract from the well-crafted dashboard when up. The seats are black suede/leather in the Alcantara style with honeycomb pattern adding to the

luxurious feel. A look in the back and the same level of detail continues with controllable air zones for the rear passengers to play with. Driving the RS6 is easy the dynamic steering has become something of a favorite, it widens the steering angle at low speed and narrows it at highway speed giving you faultless positioning on the highway and a great turning circle in car parks and narrow exit ramps we are blessed with in UAE. On our way to Jebal Jais the RS6 shows you just how good a highway cruiser it is lapping up kilometers of road in no time at all. Time to jump in the RS3. Straight away I'm sitting more upright, its cosy the cabin is Audi familiar with the Audi MMI screen that pops up from the center of the dash board. The engine start button is found on the center console and a quick depress and the engine barks into life like you have just stepped on a wild dog's tail. Caution is the first thing that springs to mind. I may have just come from 605 horsepower RS6 Avant a flagship car by all means but this car sounds angry. The

engine then resumes to idle with a very familiar warble from the exhaust of a large turbo charged engine. We hit the motorway and immediately the RS3 demands you have fun. It begs you to change lanes and make as much progress as possible whenever possible. The way this car handles is addictive the more you turn, accelerate and slow down the more you want to repeat it over and over again. The 367 horsepower is all at the top of the engines power band and absolutely loves exploding into the red changing up starting 5K rpm and exploding into the red again. No wonder this engine is a descendant to from Audis heritage in the rally world where they decimated all in the 1980's. We stop at a petrol station and swap thoughts on the RS6 and the RS3. First and foremost the brakes on the RS3 are incredible they bring the car to an immediate stand still it is like hitting an immovable object. A quick look and they appear to be exactly the same size discs and calipers found on the RS6. Maybe Audi didn't want to make separate set of brakes for the RS3

and they found these would fit so on they go to a car weighing 500 kilos less. The results are spectacular. It appears you seem get more or less double car in the RS6 and of course for double the money. The RS6 is 499,000 aed with 26,000 aed worth of extras in the form of the carbon package and heads up display. The RS3 comes in just under half that and has a 5 cylinder 2.5 litre turbocharged engine. By contrast the RS6 has nearly double the engine capacity, not quite a full 5 litres but 4 litres however you do get 2 turbos rather than 1. The RS3 is not the roomiest in the back seats but it is adequate and good for a hot hatch. The boot is sizeable so no complaints here. The RS6 on the other hand is practically 5 meters long (did we mention that) and is a luxury cruiser with 605 horsepower on tap. The space in the boot and in the cabin for passengers is large and comfortable. This is a car you would drive from Dubai to Salalah fully

loaded with friends and luggage rather than fly. As for the horsepower the RS3 is 367 and the RS6 605 so the RS3 nips the overall value contest if we were to look at these two on paper alone. On the way to Jebal Jais I toggle through the RS3's magnetic suspension and set it to comfort. The RS3 settles into its new suspension setting and becomes a more relaxed and composed companion for the drive. I think of how well this little car is settling in until I hear what for a fleeting second makes you think you have taken a wrong turn and are near an airport but no that is the sound of an RS6 powering past you. It is quite a sight and you don't see it for long. The bonnet of the RS6 has risen up leaving gaps under the front wheel arches, the back of the car is squatting down doing the opposite the rear wheels disappearing in the arches. Make no mistake that is a lot of power being delivered and as I catch a glimpse of my colleague who you

would think might be focused behind the wheel with 605 German horses under his right foot. He is focused — on leisurely drinking a cappuccino while nattering away on the hands free telephone system. Such is the luxury of the RS6 and the ease it puts the driver at. Reaching the base of the Jebal Jais and the RS3 becomes the road going rally car its snarling engine wants it to be. Greeted with blocks of slow moving 4x4's the RS3 powers past them tucking in the spaces with miles of room and off out again as soon as the road permits. The RS6 is now no longer in sight the thought of waiting is soon over ruled by the empty road ahead. The twist and turns come thick and fast but the RS3 just keeps performing completely undisturbed. Select manual and then RS3 sings. Its perfection, sitting in second gear right into the corners powering out in the upper limit to change up into 3rd gear sending you flying through. We live in 2 and 3rd



all the way to the top and hop out eyes wide, hands sweaty adrenalin pumping no sign of the RS6. Soon it appears and I try and convey what I have just been through and how good the RS3 is especially in manual. The words don't sink in my colleague is trying to explain to me how good the RS6 is up the mountain but it can't be a spot on the RS3. After trying to convince each other that their own car is the best (and failing) we head down and fully aware of break fade and instant death by rolling over the mountain it is with extreme caution all the way. Here the RS3 goes beyond my expectations dealing with downward forces through hairpins turning back on themselves provide with precise road manners. We run out of the mountain pass and I notice I had never actually lost the RS6 completely. We emerge from our cars and my neck hurts, the RS3 has injured me. The grip is so fierce and forces generated so strong I have slightly pulled a muscle in my neck from the experience. I jump into the RS6 and immediately fall into a large comfortable cabin oozing luxury. Just as well I don't think my neck would have taken another round trip. I follow the RS3 up the mountain pass and really have no desire to even attempt to keep up with it. After all I have driven it and there is no way a 2 ton 5 meter long car with no matter how much power can corner like that. Wrong - it can and does easily. I follow the RS3 up the pass and notice my colleague is coming in it like a go kart the rubber is chirping and it seems to be hopping round the corners I go in slow and come out with a bit of acceleration and the RS6 doesn't falter. As the corners and chicanes come thick and fast I am now growing in confidence and sitting not far of the RS3 in fact he can't get away and all I need do is apply a bit more power on the straight and I will come very close the RS3. I do not have the sweaty hands-adrenalin pumped sensation or the neck ache but I am very comfortable and consider listening to the radio where as in the RS3 it was all focus focus focus. The RS6 will take lot of hard corners far more than I am going to give it as I am aware the laws of physics have lied to me; there is no way I should be nipping at the heels of a bonafied road going rally car. The driver is a regular karter, has two of the most powerful sports bikes on the market and frequents the Autodrome track so I know he is trying where as I place myself on the upper end of average (driving skills) and can rack



Jabal Jais - RAK the highest point of the UAE

up as many brunches as he does weekends on the track but here I am carving up the mountain pass. In the past I have noticed a shuffling of power from previous Quattro systems when put under strain but not here. It is impossible to tell where the power is being diverted and with 605 horses a slight jolt or tell-tale sign would be understandable but nothing at all is phenomenal. At the top we meet each other and the roles have reversed I am now calm and relaxed while my colleague emerges from the RS3 declaring "it's a go kart on steroids" his face lit up eyes wide and cackling out load pointing back at it declaring how amazing it is. I now realize what I looked like 30 minutes ago when I emerged from the RS3. I also have to agree that everything he said to me was true. The RS6 does go round corners it goes round corners very well indeed far beyond what you would think. In the right hands it will go round extremely sharp corners as fast as an RS3 and on the straights it will reel in almost anything. So here are two cars that reach into each other's worlds with confidence. The RS6 will be the preferred car of choice for a long range expedition and confronted with a twisty road it will devour it with plenty of amusement for the driver and wont alarm passengers. The RS3 handles like a spider scurrying across the floor, it is powered by a piece of certified rally history

and it can corner so hard it will hurt you (my neck took 2 full days to recover). This and it will carry 4 people with luggage

In Europe an estate car was one of a working man, a plumber electrician or a man who had given up on motoring and just needs the luggage capacity on a daily basis. I have often dismissed a friend's wish to buy and RS4 Avant when he could have just bought the saloon although impressive as it is but now I understand. Apart from this run in the mountains I did take a trip to Ikea with 3 other adult passengers and one child and saw the RS6's huge potential. I also noticed owners of very well respected powerful cars rolling up their windows and looking the other way when we went past hauling family luggage and all. The 'Avant' is far more than a name change from 'estate' put it alongside the RS6 saloon and I would say with many who agree it is a better looking car that's the first shock. Then comes the final shock going back to when I picked up the RS6 the Audi PR team were not delirious they were right. Even fresh from the magnificent R8+ I declared that if you were to offer me the choice of the whole PR fleet to keep I would whisper apologies to the R8+ and take home the RS6. At this point he nodded in approval we both fell silent and I knew this was never going to happen so I handed over the keys.



