

# McLaren 570S Spider

All the fun of the Coupé with no compromises



# Mitsubishi Eclipse Cross An Eclipse wha?

Volkswagen Golf R

The original flavoured hot hatch





Why mess with success?





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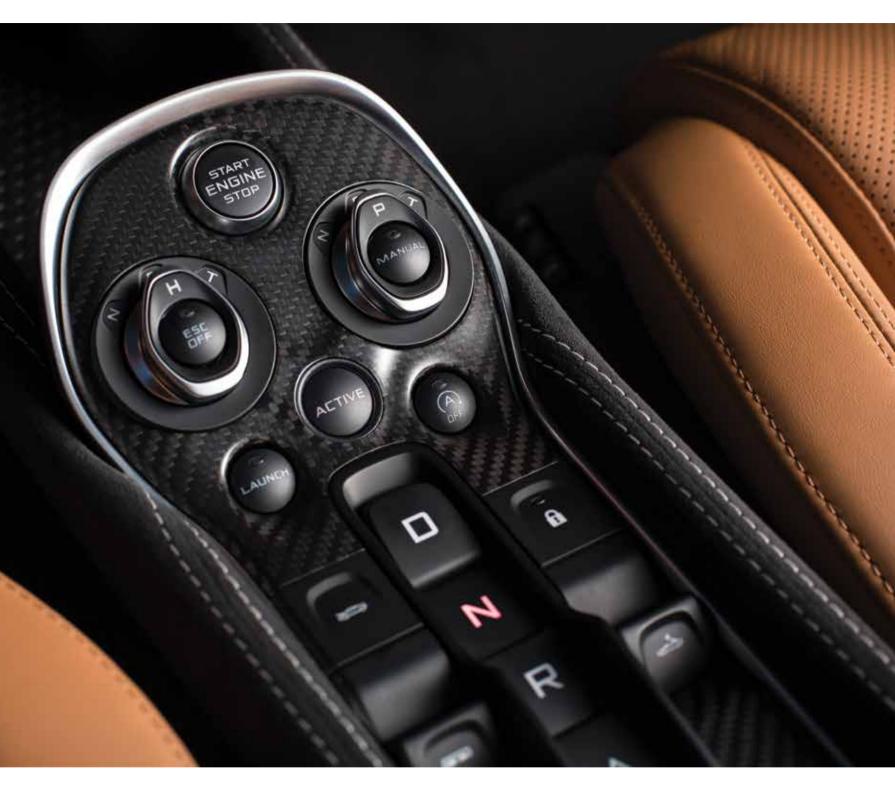
# McLaren 570S Spider All the fun of the Coupé with no compromises

It's always an exciting time when welcoming a new addition to the household: the McLaren 570S Spider joins the Coupé and GT siblings giving British sports car enthusiasts all the fun of the hardtop in an open-air format.

"The McLaren 570S Spider is the most attainable McLaren Spider to date and adds yet another dimension to the McLaren Sports Series family. This is a convertible without compromise; its mid-engined layout and carbon fibre MonoCell II chassis guarantee the same thrilling dynamic performance and exceptional driver involvement enjoyed in a 570S Coupé, but with the added attraction of a retractable hardtop that delivers the extra exhilaration of roof-down motoring," says Mike Flewitt, chief executive officer at McLaren Automotive.

## The top

The Woking, England hand-assembled vehicle borrows retractable hardtop technology from stable mates the 650S and the 675LT. The two-piece roof is made from super lightweight composite material and adds only 46 kilograms in extra mass, most of it coming from actuating mechanism. Thanks to the impressive structural integrity of the carbon fibre-based







MonoCell II chassis, no additional bracing hardware was necessary.

Operation is a simple one-touch affair from the driver's seat, the top stowing neatly underneath a slick tonneau cover that rises and closes quietly and automatically, all inside 15 seconds. This process can be completed even when the car is moving, up to 40 km/h.

As anyone who has sat behind the wheel or in the passenger seat of a convertible can attest to, a wind deflector can mean the difference between being able to hold a conversation while on the road, and not. A glazed unit appears with the push of a button, reducing the dreaded wind buffeting causing unwanted noise and messy hair.

### A few differences

Although the similarities between the coupe and

convertible are obvious, some subtle modifications have been made. The rear spoiler, finished in Dark Palladium grey (customers can choose to have a special visible carbon fibre finish instead at an extra cost), is 12 millimetres taller. This provides a more aggressive profile and extra downforce, effectively offsetting the changes in drag occurring from the Spider's altered rear upper section.

The low-slung body is made from lightweight aluminum, and styled in a classic athletic McLaren manner. Design director Rob Melville says they ensured aesthetics weren't compromised due to the vehicle's lack of a conventional roof.

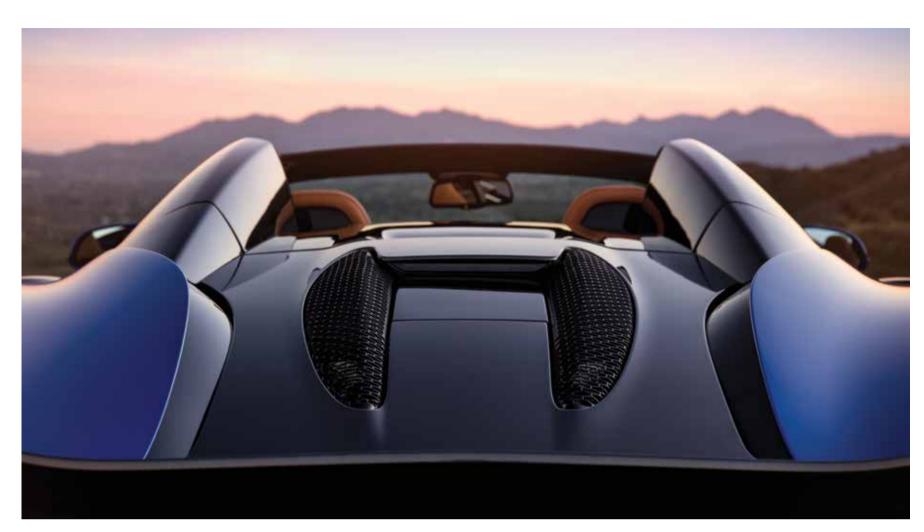
"Maintaining the purity of the Sports Series form language was crucial when designing the 570S Spider and a retractable hardtop rather than a fabric roof was key to achieving this. The Spider has a purposeful, dramatic silhouette, roof up or down, and with the roof lowered beneath the tonneau deck the car also has a real sense of fun that perfectly captures and reflects the way it drives," says Melville.

A staggering 20 exterior paint colours are now available, three exclusive to the Spider: Vega Blue, Curacao Blue and Sicilian Yellow. Purchasing from a luxury marque has its benefits: personal tailoring is an option through McLaren Special Operations (MSO), the company's bespoke customization division. Through MSO, virtually the entire spectrum of the rainbow is offered. Even the brake calipers can be coated in a unique shade.

## Design

Like all other McLaren's, one of the vehicle's most





distinguishing features are the dihedral doors. Swinging forwards then upwards when opened, they are not only a sight to behold but are functional as well, containing intakes to channel air to the high-temperature radiators. The entire shell is seemingly designed to benefit aerodynamics, from the wedge-shaped form factor to the aggressive blacked out front bumper splitter. Sticky Pirelli P ZERO CORSA tires wrapped around massive 19-inch front, 20-inch rear alloy wheels ensure everything stays glued to the ground.

Stepping into the teardrop-shaped cabin, occupants will notice low mounted sports seats and a surprisingly good view of the road despite the low centre of gravity. As opposed to most supercars, there is actually storage space present to put away knick-knacks, which is appreciated for those intending to enjoy driving outside of a racetrack. Nearly all the interior surfaces are covered in leather or Alcantara. In the centre of the instrument cluster is a 10-inch high-definition display relaying key information including speed, RPMs, gear selection, live reverse camera and turn-by-turn navigation. A secondary seven-inch display in the centre stack gives access to climate control, telephone commands and entertainment.

## No-nonsense performance

Rotating the rear wheels is a serious 3.8-litre twin-turbocharged V8 engine producing 560 horsepower and 600 Nm of torque, mated to an F1-inspired seven-speed dual-clutch transmission. Since the engine is mounted directly behind the lone pair of seats, the auditory feedback is amazing. The symphony of pistons firing may be augmented via a sports exhaust that includes a system to channel sound to the area underneath the tonneau cover.

The Spider sits on a double wishbone suspension setup with electronically controlled dampening. Using the Active Dynamics Panel, drivers can choose from Normal, Sport or Track modes and the onboard computer adjusts the ride quality accordingly to deliver the most dynamic performance possible.





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# Lamborghini Huracan Performante Spyder

Predictable, Psychotic, and now topless



To the uninitiated, the "normal" Lamborghini Huracán is a super car that can only be described with adjectives that seem to be oxymorons. Nutty, stunning, psychotic, hardcore are just such examples that come to mind.

Lamborghini chose the 2018 Geneva Motor Show as the venue to dop the top on its new Lamborghini Huracán Performante Spyder. That is to say, that it is a topless/convertible sibling to the bonkers-quick Huracán Performante coupé.

## What is it?

Lamborghini says that the Huracán Performante Spyder draws its design cues from Super Trofeo race cars and performance motorcycles with their naked, open-frame streetfighter character. It is designed to be as capable on the track as on the road.

