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MAGAZINE

Rolls-Royce Wraith Black Badge

The darkest and most best handling Rolls-Royce ever made



Ford F-150 Limited

Is this the King of all pickup trucks?

McLaren 570GT

A more luxurious version

Jaguar XJL Portfolio

If only limo drivers had this much fun





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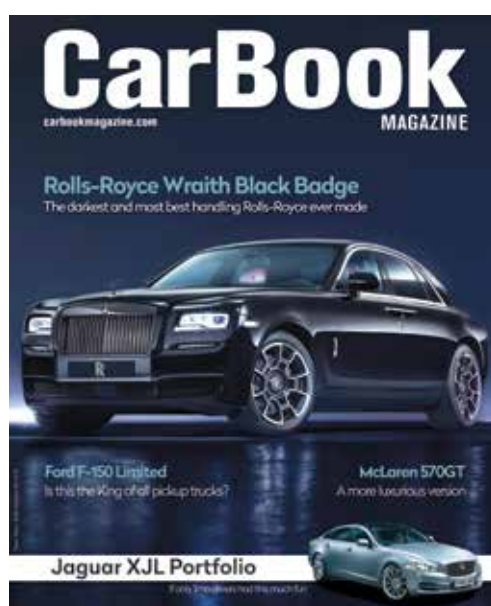
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2017 Rolls-Royce Wraith Black Badge

The darkest and most best handling Rolls-Royce ever made



Torsten Müller-Ötvös, the Chief Executive Officer of Rolls-Royce Motor Cars, says that “...Black Badge is an attitude to life, an aspect of the Rolls-Royce brand that appeals to those people who are elusive and defiant... Technically and aesthetically Black Badge is the alter ego of Rolls-Royce, darker, more assertive, more confident and powerful, and more demanding”. The aforementioned is perhaps the most polite and

classy way of stating that there is a new generation of younger, successful, self-confident, and more importantly high net worth individuals who have chosen a Rolls-Royce motor car as a reward for their success. Since Rolls-Royce is all about customising its customers’ perfect vehicles, the company is now offering a more powerful driver-centric version of the Wraith, with a blacked out treatment (for lack of a simpler

description) to appeal to this younger demographic.

A permanent Bespoke series

In an unprecedented collaboration with these new and younger customers, Rolls-Royce Motor Cars has created ‘Black Badge’ as the alter ego of the Rolls-Royce Wraith coupé and Ghost limousine. Peel back the marketing speak and you’ll actually find that the treatment is delightfully more complex and spectacular than a

simple blacked-out treatment.

Giles Taylor, Director of Design, Rolls-Royce Motor Cars says, “In creating Black Badge, we were conscious of satisfying the different demands of these new customers. Not only did they demand an alternative image for themselves, they demanded authentic Rolls-Royce engineering substance to underpin it. As a result, the Black Badge Spirit manifests itself through a series of carefully considered design elements which together express a darker luxury sophistication. New material accents and tonalities are combined to accommodate the tastes of those fast-moving customers who adopt a strident approach to life’s finer challenges.” With this manifesto as their departure point, Rolls-Royce designers, engineers and craftspeople set to work transforming Ghost and Wraith in subtly different ways. Their intent was to deliver darker, more assertive and more focused Black Badge alter egos that differ from each other as much as they do from their siblings.

What’s different?

First and foremost, the Black Badge Series is more than just a cosmetic upgrade. The heart and soul of both the Wraith and Ghost have been enhanced to provide even more power and performance.

The Black Badge Wraith is in fact the most powerful Rolls-Royce in the fleet at 623 hp produced by a twin turbocharged 6.6-litre V12 engine. To complement the extra power, there is 70Nm more torque than the standard car. The Black Badge Wraith’s Intuitive Throttle Response has also been tweaked to hold each of the eight satellite-aided gears longer, delivering increased power more aggressively.

Rolls-Royce engineers then added new drive shafts,



larger brakes, a completely redesigned air suspension setup, and tighter steering to complete the package. The result is an even more driver-focused, agile Wraith, while still preserving the intrinsic elements of the effortless Rolls-Royce Magic Carpet Ride. The power of Black Badge communicates itself into the ground through new composite carbon fibre and lightweight alloy wheels unique to each Wraith Black Badge commissioned.



Developed by Rolls-Royce after four extensive years of engineering and testing, the new wheels feature 22 layers of carbon fibre laid in three axes, and folded back on themselves at the outer edges of the wheel rim to provide 44 layers of strength. Further strength is added via the 3D forged, aircraft-grade, aluminium hub, which is bonded to the rim using aerospace strength titanium fasteners.

Even the darkened Spirit of Ecstasy, grilles, and air vents have undergone a special process to ensure the quality that one would expect from a Rolls-Royce. This expensive surfacing process, called Physical Vapour Deposition, is one of the few ways to colour metal whilst ensuring that the parts will neither discolour nor tarnish over time or through repeated use. Indeed, the “Flying Lady” now mutates into a “high-gloss black vamp” (their words, not ours) proudly scything through the night-time cityscape.

The Double R badge on the prow, flanks and aft of every Black Badge motor car invert to become silver on black, whilst chrome surfaces such as the front grille surround, boot lid finisher, lower air inlet finisher and exhaust pipes, turn dark.

A transformative cabin

The centrepiece of the Black Badge cabin is the aerospace-grade aluminium-threaded carbon fibre



composite surfacing – material often seen on the surfaces of stealth aircraft. This futuristic material, found on the dashboard and various other trim pieces around the cabin, has been reinterpreted by the craftsmen and women at Rolls-Royce's Goodwood factory to become the world's most innovative new super-luxury material. Threads of aircraft grade aluminium just 0.014mm in diameter are painstakingly woven together before being bonded with carbon fibre. This surface material then has six coats of lacquer applied, is left to cure for 72 hours, after which it is hand polished to a mirror finish. Set into the Black Badge Wraith's fascia is a newly

created Black Badge clock whose hands are tipped in orange and whose face is adorned by the 'Unlimited' rating infinity logo that previously appeared in the celebrated Phantom Drophead 'Waterspeed', created in 2014 to celebrate the daring of world speed record champion Sir Malcolm Campbell. The 'Unlimited' infinity logo is also embroidered on the Black Badge's upholstery as black leather combines with vibrant Cobalto Blue to deliver a more edgy feel to the cabin.

Final Thoughts

Each of the motor cars that host the Black Badge spirit

are very different Rolls-Royces – unlike any Rolls-Royce before.

Already the most powerful Rolls-Royce model in the world, the enhancements to the engine, suspension, and steering have transformed the Black Badge Wraith into the most driver-focused car in the Rolls-Royce model range. Rolls-Royce's engineering team have certainly done both of the company's founders proud with their painstaking work in transforming this most phenomenal fastback coupé into the most spirited, the most subtle, but yet the most powerful vehicle the brand has ever seen in its storied history.



Jaguar XJL Portfolio

If only limo drivers had this much fun



It's probably safe to say not many auto enthusiasts aspire to take a limousine for a spin. Be driven around in one maybe, but not assume the controls. Now I'm not claiming that the refreshed 2016 Jaguar XJL, L for long wheelbase (LWB), four-door flagship is a limo. I'm merely suggesting it's a vehicle designed to be equally as delightful for passengers as it is for the person behind the wheel.

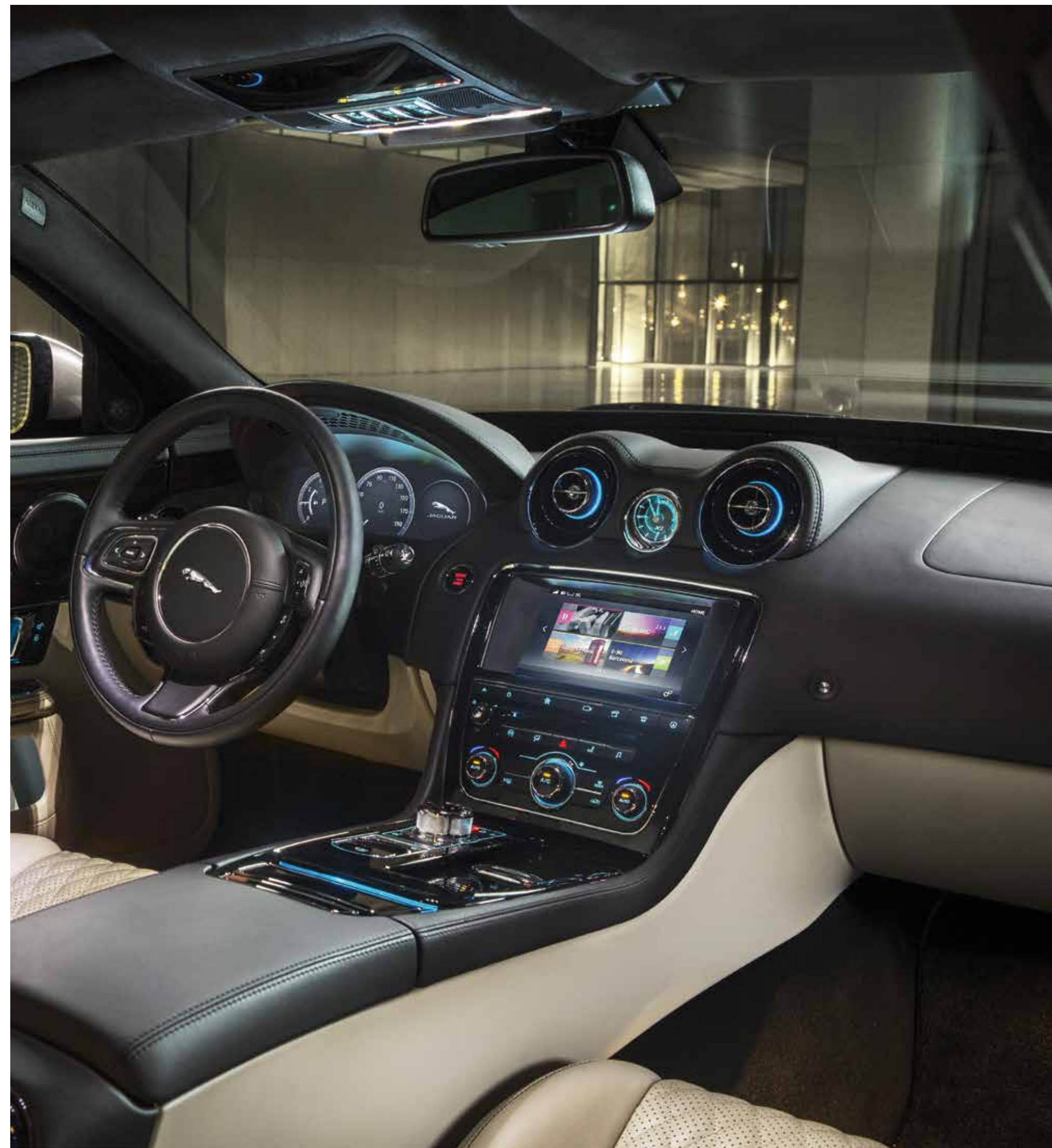
At 5,255 millimetres long and 2,105 mm wide, as

opposed to the 5,130 length of the XJ, the XJL is big. What's amazing is that even given its huge footprint, Jaguar has managed to impart an elegant and graceful, rather than an awkward look, to the extended sedan. One of the visual elements contributing to this is the illusion of a floating roof, created by the blacked-out B and C pillars and huge rear window. The standard-issue "Toba" silver split five-spoke aluminum wheels pair nicely with the car's lines and

Ultimate Black metallic paint job, but could stand to be at least an inch or two larger to better fill up the fender wells — there's always the choice for customers to refer to the accessories catalogue to size up.