RS6 4.0ltr V8 Twin Turbo 605 HP



RS3 2.5ltr In-line 5 Cylinder Turbo 367 HP

Porsche Macan 4 cylinder turbo



Welcome to 2017, ladies and gentlemen. A time where the Apple iPhone, the phone that revolutionized how we think of and use mobile devices, turns a decade old. Incidentally, 2017 is also when “Batman” and “Star Trek” both turn 50.

We also now live in a time where Porsche A.G., the beloved automobile manufacturer specializing in high-performance sports cars, has a Sport Utility Vehicle as one of its entry-level products in which to get people

into the brand.

But perhaps this is not too far from the company's original roots after all. Dr. Ferdinand Porsche initially offered motor vehicle development work and consulting, but did not build any cars under his own name. Indeed, one of the first assignments the new company received back then from the German government, was to design a car for the people, also known as a “Volkswagen”.

And thus the Volkswagen Beetle was born, and it is still revered as one of the most successful car designs of all time. It is also a fact that the Porsche 64 itself was developed in 1939 using many components from the Beetle.

No apologies necessary

With speed, handling, go-anywhere ability, as well as the Porsche badge, the Porsche A.G. has nothing to apologise for when it comes to the Macan, even to

the Porsche purists. While it may be little brother to the Cayenne, and Porsche's first foray into the small SUV world, the “entry level” 4-cylinder turbocharged Macan is equipped with proper rear-biased all-wheel-drive and many of Porsche's go-faster goodies. Porsche proclaims the Macan as the first compact SUV that is also a sports car. The design, that wraps 911-style cues into a four-door body, makes the Macan unmistakable for anything other than a Porsche. Despite its nomenclature, every Macan these days is turbocharged, even the S and GTS models. The big news for 2017 is the addition of a new base Macan, powered by a 2.0-litre turbocharged four cylinder engine with 253 hp and 273 lb-ft (300Nm) of

torque. This is a completely different engine than the horizontally-opposed unit in the new 718 Boxster, but rather, an uprated version of the Audi Q5's engine. This engine is mated to Porsche's sweet seven-speed PDK flappy paddle gearbox, and when equipped with the optional Sport Chrono Package featuring launch control, will launch the vehicle from zero to 60 mph (96 km/hr) in only 6.1 seconds. At 3,902 pounds, the 4-cylinder turbo Macan is also the lightest Porsche crossover. Porsche confidently states that “overtaking maneuvers are completed confidently”, and one stint behind the wheel will convince anyone that this Germanic accuracy is totally on point.

Performance matters, but yet it doesn't

Perhaps there are two ways to think about the four-cylinder Macan. The most economical way to get into the Porsche family, or an expensive lifted hot hatch. If you really want a Porsche Cayman, but life dictates that you have to move around people or items larger than a jumbo roll of toilet paper, both descriptions are probably accurate! Yes, it's true that you can get a quicker hatchback, such as a Volkswagen Golf R, or the new Audi A4 Allroad wagon, the latter of which has identical horsepower and torque ratings as the 4-cylinder Macan. However, judging from actual sales numbers, those in the market





for luxury crossovers typically don't rank zero-to-60 times high on their priority list.

Once again, internet commenters clearly share a different perspective from the actual folks that are shelling out the money, and Porsche couldn't be happier.

What is it like on the road?

As expected, the Macan's cabin, regardless of trim level, is very driver-centric with its rising centre console and great all-round visibility. Even its steering wheel design is borrowed from the 918 Spyder hypercar.

Yes, there are many many buttons, but the inside is finished to Porsche's immaculate standards and retains a lot of what makes a typical premium-branded

crossover an attractive ownership proposition. All-in-all, it's very plush, luxurious, and the switchgear is nicely weighted. The newest generation Porsche infotainment system is also a giant leap forward both in user interface design and speed.

While the Macan doesn't quite serve up the full sports-car experience when compared to its Cayman sports car cousin, it's mighty close. The sophisticated electronically controlled all-wheel-drive system is rear-biased for more of a traditional Porsche rear-wheel-drive feeling, and the system can send as much as 100 per cent of the power to the front wheels if the computers deem it necessary. I could geek out at the nifty live torque split gauge all day long.

The Macan's ability to take corners at speed is impressive, especially considering that this is still a near two tonne SUV. If you're looking to row through the gears yourself, no such luck. However, the seven speed PDK double-clutch transmission is pretty much the best in the business, changing gear instantly and with satisfying mechanical crispness regardless of whether you're using the steering wheel paddles or pulling on the gearshift level. There is a surprisingly delightful heft upon engagement. Typical Porsche engineering magic you see.

Total cargo room is hampered by the Macan's steeply raked tailgate design, and rear leg and headroom is pretty average for the class. However, there is still a

surprising amount of loadspace, and let's face it. It's still a whole lot more practical than a 911.

Final Thoughts

As expected, Porsche base prices are a bit of a tease. There are a lot of tempting goodies, such as upgraded wheels, special paint colours, and much much more. But be smart with your choices, such as the optional Sport Chrono package, and you'll find that the entry-level Macan will come standard with a lot of things you'd want at the base price anyway. For example, my test vehicle came equipped with Alcantara seats that were "base", but I quite fancied them after a few days with the vehicle. Perhaps even more than the full leather option.

Yes, there's an argument that says that if you buy a crossover, you are somehow sacrificing your identity. But to that, I say "phooey", and give you my complete and total blessing try carving up your favourite canyon road in the 4-cylinder Porsche Macan, even if that canyon may lead straight to your favourite shopping centre.



Ford Focus RS

Is this the ultimate hot hatch?



The words aspirational and inspirational are sometimes incorrectly used. While “inspirational” means to infuse, or motivate others to elevate their performance, dreams, or goals, “aspirational” refers to something more deep rooted, more long term, more ambitious. The 2017 Ford Focus RS is one of these rare cars that manages to be both at the same time.

Rally-Bred performance

The Focus was bred on motocross dirt tracks around the world, and in fact has its original roots in the tough World Rally Championship.

After many crashes and disappointments, Ford engineers have had to repeatedly learn from their drivers and their mistakes to build a tougher, better car. This is one scenario that one can clearly see racing-

bred engineering and technology being applied to a production road-legal vehicle.

Having been available on the other side of the pond for many years, the latest iteration of the Focus RS is finally a global Ford car that is being sold in North America. Funny enough, like the Nissan Skyline, despite the car's unavailability, tens of thousands of kids have been racing the Focus RS for years via their video game consoles. Many of those kids have now grown up, been inspired to become motoring enthusiasts, and now have the funds to purchase the real life car.

First impressions

With 350 hp from its 2.3L EcoBoost 4-cylinder turbocharged engine, the Ford Focus trumps the Volkswagen Golf R, it's main competitor, by a good