The inherent design, technology and performance features of the Huracán Performante are as fundamental in the Spyder, thus adding a new dimension of driving pleasure to the supreme driving experience of the Performante. Its open-top design clearly differentiates the Spyder from its coupé counterpart, with roof both open and closed.

Speaking of that roof, by the way, the rear window can be raised and lowered independently of the top. The top itself will open and close in only about 17 seconds, and can be deployed at speeds up to 50 km/hr (30 mph). When the roof is

down, the Huracán Performante Spyder's design incorporates two movable fins, which rise out of the folding





roof casing and continue the roofline from seatbacks to the rear of the car, lending the Spyder its distinctive silhouette. An integrated duct within the fins reduces turbulence in the headroom during open-top driving. Two additional, removable wind guards dampen lateral aerodynamic pulsations, ensuring perfect acoustic comfort that allows conversation even at high speeds. "The Huracán Performante Spyder takes the zenith of Huracán developments, combined with the enhanced emotion of driving a convertible," says Stefano Domenicali, Chairman and Chief Executive Officer of Automobili Lamborghini. "The Huracán Performante already provides the most heightened feedback and emotion from road and track, and the Huracán Performante Spyder puts the driver even closer to asphalt and air, as well as the unique resonance of a naturally-aspirated Lamborghini engine."

### Performance

Sporting the same engine as its fixed-roof sibling, the Performante Spyder sports a 5.2-litre naturally aspirated V10 with an output of 640 horsepower and 442 lb-ft (600Nm) of torque. 70 per cent of that torque is available barely off idle, as low as only 1,000 rpm. This is the most powerful V10 ever produced by the company, and is inspired by the world of motor racing. The Spyder returns a weight-to-power ratio of 2.35 kg/ hp, with weight distribution front/rear of 43/57%. The heart of the car is easy to recognize by its new bronze manifold paying homage to the heritage of legendary engines like that in the Diablo 30th Anniversary. The Performante's V10 engine is also paired with a newly revised seven-speed dual clutch transmission. With those kinds of engine output figures, the Performante Spyder hustles its way from 0 to 100 km/hr in just 3.1 seconds. This is only about two-tenths of a second slower than its fixed roof sibling. Find an airplane runway long enough, or a stretch of unrestricted autobahn without traffic, and it will howl its way up to 325.087 km/hr (202 mph). Keep in mind that this is despite the fact that it is a convertible!

Because it is the Performante, many of the aerodynamic wizardry from the coupé carries over, with copious applications of forged carbon fibre inside and out. The active aerodynamic system, known as Lamborghini's ALA (aka Aerodinamica Lamborghini Attiva), is the official company name for this wizardry. The Aerodinamica Lamborghini Attiva ( ALA ) system accurately distributes the aerodynamic load, either generating higher downforce or lower drag, by using computer controlled flaps in the front and rear of the car.

Despite all of this added technology, the Performante Spyder isn't just more powerful, but also lighter than a standard Huracán Spyder. In fact, it weights approximately 77 lbs less than the standard model.

## Interior

All of the Italian luxury and elegance of a Lamborghini can be found inside this vehicle. The details are finished with care, devotion and precision. The interior of the Huracán Performante Spyder reminds the driver of its lightweight and aerodynamic purpose. The air vents, paddles, door handles and the center console are created from Forged Composite Carbon Fibre. Referencing





its racing heritage, lightweight, dark colored Alcantara fabric is used throughout, including on the sports seats where an optional 'Y' graphic can be lasered. Elegantly concealed within each individual component of the Huracán Performante Spyder lies the most stateof-the-art technology. Take, for instance, the ANIMA (Adaptive Network Intelligence Management) driving-mode selector, which makes it possible to satisfy almost every driving need.

Lamborghini's ANIMA system, controls driver modes that customize the set-up of all the car's systems. In the Performante Spyder, ANIMA has also been revised to enhance the driving experience in each of the modes: Strada, Sport and Corsa. In Strada, traction and stability are prioritized. Sport offers a more rear-wheel drive orientation, with oversteer behavior and easier drifting. The Corsa driving mode is focused on top performance and handling to maximise results on track. Unique to the Performante, the driver is fully in touch with the active aerodynamics' activities not only through the car's performance, but also from the special ALA graphic in the dashboard display which shows when and how ALA is working, including aero vectoring. The new digital cockpit displays are configurable depending on driving mode and the infortainment system supports Apple CarPlay and its iPhone apps including the Lamborghini telemetry system, which allows the driver to record, replay and study his own performance.

## **Final Thoughts**

Stunning. Absolutely stunning. Those are perhaps

two extra words that can be describe the Huracán Performante Spyder.

With its roof open or closed, the Spyder is equally a driver's car in challenging dynamic situations, or as a thrilling lifestyle experience. Bellissimo!

The question is, do you have what it takes to pay to play?



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# Jeep Wrangler

# Why mess with success?



The birth of Jeep is a complicated story that is subject to many interpretations. But there is no doubt that Jeep's early history is legendary, and its role in helping the Allies defeat the Axis powers during World War II undeniable.

Jeep was originally a vehicle that was created out of necessity. Forged in the crucible of war, created by committee, remarkably, the G.P. (General Purpose) grew into one of the world's most recognizable brands and vehicles.

Over 75 years later, Jeep has soldiered on and today is owned by Fiat Chrysler Automobiles as one of the more successful sub-brands in the FCA portfolio. What is old is new again

The Wrangler is arguably the most direct progression from the original World War II Jeep. Aside from vehicles such as the Volkswagen Beetle and the Porsche 911, there are not many other vehicles with a shape that is as baked into its brand name.

These days, all Wrangler models continue to use a separate body-on-frame design, a tapered nose design with flared fenders, a fold-flat windshield, and removable doors.

The 2018 Wrangler is all-new, even though it might look very similar as the last one from afar. Jeep's designers apparently did look at far more radical redesigns, but at the end of the day, there was a unanimous





decision to stick with what the market was familiar with. Nonetheless, the designers and engineers were tasked with vastly improving every single component in every way.

And so we have this new JL model, the successor to the previous JK. The forth-generation Wrangler that carries the baton in this competitive race amongst increasingly more car-like SUVs and crossovers.

## What has changed?

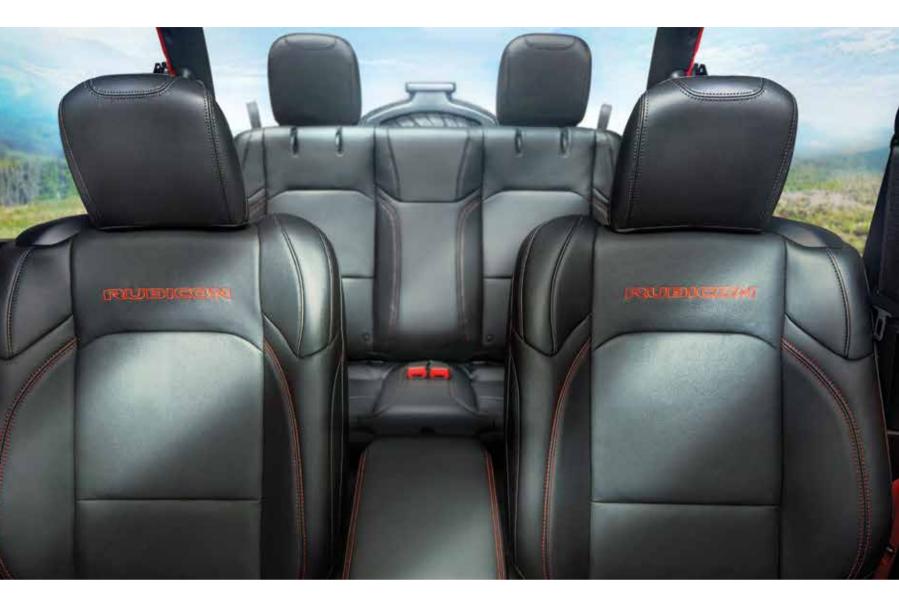
The Wrangler is still available in two versions. A twodoor convertible SUV or a four-door convertible SUV. With the exception of the Sahara-trim line, every single other version is available in either two-door or fourdoor configurations.

The exterior design features Jeep's trademark front grille with seven vertical slots and round headlamps that are integrated into the front grille. However, upon closer examination, you'll notice that the traditional Jeep logo has now been moved off the front grille, and the grille itself has been raked more so than before for improved aerodynamics.

The windshield's rake has also been optimized for aerodynamics, without compromising too much on the immediately recognizable sculptural design aesthetic. In order to allow for easier folding, there is a new fourbolt design at the top of the windshield's frame. A new header bar stays in place, despite the windshield being folded down, and connects the A-pillars. This also has the advantage of allowing the rearview mirror to remain in place even with the windshield folded flat. Dimensionally, the JL has also grown by 2.5 inches overall in two-door form and 3.5 inches in four-door form. The wheelbase is also an inch or two longer, depending on the model, and the track is wider. Jeep's engineers have lowered the beltline and fitted larger windows for better outward visibility, especially when off-roading.

The new doors are made of high-strength aluminium, for less weight, but also better crashworthiness. The Torx bit tool size has also been cleverly stamped directly onto the hinge, eliminating guesswork as to which tool size is needed to remove the doors.

The use of lightweight, high-strength aluminum closures, including the doors, door hinges, hood, fender flares, windshield frame and magnesium swing gate, help reduce weight and boost fuel economy. Other ways the Jeep engineering team looked to reduce weight included using hollow track and stabilizer bars,





aluminum engine mounts and steering gear, and a larger, lighter master cylinder.