Facelift

For the 2016 model year, there are numerous styling updates such as an even bigger grille featuring a different mesh pattern, J-shaped LED daytime running lights embedded in the headlight housing unique to





the XJ, chrome air blades in the lower front bumper air intakes, and re-sculpted LED rear taillights. The interior gets special treatment to further separate the LWB and normal variants. I thought the previous versions I've driven could not get more luxurious. Boy was I wrong. Now XJLs receive quilted leather seating surfaces sporting a diamond-sewn pattern on both the seatbacks and the cushions. Front occupants are bound to find a perfect sitting position using the 14-way adjustable settings, and afterwards can knead out any kinks via the built-in massager. Some other convenience functions are a one-button-open glovebox, automatic powered trunk, and a newly developed InControl Touch Pro infotainment system comprised of a quad-core Intel processor, 60-gigabyte solid-state drive (SSD) and eight-inch capacitive touchscreen. Operations have been greatly simplified compared to before, and responses are near instantaneous since information stored on the SSD can be accessed much quicker than from a conventional hard drive. Users can customize the home screen, and use pinch and zoom gestures just as they would any modern mobile device.

Infotainment improvement

The navigation system goes above beyond most competitors' setups as well. In today's era of ultra-sophisticated mapping apps available on smartphones, the majority of their automotive counterparts remain surprisingly behind the times. Thankfully, not Jaguar's. Similar to Google Maps, InControl Touch Pro offers public transportation options when plotting a door-to-door route. For example, installing a companion app allows drivers to plan their journey offline and then upload it once getting into the XJL. When exiting from the vehicle and the phone is disconnected from the car, the app continues to provide pedestrian guidance. Two new additions: Commute Mode learns daily commute patterns, like going between home and the office, and will select alternative routes to avoid congestion based on historical and real-time traffic data. Approach Mode shows a 360-degree interactive view of the area once reaching within 200 metres of the destination, and can even guide the driver to the nearest parking spot. Parking the lengthy car is a challenge, so I would

highly recommend bundling the Parking Assist Pack that includes front and rear sensors to help indicate if the exterior is about to come in contact with any unwanted foreign objects. **Silky-smooth six** Returning to the fold is the all-aluminum 3.0-litre supercharged V6 engine mated to the oh-so-smooth-shifting ZF eight-speed automatic transmission. In terms of performance, 340 horsepower is churned out at 6,500 rpm and 450 torque produced at 3,550 rpm. While rear-wheel drive is available, our presser came with all-wheel drive favouring a rear power bias under regular conditions for a spirited feel. Up to 50 per cent torque may be sent to the front wheels if the computer detects any slippage. I wouldn't say fuel efficiency is a key selling point for the vehicle, although most people shopping in this segment likely aren't expecting too much. The boosted powerplant does have variable valve timing and intelligent stop-stop functionality to try and keep consumption down, but in spite of these technologies I wasn't able to squeeze out any less than 16.3 L/100 km driving primarily in the city.



Maserati Ghibli

Luxury Sports Sedan



When you hear the name Maserati many notions come to mind, Italian, stylish, drama, flare, and a distinct engine howl that only one or two other manufactures come anywhere near but still cannot imitate. The Maserati Ghibli is the starting point to the Maserati range and is named after an African Wind pronounced Gib - lee. It is a welcome addition to a German dominated sector for mid-size saloons. The Ghibli is now entering its 3rd generation and was unveiled at the Shanghai Motor show in 2013

The looks

Before you open the door to the Ghibli the unmistakable styling of Maserati is readily apparent. The long sweeping lines from the shark nose grill across the bonnet that curves beautifully outwards across the wheel arches gives a curvaceous yet muscular presence. Not as severe as the GT or as rich in stature as the Quattroporte and that is because it is not meant to be. This is a Ghibli and the styling is measured precisely for this size of car and market it is aimed at. Maserati's

trade mark scepter is found on the rear wings with the last lines of the car rising quite high giving it hips and trails right into the boot line. Walk around the Ghibli and leaving aside door sills and such this is a car that has hardly any straight lines in the design whatsoever. It is pleasure just to look at

The interior

The Ghibli SQ4 we have has come with the top of the range featuring Ermenegildo Zegna interior package options that involve Poltrona Frau leather with real

silk inserts on the seats, door panels, roof lining, sunshades, and the ceiling light. It is beautifully done and no wonder Ermenegildo Zegna is a Italian fashion house founded in 1910 is in its fourth generation and still family owned. When not making suits for its own brands they Ermenegildo Zegna make suits for Gucci, Yves Saint Laurent, Dunhill and Tom Ford. As the time passed during the road test the effect of Ermenegildo Zegna went from making the Ghibli a nice place to be to a place you wanted to be. The Infotainment as usual connects via USB, Headphone jack, & bluetooth. All the basics are covered with the option for WiFi hotspot and has a B&W speaker option that sounds as you would expect brilliant. Rear passenger space is not as generous as it could be and the boot is in the same vein but both are adequate and do not distract from being an everyday useable 4 seater family saloon. Some will notice familiar buttons and indicator stalks of such from the Fiat Chrysler Groups parts department that have been used in the Ghibli.

Firstly which car manufacture doesn't make the most of its range and second we thank them for it, how else could you make a Maserati available in this segment. Placing both hands on the steering wheel the trident symbol of Maserati is staring back at you a stark reminder of the driving experience to come. Two large metal gear change levers are for a change connected to the center column and have a reassuring smooth crafted feel to them as opposed to PlayStation buttons that accompany most. The center of the dash board serves as a digital screen with the speedometer and RPM counter on either side. The armrest is split in two and opens upwards to reveal a deep air conditioned area with connections for phones and contours for holding drinks. When closed it becomes a natural rest for your arm leaning nicely on to the shifter. As a driver it feels like a sports car but with sport saloon usability

The Drive train

The Ghibli comes with a range of power options and for the first time a diesel. The engine is always

the 3.0 V6 Twin turbo but the versions in power are significant. The base model provides 330hp to the rear wheels and the SQ4 410hp to all 4 wheels. A quick depress of the start button and a glorious and unmistakable sound of a Maserati enters the cabin. Pulling away in traffic and the torque normally associated with larger engines becomes very evident. It is quite remarkable considering this is large car powered by only 3.0 engine. If on a blindfolded test and knowing it was a V6 we would of voted for 3.5 to 3.8 given the natural feel of engine capacity under the right foot. The Ghibli achieves this with a turbocharger per cylinder bank, twin intercoolers and direct injection. The ride comes from electronic dampers with two options sport or normal. Sport mode sends the car into a prancing stallion with attitude, by far one of the most dramatic changes we have encountered with a single button. Interesting enough you don't have to have sports suspension activated with sports mode. Both can work independently of each other a joy for





longer drives but with sport response. The gearbox sends all 410 horses to all 4 wheels via an 8 speed transmission and the AWD system keeps things where you need them to be

The Road test

The Anatara resort Qasar Al Sarab lies deep in the Liwa desert some 308 kilometers from Dubai. A fitting drive with different types of driving required. The Ghibli makes easy work of a long distance, the ride is noticeably pleasant and comfortable. Reaching smaller roads it's time to engage sport mode with sport suspension. The change from the gearbox selecting a higher gear and the throttle response are crisp and on point

This suspension firms up nicely but not too much. As we turn off from Abu Dhabi and face the drive into Liwa the Ghibli devours the road with a sense of enjoyment directly shared with the driver. The engine and exhaust provide a driving experience that is truly addictive. Turning out of a gas stations the twin turbo V6 grips the tarmac and both turbos make easy work of the cars weight. The Ghibli leaps forward with race car like aggression but sports car agility all the time

with an accompanying howl and burble of an engine that has been tuned in Maranello by Ferrari. It is marvelous and goes past putting a smile on your face to something deeper and immensely gratifying. The power delivery is perfect, normally a forced induction engine will have a peak power curve after the turbo has reached its capacity and a notable stage of running out of 'puff'. Not in the Ghibli as the boost forces the 3.0 V6 through the rev range a second boost appears at 5,000 RPM just where it should be dying off. From 5,000 Rpm to 6,000 RPM + the Ghibli tries to slam the rev needle into the red. Thrilling it is and should you be overtaking and find yourself past the power band in the mid-range you can be safe in the knowledge there is plenty more at the top waiting to for you. We can't help wonder if they should change the sport button symbol to a that of an aero plane for takeoff mode as it certainly feels the Ghibli would like to. As for the AWD system we came across very small roads with large sand drifts to test it on and on every occasion the power delivery was managed and executed in line with that of some of the more famously branded AWD systems, We did find with the more pronounced

speed bumps of the rubber Varsity it is best to very carefully tip – toe over them. Anything more and you could ground the car out

Conclusion

After over 700 kilometers in one sitting the return journey was as delightful as the first 100. Reaching home base meant putting the Ghibli to rest, surely there was somewhere else we needed to go, someone far away who needed picking up but no time was up. Capable of executing large distances in comfort and launching itself from standstill to tyre blistering speeds with no sign of abating. The Maserati Ghibli is an addictive drive and gorgeous to look at, the engine tuned by Ferrari is sensational the sound is unique and widely recognized in the motoring world and your neighbors will know it too. The Maserati Ghibli makes choices in the mid saloon sector very tough indeed the Ghibli offers a handsome dose of Italian passion and drama far removed in any other option in its class. On top of this and from a drivers point of view (and everyone that knows you) the Ghibli has an unmatched unique appeal. It is a Maserati.



2017 McLaren 570GT

A more luxurious version of the baby McLaren



Oh baby baby! Most car enthusiasts get excited when manufacturers release sportier version of their mainstream cars. However, when it comes to British supercar manufacturer McLaren, where does one go when its vehicles are already all track ready exotic supercars? Playing off the success of its 570S, McLaren is taking a page out of other manufacturers and offering a more relaxed and luxurious version of its 570S. Both vehicles are the latest members of McLaren's new "Sport Series", which represents McLaren's foray into the upper end of the sports car market long populated by models such as Porsche's 911 Turbo, the Audi R8,

and Mercedes-AMG's GT. With the Sports Series, McLaren hopes to provide an alternative to its new and relatively more price accessible cars. It would be a misstep to say that the 570's specs are any less insane when compared to what the general public would consider "sports cars". With basic parameters such as a 570hp 3.8-litre twin turbo V8 mated to a seven-speed-dual clutch transmission, mounted smack in the middle of a carbon fibre monocoque chassis, these "lesser" sports series cars would blow the doors off any non-modified Mustang or Corvette, particularly in the handling department.

What is the GT? McLaren says that the 570GT is its most luxurious and refined McLaren yet. Designed with a focus on day-to-day usability, the 570GT offers increased practicality and versatility while remaining a true McLaren sports car. Basically, it's a less aggressive version of the 570S. The classic GT lines of the 570GT give a sleek and refined silhouette. A glass panoramic roof provides a bright, open cabin, which extends through the side-opening glass hatch to create a sumptuous finish to the headlining. Both these features are the primary components of what sets the 570GT from the 570S. The side opening rear hatch allows access to a second





storage area, which McLaren says will double luggage capacity when compared to the 570S. Unfortunately, this does also mean that one does lose sight of the sumptuous mid-mounted engine bay in the name of some practicality. Craftsmanship throughout the interior is of the highest level, utilizing the utmost in quality materials and latest technologies. A wealth of standard features include Nappa leather everywhere, including the touring deck and headliner, an electrically adjustable steering column, heated seats, and more.