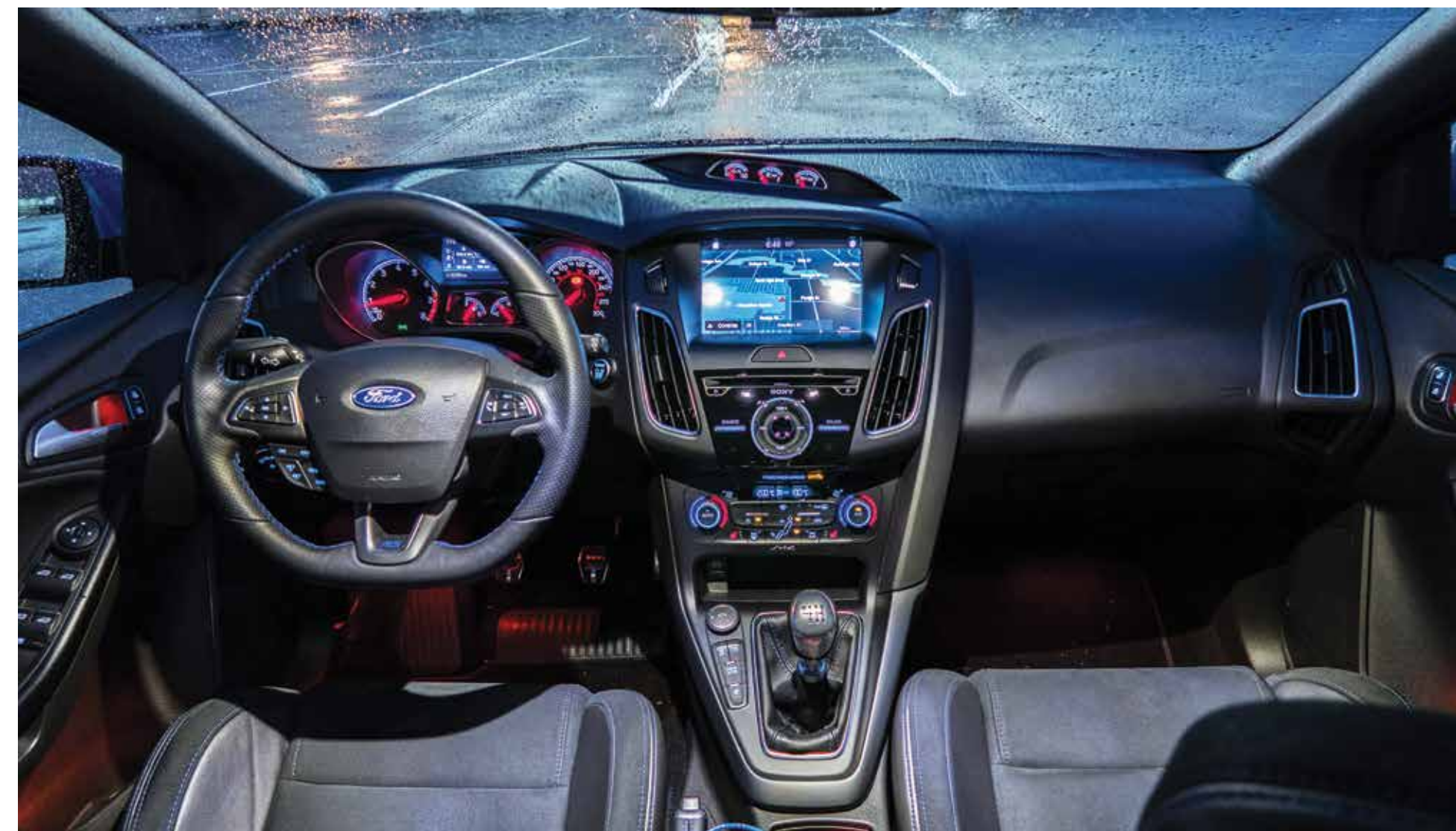
50+ horses.

Yes, it's true that the clutch is a little tricky, but the shifter is easy to get used to. It's surprisingly comfortable, but yet sporty. Like the Golf, its practical hatchback design allows you to cram shocking amounts of “stuff” due to its hot hatch shape. This is the closest thing you can get to a wagon, without having a wagon.

The Focus RS' heavier duty clutch, like the Focus ST's, is a little tricky to master with its high bite point. However it feels more performance-orientated with its shorter throws and satisfyingly notchy shift gate.

Is it built for everyday life?

With its trick all-wheel-drive system, able to intelligently distribute power front and back as well





as left and right, the Focus RS should be fun to drive whether it is carving your favourite road, or blasting from traffic light to traffic light.

As mentioned, because it's also a four door all-wheel-drive hatchback, it should successfully serve as a practical daily driver. In other words, there is room for friends, shopping bags, coffee cups, and a set of Michelin SuperSports tires for the race track.

The turbocharged four-cylinder engine, also found in the EcoBoost 4 cylinder Ford Mustang, develops most of its torque down low, making it highly usable for squeezing through gaps in traffic.

Not only can the Focus RS satisfy the high horsepower cravings that most demand in a sports car, but its relatively low cost and puppy dog enthusiasm makes you also want to drive this car hard on an autocross track every weekend. For those with aspirations of being a better driver, this relatively inexpensive compact car may serve to be the catalyst.

The Focus RS' dual nature, its ability to inspire and motivate, sets it apart from its non-RS siblings. Ford's

engineers have been able to sprinkle some pixie dust, adding the remarkable quality that set this model apart from others. This quality has most frequently been labelled as "charisma", a term that comes from the Greek word meaning "gift". And it is without a word of a lie that I can attest to the Focus RS having boatloads of said gift. But because it is a Ford, and not an exotic European sports car, it can also be serviced at the Ford dealership down the block, not just at one or two dealers an hour away.



Final Thoughts

Yes, many may say that this is one expensive Focus. And indeed its closest competitor, the Volkswagen Golf R, may be cheaper by several thousand dollars. But the Focus RS has more power, more torque, and looks decidedly racey. Almost all of the things that the sedate and conservative Golf R isn't.

For those who grew up playing Dirt Rally, Gran Turismo, or Forza, owning a real life copy of their virtual plaything is a dream come true.

Noble Musk
nights



the Nights collection

J. DEL POZO

Land Rover Discovery

The best car in its class



As vehicles continue to become increasingly technology-driven, the upcoming fifth-generation Land Rover Discovery, replacing the former LR4 in North America, is about to debut a new world-first innovation: Intelligent Seat Fold Technology. The reimagined 2017 full-size SUV has available seating for seven, and customers choosing the extra passenger capacity will get to use this unique feature that can electronically reconfigure the second and third rows straight from their Apple or Android smartphone. By simply installing the Land Rover InControl Touch

Pro companion app, users can rearrange the seats — tilt, move back and forth or lay them flat — remotely using a few taps. As an example, this could be done during a shopping trip to avoid fumbling awkwardly with latches in the parking lot afterwards to make room for fresh purchases. “The all-new Discovery builds upon the practicality and versatility of the LR4, offering the same supreme breadth of capability that only a Land Rover can,” says Nick Rogers, executive director of product engineering in a news release. “Our continued drive of pioneering

technologies, lightweight aluminum architectures and new advanced powertrains ensure the Discovery family appeals to consumers on multiple levels.” All rows have optional heated seats, the first and second can be heated and cooled, and there is a massage function for occupants up front. Similar to its smaller family member the F-PACE, the Discovery includes an “Activity Key” waterproof wristband that acts as the key fob. Adventurous types out swimming or hiking can leave the actual vehicle remote safely stowed inside the cabin and lock/unlock



the doors by holding the band next to the rear tailgate. The SUV is equally up to adventuring, receiving a second-gen Terrain Response 2 system that optimizes everything from throttle response to shift points depending on the mode selected such as Grass, Gravel & Snow, Mud & Ruts, Rock Crawl, etc. Or, users can rotate the dial to Auto to have the computer determine the ideal settings for the environment.

The updated fifth-gen body brings the vehicle closer stylistically with the current Land Rover lineup, while retaining traditional elements like the stepped roofline and chunky C-pillar customers have come to know and love. The rest of the Discovery though is clearly a smoother, more aerodynamic evolution boasting a slippery drag coefficient of 0.35.

Just look at the raked windshield, smooth wheel arches and rounded one, rather than two, piece rear tailgate opening to reveal a larger entry for loading cargo. As a bonus, the automaker suggests it makes for great shelter from inclement weather in the lifted position. Of the design, exterior creative director Massimo



Frascella says, "The all-new Discovery is a design revolution for the Discovery family. Compared to the LR4 the taut bodywork of the Discovery highlights the improved interior volume and exterior proportions that deliver a premium SUV."

At launch, two engines will be offered: a 340-horsepower 3.0-litre V6, as well as the 254 hp

diesel V6 also found in the Range Rover and Range Rover Sport. Both are mated to the company's signature ZF eight-speed automatic transmission. Slated to arrive mid-2017, there will also be a limited release of a "First Edition" model coming with special badging, colours and an etched map on the aluminum trim of the doors and dashboard.



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Honda Civic Type-R prototype



Fans of Honda, Japanese sports cars or just automobiles in general have been waiting for the ultra-high-performance Type-R version of the latest Civic with bated breath. The company first teased images of the car in prototype form earlier this year to much fanfare, stating plans to make the vehicle a reality in 2017. "We promised the most ambitious, sportiest Civic lineup ever and we're delivering on that promise with each new Civic," said Honda's Dave Gardner in a news announcement.