# How is the new roof design? Is it much easier to use?

Previous iterations of the Wrangler's foldable roof truly required masters of origami to decipher the folding instructions. However, the new design is truly revolutionary.

Wrangler buyers now have the pick of three different options. Firstly, a regular hard top with removable "freedom panels". Secondly, a retractable electric canvas roof, known as the "Sky One-Touch powertop", that slides along the top frame rails. Lastly, there is a full canvas top, known as the "Sunrider soft top", which now features bows to manage the fabric. The new top design uses retainers that slide into a track for easier rear passenger window removal, versus the previous system of zippers and Velcro.

The main roof mechanism has also been re-engineered so that it is a one-person operation, versus the team task that roof-removal has once been.

## 21st century lighting technology

On Sahara and Rubicon models, available LED headlamps and fog lamps offer crisp white lighting and add to the Wrangler's distinctive look. The Jeep's headlamps have traditionally been a very weak point, and these units are huge technological improvements in terms of safety but also aesthetics. These LED lights feature daytime running lights that now form a halo around the outside perimeter of the headlights. Standard LED forward turn signals are positioned on the front of the trapezoidal wheel flares. From behind, traditional square tail lamps feature available LED lighting.

### Interior tech

While the Wrangler's exterior may not have changed that much, the interior is certainly the biggest improvement of all.

Traditionalists need not fear as the Wrangler's rugged, hose-out functionality is still retained. However, the interior technology is undeniably sourced from the 21st century, not the 19th. Jeep proudly states that the centre stack is still very much heritage-inspired, but has a clean, sculpted form that compliments the horizontal dashboard design. The finishes are also dictated by the model choices.

While the knobs are still good and chunky and the switchgear still heavy duty, the instrument cluster features a much needed upgrade. When fitted with the optional 7-inch LED informational display, the driver is able to configure information in more than 100 ways including current media played, tire pressure, or just a simple speed readout. Steering wheel controls allow the driver to keep their hands on the wheel at all times. A 7.0- or an available 8.4-inch touchscreen – the most advanced and largest display Uconnect system display ever offered on Wrangler – houses the fourth-generation Uconnect system and now sits prominently atop the center stack. This latest infotainment system includes Apple CarPlay and Android Auto, with huge improvements to the user interface and system performance. The system has also features quicker start up times and improved screen resolution.

For ease-of-use, directly below the touchscreen are functional features such as climate and volume control knobs and media connectivity ports.

### Engine choices

For 2018, the Wrangler is available with an upgraded 3.6-litre Pentastar V6 engine delivering 285 hp and 260 lb-ft (352 Nm) of torque. The powerplant has been engineered to provide a broad torque band with a focus on low-end torque, an essential trait not only useful for daily driving, but also needed for extreme off-roading.

An all-new six-speed manual transmission is standard on all Pentastar-equipped Wranglers, or there is also





an optional new transmission. The reasonably responlinear power del thanks to two or way fuel efficien The second chois turbocharged in technology. Rated at a best-is (400Nm) of tor automatic transmission scroll, low-inertis actuated waste ge performance. The eTorque system economy, due to assist, extended a charging and reg hybrid system, be turned off during decelerating.



an optional new-to-Wrangler eight-speed automatic transmission. This eight-speed automatic unit offers a reasonably responsive driving experience with smooth, linear power delivery and improved fuel economy thanks to two overdrive ratios that help to boost highway fuel efficiency and reduce overall NVH levels. The second choice of engine is an all-new 2.0-litre turbocharged inline four-cylinder unit with eTorque

Rated at a best-in-class 270 horsepower and 295 lb-ft (400Nm) of torque and mated to the eight-speed automatic transmission, this engine features a twinscroll, low-inertia turbocharger with an electronically actuated waste gate for exceptional responsiveness and

The eTorque system's hybrid functions improves fuel economy, due to its auto stop/start, electric power assist, extended fuel shut-off, and intelligent battery charging and regenerative braking. While it's not a full hybrid system, both the engine and fuel flow may be turned off during stops, coasting, or when the engine is Finally, starting in 2019, Jeep's 3.0-litre EcoDiesel engine, rated at 260 hp and 442 lb-ft (599 Nm) of torque, will be available.

## What about the off-roadability?

For 2018, the Wrangler continues to utilize the proven five-link coil suspension configuration. The front suspension features a lateral control arm and four longitudinal control arms. Full-width track bars made of forged steel control lateral movement of the axle with minimal angle change during suspension travel. The roll center height has been raised and the spring rates have been retuned to provide a comfortable ride when traveling around town.

The five-link rear suspension features two upper and two lower forged steel control arms for longitudinal control, and a track bar for lateral axle control. The control arms are located outside of the frame rails while the rear shocks are splayed (angled inboard at the top) to provide consistent damping.

The JK's shocks have been retuned and demonstrate optimum balance between on-road handling and legendary off-road capability. Ride comfort, body-roll control, and handling have been significantly improved with new shock tuning, hard points, and body mount strategy.

On Wrangler Rubicon models, an electronic front sway-bar disconnect allows for additional wheel travel when the terrain calls for it.

A best-in-class approach angle of 44 degrees, breakover angle of 27.8 degrees, departure angle of 37 degrees and a ground clearance of 10.9 inches allows Wrangler to go anywhere.

Wrangler also benefits from up to 30 inches of water fording and up to 3,500-lb. towing capacity with the available towing package.

### Final thoughts

With its improvements in engine performance, fuel economy, creature comforts, modernity, and overall comfort, owners can live up to their rugged adventure lifestyle easier than ever before, while still using the JK on a daily basis.

If you're an off-road enthusiast or even just a Jeep fan, there are certainly more compelling reasons than ever to own a Wrangler.

# 2018 BMW X1

Does BMW's smallest SUV live up to its name?



When the first-generation BMW X1 first made its debut, many wondered if the marketplace was ready for yet another BMW model, let alone another BMW Sports Activity Vehicle.

When the second-generation X1 made its debut in Spring of 2015, BMW proudly announced that more than 730,000 units of the first-generation X1 had been sold globally. Therefore this provided irrefutable evidence that the world's audience was indeed ready for yet another premium-badged compact utility vehicle in

# the marketplace. **Overview**

Despite being the smallest BMW SUV, the BMW X1 treats the premium compact segment with a potent shot of the company's Sports Activity Vehicle DNA. The original X1 was based on BMW's 3-Series, and hence was rear-wheel-drive/all-wheel-drive-based. However, the current model X1 is built on BMW's compact UKL platform, also shared with the MINI Countryman and Clubman. The UKL platform was designed to be front-wheel-drive and all-wheel-drive right from the get-go, therefore offering significant packaging advantages when it comes to roomier interior dimensions.

# Good things come in small packages

In this segment where consumers want big interior space with a compact exterior, intelligent packaging is everything. In almost every dimension, the X1 is considerably larger than its rivals inside. There is loads





of luggage space, and the double-level floor means that there is even more hidden cargo space for odds and ends under the main cargo floor.

Thanks to the front-wheel-drive layout, the rear seats have significantly more legroom than the first-generation X1. A sliding rear seat adds even more flexibility should you need it.

What are the X1's rivals you might wonder? Well they include the brand-new and very good Volvo XC40, the Jaguar E-Pace, the Mercedes-Benz GLA, and the Audi Q3. Even BMW itself has a competitor to the X1. No it's not the MINI Countryman, but in fact the slightly less roomy, but more "stylish" and newly launched X2. Mind you, the X1 is supposed to appeal to the more practical-minded of the two target audiences.

## **Performance and Handling**

At 1,677 kilograms (3,697 lbs), the X1 relatively svelte. Equipped with our X1 xDrive28i press car's 228hp 2.0 litre turbocharged four-cylinder engine, the sprint from 0 to 100 km/hr is accomplished in a spritely and smooth 6.3 seconds. While the engine is not the most powerful in the segment (for example, the Jaguar E-Pace P250 has an extra 18 hp), it does have a flat and broad power band. Max torque peaks at 258 lb-ft (350 Nm) starting at a low 1,250 rpms all the way to 4,500 rpms.

With these facts and figures, the seat of the pants feel is that the X1's performance is still more than punchy enough, while still being frugal at the pumps. Compared to its stiffly sprung and unforgiving predecessor, the X1's forté has got to be its much improved handling. Over bad pavement, the X1's shorter wheelbase and suspension dialled-in for sportiness may result in some chassis unsettledness over really rough roads. Yes, the ride is still solidly Teutonic and stiffer than the small SUV norm, but handling is consequently above average as well. Overall, the X1 is in keeping with what you'd expect from BMW and very comfortable enough most of the time.

Aided by its efficient and effective xDrive all-wheeldrive system and Dynamic Stability Control, the X1 goes where it's pointed, whether the road is wet, dry, or snowy. It is still set-up for safe understeer when pushed hard, but xDrive proactively distributes the engine's power front or rear, left or right as the situation







requires. It's truly one of the more sophisticated allwheel-drive systems out there in the marketplace. Credit for the X1's handling also has to go to the electronic power steering system, which is weighty and precise with a reasonable amount of feedback. There are also a few different drive control models (Eco, Comfort, Sport) should you feel the need to tweak the level of responsiveness of your compact luxury SUV. Interior

Overall, the X1 offers excellent visibility all around thanks to its higher than average driving position compared to a typical family sedan. The low-mounted dashboard also gives a decent view over the hood. The front seats have excellent adjustable lateral support, and the extendable thigh supports are very welcome on longer drives for taller occupants.