570GT by MSO Concept at the 2016 Pebble Beach Concours d’Elegance

The 570GT by MSO (McLaren Special Vehicle Operations) Concept further accentuates the company’s interpretation of a GT car by previewing a collection of enhancements created by the bespoke MSO division. McLaren’s finest team of craftsmen and designers have added styling, feature, and material enhancements to the 570GT, such as the Electro-Chromic Roof. Currently in development for the 570GT, this roof replaces the standard-fit glass roof with UV-protective interlayer and adds a further electro-chromic interlayer. Using a touch-sensitive headlining, the Electro-Chromic Roof can be adjusted through five defined points from almost clear to a rich, dark tint, adding a further level of comfort, privacy and protection for occupants. The MSO Concept car also features a titanium

exhaust, which is 30 per cent lighter than the standard stainless steel system. Taking its learnings from McLaren’s 675LT project, the exhaust delivers a richer and more characterful tone for an improved aural experience for both the driver and onlookers. In other words, it sounds much louder and more aggressive more quickly when the engine revs rise compared to the standard exhaust. The MSO Exhaust’s heat shields are also finished in a golden titanium nitride tint, visible through the rear air

ducts, which naturally change colour to a blue/purple as the system heats and cools through its cycle. Externally, the McLaren 570GT by MSO Concept is finished in Elite ‘Pearl White’ paintwork. Complementing the Pearl White finish is an MSO Piano Black package, delivering a deep gloss black finish to exterior details including the wheels, side skirt, front and rear and door inserts. McLaren says that the first deliveries of the production 570GT are scheduled to commence in late 2016.



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Lexus CT 200h

Don't forget about Lexus' compact hybrid



Efficient and economical

If the Lexus portfolio of vehicles were to take a class photo, the CT 200h would be the shy smart kid standing to the side. I say that because the hybrid sometimes gets overshadowed by its bigger and faster gasoline-chugging peers, but this green hatchback is chock full of smart engineering and affords a lot of bang for the buck. Back in 2014, the CT experienced a fairly significant overhaul, centered aesthetically on the inclusion of a proper all-important Lexus spindle grille found now on

all of the company's products. Granted, it's a restrained version compared to ones seen on, say, a RC F sports coupe. For those not familiar with the lingo, I'm talking about the large pinched-in trapezoidal frame encompassing both upper and lower bumper openings up front. **F SPORT Series 2** The current model year is rather conservative in terms of alterations, the only key difference being an additional available F SPORT Series 2 upgrade package. For those that don't know, F SPORT

kits bundle in optional appearance, comfort and convenience, safety and mild performance enhancements inspired by the LFA supercar and F lineup of high-output models. In this case, the extras include a navigation system, driver's seat memory adjustability, garage door opener and more. CarBook's press vehicle for the week didn't come with said package, instead coming in the Special Edition trim (+AED 18000) boasting its own high-end bells and whistles — for example LED head and foglights and rain-sensing windshield wipers — but surprisingly





no navigation system. The paint colour we got was a beautiful Nebula Grey Pearl featuring a contrasting black roof and the SE-specific gloss-black-painted door handles that, in my opinion, breaks up the visual cohesiveness and cheapens the car's image.

The CT is given a look and feel of being close to the ground to emphasize a sporty aura for the partially electric hatch. A relatively low roofline translates into cosier interior space, and at 989 millimetres of headroom for the driver, the top of my hat brushed up against the headliner while sitting behind the wheel. There are some neat treatments in the passenger compartment I enjoyed, like the fighter jet joystick transmission selector, and seat warmer controls offering an incredible eight temperature settings. What I didn't

care for so much, however, were the over-the-top two-tone red and black leather seats.

Under the hood
As far as hybrids go, the driving experience is above average. The redesign endowed the car with increased body rigidity and upgraded suspension to enhance the level of handling and lessen NVH (noise, vibration and harshness). Providing power remains the combination of a 1.8-litre Atkinson Cycle four-cylinder engine, high-torque electric motor and battery together good for a net 134 horsepower and 193 Nm of torque at 4,000 rpm.

Users can select from four Lexus Hybrid Drive modes: Normal, Sport, Eco and EV, each altering performance dynamics in a different way. EV allows limited travel

at moderate speeds on primarily electricity, and Sport prioritizes throttle response, although it's questionable whether the extra noise of the CVT or questionable performance gain of the latter is worth any sustained use. I mostly stayed in the Normal and Eco modes for the purposes of testing, and in doing so achieved a stellar 6.0 L/100 km fuel consumption over roughly 350 kilometres in mainly city driving.

The safety-conscious should be pleased to know a full complement of features is standard, such as stability control, traction control, antilock brakes, eight airbags and a first-aid kit.

The 2016 Lexus CT 200h starts at AED 145000 and is on sale now in stores.

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Volvo XC90 T8 Inscription Twin Engine

Does the addition of battery power make this family all-rounder even better?



The year was 2001, and Volvo was about to debut a concept version of arguably their most important car since the “850” model came out. The stage was set at the North American International Auto Show in Detroit, USA, one of the largest auto shows in the world. Volvo was already slightly late to the SUV party, with the company staunchly saying that if it was going to enter the category, it was going to do things right and learn from its competitors mistakes and customers’

expectations. Therefore, the “Adventure Concept Car” was designed to gauge reaction to the styling and features of its upcoming SUV. The rest, as they say, is history. The Adventure Concept car made its debut as a 2003 model the following year at the January 2002 North American International Auto Show, formally known as the XC90. Production of the vehicle was in Volvo’s Torslanda factory in Sweden. Right off the bat, the first generation XC90 received

many accolades, winning North American Car of the Year, Truck of the Year, and Motor Trend magazine’s Sport/Utility of the Year for 2003. Even Jeremy Clarkson, the ex-presenter of Top Gear UK, owned three subsequent XC90s himself, citing that due to its immense practicality, the vehicle was clearly designed by someone who must have had children. **Rising from the ashes** While the original XC90 was a great vehicle, it would

be 12 long years before the vehicle received a full update. With competitors BMW and Mercedes-Benz having almost gone through two new iterations of their equivalent vehicles, and Lexus having gone through three, the original XC90 was in dire need of a complete refresh. Of course, part of the reason for this delay was the change of ownership from former parent company Ford, to Chinese company Geely, due to the 2008 economic crisis. With Ford facing bankruptcy, Geely ended up paying the initial sum of \$1.3 billion cash and a \$200 million note in 2010. With this infusion in funds, Volvo’s engineering team was finally able to receive much needed support to continue with the

second generation XC90. While it was a long time coming, the latest XC90 is certainly well worth the wait. **What is the T8 Twin Engine?** Volvo’s second generation XC90 made its debut in 2015, once again to critical acclaim. Based on Volvo’s new SPA (Scalable Product Architecture) platform, also shared with the new S90 sedan, the XC90 is stronger, lighter, but also safer and more efficient. Dimensionally, when compared to its predecessor, the second generation vehicle is longer, wider, and lower. **Comprehensive Safety Package** As with any Volvo, there are world leading safety features even including two world first safety

technologies: a run-off road protection package, and auto brake at intersection capability. In a run-off road scenario, the all-new Volvo XC90 detects what is happening and the front safety belts are tightened to keep the occupants in position. To help prevent spine injuries, energy-absorbing functionality between the seat and seat frame cushions the vertical forces that can arise when the car encounters a hard landing in the terrain. The XC90 is the first car in the world with technology that features automatic braking if the driver turns in front of an oncoming car. This is a common scenario at busy city crossings as well as on highways, where the speed limits are higher.



City Safety becomes the umbrella name for all of Volvo Cars’ auto brake functions, which are standard equipment in the all-new XC90. It now covers vehicles, cyclists and pedestrians in front of the car, day and night.

Electrify me

The XC90 T8 ushers in a new era for Volvo, having been the first Volvo in the company’s history to be designed from the ground up for plug-in/electrification compatibility.

All engines in the XC90 line are based on Volvo’s 2.0-litre four-cylinder Drive-E powertrains, with Volvo’s excellent eight-speed Geartronic transmission. My top of the line T8 Inscription model shares the same twincharged engine (supercharged at low rpms, and turbocharged at higher RPMs) with 320 hp / 400 Nm engine as the XC90 T6, but adds an electric

motor at the rear. Total system output in the T8 is 400 hp and 640 Nm of torque.

Unlike BMW’s X5 eDrive40 plug-in hybrid, Volvo has cleverly packaged the XC90 T8’s 9.0kWh lithium ion high-voltage battery in such a way as to preserve its seven-seater status. BMW, in contrast, places their battery under the cargo floor, thereby the X5 eDrive40 loses the ability to be equipped with third row seating. The XC90 T8’s 81 hp electric motor is only able to drive the rear wheels, and is powered by batteries that are stored in the transmission tunnel. This means that there is no propshaft required. The batteries can also be re-charged by plugging the XC90 T8 into a household outlet, or better yet, a fast charger.

Different modes for Different strokes

As with other plug-in hybrid vehicles on the market,

the XC90 T8 is offered with multiple driver selectable modes. However, I cannot quite recall the last time where I have seen five distinct modes that deliver such a range of performance and efficiency-enhancing characteristics.

While there are too many details to include in this review, suffice it to say that most owners will likely leave their vehicles in the default “Hybrid” mode, leaving the computer to decide whether to draw power from the petrol engine or the electric motor (or both) to deliver the best overall fuel consumption.

“Pure” electric mode, available when the battery is fully charged, changes the T8 into a pure electric vehicle. Volvo says that the T8 has a range of over 40 km just using electricity, thereby covering the total distance most people drive in one day. However, in real world scenarios, I only muster a maximum of 22 kms



off the battery before the petrol engine kicked in. Perhaps one of my favourite features in the T8 is its ability to “hold” or save the battery level and save it for use with Pure Electric drive. Conversely, there is also a “Charge” mode, which allows the driver to charge the battery to a certain level for later use.

While the T8 is not marketed as a sporty SUV, there is a “Power” mode which Volvo says offers better torque at lower revs that is equivalent to that of a V8 engine. In this mode, the computer combines both the performance of the combustion engine and electric motor, taking advantage of the electric motor’s superior response and instant torque curve while the combustion engine gets up to speed.

I found that when compared to the XC90 T6, the fill in from the T8’s electric motor was particularly noticeable. Passing manoeuvres are effortless and there is a wave of torque whenever you need it. A quick glance at the specs sheet reveals that the XC90 is officially rated from 0 to 100 km/hr in 5.9 seconds.

Quick for a car, let alone a seven passenger SUV. That being said, unlike its German competitors, the big Volvo doesn’t encourage you to drive aggressively. While its four corner air suspension system manages the bumps well and can even lower the body for a lower centre of gravity, the XC90 still biases comfort versus performance. The electric steering feel is slightly numb off centre, and the T8’s brake-by-wire system can feel slightly non-linear at times when switching between regenerative braking or clamping down on the actual friction brakes.