The model is based on the recently released standard hatchback enhanced by more muscular body panels and aerodynamic aids to give the Type-R an edge on the track. There's a hood scoop, winged carbon fibre front splitter with matching CF side skirts and rear bumper diffuser, fender mounted air inlets, and

20-inch piano-black wheels wrapped in 245-width high-performance tires. Vortex generators on the roof smooth out the air flowing towards the massive downforce-inducing rear wing.

It's likely the finished product won't be offered exactly as the prototype, which was wrapped in a reflective fine-grain brushed aluminum-look vinyl. Other exterior features include smoked LED headlight and taillight housings, a front fascia almost entirely made up of mesh, and triple centre-exit tailpipes.

The Type-R displayed a slightly different look during the world debut at the Mondial de L'Automobile Paris Auto Show in October, sprayed in a colour looking a lot like the Honda classic Championship White. This example had neat red accents decorating the lip spoiler and wheels, and red side mirror caps. Another unveil

followed in North America at the 2016 Speciality Equipment Market Association (SEMA) event held annually in Las Vegas, this time the car appearing more like it did in the original photos.

There has been no official information released about the powertrain, but rumours are hinting at a turbocharged 2.0-litre engine, utilizing the manufacturer's famed camshaft-shifting Valve Timing Electronic Control (VTEC) technology, generating well north of 300 horsepower.

The next generation Civic Type R was jointly developed by Honda R&D teams in Europe and Japan. The vehicle will be produced exclusively at the Honda of the UK Manufacturing (HUM) plant in Swindon, the global manufacturing hub for all current hatchbacks.



Toyota Safety Sense

Can it make the roads safer?



There are turning points in history where significant advancements in science, technology, or humanity have been made. Some of these, such as the moon landing, have received with great fan fare and have been observed by millions as they occurred. However, many others have occurred with nary a blink of an eye, in some quiet office, lab, or basement. But yet after years or even decades later, some of these discoveries or advancements have been regarded as catalysts that have benefited human kind. From their recent commitment towards vehicular safety, it would seem that Toyota feels that their Safety Sense technology may have a chance of being just such a catalyst.

What is Toyota Safety Sense (TSS)?

Firstly, let's start by recognizing that Toyota is the world's largest auto manufacturer. While many car companies are including advanced safety features as no cost extras across their luxury vehicle lines, Toyota is making a big commitment by offering their two versions of Safety Sense on something as pedestrian as a the mass-produced Corolla. No disrespect to the Corolla, but part of the reason for its success is that it provides basic, reliable, economical transportation from point A-to-B for the masses versus offering the latest in technology. Until now, that is. TSS is comprised of multi-feature active safety packages anchored by automated pre-collision warning

and braking. It is designed to support the driver's awareness, decision-making and vehicle operation over a wide range of speeds under certain conditions. Packaged together in an integrated system, TSS features help address three key areas of accident protection: mitigating or preventing frontal collisions, helping to keep drivers within their lane, and enhancing road safety during night time driving. Toyota will be offering two packages: Toyota Safety Sense C (TSS-C) for compact vehicles and Toyota Safety Sense P (TSS-P) for midsize and large vehicles. The company strongly believes that by offering TSS in cars that are sold as widespread as the Corolla, it will help to make the roads a safer place as quickly

as possible.

Technologies only work when drivers understand how they work

Everyone benefits when vehicles are equipped with advanced automatic safety technology – but these technologies are most effective when drivers understand how they work. That's why Toyota has launched a comprehensive awareness and education campaign to help drivers learn about, and understand, Toyota Safety Sense.

New, advanced safety technologies such as Toyota Safety Sense can save lives, mitigate injuries, and reduce damage – but successfully introducing such technologies also means giving drivers the opportunity to educate themselves about how they work.

How does it help to prevent accidents?

TSS-C features three proprietary active safety technologies, and combines a camera and laser for outstanding performance and reliability.

- Pre-Collision System (PCS) — Vehicle Detection
- Lane Departure Alert (LDA)
- Automatic High Beams (AHB)

The Pre-Collision System prompts the driver via audio and visual alerts to take action and apply the brakes if

the system detects the possibility of a frontal collision.

The system itself will supplement the driver by applying the brakes on its own with Brake Assist, but it can also take initiative itself if need be.

By analyzing lane markings, the system can detect when the vehicle is deviating from its lane. If this occurs, the Lane Departure Alert kicks in, giving the driver audio and visual cues to fix the problem. The Steering Assist function can help out by applying small, corrective steering inputs.

The Automatic High Beams feature detects the headlights of oncoming vehicles as well as the taillights of preceding vehicles and automatically switches between high and low beams.

The more advance of the two systems, TSS-P, combines an in-vehicle camera and front-grille-mounted, millimeter-wave radar for enhanced performance and more functionality. TSS-P includes:

- Pre-Collision System 10 with Pedestrian Detection function (PCS w/PD) — Vehicle Detection & Pedestrian Detection
- Lane Departure Alert with Steering Assist function (LDA w/SA) (EPS-equipped vehicles)
- Automatic High Beams (AHB)
- Dynamic Radar Cruise Control (DRCC)

Like TSS-C, TSS-P will also automatically apply the brakes if an imminent collision is detected. But this more sophisticated system also uses the in-vehicle camera to look out for pedestrians using a formula based on size, profile, and motion.

Dynamic Radar Cruise Control adjusts vehicle speed to maintain a set distance from the vehicle ahead. If that vehicle slows down, the system can decelerate to maintain distance. If the vehicle speeds up or there is no vehicle there at all, the system will accelerate until the preset speed is reached.

In addition to the alert function in vehicles equipped with TSS-C, those vehicles fitted with TSS-P and with Electronic Power Steering also feature a Steering Assist function. When equipped and enabled, if the system determines that the vehicle is on a path to unintentionally depart from its visibly marked lane, the system will provide small corrective steering inputs to the steering wheel for a short period of time to help the driver keep the vehicle in its lane.

While these systems are no substitute for proper attentive driving, the proliferation of these advanced technologies will hopefully make the open road a safer place out there for all. And what's not to like about that!



Conventional battery FAQ



Batteries are an important part of everyday life in the 21st century because, quite simply, most of the devices that we rely on every day for work and play won't function without one. The same goes for the big battery in our vehicles that run all the onboard electronics and help start the engine. For such an important item, it's a good idea to know a bit about how it works.

Overview

Aside from firing up the car, the battery is responsible for powering the air conditioning system, radio, windshield wipers and all the interior and exterior lighting. Features like automatic seats and windows also need the battery to operate their auxiliary motors.

Design

Like any household AA battery, a conventional lead-acid 12-volt car battery has a positive (+) and a negative (-) terminal that is appropriately labelled on the outer casing. You can also differentiate between the two terminals by the colour of wiring: red for the former and black for the latter.

Process

Batteries create power through a chemical reaction. Made up of six cells, each cell contains two electrodes comprised of overlapping metal plates forming a positive and negative grid. The positive grid is covered in lead oxide, which brings electrons into the cell. The negative grid is covered in lead and releases

the electrons. This occurs when the metal plates—submersed in a water and sulphuric acid mixture—react with the lead oxide and lead, thereby creating electricity.