Thanks to the switch to the UKL platform and its transverse engine configuration, there is plenty of space front and back for lanky adults to get comfortable. Generous headroom abounds all around, and even a couple of six-footers will be more than comfortable on long journeys. Sure, carrying three adults in the back of the X1 is a bit of a squeeze, but that is the case for all compact SUVs in the segment.

The rear seatbacks also split and fold in a 40/20/40configuration, allowing longer items to be fed through the folded centre rear portion through to the front. Happily, the cargo load floor is flushed with the cargo opening's lip. This means that there is no annoying

need to lift or drop down heavy items during the loading and unloading process.

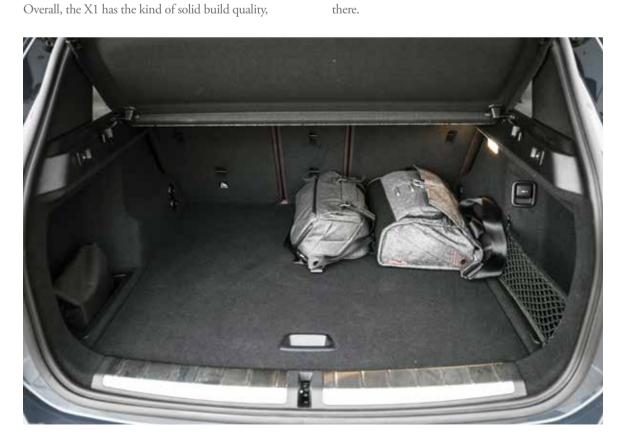
Like the latest BMWs, all the dashboard controls are laid out in a logical manner. There is plenty of soft touch vinyl, chrome trim, and wood inlays to lift things up. Fitted with a heads-up display, sports seats, and the obligatory iDrive system with BMW's advanced traffic-aware GPS system, the X1 has enough bells and whistles to satisfy almost everyone. The large 8.0 inch display with BMW's ConnectedDrive is certainly one of the best infotainment systems in the marketplace.

well-oiled precision, and premium feel that its buyers will demand from a premium-badged German car.

## **Final Thoughts**

The compact luxury SUV class is probably one of the most competitive segments in the automotive landscape today. By going to a transverse-engine design, the X1 joins its rivals in the marketplace, therefore losing some of its distinctiveness.

However, the vehicle's strength is not in one particular area, but rather as the sum of all of its parts. Indeed, the X1 doesn't excel in any one area, but yet remains very capable and probably the best all-rounder out there.







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# Volkswagen Golf R

# The original flavoured hot hatch



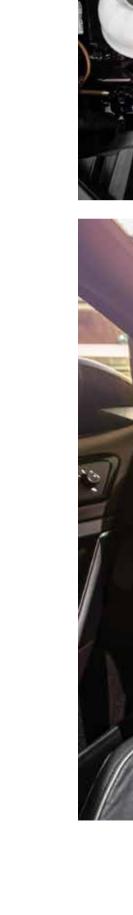
In the mid-1970s, a handful of European auto manufacturers began offering performance-orientated version of their small economical hatchbacks. Coupled upgrades in handling and performance but yet retaining much of the practicality of the hatchback design, these vehicles quickly became very popular amongst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

Volkswagen has a long and well-regarded history in this niche, starting with the arrival of their fun-to-drive hot hatch in the form of the VW Golf GTI. The boxy first-generation (Mk1) Golf was fitted with front wheel drive, a "row it yourself" manual gearbox, and a naturally aspirated four-cylinder engine. By today's standards, the 100+ hp engine and top speed of just 182 km/hr seem rather pedestrian. But 30 years ago, it was the bees' knees. Remember there was an energy crisis back in the 1970s and those were solid performance numbers at the time.

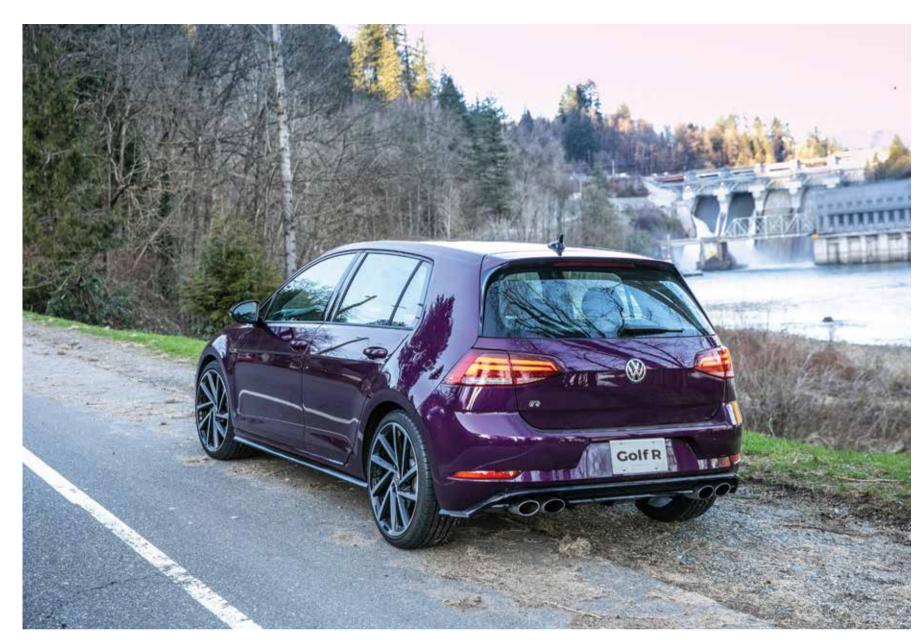
## Today's hot hatch

The Golf then, has a storied history in being available in both economical form, and hot hatch form. Want something more potent? Not to worry, the GTI is still around, and these days, is available with over 200hp from its 2.0 litre turbocharged four, and also a fantastic dual clutch sequential gearbox. The obligatory 6-speed manual transmission is also available. You can even get a trick limited slip front differential in the GTI when fitted with the performance package. But then there's the performance king of the Golfs. The recently refreshed Volkswagen Golf R, the ultimate of the hot hatches from Wolfsburg. Fitted with standard 4-Motion all-wheel-drive, a massaged EA888 turbocharged 2.0 litre four-cylinder pumping out 292

horsepower, an enhanced version of the dual-clutch flappy paddle gearbox, this senior model is both styled with restraint and intended for grown-ups. To those who know and love their Golfs, this is the mack daddy and the one to lust over.







## What's different?

A quick walk around the Golf R reveals quad exhaust pipes on the rear fascia, subtle "R" badging on the nose and tail, bigger intakes, bigger brakes, larger prettier wheels, and meatier ground effects. VW fans will note that the red trim line that runs across the front of the GTI (spanning the headlamps and grille) is gone. Volkswagen's head of design describes the R as having a fantastic balance of respectability, sportiness, restraint, but yet differentiation. Historically, the R family line has produced very handsome variations and this Mk 7 version is no exception.

The Mk7 Golf is now based on the larger but lighter VW Group MQB platform, which makes the car a kissing cousin of the Audi A3/S3. Also shared with its Audi cousins is the EA888 turbocharged 2.0-litre four cylinder engine. Compared to the GTI's EA888, there

is a newly designed cylinder head, modified pistons, injection valves, and of course a new turbocharger. The 292 hp finds its way to all of the Golf R's wheels via either a six-speed manual gearbox, or an optional seven-speed DSG dual-clutch automatic gearbox (as fitted to our test vehicle). Volkswagen fans will note that the DSG gearbox has been fitted with an extra forward gear for 2018, allowing for even better use of the engine's power. The broad torque curve that hits full force at just 1,800 rpms is absolutely delightful, with very little turbo lag.

The Golf R's 4Motion all-wheel-drive is based on Haldex's fifth-generation multi-plate clutch system and the latest suite of electronic aids, including launch control. Using an electro-hydraulic oil pump, the Golf R's 4-Motion system can send almost 100 per cent of available torque to the rear axle when the computers

### deem it necessary

Compared to the previous generation system, VW says that this latest setup has shorter response time and "an optimisation of the amount of torque sent rearwards". The result is a more neutral handling balance than before. There are no limited slip differentials here, but the system does include an electronic differential system (EDS) that acts as pseudo transverse differential locks on both axles.

Notably, because it cannot be performed in the GTI or any other Golf, the electronic stability control system can be fully deactivated in the Golf R if the ESC button is held for three seconds.

### On the inside

If you're looking for a radically different interior, you'll have to look to the Audi S3. But for those who want to use the Golf R as both a daily driver and a weekend

branded sound system. versus an actual handbrake lever. Wünderbar! How does it drive?

of it.

cruiser, or the occasional track machine, the interior's lack of excessiveness should be wonderful news. Like the regular Golf, the cabin is inviting and upscale enough. There are well-bolstered "Vienna" leather seats, a fantastic D-style sports steering wheel (not unlike those in Lamborghinis), and the switchgear is easy to use. Perhaps my only complaint is that some of the controls could use a little more weight to them to enhance the quality feel, particularly the climate control knobs and the turn signal stalk.

The upgraded Discover Pro GPS satellite navigation system infotainment system has a larger than standard 8.0" LCD screen and supports Apple CarPlay. My test vehicle was also equipped with a nice sounding Fender-

Perhaps the biggest difference is with the Golf R's centre console, borrowed from the European Golf. Unlike the GTI, it has an electronic parking brake

There is good visibility, a commanding driving position, and excellent all-round visibility. Although this is a compact car, the rear seats are spacious enough to accommodate six-footers for shorter road trips. Selectable drive modes (Normal, Individual, Comfort, and Race), allow the Golf R's owner to tweak anything from engine response, shift points, steering weight, and even the voracity of the exhaust/engine note.