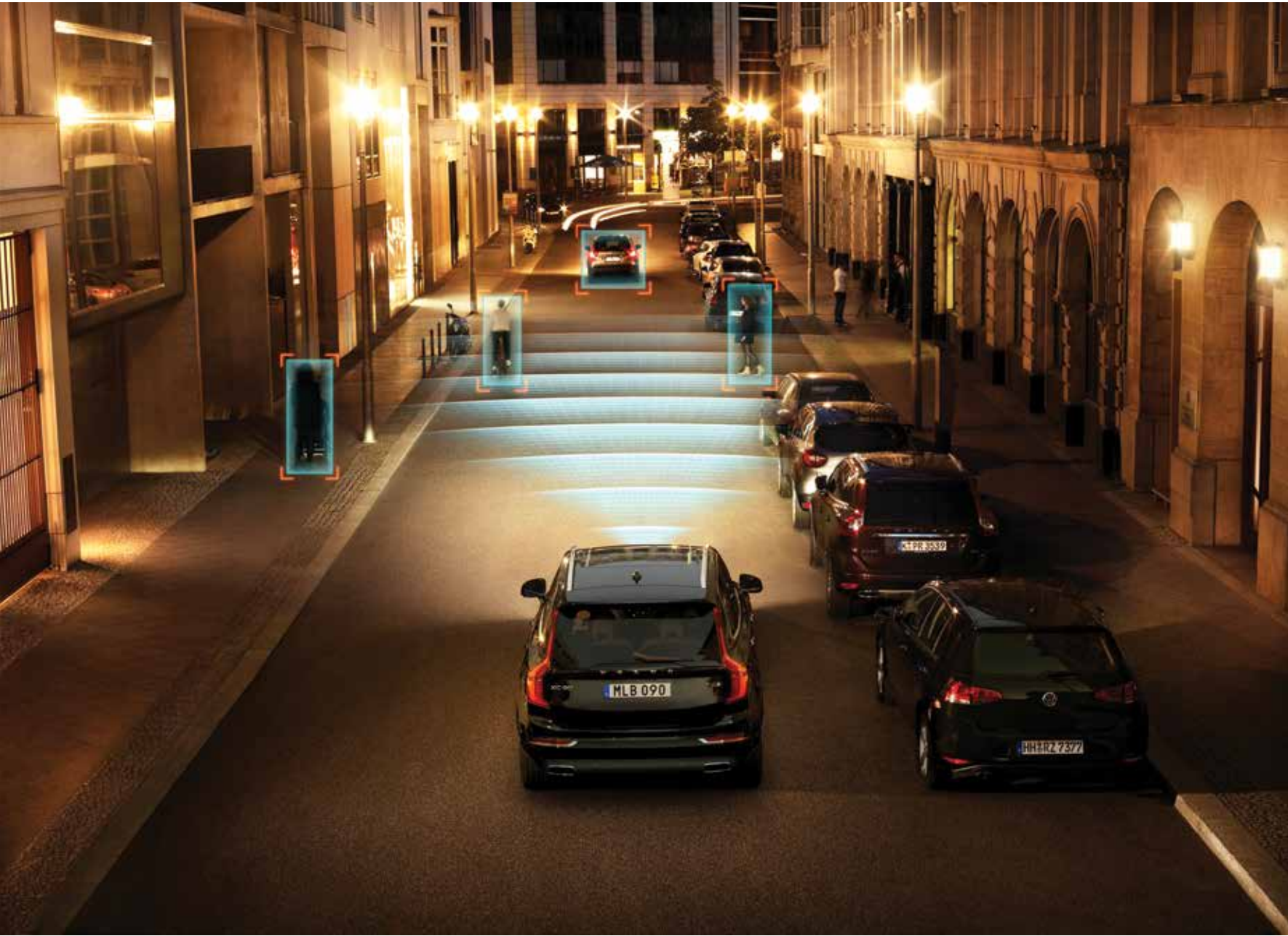
Luscious interior

The XC90’s interior is the most luxurious to have been designed for a Volvo. The most striking feature is the nine inch tablet-like touch screen control console, which forms the heart of an all-new in-car control system. This system, with a new user interface called “Sensus”, is virtually button free. Volvo says that it has been designed for simplicity that opens up generous surfaces that facilitate the creation of a modern,

luxurious interior architecture. Yes, there are still user experience faux pas, but for the most part Sensus is as advertised. The all-new XC90 interior also combines materials such as finest Nappa leather and wood with handcrafted details, including an optional uplit gear lever made of crystal glass from Orrefors, the famous Swedish glassmaker, and diamond-cut controls for the start/stop button and volume control.

Final Thoughts

For 2017, Volvo has already announced a wide range of updates to the XC90, including the introduction of its latest semi-autonomous drive technology, Pilot Assist II, as standard on the XC90 in selected markets. The XC90 T8 offers all of the performance of a luxury SUV, but with emission levels that even small hybrid cars may struggle to match. With the availability of this latest T8 model, the XC90 joins a long list of the company’s innovations designed to create a more comfortable driving experience, a cleaner environment, and safer roads.



Nissan LEAF

extends electric range



It's a big year for the Nissan LEAF five-door electric hatchback, which has quickly become a leader in the EV segment since its launch in 2010. Folks who have range anxiety should be happy to hear a larger-capacity battery has been designed, available in SV and SL trims, effectively extending the maximum drivable distance from 133 kilometres to 172 on a full charge. This optional new power cell is a 30-kilowatt-hour unit, compared to the standard 24 kWh, representing a 27 per cent increase in total range. What's really impressive is the upgrade involves improvement of

the internal lithium-ion cells and hasn't increased the physical size of the casing. As always, everything is stored beneath the floor to optimize interior space and weight distribution. "The new battery offers more advantages than just the 27 per cent increase in driving range — it also offers improved battery durability," says Steven Rhind of Nissan marketing in a news release. "Nissan has been a leading developer of lithium-ion battery technology for more than 20 years. The new LEAF battery is a great example of how rather than just increasing battery

capacity, we've achieved a balance between capacity, packaging, durability and affordability." **e-performance** The battery drives an 80-kilowatt electric motor sending 107 horsepower and 254 Nm of torque to the front wheels. Like most EVs, the latter figure is key, because torque is realized almost instantaneously when stepping on the accelerator rather than building in a linear fashion as on an internal combustion engine. Having tested competitor's products such as the Mitsubishi i-MiEV and Smart Fortwo Electric Drive,

the LEAF is definitely in the top percentile in terms of performance, ride and handling dynamics. There are other enhancements for 2016 as well across each grade. CarBook's SV press loaner came with a new infotainment system featuring a 7.0-inch touch-sensitive display, navigation and NissanConnect services. The voice-control-enabled user interface now has improved, easier-to-read graphics and customizable menus.

Apps The Nissan Connect suite gives owners peace of mind through one-touch connection to a live agent capable of providing roadside assistance or starting a search in the unfortunate event the car is stolen. Anytime airbags are deployed due to an accident, the concierge is alerted automatically. Parents can turn on alerts to be notified when their children who get behind the wheel exceed pre-set curfew, speed or boundary limits. Download the companion mobile app to add remote lock/unlock, temperature adjustment and geo-location features, controllable directly on a smartphone. Besides two extra colours — Coulis Red and Deep



Blue Pearl — the exterior remains the same as before. I've always liked the smart look of the LEAF that doesn't go out of its way to flaunt being a zero emissions vehicle. The body panels have a slick, smooth appearance to help slip through the air reducing drag and increasing efficiency. The charging ports are located at the front of the car

where a grille would normally reside. Popping the cover reveals inputs for both Level 1 (household 120-volt)/ Level 2 (240-volt) and Quick Charge power sources. Most of the time 240-volt will be used, and takes approximately six hours to fully top up the battery. Quick Charge is capable of restoring 80 per cent juice in a mere 30 minutes.



2017 Land Rover Discovery Sport updates

Forget-me-not



Have you ever gotten in your car and driven off, only to find out later that you left something important behind, like a bag or a set of keys? That might never happen again if you drive the updated Land Rover Discovery Sport, the world's first compact SUV to introduce Bluetooth tracking.

Partnering with Tile — the US-based company that makes tiny Bluetooth-enabled tags you can slip, stick or hang almost anywhere — drivers and passengers can locate whatever is missing using the vehicle's updated InControl Touch Pro infotainment system. Simply tag

something and then add it to an “Essentials” list inside the built-in app, which once launched will notify the occupants when the items aren't present. Even if something is lost somewhere inside the cabin, a 90-decibel alarm on the tag itself can be activated.

Computer upgrade

The InControl Touch Pro now utilizes a bigger 10.2-inch, 21:9 high-resolution touchscreen made to replicate the experience of operating a smartphone. The automaker has chosen to phase out physical buttons, and users can instead pinch and swipe to navigate

menus and launch apps. An Intel Quad-Core processor mated to a solid-state drive powers the setup.

In addition to this technology, the 2017 Discovery Sport (in HSE and HSE LUX trim levels) also receives an optional new look with a Dynamic Design Pack (DDP). Customers opting for this package get black exterior accenting on parts such as the grille, side vents and side mirror covers, as well as gloss black 20-inch wheels and unique bumpers, the rear cover housing integrated exhaust tailpipes.

On the inside, DDP enhancements include contrast

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Fuel consumption (in l/100 km) combined 2.5; CO₂ emissions combined 56 g/km; electricity consumption combined 15.9 kWh/100 km



stitching on the leather seats and shift knob, special carpet floor mats, aluminum pedal covers and different centre dash trim.

“Our customers want their vehicles to stand out and expect a wide range of personalization options. The latest additions to the Discovery Sport deliver this in a premium way,” says Gerry McGovern, Land Rover Chief Design Officer.

There are four new paint colours available, too: Silicon

Silver, Farallon Black, Carpathian Grey and Aruba metallic.

Safer than before

Finishing off the changes to the SUV are three new safety systems. A Driver Condition Monitor alerts the driver with visual and audible warnings if the system detects signs of fatigue. The Intelligent Speed Limiter can read traffic signs for changes to the speed limit and prompts the driver to accept, at which point the vehicle

will automatically slow down to the correct speed.

Finally, Lane Keep Assist detects lane markings on the road and will induce gentle steering inputs to help keep everything centred, if necessary.

The 2017 Land Rover Discovery Sport was released in late summer and is built at the Jaguar Land Rover plant in Halewood, UK.

Mercedes-Benz GLC 300 4MATIC

GLK evolves into GLC



New design to compete with crowded market

Farewell, Mercedes-Benz GLK — there's a new kid on the block: the bigger, younger, lighter and better-looking GLC 300 4MATIC. This turbocharged crossover hits the ground running poised to compete with current heavy hitters in the segment that include the Audi Q5, BMW X3 and Lexus NX, Range Rover Evoque and Lincoln MKC, to name a few. Starting production in October of last year, the GLC has a ways to go before approaching the 600,000-plus