Lifespan

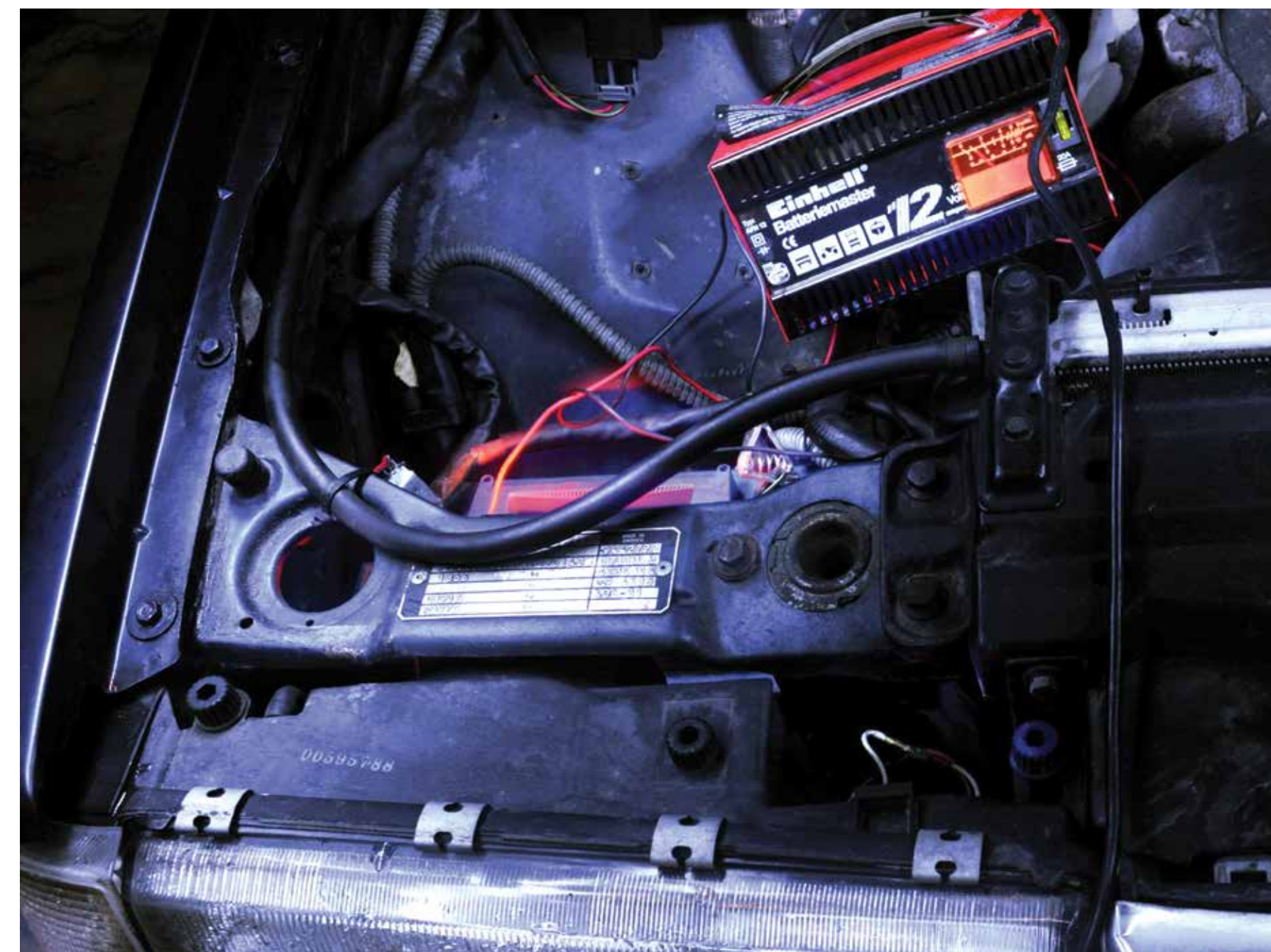
Most car batteries will last for up to four years, although performance will slowly deplete over time. Constant draining and recharging of the battery, for instance leaving the headlights on with the ignition turned off and then jumpstarting the car afterwards, can reduce this timeframe considerably.

History

- In 1859, a French physicist by the name of Gaston Planté invented the lead-acid battery, eventually seeing

widespread use in automotive applications. It also led to the creation of the world's first rechargeable electric battery.

- Sealed-car batteries arrived on the scene in 1971. They were the first examples that didn't require water and were immune to corrosion.
- Starting in the 1980s, new comfort and convenience options were introduced requiring more electricity. Thus, battery design improved significantly providing increased capacity to meet the needs of the new technology.
- Engine start/stop technology, which turns off the motor when the car is idling in order to save fuel, starts to gain popularity in the 2000s. In order to cope with the increased load requirements, the quicker to charge and perform Absorbent Glass Mat (AGM) batteries are used.



How to boost EV range



Bring up the topic of pure and plug-in electric vehicles, and the conversation about range will invariably surface. The good news is the amount of distance the latest EVs are able to cover have improved significantly compared to just a few short years ago, and there are also simple measures drivers can take to squeeze a little extra juice out of their journeys. Here are seven of them.

Use gentle inputs

Although coming from the internal combustion handbook, this tip works just as well in the electric world. Stomping on the throttle drains the battery quicker than if you gradually accelerate. In addition, avoid jabbing the brakes, which usually results in a subsequent aggressive application of the gas pedal to

get back up to speed.

Try and look ahead to anticipate traffic so there's plenty of time to react.

Plan your route

Rather than make several trips back-and-forth from home to, say, tend to errands, plan a schedule that involves getting from destination to destination in a logical manner, all at once. This reduces the number of kilometres driven and amount of power consumed. Also, opt for level city roads over highways and steep inclines when there's a choice, as EVs are much more efficient at low and stable speeds.

Read the manual

Each type of EV is configured differently, some with different modes that are changeable to alter the

behaviour and/or efficiency of the vehicle. The BMW i3 for example features Comfort, ECO PRO and ECO PRO+, the latter two restricting top speed and reducing climate control energy consumption in order to achieve more kilometres.

Learn about the different settings and know when to use or not use them to your advantage.

Perform general maintenance

Cars that run off electricity rather than gasoline require a lot less maintenance overall, but it is still important to keep all components in tip-top shape to ensure maximum range isn't reduced.

Regularly checking and keeping the correct tire pressure is often overlooked by owners, even though being just a few psi off may cause the vehicle to work



much harder, thus using more energy than is needed.

Mind the battery

Typically, an electric vehicle's battery will retain approximately 75 per cent or more of its original capacity for at least four years. It's impossible to avoid eventual degradation of the battery over time from regular use, but there are things you can do to slow down the process.

Cars spending a lot of time outside in hot climates have shown to experience the aforementioned degradation at a much higher rate than those parked in more temperate environments. So if you know your car is going to be experiencing extreme weather often, choose a model with an active cooling system.

Like your cellphone or laptop, a battery's active state of charge plays a factor. Generally speaking, keeping a car plugged in all the time with the battery full is not a good idea. If you're not planning on driving for a few days, disconnect the cable.

Pre-condition

Did you know turning on the heater or the air conditioning in an EV actually depletes battery power? To combat this, keep the interior at a comfortable temperature before stepping inside.

There are two methods: park appropriately according to season, so under shade during hotter months and inside in the winter, if possible. Or heat/cool the car

first while it's still plugged in. The Audi A3 e-tron makes it easy with the connect companion app allowing remote climate control access.

Lighten the load

The heavier your car is, the more electricity will be used

to haul all that weight around. Remove non-essential items to give a slight bump in maximum range. Open up the trunk and ask yourself whether you really need to be carrying around half your wardrobe or that box of used books you've been meaning to donate?



mavi



BMW at the Consumer Electronics Show (CES) 2017 in Las Vegas.



BMW is shaping the future of mobility and the way we experience it through ongoing development projects and technically revolutionary innovations in automated driving, intelligent connectivity and interior design. At the Consumer Electronics Show (CES) 2017, taking place in Las Vegas on 5 – 8 January 2017, the German premium car maker will present a wide range of new products and services which are set to headline this radical change in the very near future. It will also be revealing a vision of an interior whose architecture and user interface are extensively adapted for fully automated driving on board a vehicle that is seamlessly integrated into the driver's digital life. The

innovations BMW is presenting at the CES show in design, technology and functionality emphasise the company's leading role over many years – through its ConnectedDrive programme – in the field of connected driving.

BMW's pioneering advances in the areas of automated driving, intelligent connectivity and control and display systems are closely interconnected. The company offers highly innovative systems and technologies in all these areas. Examples include the driver assistance systems available for the brand's current model range, the BMW Connected digital mobility companion and intuitive and flexible control and display systems such

as the Head-Up Display, BMW iDrive, voice control and BMW gesture control. Such technologies provide an ideal platform for innovations aimed at delivering a futuristic mobility experience defined by hallmark BMW characteristics.