At only 3,400 lbs, the Golf R feels very quick off the line. The 280 lbs-ft (380 Nm) of torque comes on strong and the flappy paddle gearbox makes the most

One of my favourite parts of the Golf R is how assuming it is. Leave the car in "Comfort" mode and the suspension, gearbox, steering, and engine mapping will be tailored for everyday family car comfortable. Go to the other end of the spectrum in "Race" mode and you'll find that the transmission bangs through the gears a lot more aggressively and the suspension firms up considerably. Moreover, in Race mode, the interior soundtrack is noticeably louder, partially thanks to a

sound-generating device at the base of the windshield While some boy racers have complained that about the lack of authenticity, engineers have purposely not opened up the exhaust to rival the Fiat 500 Abarth. After all, nobody's wife would let them spend this much on a Golf and yet have to put up with the droning of a sport exhaust on a family road trip. The "Individual" mode, which allows the driver to pick and combine any of the settings a la carte, was the mode that I preferred most of the time as it allowed for the best of both worlds. My ideal combination of settings included the sportier exhaust note, the "Race" mode's quicker transmission shifting, and heavier steering weight. Yet, I could still leave the suspension on its most comfortable setting for my daily commute. Basically, this is a very well-rounded car, and no matter how aggressively I drove it, I never saw more than 12L/100 kms of fuel consumption. I averaged around 9.9L/100 kms over the course of a week, despite my admittedly heavy foot.

### Final thoughts

There is a reason why the Mk7 Golf has earned so many awards. Despite its performance tuning, the Golf R doesn't sacrifice much in the comfort department. It provides its occupants a firm, yet never harsh, ride down the road. With 292hp on tap, you can point-and-shoot your way through traffic. But find a secluded canyon road and you'll find yourself carving the corners till the cows come home.

My biggest complaint about the front-wheel-drive Golf GTI was wheel spin. The Golf R's standard 4Motion all-wheel-drive eliminates any of that, allowing the power to be effectively put down on the pavement all the time. In poor weather, it also provides an extra measure of safety and practicality.

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

In my case though, I only have one question. Which dotted line do I sign on?



# Mitsubishi Eclipse Cross

# An Eclipse wha?



To begin, let's address the elephant in the room: why is the Eclipse now a crossover? A valid question for sure, because Mitsubishi's latest SUV doesn't seem to resemble the former sport compact at all aside from maybe the all-wheel drive layout. Let's just say it has less to do with resurrecting an old model and turning it into something its not, and more with leveraging some name recognition — particularly among the older Millennial set — the automaker also pointed out many markets around the world never experienced an Eclipse

### in any form.

Now that that's out of the way, let's get down to the nitty gritty.

## **Big changes**

"The Eclipse Cross is a big departure from our other products," says senior manager of product planning Don Ulmer. "There's a big focus on exterior design and a totally different interior design language that's going to be utilized in future products as well. The whole concept of this vehicle is what we refer to as bold and spirited, broken down into three specific characteristics: stimulating design, human connectivity and superior control."

Lets tackle the aesthetics first. The exterior looks great, possessing a sharper, edgier second-generation interpretation of the brand's Dynamic Shield front fascia styling, where the headlamps, large grille and bumper garnish form an X-like shape. As opposed to the Outlander, which has a somewhat traditional SUV profile, the Cross-boasts a reverse wedge silhouette with





a steeply raked front windshield and angular lines all over. Eighteen-inch alloy wheels come standard. And never before seen in the line-up, Mitsubishi is offering a slick dual-pane moonroof.

## Technological leap

In terms of connectivity, Ulmer says this is one of the most tech-savvy crossovers the company has made yet. A motorized LCD-screen based head-up display is available, mounted above the steering column relaying speed, cruise control settings and other pertinent information directly in the line of sight of the driver. Almost a prerequisite nowadays, Apple CarPlay and Android Auto are supported, so occupants may simply plug in their phones and access important functions via voice or the 7-inch central display.

A new touchpad controller installed to the right of the shift lever quickly and accurately recognizes multi-directional swipes to navigate menus and input commands. Volume can be changed here as well, by two-finger-swiping up or down, something users best become accustomed to as a physical volume knob has unfortunately been done away with.

## All traction, all the time

Arriving to super control, a nice touch is that in certain markets, all trim levels receive the highly touted Super-All-Wheel Control torque-vectoring AWD system meaning there are no front-wheel drive versions like the other portfolio products. While perhaps not so lucky for photography purposes, when journalists set out to test the vehicle at a press event in early spring about an hour outside of Toronto, Canada there was a fresh dusting of snow during our extensive drive. The Eclipse Cross handled the icy conditions beautiful over a variety of terrain almost behaving as if the roads were dry. Only one engine type is bundled under the hood: a turbocharged 1.5-litre four cylinder making 152 horsepower and 249 Nm of torque, mated to a continuously variable transmission. Not class-leading performance, however, the fuel consumption we experienced hovering between the 8 to 9 litres per hundred kilometres is quite good for an all-wheel drive crossover, especially at a time when major cities around the world are competing for highest gasoline prices. Except for base, other grades get steering wheelmounted paddle shifters to increase the fun factor a bit. The CVT features eight-step Sport Mode functionality, so driver's can gear down to bring on a burst of acceleration during passing manoeuvres, freeway merges or just when encountering a twisty stretch of road.

The 2018 Mitsubishi Eclipse Cross is in stores now.



# **2019 Lincoln Aviator**

# Reawakening of a luxury aeronautical automobile



The 100-plus-year-old Lincoln Motor Company dug into its archives and resurrected a model not seen since the early 2000s: the Aviator. The aeronautical-inspired name and the fact that it was a luxury mid-size SUV are among the few traits the past and future vehicles will share. Lincoln unveiled a pre-production version at the 2018 New York International Auto Show ahead of the 2019 launch, and here's the big kicker: it's going to have a hybrid option.

## **Electrified performance**

"This is the first time we've combined plug-in electric technology with twin turbos and you're going to experience quick yet quiet acceleration of an electric powertrain, but without the range anxiety thanks to its twin turbocharged engine," says Jim Farley, Ford president of global markets, during a press conference, adding rear-wheel drive has been deemed the drivetrain of choice in order to preserve a level of performance Circling back to the vehicle nomenclature for a moment, the theme of flight most definitely played an inspirational role in the reimagined Aviator's conception, evidenced by its streamlined shape and wraparound windshield. Character lines in the sheet metal flow downwards towards the rear — a nod to the RWD layout — mimicking the slightly angled wings of a bird or plane. Finally, the paint colour is a

consumers have come to expect.





purposefully chosen iridescent Flight Blue shade. The Aviator is perhaps the sleekest looking product to come out of the born-again era of the premium marque, showing off the signature grille comprised of miniature repeating star emblems, a sharply tapering roofline and a confident stance. More than one journalist was overheard commenting on its Range Rover Velar-esque shape, and that is definitely not a bad thing. Inside, three rows offer flexibility in seating yet doesn't make the interior feel cramped. In fact the cabin is quite spacious, attributed to a clean and minimalistic layout.

One might even describe the interior as evoking a sense of sanctuary, one of the four tenets — beauty, gliding, humanity and sanctuary — guiding the design philosophy behind the crossover.

## New tech

The premium brand is big on comfort and

convenience, and there is no shortage of that here. The Lincoln Way app allows users to fire up the ignition via their smartphone rather than carrying a conventional

key fob. The locks can also be manipulated, the trunk opened, and an audible chirp sounded for location purposes. If the phone battery dies, a backup keypad





navigating the central display. bumps in the road. detected while in backing up. available closer to release.

CarBook

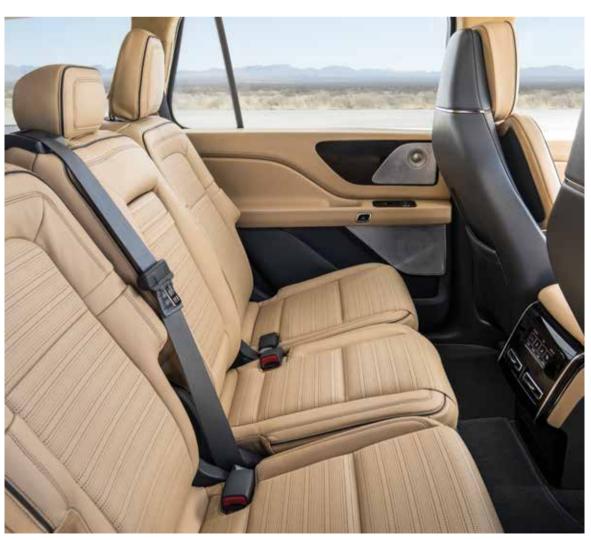


on the exterior door grants emergency passcodeenabled access and the driver can start the car via by

Another new innovation is Suspension Preview Technology. A built-in forward-facing camera scans for imperfections in the road and then adjusts the damping level accordingly to minimize occupant discomfort when going over things like potholes and

Finally, the Aviator introduces Lincoln Co-Pilot360, a suite of advanced electronic driver-assist aids. These standard equipment features include automatic braking with pedestrian detection, blind spot warning with cross traffic alert, a lane keeping system, reverse camera and smart high beams. Reverse Brake Assist is optional, which, using integrated sensors in the rear, provide autonomous braking if an approaching obstacle is

Watch for the 2019 Lincoln Aviator to arrive in dealerships next year. More specifications will be made



# The truth about worn tires

As good as worn

"This is not a normal event that Michelin puts on. Normally, we invite you out for a new product launch or a corporate announcement, but that's not what this is about. We are just a voice in the industry here talking about something we're very passionate about. And that's safety," says brand director Andy Koury. "Typically when the industry is testing tires it's standard to test what? New tires. Rarely do we test anything that's worn, so it's something we're going to highlight at this event. It's truly important as most consumers, after they buy the tire and leave the shop,

they're already driving on worn tires."