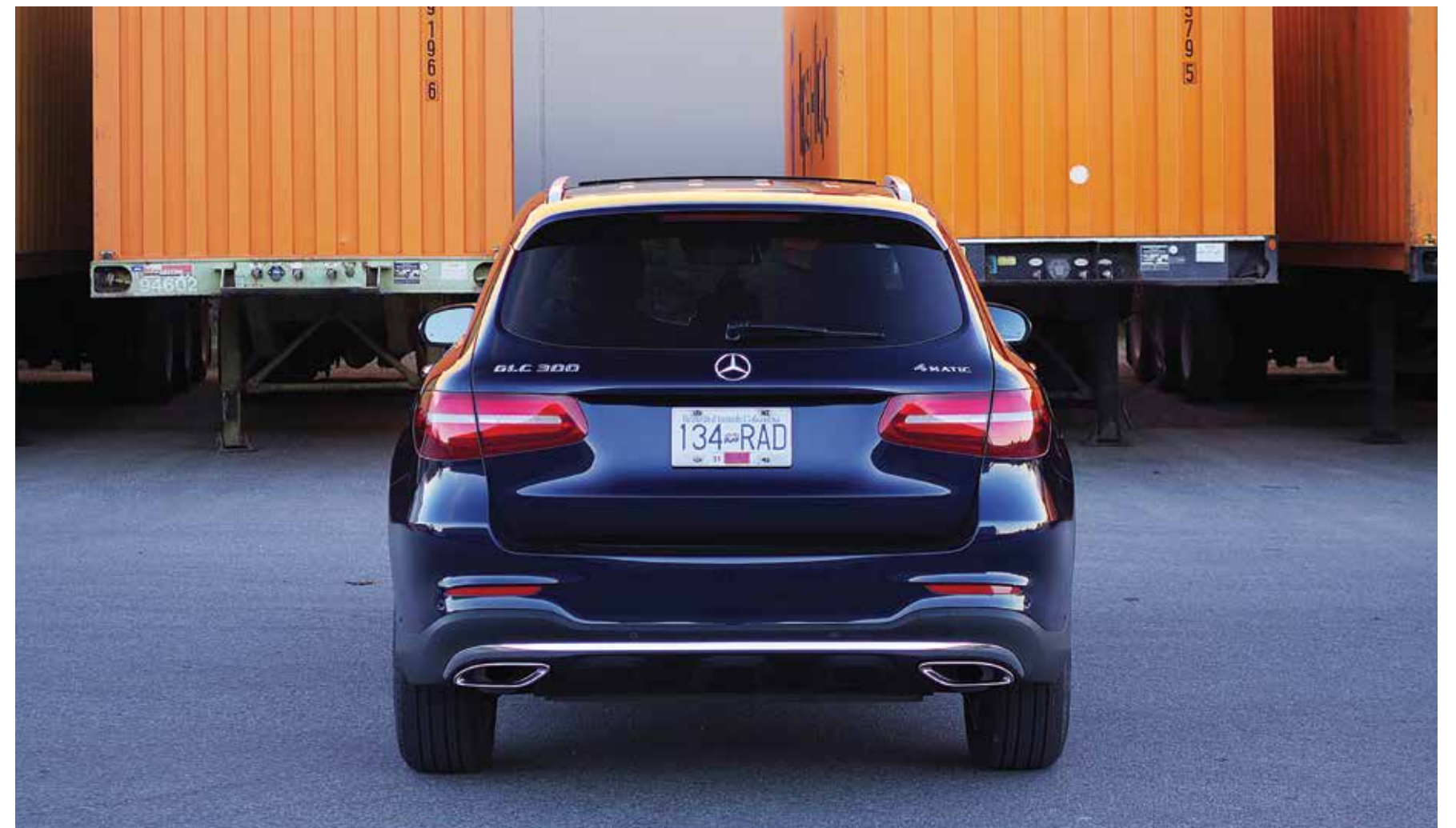
units sold reached by the GLK during the last eight years. On appearances alone, however it should be a doable task given the vehicle's good looks blending the go-anywhere ruggedness of the original GL, combined with wind-swept body panels and the signature sporty look of the German luxury manufacturer's current lineup.

Aesthetics

All GLCs benefit from a large two-slatted grille housing a large three-point Mercedes-Benz emblem, sitting above a silver colour off-road-inspired front skid

plate garnish. The headlamps house halogen low/high beams with eyebrow-shaped LED daytime running lights that really stand out when you see them on the street, especially amongst the sea of generic looking DRLs. Up above, there are aluminum roof rails ready to take on additional cargo, and are complemented by matching aluminum running boards below the doors to ease entry and exit.

Other standard exterior highlights include 19-inch multi-spoke wheels, low-slung roofline, tailgate spoiler, long wheelbase and dual tailpipes embedded in the





chrome rear bumper diffuser. For people willing to splurge, moving up to the Sport Package provides a whole slew of extras such as an AMG front bumper with more aggressive centre opening and brake cooling ducts, special lightweight AMG twin five-spoke wheels, four-piston big brake system and AMG rear lower bumper apron.

Bigger than it feels

Footprint-wise, the GLC slots in-between the company’s GLA subcompact crossover and bigger brother GLE “Coupe,” the mid-size replacement for the former M-Class. At 1,880 millimetres wide, 4,648 mm long and 1,638 mm high, the size is liveable and doesn’t cause too much of a headache when parking, fitting quite well even in a cramped apartment underground parking space. Makes sense when you consider that the GLC is a approximately 152 mm shorter and lower and more than 25 mm narrower. As such, cargo area is nearly half that of the bigger SUV, 580 litres vs. 1000-plus litres.

Like most Mercedes-Benz products, the interior is all class. A meaty three-spoke Nappa leather-covered steering wheel awaits the driver, and infotainment is delivered via a seven-inch non-touchscreen controlled by a touchpad on the centre console. Subtle dark wood trim is brushed aluminum accents are strategically scattered throughout the interior.

You may notice as you slide onto the seats that the experience is a little different than when sitting in a more expensive offering higher up in the M-B food chain. The official literature states the upholstery is finished with what they call Artico leather, which is in fact not made from cowhide and is pretty obvious to the eye. While this might be considered less luxurious, it is more environmentally friendly, a quality increasingly sought-after by modern-day customers.

Turbo power

Under the hood lies a 2.0-litre turbocharged inline-four that generates 241 horsepower and 370 Nm of torque, mated to a 9G-Tronic nine-speed transmission.

Considering it weighs 1,765 kilograms, the powertrain moves the crossover along sufficiently, although there is a hint of turbo lag when you step on the gas pedal. Still, getting from 0-100 km/h in less than eight seconds is possible when you throw the Dynamic Select mode in Sport. What this does is tighten up the suspension, quicken the shifts and increase throttle response to prioritize performance. If saving fuel is the mission, Eco mode activates the engine start/stop function and turns on a new “sailing” feature that effectively lets the vehicle coast by disengaging the clutch whenever the gas pedal is released. By default, Comfort mode is on, optimizing the ride to feel smooth and easy, and is what a majority of drivers will likely find themselves using most of the time. In short, the GLC improves upon the outgoing GLK in almost every way — from its appealing brawny appearance to the manner it behaves on the road, whether you’re out for a Sunday drive or a romp down an empty road.



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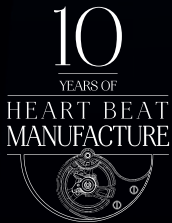


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Event wrap-up

The Pebble Beach Concours D'Elegance



History

Pebble Beach and the Monterey Peninsula in California thrive each August as the centre of the motoring universe. The area hosts the convergence of two major events, the Pebble Beach Concours d'Elegance and the Rolex Monterey Motorsports Reunion, offering an unbeatable combination of beauty and technology. Once a week in August, this quiet enclave is overtaken by thousands of motoring enthusiasts from around the world. The town's small roads and double lane neighbourhoods are swollen with every conceivable automobile ever created, from every period in automotive history. Nowhere else in the world will

you see the very latest multi-million dollar supercars sharing lanes with horseless carriages built before modern plumbing was invented. And nowhere else in the world will you hear the orchestra of ocean waves being supplemented by the sweet music of motorsport engines. The Concours pays homage to the past with prized collector cars displayed on the famed 18 fairway of Pebble Beach Golf Links, while making history with the latest new car debuts. Other automotive events held around the area cater to a variety of interests, whether it is sophisticated German technology, sleek Italian coachwork, or delightful minis. Pebble Beach

Automotive Week truly has something to offer every enthusiast.

66th anniversary showcase

On Sunday, August 21, 2016, 200 of the most prized collector cars in the world rolled onto what is often called the best finishing hole in golf—the famed 18th fairway of Pebble Beach Golf Links. Tire meets turf and transformation occurs: the stage is set for one of the most competitive events in the automotive world, the Pebble Beach Concours d'Elegance. Now in its 66th year, the Concours is not a contest of speed, but of excellence. Automobiles are judged for their historical accuracy, their technical merit and





their style, and the best garner reward and recognition. Travelling from around the globe, many with their automobiles, thousands of enthusiasts, come to celebrate these vehicles and enjoy the company of others who share their passion. This year's showcase was a history-making display as every Ford GT40 that won an international race made its way onto the 18th fairway. The cars that finished 1-2-3 at Le Mans in 1966 were present, as were winning GT40s from Daytona, Watkins Glen, and Sebring. It was certainly a breathtaking display as many of these racing greats were also paired with many of the drivers who piloted them to victory. In addition to these champions of speed, the BMW brand was also out in full force to celebrate its 100th anniversary. BMW Group Classic showcased prominent cars and motorcycles from throughout their history. Despite being interrupted by two world wars, as it has been for 100 years, BMW continues to be an engineering-lead company. In the 1930s, that meant state-of-the-art aerodynamics of its racers and the hemispheric combustion chambers. But in the eve of its 100th anniversary, this means the carbon fibre reinforced chassis and hybrid electric powertrains of the company's i3 and i8 vehicles.

Concept Car Lawn

And this leads to perhaps what is my favourite part of the Pebble Beach Concours d'Elegance. The Concept Car Lawn. Think of it as the smallest and most expensive car show you can imagine, except that most of the cars on display are one-offs that are not for sale. Manufacturers, particularly those targeting the one percenters, use this lawn to show off their latest concepts and special editions. Hosted on the putting green by the clubhouse, this year's bunch of unobtainable concepts and almost-production ready models did not disappoint. The highlights of this year's Concept Car Lawn included a one-of-a-kind Bugatti Vision Gran Turismo that was recently purchased along with a matching Chiron by a Saudi Prince. There was also an orange automobile by BMW called the 2002 Hommage with its Jägermeister-themed livery called the Turbomeister. Then we have a pre-production Rolls-Royce Wraith Black Badge which is not a concept vehicle but special and expensive enough to join the others. Not to be outshone by another British manufacturer, Bentley also brought its Mulsanne EWB (Extended Wheel Base) limousine.

McLaren also displayed their 570GT customised by MSO (McLaren Special Operations), with special design touches including a special electrochromic moonroof that replaces the normal glass roof. This roof changes opacity from almost clear to heavily tinted with just a push of a button. Lexus also displayed their pre-production LC500 hybrid coupe, coming to a Lexus dealership near you next year. And finally, one of my favourite cars of the show has got to be the extremely long and extremely red Vision Mercedes-Maybach 6, which was unveiled in Monterey this year. The “6” in its name denotes its length at 6 metres, or about 18 feet long.

Final Thoughts

What once began as a small social affair in California has grown into the most prestigious showcase of automobiles in the world. A perfect complement to the rich history, magnificent setting, and tradition of charitable giving for which Pebble Beach is known. Whether you are a motoring enthusiast of classic automobiles or the latest and greatest, this year's renowned event proved once again to be one not to miss!



The new Audi TT

Third generation



The TT is now in its 3rd generation. The first one of its kind came out in 1998, to wide acclaim. Visually it was a leap in design and we didn't see mark II until 2006. The mark II was produced from 2006 – 2014 and the mark III, 2014 onwards. The TT we have is the 2016 mark III Sports – the TTS. Sitting on no less than factory fitted 20 inch wheels with 286 horse power, the 2016 TT has a stronger road presence than its outgoing predecessors and a quick walk round the car confirms so. We cannot help but notice the TTS has striking looks from every angle with an almost invisible

fitted spoiler at the rear which can be manually activated or it will activate itself when needed.

The interior

Once inside Audi's fighter plane cockpit display and racing steering wheel lets you know this car means business. The display is capable of numerous arrangements and it is controllable from the steering wheel or the center console. The whole screen is digital with a built in map and GPS that can use the complete screen if selected. The seats are sewn in red nappa leather and provide support in typical sports

seat fashion. Another great design feat are the air conditioning vents, featuring the controls to the AC in the center. As for temperature control, even in the scorching 45 degrees plus we had to divert the vents away as we were experiencing cold arms, a sort after quality in this region. The door cards are matched in trim with soft glow lights and tucked away in the dashboard and doors is the Bang & Olufsen sound system, although exceptional we kept it low in favour of the engine and exhaust note. The all-around view ability is also superb. As for space, our art director is



just over 6 foot and 120Kilos and he fitted in with room to spare. The rear seats are fine for children and the boot is much larger than older models, easily enough for two large weekend bags. Apart from the boot the rear seats provide extra luggage space if ever needed.