Steady progress towards automated driving is reducing driver stress and offering drivers a new degree of freedom in how they use their time in the car. At the same time, intelligent connectivity between vehicles, drivers and the outside world is creating new scope for efficient, creative and stimulating use of this freed-up time. At the CES 2017 show, BMW will be showcasing the potential of connected mobility

with demonstration drives in a prototype based on the new BMW 5 Series Sedan. This will provide an opportunity to experience innovative digital services underpinned by BMW Connected and the flexible Open Mobility Cloud platform. BMW will also present the BMW Connected Window – its vision for an innovative digital touchpoint highlighting the breadth of possible applications for BMW Connected services not only in the car but also in the home. Looking into the future of interior design, the focus will be on innovative display and control technology. The BMW i Inside Future sculpture at the CES show will showcase BMW HoloActive Touch, which marks a new dimension in how drivers select and control vehicle, navigation, infotainment and communication functions.

The future of personalised driving.

Demonstration drives in the BMW 5 Series Sedan-based prototype will shine the spotlight on a personalised, connected driving experience in a highly automated vehicle. A variety of technical modifications to support automated driving, based on the research & development projects of autonomous driving, have been incorporated into the new BMW 5 Series for the purposes of the demonstrations. On specific route segments, drivers can hand over both longitudinal control tasks and lateral control to the assistance systems, which frees them up to concentrate on other activities. The sensor and control technology that makes it possible for drivers not only to delegate acceleration and braking to the vehicle but also to take their hands off the steering wheel for long periods at a

stretch is based on a further-refined prototype solution based on the driver assistance systems already fitted in today's production vehicles. This is another reminder of the high quality and potential of the technology already deployed in current BMW models.

From vision (CES 2016) to product (2017): the BMW Connected personal digital mobility companion.

With ConnectedDrive, BMW was an early pioneer in enabling extensive in-car access to online infotainment and communication functions. In spring 2016, BMW went on to provide a digital platform – in the shape of BMW Connected – which customers can access not only in their BMW but also on a wide range of devices outside the vehicle. This allows mobility planning to



be seamlessly integrated into users' digital lifestyles, supporting them both on the road and in other areas of their daily lives. The concept of BMW Connected and the Open Mobility Cloud was first presented at CES 2016. The market launch in the USA took place soon after, in March 2016. BMW Connected has been available in Europe since August 2016, and China followed suit in the fourth quarter of 2016.

A further system presented by BMW at last year's CES and likewise brought to market in record-quick time is the research application Remote 3D View. By combining the Surround View driver assistance system with BMW Connected connectivity features, this system allows a three-dimensional view of the vehicle and its surroundings to be transmitted via a mobile data connection to the driver's smartphone. The service, which allows drivers to keep their eye on their parked vehicle at any time, regardless of their location, will make its production model debut in February 2017 on board the new BMW 5 Series Sedan.

Intelligent connectivity.

BMW Connected turns the vehicle and mobile devices into touchpoints for the Open Mobility Cloud. At CES 2017, BMW will be showcasing digital services that will allow drivers of future automated vehicles to optimise the way they plan their daily lives. One such feature will enable drivers to access wide-ranging information about places or buildings they see along

their route. The information can be selected using BMW Augmented Gesture Control – a new form of gesture control – by pointing at a particular building, for example. The connected driving experience will also be enhanced by intelligent voice control. BMW Connected demos will feature a visionary concept of an in-car voice-controlled personal digital assistant that customers are familiar with in other areas of their daily life. The system being presented at CES 2017 is the in-car application of Microsoft's Cortana. This means that the voice-controlled capabilities already offered by Microsoft Cortana on a home PC could or smartphone in future also be available on board a BMW. For example, BMW Connected can provide a reminder en-route of an upcoming appointment for which no location has yet been fixed. And Cortana can be used to make a suitable restaurant recommendation and reserve a table.

Another service possible with future versions of BMW Connected is delivery of tens of thousands of goods while the customer is on the road. Amazon Prime Now, which is integrated into all the user's devices (both in and outside the vehicle) via the Open Mobility Cloud, enables goods to be ordered through the app while drivers are on the way to their next destination. The En-Route Delivery service will be presented at CES 2017 in conjunction with Amazon Prime Now.

A further example of this collaboration with Amazon Prime Now is BMW Passenger Mode. Based on the selected route, BMW Connected can tell when the vehicle will switch to automated driving and the driver could have time, say, to use Amazon Prime Video.

In Passenger Mode, the vehicle can then adapt to the passengers' needs in different situations. For instance, when rear-seat passengers start playing a video, the interior lighting is immediately dimmed and the sunblinds closed.

Innovative control and display technologies.

The BMW i Inside Future sculpture at CES 2017 focuses on the opportunities and challenges presented by fully automated driving. What will we be able to do in an interior of the future? What kind of experience will a car journey offer? BMW i Inside Future shows there will be no conflict between personalisation and sharing in the car of the future. It also showcases BMW HoloActive Touch, BMW's latest take on the future of in-car control and display technology.

BMW HoloActive Touch is the latest chapter in a story that began with BMW iDrive. That system, which was revolutionary when first introduced and was subsequently imitated throughout the automotive industry, was both a substitute for and a complement to conventional switches and buttons.

With the Air Touch system, featured at CES 2016 in the BMW i Vision Future Interaction concept car, BMW presented a panoramic display that can be operated just like a touchscreen – except that there is no actual contact involved. Now this system has been taken a stage further with BMW HoloActive Touch. BMW HoloActive Touch fuses the advantages of the BMW Head-Up Display, BMW gesture control and intuitive touchscreen functionality with revolutionary technology to create a completely new kind of user interface for the vehicle interior of the future. This innovative interface between the driver and vehicle consists of a free-floating virtual display which is projected in the area above the centre console. The system is operated directly by finger movements, while an ultrasound source provides tactile confirmation of the driver's commands. That said, in neither case is there ever any actual contact between the driver and the user interface.



BMW Connected Window: a digital touchpoint.

The continuously expanding functionality of BMW Connected is based on the idea that the move towards ever-increasing digitalisation, whether on the move or in the home, is set to promote the extensive yet at the same time precisely personalised link-up of every area of our lives. Using the Open Mobility Cloud, BMW Connected will be seamlessly integrated into multiple digital touchpoints. At CES 2017 BMW will be presenting the BMW Connected Window

vision to illustrate the possibilities these developments offer for a personalised and intelligent enhancement of digital lifestyles. The BMW Connected Window integrates every type of information relevant for daily mobility planning. Using the Open Mobility Cloud, this virtual window offers digital functions to support personal daily planning and numerous other aspects of individual lifestyles.

The BMW Connected Window extends BMW Connected's wide-ranging functionality to include digital life at home. It shows the user – at the relevant

time and in the relevant area of the home – what actions may be required for personal mobility planning. Since the system is linked up with BMW Connected, exchanging information and contacts, planning the user's personal mobility agenda and selecting infotainment functions are possible not just in the vehicle and on a smartphone but also on a "big screen" in the user's own home. The technology is operated using gesture control, i.e. by intuitive touchscreen-style commands – but without actually touching a screen.



BMW Group Appoints

Head of Corporate Communications for Middle East Region

The BMW Group Regional headquarters in Dubai, responsible for BMW and MINI business operations across the Middle East, has announced the appointment of Silke Brigl as Head of Corporate Communications. Effective 01 February, 2017, Brigl succeeds Leanne Blanckenberg, who has taken on the role of Marketing Manager for Rolls-Royce Motorcars for the Asia Pacific region.

With a career at BMW Group that spans 10 years, Brigl has worked in various Corporate Communications positions including Electronic Media, ConnectedDrive and Research and Development. In her most recent role, she has been based in Munich as the Spokesperson for the BMW 1 and 2 Series, Light and Sight and Ergonomics.

Commenting on Brigl's appointment, Johannes Seibert, Managing Director for BMW Group Middle East, said: "It's a great pleasure to welcome Silke to the Middle East where she will share her considerable experience with our team across the region, as well as our importer partners. We believe her arrival to the region will enable her to contribute to the strengthening of our position in the premium automotive segment in the Middle East. We look forward in welcoming her as our new Head of Corporate Communications."