Prior to participating in any exercises, the day began

in the classroom where some statistics were laid

out. Over 400 million tires a year are sent to the

landfill prematurely, the owners not using them

down minimum allowable tread depth limit of 1.5

replacing at 3 millimetres or 4/32nds could mean

Now of course, that's not to say all tires are created

losing up to 32,000 kilometres of potential life.

millimetres, or 2/32nds of an inch. Michelin says even

Not fully utilized





Brand comparisons between tires are probably nearly as old as the tire business itself. However, as Michelin pointed out during a recent program, how often do you see a head-to-head between two sets of well-used rubber?

The answer is probably not very. Which is why the French manufacturer invited media to take part in The Truth About Worn Tires hands-on demonstration at the Laurens Proving Grounds late last month, its own private test facility near its North American headquarters in South Carolina, USA.





perform like they once did. To the track





equal, especially in a heavily used state. A lot of the time people buy a fresh set because the old ones don't

And to illustrate the point we were sent to the first of two activities of the day: doing three laps around a deliberately wet section of the test track in various Nissan Juke crossovers all spec'd the same, but on four sets of tires — "Tire A" and Tire B (all branding was removed prior) in both new and worn condition, the latter simulated by artificially shaving the tread to 3/32nds. Although we weren't privy to the specific models yet, it was pretty clear from the get go A was

the more capable of the two, being able to better hold a consistent line around the turns at speed than B.

## Wet braking

The next exercise proved to be most illuminating. This time we got behind the wheel of Toyota Camrys equipped with a similar setup and GPS tracking, except instead of lapping, we were to accelerate to 72 km/h an hour in a straight line, activate cruise control and then once entering a designated stop box sprinkled in water of course as that is truly the best way to identify any hidden issues — slam on the brakes as hard as possible in order to measure stopping distance. Tire A again came through the winner, however I





wasn't expecting B in its new state to take nearly five metres further to stop than A, worn. Afterwards, professional drivers then did the exact same thing in F-150 pickup trucks, yielding similar results. As Michelin explained, some tires are designed to wear better, keeping a proper contact patch (part of the rubber actually contacting with the road surface) as well as the grooves and biting edges that help maintain traction in slick conditions. As it turns out, Tire A was a Michelin (surprise!) passenger tire, and B a Goodyear equivalent.

You can read more about the event at michelinmedia. com/the-truth-about-worn-tires.

# **2019 Lexus ES**

NEWS

# A new level of performance, refinement, and style



It's hard to believe that the Lexus ES has been around for six generations. When the model first made its debut in 1989, the first-generation ES 250 was one of two vehicles in Lexus' debut line-up, with the other being the flagship LS 400.

The first five generations of the ES were built off the Toyota Camry platform, whereas the sixth generation was more closely related to the Avalon. For model year 2019, the ES, or "Executive Sedan", marks the debut of its seventh generation. Recently unveiled at the April 2018 Beijing International automotive Exhibition, the ES will hit the showroom floors starting in the autumn of 2018.

## What's new?

Long known for its unparalleled comfort, refinement, and luxury appointments, the seventh iteration of this model is built on an all-new chassis that allows for a more dynamic exterior design, and the very first F Sport trim level ever offered on the ES. The ES is intended as part of Lexus' "Future Chapter" plan, first kicked off with the LC coupe, then followed by the LS sedan. The ES is therefore designed to expand the company's line-up to a broader audience. Built on Toyota's all-new Global Architecture – K (GA-K) platform, the 2019 model is longer (+65 mm), lower (-5 mm), wider (+45mm), with a 50mm longer wheelbase and wider tracks front and back (+10mm and +37mm respectively). With the wheels pushed closer to the corners of the vehicle, traditional Lexus customers will find more to love with the ES. That is to say, a roomier, quieter, and safer car.

However, Lexus is not just going after traditional buyers. The new stance and proportions are reflect the ES' newfound performance capabilities, and will hopefully encourage the ES owners to take a second look as they walk away. Or at least so the company hopes.

Project Chief Designer, Yasuo Kajino, describes the look of the ES as "provocative elegance". "The ES









has always been an elegant luxury sedan. For this generation, we have added daring design elements that challenge the traditional expectations of buyers."

### Design

To create a dynamic yet fluid shape, Kaijino's team used the low hood enabled by the new ES platform to produce a distinctive silhouette emphasized by an aggressive downward slant. Up front, the ES offers two dramatically different grille designs. The standard ES 350 and the ES 300h use elegant vertical bars that radiate out from the centre while the ES 350 F SPORT model adopts a blacked out pattern consisting of "L"-shaped clusters with corresponding cut outs at each corner of the fascia.

In a break with ES models of the past, the seventhgeneration design uses a fast roofline that emphasizes its lower stance and slippery aerodynamics. The rear end is clean and sharply chiselled, with LED taillamps that wrap around the quarter panels to provide a

continuous styling line from any angle. F SPORT models add a rear spoiler, additional rear badging and a dark lower valance to further refine the look. There are also three different wheel designs (17- and 18-inch) for the ES 350 and ES 300h. Step up to the F SPORT model, and you'll find standard 19-inch wheels with a design similar to that found on the LC coupe.

### Inside

Inside, the ES rewards its guests through multiple senses. Kanjino's team started with the Lexus Future Interior concept. This meant blending in a drivercentric cockpit with a comfortable and modern interior. The drier's focus is kept on the road ahead thanks to the centre display screen, instrument panel, and heads-up display being placed in a tight cluster in the driver's field of view.

Rear seat passenger comfort has long been a hallmark of the ES and the seventh-generation model still

prioritizes rear package capability despite the sleeker exterior roofline. A lower hip point and a carefully configured headliner preserve headroom while the longer wheelbase delivers generous legroom. The standard ES350 and ES300h will continue to offer traditional materials like Linear Dark Mocha and Linear Espresso wood which give the ES a hand-crafted appearance that luxury buyers expect in this category. To create an entirely different appearance for the inside of new F-SPORT model, an all-new kind of metallic cabin trim was developed that is unlike anything else Lexus has done before. Inspired by the making of a traditional Japanese sword, Hadori trim features fluctuating wave patterns that give it a threedimensional appearance that varies depending on the viewing angle. The effect is subtle yet indicative of the level of detail and craftsmanship that Kajino's team put into giving the F-SPORT a unique place in the line-up.



## Performance

end for optimum efficiency. in combined driving.



All ES 350s are powered by a 3.5-litre V6. With an update to D4-S fuel injection, the engine now develops 302 horsepower and 267 pound-feet of torque. Both of those numbers are up significantly (+34 hp, +19 lb-ft) compared to the previous generation V6.

In addition to the boost in power, the ES350 also benefits from a new eight-speed Direct Shift automatic transmission. With a wider spread of ratios, the new eight speed is able to utilize high torque gears on the low end for quick starts and tall gearing on the high

Not to be outdone by its gasoline sibling, the ES 300h hybrid is fitted with a new, fourth-generation Hybrid Drive System based on an ultra-efficient, Atkinson cycle 2.5-litre, four-cylinder gas engine with a lighter, more compact, more power dense electric motor and self-charging hybrid system. Together, they deliver a combined 215 total system horsepower and a preliminary estimate 5.3L/100 km fuel consumption

An all-new nickel metal hydride battery is smaller than before which allows it to be mounted underneath the back seat so it doesn't infringe on trunk space.

## Final thoughts

Lexus hopes that a new generation of customers will be introduced to the 2019 ES sedan with its sharpened

performance, class-leading safety technology, and a level of craftsmanship that the brand is famous for. Much like the flagship LS, the new ES sedan looks to deliver everything that traditional Lexus buyers expect along with elements that will draw in those who haven't considered the brand before.



# **RACING LEGENDS RATE PROJECT 8 JAGUAR'S NEWEST STAR OF ROAD AND TRACK**



Legendary Jaguar sports car racers Andy Wallace and Davy Jones joined the Special Vehicle Operations development team at Goodwood Motor Circuit last month, declaring the new Jaguar XE SV Project 8 "absolutely staggering" and "a winner" after testing it on the fast and demanding UK track.

British driver Andy Wallace won the Le Mans 24 Hours endurance race in 1988 driving the Jaguar

XJR-9 and was part of Jaguar's victorious 1988 and 1991 World Sports Car Championship teams. The Goodwood test was the first time he'd driven the allwheel-drive track-focused Project 8, which features a 600PS supercharged 5.0-litre V8 powertrain. Andy Wallace said: "Most road-legal cars on track are a massive disappointment, but Project 8 is really something. It's absolutely staggering how it has been

made to feel like a proper racing car. It keeps wanting you to push harder. It's not bothered by Goodwood's undulations, it just hunkers down and feels totally at ease, so you're happy to get on the throttle earlier. It inspires confidence straight away."