The handling

With no other way to describe it the TTS handles brilliantly. The level of grip developed is very impressive. We get the notion that the Quattro system, the chassis and the suspension is taking this 286 Bhp 4 cylinder engine in its stride, encouraging you to turn in sharper and faster on some of the most challenging roads we could find. Not that the TTS is a slouch by any means, but time your gear changes well in manual or let ‘Sport’ mode loose and you find yourself hurtling towards corners quicker than you had in mind only to exit them easily as the TTS just does not roll or show any form of lunge at all but remains glued to the road. The feedback through the steering wheel is completely on point. Although in the past the electric steering has been considerably light (in town) on other Audi models and slow to stiffen up (on motorways) with a notable change; but not here it feels natural and right. The TTS allows you to feel the road surface through the tyres, the grip point, the power delivery and in general everything a sports car should tell you through the steering wheel. Those who sing the praises of mechanical hydraulic steering, if not converted already, prepare to be.

The Brakes

Lightly gracing the brake pedal will instantly shave off any unwanted speed in traffic or should you think you

are carrying along too much speed into a corner it will leave you exiting slowly and feeling rather sheepish as (due to the grip) there was really no need to brake at all. Should you need to stop quickly you certainly will. Using the brake firmly will see the 20inch allow wheels bed down into the tarmac and stop the TTS far shorter than you had planned. For the driver holding on to the racing style flat bottom wheel it’s a nice surprise, for your passenger expect a stern look. The stopping power surprisingly enough, comes from normal-looking, non-vented or drilled discs, clamped by reassuringly large Audi Sport calipers on the front and on the rear. The brake pedal and system awards the driver a great deal of feel from the road and an understanding of what is going on, on all 4 wheels. Coupled with the strong feedback from the steering, the information from the road to the car to the driver is abundantly welcome and gives the driver a total feel of control

Suspension

The TTS comes with the standard Audi ‘Drive Select’ modes. The switch is found on the center console placed where the drivers can find it without taking their eyes off the road. At first, we were all about ‘Dynamic’ mode, firming up the magnetic suspension for maximum sports car thrill. Firm, it is most noticeable at high speeds when you, the driver and passenger are jostling around inside the car and around corners where body roll just does not seem (that we could find) to exist. The ‘Individual’ mode we left alone and rotated through ‘Dynamic’ for race car like feel to ‘Comfort’ which took the edge off the ride in between long straight stretches. ‘Efficiency’ was the last option to explore but this opened a docile side to the

TTS that was equally likeable. The gear box changes up as early as possible and fuel efficiency is increased, not only by the engine’s stop start function but when the accelerator is not depressed the engine will settle at idle and the car can coast along sparking back into life when it is needed. Great, although we should question why in a sports car are you attempting to be frugal...

Gearbox

The TTS mates a 2.0 litre turbo engine to the Quattro system with a 6 speed triptronic gearbox. On a drive the TTS is easily managed in town and it is perfect for sprinting on motorways. In sports, the TTS becomes insistent with progress and wants to get you where you are going as quickly as possible and demands gear change right on the red line. Add a few corners in sports mode and all of a sudden, great fun turns into a thrilling ride while remaining planted to the road via the permanent 4 wheel drive Quattro system. We spent a lot of time in manual mode using the gear change paddles on the steering wheel, exploring the power delivery in high gears from 3,000 RPM to 5,000. In-between twisty stretches we were charmed by the smooth acceleration wafting through the Kalba Mountain pass, courtesy of the turbo boosting us along (2 grown men, camera equipment) with ease. In turn using the manual option on the mountain roads was easy and rewarding, it encouraged the driver to explore the complete rev range, up and down, automatically changing up when it hit the limiter set at exactly the red line.

After a while it was possible to tell where you were in each gear without glancing at the dashboard just by the sound of the engine, allowing for complete focus



on the job at hand by just using the paddle shifts on the steering wheel. The purists may quaff at the lack of a manual gearbox, which is understandable; however, the 6 speed S tronic is excellent, allowing you to keep both hands on the wheel and focus more on the drive.

The engine

The 4 cylinder 2.0 litre turbo does a fine job of hurtling the TTS along. It has a 0 – 100 Kmh of 4.7 seconds. It carries torque figure of 280 nm more than enough to witness your passenger rocking forwards and backwards while you change gear. With 286 bhp, the TTS will see you to the electronically limited 250 KPH should you be on a track day and feel the need. The sports exhaust on the TTS produces a pleasant note throughout the range, transforming into a great rasp when taken to the limit. Down shifting is precise and drives a great engine note straight through the cabin.

The engine is at its best when worked hard and seems to relish the higher rpm’s. In and around town, it’s a balanced warble that is a slight give away to the TTS’s 286 Bhp lurking under the bonnet but never too much to attract unwanted attention.

Overall

After nearly 5 days 4 tanks of fuel, 1,500 kilometers, one mountain pass and a certain drive lasting 7 hours in one sitting... we emerged smiling with no complaints or bad backs. The TTS offers impossible to ignore styling with an intoxicating blend of engineering, handling and performance that must be experienced when considering a purchase in this sports car class. The feedback from the car via the braking system, the steering and the suspension is so informative the TTS could be talking to you. It should also be noted that the TTS is the only one

to offer a 4 wheel drive system in its class offering unprecedented levels of grip in all weather. Thanks to the Drive Select suspension system the TTS can be a genuine everyday sports car in ‘Comfort’ mode but consider a slightly smaller alloy size if this will be your daily drive . Should you shift the 6 speed gear box into sport and select ‘Dynamic’ the suspension will become firm and gear changes ferocious, turning a smile into a huge grin reaching from ear to ear. We were lucky enough to drive the 1st and 2nd generation TT for this review and although the 3rd generation is a completely different car, the TT does retain the character of its siblings which previous fans will like and lots of new elements that will gain it new fans. Yes this TTS does share its chassis platform and engine combination with other models in the VAG range, however, the difference is all in the drive and the head turning looks



BMW M6 Coupé Competition Package

Not a track weapon but a delightful GT at heart



Calendar year 2016 marks BMW's 100th anniversary. Happy Birthday Bayerische Motoren Werke! Look back through company's history over the last century and you'll quickly find that one of the major reasons for the company's claim to fame has been thanks to a plethora of high-powered two door coupes. These days, BMW has its 2, 4, and 6-Series two door coupés, in addition to its foray into the world of the four door (Gran) coupés.

The most powerful BMW coupé

The M6 moniker first made its appearance in the USA in the 1980's. It was mainly a play on the M635CSI

, which was sold in the rest of the world. Apparently the Americans liked their model names a little simpler. Over time, this moniker spread throughout the rest of the world.

Back then, the shark nosed M6 coupé had a top speed of 254 km/hr and a peak output of 256 hp. Impressive at the time, but compared to this third generation 560hp M6, the young'un will lap its great grandpa several times over.

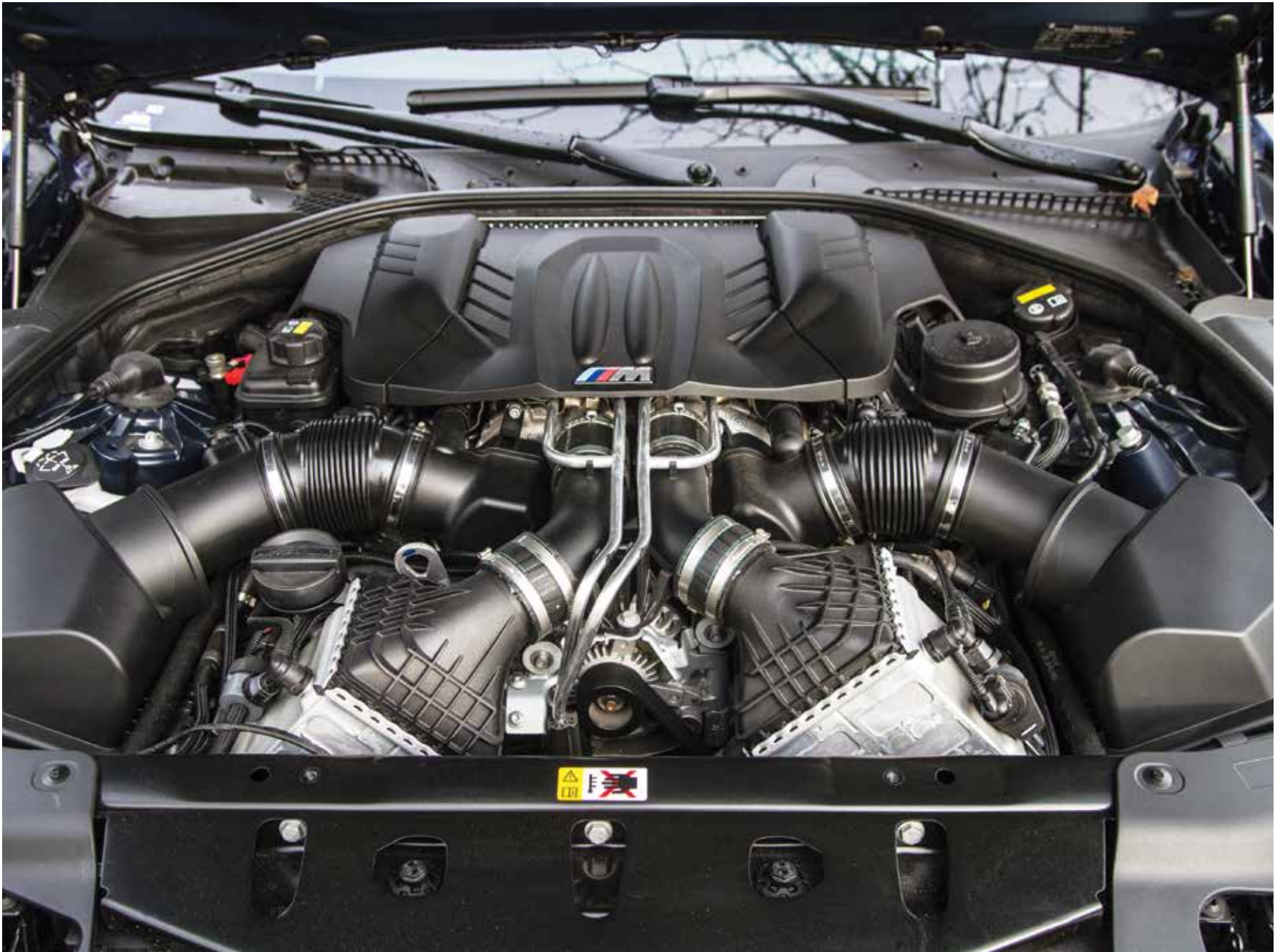
Today's M6 is distinguishable from the standard 6 Series coupé by its large alloy wheels, aggressive M bodykit and flared wheel arches. Around back, it

gets unique M6 badging and quad exhausts. Inside, the typical top-notch BMW build quality is present throughout.

As with its predecessors, the M6 is still an astonishingly fast rear-wheel drive coupé based on the stylish 6 Series. Sitting at the top of BMW's performance funnel, it features the company's nuclear explosion of a V8 engine.

The twin-turbocharged 4.4-litre V8 engine in my M6 Competition Package test vehicle cranked out 592 hp and 516 lbs-ft (700Nm) of torque. The Competition Package swells the plebeian M6's output by 40hp and





14 lbs-ft (19 Nm), bringing the 0-100 km sprint down from 4.2 seconds to just 3.9 seconds.

How does it drive?

In the real world, this means that there is almost an unlimited amount of power for overtaking at any speed. The M6, as you can imagine, is a very accomplished motorway cruiser. Admittedly, despite its wide performance summer tires, power can be a bit challenging to get to the pavement from a dead stop. With only rear wheel drive, the tires get quickly overwhelmed if you have a heavy right foot. Be prepared to get used to the blinking traction control light because you'll be seeing a lot of it in this heavyweight coupé.