Silke Brigl holds a Masters Degree in Media and Communication Management as well as English and History. Furthermore, she also has a diploma in TV journalism.



Al Masaood Automobiles Nissan Patrol

Inspirational Canvas for Romero Britto



The internationally renowned pop artist, Romero Britto is famous for using vibrant colors and bold patterns as a visual language of hope and happiness to reflect his optimistic faith in the world around him. This time, Britto's flamboyant art has reached the UAE to wrap "The Hero of All Terrain," a Nissan Patrol with a lively pattern of colors and shapes that portray key aspects in the UAE's rich culture and desert nature. Blue as the Emirati sky, the Al Masaood Automobile's Nissan Patrol has turned heads at the St. Regis Hotel, Abu Dhabi Corniche. Using the Nissan Patrol as a canvas of inspiration, Britto's depiction of the UAE's iconic symbols convey the rich heritage of falconry, equestrian and the desert nature.

Although Britto has teamed up with various automotive brands on a global scale, Al Masaood Automobiles is the first in the region to collaborate with the famous impressionist to showcase his colorful neo-pop art on the popular Nissan Patrol.

Dubai Duty Free Annual Sales

Reach Dhs6.673 billion (US\$1.85 billion) in 2016



Dubai Duty Free ushered in the new year by announcing annual sales of Dhs6.673 billion (US\$1.85 billion) in 2016.

Reflecting on the year at Dubai Duty Free, Colm McLoughlin, Executive Vice Chairman and Chief Executive Officer said: "Overall, it has been a good year for the operation and I would like to thank H.H. Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority and Chairman of Dubai Duty Free for his ongoing support. I also join His Highness in thanking our great team of staff, our suppliers and of course our customers, for their contribution to our growth and success."

In 2016, Dubai Duty Free opened 7,000 square metres of retail in Concourse D on February 24 as part of the phased opening of the newest concourse in Dubai International Airport early this year, and that brought the retail area under its operation to 36,000 square metres in both of Dubai's Airports. Perfumes continues to be the highest selling category with annual sales topping Dhs1.104 billion (US\$306.85 million) and which represents 16.55% of total annual sales. Liquor

followed with sales of Dhs1.063 billion (US\$295.40 million) while Cigarettes & Tobacco came in third place with sales of Dhs578.53 million (US\$160.70 million). Cosmetics came in fourth place with sales amounting to Dhs535.65 million (US\$148.80 million) followed by Confectionery with Dhs517.48 million (US\$143.75 million). Meanwhile, sales in departures outlets across the concourses accounted for 86.66% of the total annual sales at Dhs5.782 billion (US\$1.60 billion).

During the year Dubai Duty Free also recorded an

impressive 27.119 million sales transactions which is an average of 74,097 sales transactions per day across both Dubai International and at Al Maktoum International airports, and its performance won the company 28 awards during the course of the year.

Commenting on Dubai Duty Free's plans in 2017, Colm McLoughlin said: "There is a lot to look forward to in 2017, including the improvement of our retail offer both in Dubai International Airport's Concourse C and in Al Maktoum International Airport's Passenger Terminal Building (AMIA PTB). In Concourse C, we have just opened our outlets in the area that links Concourse C to Concourse B, and we will fully renovate the retail areas in the rest of departures and apron levels of Concourse C over the course of the year. We are also looking forward to developing our DDF Leisure business. The Irish Village in Garhoud was voted the Irish Pub of the Year at the Irish Pubs Global Awards ceremony in Dublin, and we opened the second Irish Village in the Dubai Parks and Resorts complex in December 2016. The Jumeirah Creekside Hotel continues to do well, and you will see new food and beverage outlets in this hotel during the course of the year."

Looking ahead, Dubai Duty Free will continue to maintain its busy events and promotional calendar which includes the Dubai Duty Free Tennis Championships to be staged at the Dubai Duty Free Tennis Stadium from the 19th February – 4th March.



SHELL SELECTED AS EXCLUSIVE SUPPLIER

OF ROLLS-ROYCE MOTOR CARS GENUINE ENGINE OIL



Shell today announced that it has been chosen by Rolls-Royce Motor Cars Ltd as the exclusive manufacturer and supplier of Rolls-Royce Motor Cars Genuine Engine Oil. From October 2016, this oil has started to become available to Rolls-Royce Motor Cars Dealers around the world.

The new passenger vehicle engine oil has been developed and rigorously tested to meet the latest Rolls-Royce Motor Cars Ltd. passenger vehicle engine specifications and to work perfectly with their V12 engines. Shell PurePlus Technology, present in Rolls-

Royce Motor Cars Genuine Engine Oil, helps protect the engine from power-robbing deposits and sludge. In addition, its properties enable the oil to reach peak operating efficiency sooner in challenging conditions with low oil consumption and long engine service life.

"We are delighted to have been chosen to develop and supply the new passenger vehicle engine oil for Rolls-Royce Motor Cars Ltd., using our most recent innovation - Shell PurePlus Technology," said Richard Jory, Shell's Global Vice President for Lubricants Key

Accounts.

Shell PurePlus Technology is a breakthrough in how passenger vehicle engine oils are formulated. It is a patented gas-to-liquid (GTL) process, developed over 40 years of research, which converts natural gas into crystal clear base oil. Base oil, usually made from crude oil, is the main component of finished oils and plays a vital role in the quality of the finished passenger vehicle engine oil. The base oil is produced at the Pearl GTL plant in Qatar, a partnership between Shell and Qatar Petroleum.

Roderer unveils innovative range

of designer leather goods



Brand conveys the flair & spirit of Dubai in its distinctive designs

Conceived and designed in Dubai and inspired by the style, innovative spirit and ambition of the premium city in the Middle East, Roderer presents an exquisite range of luxury leather goods and accessories that are crafted exclusively for men of discernment and style. The exclusive Roderer range of superbly-designed and luxuriously appointed leather goods is inspired by years of travelling around the globe. Each Roderer item is designed as a passport to the world of bespoke travel experiences and to serve as a trustworthy companion for the truly selective global citizen of impeccable taste, all at a highly competitive price point.

Olivier Birault, CEO of Roderer, was inspired to create the brand following his years of travelling around the world as the CEO of a luxury Swiss watch company and a Formula 1 executive. The brand also draws on and reflects the entrepreneurial spirit and flair of Dubai, where it is based, and all Roderer items exude the extravagant essence of Middle East's Maximum City, in both look and feel.

"Over my years of travel around the world while representing luxury marques, I have realized the infinite value of truly world class leather goods that add a lot to making a travel experience both seamless and

memorable," said Olivier Birault, CEO of Roderer.

"Our bespoke range of luxury men's items is specifically crafted to appeal to the modern global citizen who knows what he wants and is determined to achieve it. "Roderer is the pioneer of the smart luxury market, offering a strong price-quality ratio, high-quality products at attractive prices. As the customer now favours real value for money, this careful positioning is key to our success," Birault added.

Roderer offers a spectrum of wallets, business bags, key holders and business card holders in a variety of textures, styles, colours and finishes to match the

individuality and style of the patrons. Currently the brand offers their leather goods in five different leathers: Saffiano, Milano, Roma, Torino & Venezia.

TROPHY BY RODERER

Simplicity is the ultimate sophistication. Hand-crafted in gorgeous Saffiano leather, Trophy by Roderer boasts an exceptional avant-garde concept combined with a unique minimalist design.

MILANO COLLECTION

From office to departure lounge, the Milano collection exudes effortless style. Crafted in grained leather and available in black, blue and burgundy, this exclusive selection offers a truly unique experience.

ROMA COLLECTION

Using exclusive, soft and supple calfskin leather, the Roma collection is beautifully crafted and meticulously finished. Available in black and brown, it offers a great selection of bifold, card holder and key holder.

TORINO COLLECTION

Elegant, luxurious and delightful to behold, the Torino collection unveils an exciting new silhouette. Crafted in exclusive woven leather, Torino offers a unique and assured aesthetic.

VENEZIA COLLECTION

The very finest Italian crocodile style leather defines the Venezia collection. This utterly prestigious leather is a statement in itself and makes it the perfect choice for the classy gentleman.