Project 8 features an all-new Carbon Ceramic Brakes (CCB) system, incorporating the latest technology to deliver consistent pedal feel, fade resistance and

(SRF).



longevity under the most demanding conditions. It also uses motorsport-grade Synthetic Racing Fluid

Wallace said: "The brake pedal feel is fantastic. It is absolutely linear and you can feel what it's doing. The steering too is brilliant. It feels like a car that's developed after days and days, and hours and hours, of testing. You don't just 'luck' something as good as this. Anybody can build a fast car. But to build a fast car that feels this good – that's quite an achievement." American Davy Jones was also a member of both the 1988 and 1991 championship winning Jaguar teams. He won the Daytona 24 Hours in 1990 in an XJR-12 (with Andy Wallace), and finished second at the Le Mans 24 Hours in 1991. He later went on to win Le

### Mans in 1996.

Davy Jones said: "I'm used to powerful racing cars. But this feels really fast. The sheer acceleration didn't feel all that different from a 700bhp racing prototype – and that really surprised me. It's certainly Jaguar's best track car I've driven since the sports prototype Jaguars of the 1980s and 1990s."

With world-class motorsport technology throughout, Project 8 has carbon fibre panels, adjustable aerodynamics, a unique suspension setup with adjustable ride height and camber, and is the first road car with F1-style ceramic wheel bearings. It's also the first Jaguar with a dedicated Track Mode, which activates electronic calibration settings tailored to circuit use.

Jones said: "There is no body roll, loads of grip, the braking is incredible. When you turn into a corner, it points in, when you step on the accelerator it wants to launch out of the corner. It doesn't do anything to spook you. It's such an accessible car to drive. The [8-speed automatic] gear shifts are so precise and so quick too."

The 200mph\* road-legal Project 8 is the world's fastest four-door sedan, having lapped the Nürburgring Nordschleife in a record 7min 21.23sec. Final tests are planned for Portimão in Portugal, Motorland Aragón in Spain and Laguna Seca in California, USA. Handassembly of no more than 300 cars will begin at Special Vehicle Operations' Technical Centre in June.

# The new BMW 8 Series Coupe

With maximum dynamics on the way to series production



Current driving dynamics tests being carried out on the new luxury sports car in Wales demonstrate not only the harmonious interaction between drive and suspension, but also the wide spectrum of handling characteristics encompassing racing performance and long-distance ride comfort.

Munich. In the final stage of the series production development process, the new BMW 8 Series Coupe is exhibiting the entire spectrum of its dynamic

handling potential. Current test drives in Wales are fully dedicated to the final coordination of all drive and suspension systems, the key focus being on the BMW M850i xDrive Coupe, a car which embodies the performance characteristics of the new luxury sports car in a particularly intensive manner. A completely redeveloped V8 engine, state-of-the-art intelligent fourwheel drive technology, an active rear axle differential lock, the adaptive M suspension Professional with

active roll stabilisation and Integral Active Steering form a perfectly harmonised package for fascinating sportiness and supreme comfort.

The most striking features shared by the engine and suspension include the broad spectrum of their characteristics. The eight-cylinder power unit being featured for the first time in the BMW M850i x DriveCoupe produces precisely the amount of torque and sonorous sound ideally suited for relaxed cruising. On accelerating out of bends. adapts perfectly to each setting." stretches of uneven surface.

NEWS

the other hand, in the Sport or Sport+ mode of the driving experience control feature, both power delivery and engine sound alike become noticeably more dynamic. Likewise, the function of the electronically controlled dampers, the stability control system DSC (Dynamic Stability Control) and the four-wheel drive system are precisely oriented to the selected driving mode. The rear wheel-focused setup of the new BMW xDrive system is perceptible in every driving mode, whilst particularly ambitious drivers benefit from the active differential lock in the rear axle transmission. which provides for maximum traction when

"The thing that always impresses when test driving the new BMW 8 Series Coupe is its adaptability," says Markus Flasch, BMW 8 Series Project Manager. "Whether a driver expresses his or her wishes with regard to comfort and sportiness using the accelerator pedal or by pressing a button, the vehicle immediately

A low centre of gravity and high stiffness values for body and suspension form the basis for the new BMW 8 Series Coupe's highly dynamic handling characteristics. In the case of the BMW M850i xDrive Coupe, both agility and direct steering behaviour are additionally assisted by standard Integral Active Steering and active roll stability. Moreover, the electronically controlled dampers are able to provide for maximum wheel stability at any time, so that contact with the road is guaranteed even on short

"The new BMW 8 Series Coupe will be available exclusively with mixed tyres. This gave us the possibility when coordinating the suspension control systems to exploit the potential of the wide rear wheels to attain particularly sporty handling characteristics," comments Jos Van As, head of Suspension Application. "Also, the higher camber values on all wheels and specifically tuned elastokinematics result in the realisation of exceptionally high cornering speeds prior to the intervention of the electronics. So those who wish can drive on the racing track with active DSC, too."

As the embodiment of both supreme and sporty power delivery, the new V8 power unit also contributes decisively towards the performance characteristics of the BMW M850i xDrive Coupe. Whist having the same weight as the predecessor engine, the new power unit mobilises an output that has been increased by 50 kW/68 hp to 390 kW/530 hp. Maximum torque has increased by 100 Nm to 750 Nm and is available at 1,800 rpm. The eight-cylinder engine delivers its power to an extensively further developed 8-speed Steptronic sport transmission characterised by expanded spread and further shortened shift times. "The new V8 engine offers exactly the right balance between performance and emotion, which is what also sets the new BMW 8 Series Coupe apart," says Christian Billig, head of Drive System Integration. "Above all, the eight-cylinder harmonises perfectly with the further developed Steptronic transmission during dynamic acceleration. At the same time, the sound development of the sports exhaust system authentically reflects the car's power delivery. And thanks to BMW xDrive and active rear axle locking, the engine always transfers power precisely to where it can be best converted into driving dynamics.

With the test drives in Wales, developers are rounding off the exceptionally diverse and intensive programme for the series development of the new BMW 8 Series Coupe. Outside the racetrack and cordoned-off proving grounds, prototypes of the new model are also tested on public roads in order to obtain information on customer-relevant characteristics in driving situations that are as close to reality as possible. They form an ideal supplement to the information gathered for instance during winter test drives in Arjeplog in Sweden, on the BMW Group proving ground in Miramas in the South of France, at the testing centre on the Nürburgring Nordschleife or during initial racing circuit deployment.

The BMW 8 Series Coupe will go on sale during the course of 2018. The digit 8 in the model designation refers to the new model's prominent position within BMW's product range. As was once the case with BMW Z8 and currently the BMW i8, it stands for highly emotional and exceptionally sporty vehicles. Thus, the BMW 8 Series Coupe will become a crucial component of the luxury segment model initiative laid down by the BMW Group in its NUMBER ONE > NEXT strategy.



# **Borgward launches new showroom in Dubai**

**Opening of central warehouse to address regional demand for** spare parts & services



May 15, 2018 - Subsequent to the official launch of Borgward BX7 and BX5 in the Middle East, Germany-based automaker Borgward launched its showroom in Dubai in partnership with its exclusive UAE distributor Union Motors. To further enhance its regional presence and market share, Borgward also opened the Middle East Parts Center, a central warehouse, at the Jebel Ali Free Zone (JAFZA), addressing the growing demand for its spare parts and services in the GCC market. The facility will have more than 16,000 square meters of storage area to address the regional demand and considerably cut down delivery time.

The launch of two premier models in the UAE is in line with Borgward's strategic expansion plans in key individual markets with vibrant business growth opportunities. The launch of the Middle East Parts Center in JAFZA gives the advantage of superior geographical position and convenient transportation. The facility is supported by partnerships with MaxX Logistics, a subsidiary of Almajdouie Group and Sinotrans Co., LTD., headquartered in JAFZA

and will provide storage and transportation, road transport, project logistics and door to door logistics services, and other value-added services. Another highlight of the Center is the integration of WMS inventory management system to carry out day-to-day warehousing functions and scanning code of the goods through the handheld terminal, and realizes the system query inventory, electronic ordering and outbound delivery.

The new Borgward warehouse offers local, experienced, effective agent operation, and competitive products for

customers.

the order to delivery of the product. expansion plans in the region."



local dealers' operation. Effectively shorten the supply cycle of spare parts and improve the satisfaction rate of

Borgward's new Middle East Parts Center in Dubai has been strategically planned to effectively cater to the regional demand. In the future, the distribution area of the Center will expand to cover Middle East & Africa countries and the range of products available will be expanded to include 30,000 spare parts spread over 25,000 square meters over the next few years. The opening of the new facility is expected to further cut down the shipping time to 2-5 days from placing

Tom Anliker, Senior Vice President of Borgward group AG, said; "Borgward's entry to the GCC was prompted by robust customer demand for compact and midsize SUVs in the region. The opening of the central warehouse in Dubai's JAFZA reflects our commitment to delivering excellent service to our customers and underscores our continuing efforts to become a trusted service partner. The move complements Borgward's entry into the GCC market and will support our



In connection with the opening of the new showroom, Borgward has rolled out several promotional offers, including lifetime unlimited KM warranty and two years 50 per cent buyback promise for the first batch of customers. First set of buyers will also be able to receive free latest iPhones with their purchases. Borgward officially entered the GCC car market with

the rollout of the Middle East versions of its premier BX5 and BX7 SUV models in November 2017. The strong warehousing and logistics capabilities of MaxX in the GCC region guarantees timely delivery of spare parts to Borgward customers, thereby significantly contributing to the German automaker's overall sales and market presence in the region.