That being said though, BMW's engineers have done a masterful job with the ESP stability control's tuning as the system is as unobtrusive as it can be, given the bombshell of an engine under the hood. For those of

you wonder, because this is an M car, it can indeed be completely turned off, or just partially de-activated, depending on how brave you are, or what driving situation you're in (e.g. on a track).

Despite its aluminium alloy skinned doors, carbon fibre roof, and composite front fenders, the M6 still packs plenty in terms of both power and mass. Weighing in at 4,078 lbs, the weight does mean that the M6 feels significantly less agile than its smaller M4 sibling even though it carries its extra heft with absolutely remarkable composure. In day-to-day driving though, most owners will almost likely never complain or even notice. But push it hard around a motorway onramp and the weight is there.

While some in the motoring press have complained that the M6's adaptive suspension is a bit jarring even in Comfort mode, I found the setup to be typical BMW M car firm, but completely suiting the vehicle's

character. Of course if you choose to drive it in Sport mode over washboard surfaces, you'll soon find that the car fidgets about like a petulant toddler.

Final Thoughts

There aren't too many competitors for the M6 at this price point. The S-Class coupe falls in close but is more expensive. The Bentley Continental is significantly more expensive, and Audi doesn't really have a car in this segment.

The buyer for this car will likely be the guy (or girl) who wants the biggest coupé with the most powerful engine AND an automatic transmission. Thankfully, the M6 checks off all of the boxes as long as you're not looking for a pure enthusiast car.

For that, BMW also has the answers. They both also can be had with just two doors and both also begin with the letter M.



Ford F150- Limited

Is this the King of all pickup trucks?



Merriam-Webster's simple definition of luxury is written as "...a condition of great comfort, ease, and wealth. Something that is expensive and not necessary". But it is also defined as "something that is helpful or welcome, and that is not usually or always available". I can think of three no better ways of describing Ford's F-150 pickup truck in the most luxurious "Limited" trim. But I don't necessary mean this with negative connotations. Hear me out.

Who buys these trucks?
OK it's true. What you picture as the mud slinging, trailer towing, dirt hauling pickup truck buyer will probably complain about the F-150 Limited being a truck for the city slicker. With its 22-inch polished aluminium wheels riding on low profile tires, the Limited isn't exactly best equipped for trail bashing. But let's face it. We all know that the majority of pickup truck buyers don't do that. Most of

these trucks spend most of their lives seeing nothing rougher than gravel roads enroute to campsites, or to the local garden centre. In fact, since the four-door Ford SuperCrew body style made its debut in 2001, it has steadily become the most popular configuration for the F-150. Ford knows that it's not going to sell a lot of these Limited trim F-150s. After all, it's a very specific product for a very specific type of consumer. One that

wants all of the capability of a crew cab pickup truck, but doesn't want to compromise on luxury (or at least luxury features) for that capability.

Puffed up chiseled exterior

The basic F-150 shape is fairly handsome in a transformer sort of way. With its domed hood and LED headlamps shaped like Tetris pieces, the F-150 has a distinctive Megatron look that is much more interesting than the stereotypical boxy truck shape.

With a lot of macho looking creases and chunky shapes, "ostentatious" is practically its middle name. Pickup trucks were once transportation for the working-class. Today, they're priced as if they're proxy luxury vehicles. Ford offers no less than what can be considered three luxury grade trim levels inclusive of the Limited trim – King Ranch, Platinum, and Limited. It is no coincidence that the "Limited" badging on

the F-150's front end resembles that of a Range Rover. There is a healthy supply of chrome, satin finish metal, and pearlescent paint. It's bold, it's brash, and certainly brands its driver as a different sort of F-150 truck owner. Extensively redesigned for the 2015 model year, the F-150 gained an aluminium body that Ford says saved over 700 pounds compared to the previous generation. Even with the lighter body, my test F-150 SuperCrew





crew cab still weighs over 5,000 pounds.

Oh what a luxurious interior

While you can still get a “work truck” edition of the F-150, this fully loaded Limited version has enough convenience features and tech to compare with that of a full-size car from a luxury marque.

LED lighting? Yup! Adaptive cruise control? Check. Lane keeping assist? Check. Self-park system? Absolutely. Massaging seats with heated and cooling functions? Check Check! There is even a full-length panoramic moonroof with a powered sunshade, and a keyfob operated tailgate. But for me, perhaps the most useful day-to-day feature is the addition of a 360-degree camera system.

This system combines front and rear views with a composite Birdseye overhead view, making the most challenging parking situations a piece of cake to handle. Ford has even cleverly integrated a washer nozzle by the front camera lens which will clean the camera lens when you use the front wiper washer

function. Very clever indeed!

That being said, while the interior is upscale, you will probably never mistake this Ford for a BMW. For example, while the genuine open pore wood trim feels and looks nice, the fit and finish is not quite up to German or Japanese luxury car standards. Similarly, the (much improved) Ford Sync3 system’s user interface will not be mistaken for that of the likes from Audi or BMW.

As a family vehicle, the F-150 SuperCrew makes a surprising amount of sense. With copious amounts of rear legroom and foldable rear seats, there is plenty of room. Being a wide full-sized pickup truck, one can even install three rear facing child seats in a pinch. Or more realistically, two full-sized adults can comfortably sit at the rear outboard positions whilst a rear facing child seat is installed in the middle.

How does it drive?

My F-150 Limited test vehicle was equipped with Ford’s 3.5-litre Ecoboost V6 engine mated to a six-

speed automatic gearbox and automatic four-wheel-drive. This twin-turbo unit is shared with the Taurus SHO and a handful of other Ford and Lincoln models. Producing a stout 365 hp and 420 lbs-ft (569 Nm) of torque at a low 2,500 rpm, this engine is a great V8 substitute. You might miss the classic V8 rumble, but you will get everything else.

As with most turbocharged engines though, if you have a heavy right foot and dip into the turbos often, you’ll find that the “Eco” is less eco than you think. I could not discern any turbo lag, and power delivery was strong at all speeds. With significantly more torque than the 5.0L V8 engine, the Ecoboost’s difference in torque can certainly be felt from the driver’s seat.

It’s worth noting that Ford has announced some major upgrades to the Ecoboost powertrain for the 2017 model year. This includes a major overhaul to the V6 that includes a boost in torque to a whopping 470 lb-ft (637 Nm) of torque, and a new 10-speed automatic transmission. It will certainly be interesting to compare

it to the 2016 model.

On the road, the F-150 never lets you forget that it’s a truck, albeit a very well mannered one. Ford boasts that during development, it conducted over 16,000,000 kilometres of torture testing on its prototypes.

The result is an astonishingly quiet cabin, not just for a truck but indeed for any vehicle class. The electric steering has also been tuned to provide more feel than you would expect. Ford’s engineers have done a nice job at setting up the suspension to soak up most bumps and potholes nicely. However, there is still the apparent shudder on washboard surfaces. In this regard, the optional air suspension-equipped Dodge Ram pickup truck arguably rides a bit more plush than the big Ford.

Since this is a truck after all, one of the most notable new features worth mentioning on my Limited trim F-150 is the “Pro Trailer Backup Assist” system. This feature marries the self-park system together with a towing function to make backing up a trailer as easy as turning a control knob on the dash.

There is no counter-steering needed (as the driver keeps his/her hands off the steering wheel completely), and all one has to do is to follow the system’s prompts and keep an eye on the trailer via the mirrors and rearview camera. Pro Trailer Backup Assist will calculate all of the steering inputs needed to guide the trailer accurately with the driver controlling the system via a knob on the dash. Amazing stuff!

Final Thoughts

Civilized, refined, luxurious, and ostentatious. All of these words fit when describing the F-150 Limited.



Think of it as a bejewelled Swiss Army knife. While its appearance may be more upscale, its basic nature and capabilities are still there. All-in-all, this is still a solid

and impressive vehicle with plenty of grunt and space for most jobs. Just be prepared to crack open your wallet if you want to go all out on all of the features!





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Head-Up Display

New, old tech



History

Head-up displays can hardly be considered new technology, as they have been in the automotive space for over two decades now. Their origins trace back to the military, where they were first used in 20th century fighter planes. The purpose in that application was to add targeting assistance to a basic scope, such as air speed and attack angle. Later this was adapted to commercial aircraft as well.

In terms of automobiles, General Motors was the pioneering car company to find a four-wheel use for the unique displays — it was implemented in the 1988 Oldsmobile Cutlass Supreme. Import cars would follow, including Toyota and Nissan with its 240SX sports car. Early versions usually showed only basic information such as a virtual speedometer and tachometer.

Today, head-up displays are still by no means

ubiquitous, and usually reserved for luxury and/or higher trim level models. BMW, MINI and Lexus are three brands that favour HUDs, as they're commonly referred to, and each automaker puts a different spin on the design. This is how it works.

Design

The purpose of HUD systems is to display important vehicle information somewhere in the driver's line of sight, allowing easy visual access without having to glance too far off the road. Velocity is a common readout, as well as RPMs, playlist, current speed limit, safety warnings and turn-by-turn navigation. BMW says this allows a person to process what he or she is seeing up to 50 per cent quicker.

The German manufacturer offers HUDs on several cars in their lineup, like the 435i and brand new, M2 to name a couple. Inside, on top of the dashboard, there is what looks like a small inset box that is actually

comprised of a projector and a series of mirrors. It beams a full colour, high contrast image onto a section of translucent film embedded in the windshield, and to the driver the readout appears to be floating somewhere above the hood.

In subsidiary MINI vehicles, it's a similar concept with slightly different execution. Rather than sending an image onto the windshield, a dark see-through motorized panel rises up from in front of the steering wheel to "catch" the projection. Although less elegant than the setup found in BMWs, the result largely the same. Both variations allow for brightness and height adjustability, the latter a little more limited by the height of the physical panel.

In the spirit of efficiency, the 2016 Lexus RX features an ECO indicator as part of its HUD details in an effort to help people drive in a fuel-saving manner.



Wheel detailing

From ashy to classy



Do your wheels appear as though they were painted a dark gunmetal colour when they're supposed to be bright silver or chrome? Then it might be time for some easy DIY detailing at home to get them nice and shiny again.

Before diving into the how-to portion, it's pertinent to know why your alloys turn soiled. Some of it is due to natural dirt picked up off the ground by simply driving overtop, and the rest is likely brake dust.

Dreaded dust

Whenever we brake, a semi-metallic pad comes in

contact with a cast iron rotor that results in a dispersion of fine metal shavings coming from both components. The shavings find themselves onto pretty much every part of the wheel front and back. This may sound harmless enough, but if these particles are left alone for a long period, over time they rust and can potentially corrode and damage the material underneath, not to mention become next to impossible to remove. The corrosion often takes the unfortunate form of pitting.

Lets talk remedies. In most cases, the soap you use

to wash your vehicle is fine for the wheels as well. Choosing an applicator is up to you, although be weary the aluminum is probably covered in a clear coat similar to painted areas on the vehicle. Both tire and wheel brushes are available on the market, the latter featuring supple, non-scratching bristles so choose appropriately. Otherwise, a cloth or sponge should do the trick.

Instructions

Gather two buckets and fill one with soap and water (add enough soap to make plenty of suds, which will



create a lubricating effect during cleaning) and the other with just water, to act as a rinsing station. A good practice is to pre-soak any brushes in the plain water bucket first to really soften them up.

To start, give the face a gentle scrubbing, making sure to get in all the nooks and crannies. Obviously, not all models are designed equally, some having the

classic five spoke look and others possessing many thin spokes. Here's a pro tip: an old toothbrush works great for those tight, hard-to-reach spots. Same goes for a small paintbrush.