Bentley's global Be Extraordinary

Tour arrives in the Middle East



- Bentley Motors offers a personal introduction to the world of Bentley with The Be Extraordinary Tour
- A unique opportunity to experience Bentley craftsmanship first hand, across the Middle East, and drive the Bentley range

The Be Extraordinary Tour by Bentley has touched down in the Middle East, as the British brand demonstrates its commitment to taking luxury and performance direct to its discerning Middle East customer base.

Part of a major global event, the Middle East leg of The Be Extraordinary Tour started with a visit to Dubai's cosmopolitan financial district. Current and potential Bentley owners in Saudi Arabia, Qatar and Kuwait can look forward to welcoming the tour before the end of March 2017.

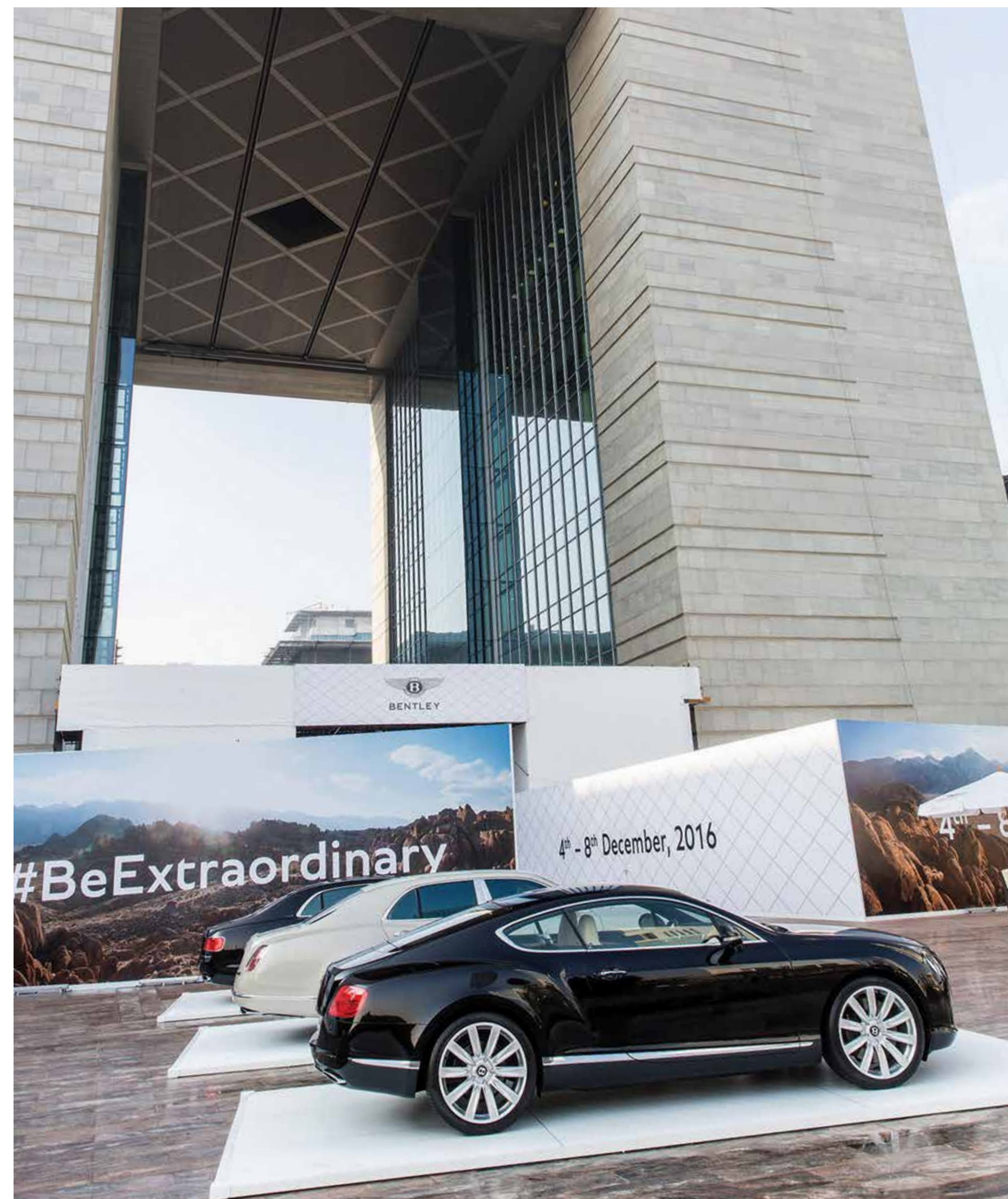
With a variety of Bentley cars on display, including the Continental, Flying Spur, Mulsanne and ground-breaking Bentayga SUV, visitors can experience the

models from the most fitting vantage point: a hand-stitched, hand-trimmed leather seat. Test drives are on offer to demonstrate the phenomenal performance and unsurpassed luxury for which Bentley has long been renowned.

Guests to The Be Extraordinary Tour can witness their automotive visions come to life, with the help of Bentley's remarkable facial recognition software: the Inspirator app. By measuring micro expressions, this state-of-the-art tool measures engagement with lifestyle-themed visual stimuli, developing a customer's dream car by from a range of exterior colours, bespoke hides and accent-colour interior and veneer colours. Commenting on the Middle East leg of the

Extraordinary Tour, Robin Peel, Head of Marketing and Communications – International, said: "The Be Extraordinary Tour is an experience to savour – we are bringing the best of Bentley to our customers, from the exhilaration of driving the Continental GT to the pure expression of luxury and performance represented by the Mulsanne."

Always endeavouring to explore the limits of luxury, power and craftsmanship, The Be Extraordinary Tour offers potential customers the opportunity to immerse themselves in the world of Bentley and learn more of the substance behind the core thought that drives everyone involved.



Driverless Cars

Is the UAE ready for them?



Fun fact: Did you know that the first cars were driven using a lever before the steering wheel was introduced! And we've definitely come a long way from using a crank to start the engine to having a simple push of a button do the trick. Some cars these days also have the ability to park by themselves without you even having to touch the steering wheel.

We've truly seen cars transform over the years, with car manufacturers constantly pushing the boundaries of design and function. In a decade or so, you'll probably see driverless cars on UAE roads as various prototypes are already being tested. Wondering what that would be like? Let's find out.

What makes driverless cars special?

Exactly like you imagined, a driverless, self-driving or autonomous car will consist of cameras, thousands of sensors and a laser guided system. This technology is still in the process of being perfected before the final model is offered to the public. These autonomous cars will be driven on pre-programmed routes which will also allow you to opt for alternative routes that

are faster or congestion-free. A small-scale glimpse of this technology being put into practice can be seen at Masdar City in Abu Dhabi.

Will they make any difference to the traffic situation?

Up until now, cars have been driven by humans and as you may have heard – To err is human! Human error behind the steering wheel has unfortunately also been responsible for countless road accidents and traffic congestion. Driverless cars will use specific pathways with a top speed of 120 kmph while monitoring the traffic situation. When all cars on the road are moving at a constant speed, chances of traffic congestion are minimal and this will also eliminate any human errors.

Can they help the environment?

It is a well-known fact that automobiles running on petrol and diesel emit harmful gases – primarily carbon monoxide, nitrogen oxides and hydrocarbons. To tackle this issue, automobile manufacturers are increasingly moving towards hybrid or fully electric cars. Self-driving cars are more likely to run on battery-

powered engines which can easily be charged in a matter of a few hours.

Will they be safe on the roads?

One of the biggest companies involved in the testing of autonomous cars is Google. And Google has been in the news for quite some time thanks to the prototypes it has been testing on highways and city streets. Google tested its self-driving technology using a Toyota Prius in 2009, a Lexus RX450h in 2012 and their own in-house design in 2014. Even with autonomous cars, the risk of accidents cannot be written off. But to minimize the risk of such an event, Google has created an adhesive layer which will be placed on the car's hood. In case of a crash, any object or pedestrian will simply stick to the adhesive. This innovation has been patented by Google.

So, are you looking forward to be driven around in a driverless car in the future?!

Visit souqalmal.com to compare, select and buy a car insurance policy online, within minutes!



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