Dunk the applicator into the rinse bucket following each pass to keep the wash water as clean as possible, cutting down on grit coming back in contact with the

wheel. In the event you accidentally drop the cloth, sponge or brush onto the ground, give it a thorough spray-down to prevent the aforementioned.

Extra help

Has it been awhile since you've tended to your car's rollers? You may notice that brake dust and grime continue to stubbornly cling on even after the initial wash. In this case, it might be necessary to move up to a more powerful cleaner.

Prior to choosing a product, ensure to read the label to see whether it's designed to be used on your particular type of wheel. For example, Mothers has a lineup of various sprays like the Chrome Wheel Cleaner specifically formulated to work on chrome-plated surfaces.

If you're unsure, the safest route is to pick one intended for all-purpose use, like Meguiar's Hot Rims All Wheel & Tire Cleaner. The foam-based agent is described as being OK to use on all factory clear-coated and painted wheels, helping to break down road residue. As a bonus, you can apply it to dirty tire sidewalls as well. To use, simply hose down the wheels and tires with cold water, and then coat them while holding the bottle about six inches away. Let sit for 15 seconds — if there's heavy build-up, using a brush can quicken the process. Afterwards, rinse thoroughly with water and dry with a clean cloth or microfiber towel.



Rolls-royce motor cars

UNVEILS first ever 'rolls-royce boutique' experiential showroom



Rolls-Royce Motor Cars unveiled its first ever 'Rolls-Royce Boutique', a highly progressive new concept in luxury, in Dubai, UAE. Torsten Müller-Ötvös, Chief Executive Officer, Rolls-Royce Motor Cars, presided at the official inauguration ceremony, alongside officials from AGMC, the sole and authorised representative for RollsRoyce Motor Cars in Dubai, Sharjah and the Northern Emirates of the UAE. The new space speaks of Rolls-Royce's commitment to effortlessly integrating itself into the lifestyles of its patrons. The location, at the centre of Dubai's City Walk, a globally recognised luxury and hospitality hot-

spot, therefore boldly counters traditional automotive thinking in placing the house within a centre of fine fashion, art and cuisine that Rolls-Royce customers frequent. The permanent Boutique has been created in the same spirit as the marque's highly successful Summer Studio in Porto Cervo, Sardinia which has rapidly established itself as a celebrated centre of 'true luxury' in one of the world's most exclusive enclaves. The Boutique therefore blends spaces that bring to life the spirit of the marque's Centre of Excellence in Goodwood, England with a vibrant, social atmosphere. The Boutique is set to become a place to see and be seen for the region's most

discerning and eminent patrons of luxury. This is achieved through a curated series of experiential areas including: an Inspiration Studio, Bespoke Atelier, Interactive Spirit of Ecstasy, Pinnacle Café, Affinity Partner Display, Virtual Reality Configurators and staging for Bespoke one-of-one motor cars or newly-launched collections. The product of a multi-million dollar investment from AGMC, the generously appointed facility spans 7,300 sq.ft. and features top-to-bottom vectorized pixel-animation screens on the external windows, visible to passers-by from the road and sidewalk. Befitting a house that always seeks to deliver effortlessness to its

patrons, it is the only Boutique in City Walk that will have year-round valet parking for its guests. The Rolls-Royce Boutique is AGMC's second Rolls-Royce showroom facility in Dubai, complementing their existing 10,000 sq. ft. flagship showroom on Sheikh Zayed Road which features the world's most advanced Rolls-Royce Aftersales Centre. Speaking at the opening ceremony, Torsten Müller-Ötvös, said, "Dubai is an important part of our brand's success story, and it has been among the top five markets in the world for Rolls-Royce for three consecutive years, placing it alongside or above other markets with much bigger populations. Our success in Dubai and the rest of the world is borne of an intimate understanding of the lifestyle requirements of the world's most discerning patrons of luxury. True luxury houses like Rolls-Royce must therefore constantly strive to innovate and inspire." He added, "AGMC's investment is testament to their commitment to delivering truly progressive experiences to Dubai's most eminent men and women. This extraordinary space will become a social hot-spot that perfectly encapsulates the spirit of Rolls-Royce's Centre of Excellence in Goodwood, England." Stathis I. Stathis, Managing Director of AGMC, said, "It's no secret that Dubai is a city of accomplishments and record-breaking initiatives. From the marvel that is the Burj Khalifa through to winning the bid for Expo 2020, Dubai has proven time and time again it is a



place where the impossible becomes possible. Where vision, coupled with hard work and resolve, can lead to achievements that are rightly celebrated and respected around the globe. We are proud to now add the first ever Rolls-Royce Boutique to those achievements." **The Rolls-Royce Boutique features four distinct areas:** **The Inspiration Studio** will be the staging point for one-of-a-kind examples of Rolls-Royce Bespoke motor cars. This will serve to inspire patrons by showcasing what is possible when working with



the marque's full Bespoke palette. The space also features an Interactive Spirit of Ecstasy Wall, which uses motion-capture technology to allow visitors to briefly transform themselves into the iconic statuette that embellishes every Rolls-Royce motor car, and an interactive configurator to help customers conceive initial ideas for their own Bespoke vision. **The Bespoke Atelier** takes cues from the worlds of fine art, design and high fashion, and is filled with thought-provoking textures, themes and colours, giving customers the opportunity to explore the possibilities that cutting-edge, Bespoke design allows. The displays of paints, marquetry, exotic woods, leathers, piping, tread plates and accessories such as picnic hampers and Gold-plated 'Spirit of Ecstasy's have been selected to stimulate discussion and nurture creativity, helping to inspire customers when commissioning their own unique Rolls-Royce motor car. The centerpiece is a stunning piece of original art from Syrian artist Khaled Al Saei, depicting the Spirit of Ecstasy in Arabic Calligraphy. **The Pinnacle Café** is a space for Rolls-Royce customers to relax, meet with friends, or even host business meetings in an exclusive and luxurious atmosphere. Rolls-Royce will invite other luxury brands to display their rarest and most unique items in the Affinity Area, with the displays regularly changing, thus providing further inspiration to visitors and also creating a luxury shopping boutique feel for customers.

She's Mercedes celebrates

The strong women leaders of the UAE with a classic Benz touch

A powerful networking platform, inspired by Bertha Benz's fiery nature

From entrepreneurs to fashion designers, an exclusive list of strong, self-made women in the region were celebrated at the She's Mercedes networking event hosted by Mercedes-Benz and Emirates Motor Company (EMC) – Mercedes-Benz authorized distributors in Abu Dhabi and the flagship company of Al Fahim Group – at Fairmont Bab Al Bahr Hotel Abu Dhabi. The event also saw the unveiling of the sleek and modern Mercedes-Benz - New GLC Coupé for the first time in the UAE.

It is well known that without Bertha Benz, her husband Karl Benz may have never created the world's first automobile, for she was her husband's inspiration and business partner. When he doubted his own invention, she took charge by taking the Motorwagen for an incredible 106-kilometer historic drive that paved the way for the start of the success of the Mercedes brand. She's Mercedes is an international platform bringing together self-made and self-reliant women from the region to empower and lead a revolution of growth, inspiration and knowledge sharing through exclusive invites and speeches of key industry professionals. Previously held across various continents, the Abu Dhabi event was the inaugural She's Mercedes edition for the capital. With this event, Emirates Motor Company dedicates to inspire and connect women to unleash their best talents. Fatima Abdul Jalil Al Fahim, Supervisory Board Member and Founder of F7 Design, welcomed guests at the event. "We are truly proud to be bringing such an inspirational event, established by Mercedes-Benz, to the forefront of some of the UAE's strongest, leading ladies. It is nothing short of amazing to see so much real talent connecting with one another and building the foundations of the She's Mercedes community in the region.

"As part of the Al Fahim Group, this event is



Fatima Abdul Jaleel Al Fahim, Fadia Reda, Shereen Metwalli

extremely important to me – both on a personal level as a businesswoman and designer myself, and on a corporate citizenship level to the group as a whole. We intend to continue driving our pioneering spirit and talents to help deliver growth and inspiration across the entire region'. The event in Abu Dhabi was moderated by Shereen Mitwalli, a recognized Presenter and Entrepreneur and featured informative sessions and Q&A with Sara Madani, designer and owner of Rouge Couture abayas; fashion designer and self-made woman Mariam Yehia, designer and owner of Mrs. Keepa; and Sara AbuDawood who took jewelry designing to a new level with her chic but bold brand Yataghan.

The topics ranged from the benefits and challenges of working with a partner; to how to create noise in the market and unconventional finance planning; and the edge brought by knowing your audience inside out when trying to break through. Throughout the evening, She's Mercedes successfully saw the budding of new connections between some of the strongest women on the UAE scene as the exclusive invitees shared personal stories and insights on turning a dream into reality through hard work and dedication. She's Mercedes is an ode to Bertha Benz and to incredible women everywhere, recognizing and offering them new perspectives and motivation to unleash their best – and the Abu Dhabi event was just as strong.



Fatima Abdul Jaleel Al Fahim, Hanadi Mohammed Al Fahim



Tania Abou Zeid, Areej, Noor Odeh



Fatima Abdul Jaleel Al Fahim, Sara Madani



Fatima Abdul Jaleel Al Fahim, Sara AbuDawood



Fatima Abdul Jaleel Al Fahim, Mariam Yehia



Nisma Zaghloul, Tania Abou Zeid, Shereen Metwalli, Sara Madani, Areej, Noor Odeh, Sophie Katirai

VIP number plates

Are they worth the hype?



Fun Fact - At the Emirates Auction in 2016, the 'Number 1' Sharjah car number plate was purchased by an Emirati businessman for a whopping AED 18 million. And more recently a Dubai-based Indian businessman successfully bid for the 'D5' Dubai number plate, which came at an even higher price tag of AED 33 million.

It is common to see luxury cars with single digit license plates on our roads here in the UAE. Generally associated with affluence, people acquire these distinguished number plates as a status symbol or to add more value to their car. So, would you splurge on one? Here is Souqalmal.com's take on these unique license plates and how you can get one.

Where can I get a VIP car number plate?

If you're looking for a VIP number plate, you can find them being sold on various portals and at auctions in the UAE. The popular online marketplace, Dubizzle, has a dedicated section for buying and selling car number plates. Auctions organized by the RTA and

other auctions for charity are some events which invite buyers to bid for unique number plates. Then there's also the annual Emirates Auction where residents are welcomed to bid for exclusive number plates registered in Abu Dhabi, Sharjah, Fujairah, and Ras al Khaimah. The world's most expensive car number plate was sold at the Emirates Auction in 2008.

Is it a good investment?

If you are thinking of purchasing the license plate with an intention of making an investment, then you might want to reconsider your option. This is because unlike ordinary investments, a lot of other factors come into play when it comes to license plates such as new rules and regulations or new series of license plates. Even economic conditions can drastically undervalue your investment.

How valuable is my car number plate?

This is something very simple to recognize if you have a valuable license plate. The most obvious sign is the number of digits in a license plate. A 3-digit license

plate holds much more value as compared to a 5-digit license plate. So, the lesser the number of digits on the plate, the higher is its value. Then the series it belongs to also determines its value. And when it comes to alphabetical series, the letter 'A' is more valuable than the letter 'L' or any other. Even repetition of numbers on the plate like a 777 or similar also enhances the value of the number plate.

What documents are required to be submitted to the RTA?

The seller is required to visit the RTA and submit necessary documents of both parties such as driver's license, Emirates ID and residence visa copy (only expats). After the transfer, a message will be sent to the buyer informing them of the transfer completion. Apart from the records in the RTA's system, an additional proof is provided to the buyer in the form of a certificate which has the owner's name and new license number.

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