# **FRIEND OF THE BRAND DANIEL BRÜHL** CHOSE JAEGER-LECOULTRE POLARIS



Last night Jaeger-LeCoultre hosted an exclusive evening in Zurich celebrating the launch of Jaeger-LeCoultre's Polaris watch collection. Unveiled at SIHH last January, the elegant men's sport collection is inspired by the iconic Memovox Polaris watch from 1968. Actor Daniel Brühl joined the memorable event wearing a Jaeger-LeCoultre Polaris Automatic in stainless steel.

Long-time Friend of the Brand, Daniel Brühl has been wearing Jaeger-LeCoultre timepieces in his daily life as well as professional life. In 2016, he attended the Maison gala dinner during the Venice International Film Festival. In 2015, for his role in the movie 'Burnt', alongside Bradley Cooper and Sienna Miller, Daniel Brühl can be seen wearing his Reverso Duoface watch in pink gold.

Award winning actor Daniel Brühl has been involved

in many critically acclaimed film and television projects and has garnered international recognition for his talent and versatility. Currently he can be seen in movie theatres as activist 'Wilfried Böse' in the drama feature 'Entebbe', opposite Rosamund Pike and on Netflix as the lead role of criminal psychologist 'Dr. Laszlo Kreizler' in the TV series 'The Alienist', based on the international best-selling novel by Caleb Carr. **The New Jaeger-LeCoultre Polaris** 

# Collection.

Not just a single homage to a historical reference, the new Jaeger-LeCoultre Polaris collection takes the spirit of Memovox Polaris and applies it to today's man of action with a full range of timepieces: a three-hand automatic, a chronograph and a chronograph world time, as well as two models with a stronger vintage feel: the Jaeger-LeCoultre Polaris Date and the JaegerLeCoultre Polaris Memovox.

The new Jaeger-LeCoultre Polaris collection channels the best of the Grande Maison's watchmaking tradition and its attention to detail, while creating a contemporary sporty yet elegant timepiece, with a vintage touch.





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# Al Habtoor Group Sponsors Zayed Charity Marathon

# in New York in Honour of the Late Sheikh Zayed



Mohammed Al Habtoor, Vice-Chairman & CEO, Al Habtoor Group took part in the 14th Zayed Charity Marathon held in New York's Central Park on Sunday 29 April 2018. The event, also known as the UAE Healthy Kidney 10K, is part of the New York Road Runner's Pro Racing Series and draws tens of thousands of people annually making it one of the top 10 marathons globally. It marks the third year running that the Al Habtoor Group is the main sponsor of the 10 kilometre race held in honour of the late Sheikh Zayed Bin Sultan Al Nahyan, Founder and President of the United Arab Emirates.

Al Habtoor was joined by several prominent Emiratis including Retired Lt. General Mohammad Halal Al Kaabi, Head of the Organizing Committee, Zayed Charity Marathon; Colonel Mohammad Ali Amer, General Coordinator, Zayed Charity Marathon; and H.E. Omar Al Shamsi, Deputy Chief of Mission at the Embassy of the United Arab Emirates in Washington, DC. American rapper, singer, songwriter and composer, Flo Rida, made a special appearance to support the charitable event.

The second secon

All proceeds raised during the run go to the Healthy

Kidney Foundation, the leading organization in the US dedicated to the awareness, prevention and treatment of kidney disease. To date, the Zayed Charity Marathon has raised more than \$165 mln to support tens of millions of patients at risk. The organization also promotes education and awareness of kidney health and kidney disease on a global scale. Mohammed Al Habtoor said, "The Zayed Charity Marathon supports a good cause and most importantly showcases the generosity and vision of a great leader and Founding Father of the UAE, Sheikh Zayed. This year we celebrate 100 years since the birth of the late Sheikh Zayed and the Al Habtoor Group is proud to be taking part in an international event that embodies the UAE's founding principles of unity, tolerance and inclusiveness I am impressed with the excellent organization and turnout of participants from across the US." Earlier in the week Mohammed Al Habtoor visited the National Kidney Foundation headquarters in New York City where he was briefed on the impact of UAE donations and the specialized treatment received by patients suffering from kidney diseases. During his visit to New York, Al Habtoor was

welcomed by His Excellency Majid Al Suwaidi, Consul General of the United Arab Emirates in New York at a reception hosted at the Consulate's headquarters on 5th Avenue. Al Habtoor also attended a special event hosted at NASDAQ MarketSite, the commercial marketing presence of the NASDAQ stock market located in Times Square, New York City where he met with senior representatives Adena T. Friedman, Vice President & CEO, Joseph Brantuk, Vice President, IPO-New Listing and David Wicks, Vice President of the Corporate Client Group.

Over 11,000 participants registered in the 14th Annual UAE Healthy Kidney 10k Run. Kenyan athlete Rhonex Kipruto took the podium at the UAE Healthy Kidney 10K with a new event record of 27:08. The 18-year-old also claimed the fastest 10K national time run on US soil on a record-eligible course. Kipruto took home the \$30,000 Zayed Bonus, courtesy of the Embassy of the UAE in honour of Sheikh Zayed, by beating the men's record of 27:35 set in 2011. In the women's category, Ethiopia's Buze Diriba finished first with a time of 32:04 receiving prize money of \$10,000 at the 14th annual race in Central Park.

# **THE RM 02-67 TAKES ON A NEW PLAYING FIELD** With Alexander Zverev



Thin, lightweight, coloured, elegant and athletic, theRM 67-02 is the watch for any situation. Breakingwith precedent, Richard Mille designed this model sothat it can be adapted to various sporting disciplines.This is why several of the brand's partners have haddeveloped an RM 67-02 in the colours of theirrespective countries, so as to test the abilities of thisautomatic calibre in a range of settings beyond thethe RM 67-02 will now enter a new battlefield.With Alexander now ranked no. 3 in the world,testing the resistance of his RM 67-02 in CarbonTPT° and red Quartz TPT° when faced with repeated



accelerations, tennis courts around the globe will become natural laboratories.

While the RM 67-02 issued to fellow brand partner Alexis Pinturault must withstand the harsh cold of the ski slopes and the shocks received against the gates, a variation designed for five-time World Rally champion, Sébastien Ogier, will join him along the varied stages of the Argentinian Rally. All of these models preserve the mechanical beauty of the CRMA7 calibre, combining the grade 5 titanium of the baseplate and bridges with the white gold and Carbon TPT<sup>®</sup> of the variablegeometry rotor, as well as the exceptional finishes. Beyond the comfort of the strap and the resistance of the case milled from TPT° composites, these watches boast aesthetically polished renditions of each sports figure's flag, easily visible across the hand-painted grade 5 titanium dial. For superlative wearing enjoyment of the RM 67-02, Richard Mille has equipped these timepieces with their new 'comfort' strap. Entirely seamless, the strap is highly elastic, allowing it to perfectly fit the contours of each wrist, adapting to individual morphology. Two unique prototypes of the RM 67-02 are currently touring the Formula 1 circuits. Worn by rookie Charles Leclerc and Fernando Alonso, they both allow the brand to test new technical solutions for its future models.



# **Body Training Academy Brings Factory Quality To Local Business**



Jaguar Land Rover MENA opens the first Academy to train regional retailer network repairers to maintain high factory standards

Jaguar Land Rover Middle East and North Africa has today launched an industry first Body Training Academy in the region to ensure that all vehicles repaired regionally by their retailer network maintain the stringent specifications as defined by the factory. In the unfortunate event of an accident, repairing a vehicle back to Jaguar Land Rover's exacting standards is of paramount importance and so to take this one step further, the new Body Training Academy, located in Dubai Production City will be dedicated to teaching repairers the exact same methods employed at the factory.

"Jaguar Land Rover's products are built to withstand the most extreme situations including accidents and

so occupant safety is of utmost importance. Should a customer suffer an accident, it is essential that their car be repaired to full manufacturer standards to ensure that not only occupant safety levels are maintained but also to provide them with the peace of mind knowing that their vehicle will maintain its full warranty." said Bruce Robertson, Managing Director of Jaguar Land Rover MENA.

"Being involved in an accident is an unsettling experience, so knowing that your Jaguar or Land Rover will be returned to its 'as-new' condition, is an important factor for Jaguar Land Rover's discerning customers who value quality in their everyday lives." he added. Jaguar Land Rover has partnered with TECOM

to establish the facility in the Dubai Production City, which apart from being centrally located in the burgeoning new Dubai district, shares many of the key attributes with Jaguar Land Rover's brand image. Dubai Production City (DPC) caters to the Light Industry Manufacturing sectors and the printing and publishing industry. Since inception in 2003, its aim has been to create access to an industry network that helps businesses evolve and flourish by forging synergies with like-minded community members. The opening of Jaguar Land Rover facility, underlines Dubai's welcoming business environment and world class infrastructure as well as DPC's efforts and commitment to continue attracting global brands. Jaguar Land Rover's UK headquarters will provide full technical and personnel support to the Body Training Academy including providing in-house skilled experts to manage and train staff on the latest advanced technologies used at the factory on all new Jaguar and Land Rover vehicles.

Additional to the Body Training Academy, extensive upgrades to collision repair facilities have also recently been undertaken by Jaguar Land Rover retailers who are committed to the continual development of technicians' competency to ensure that all repairs return the vehicle to the manufacturer's specification.





It was created by accident. In 1966, when Corum received the dials for its new creation Romvlvs in the run-up to the Baselworld show, the hour markers were missing. The supplier had forgotten to add them. René Bannwart, who had founded the company eleven years earlier, decided to go ahead with the Basel launch anyway. As an emergency measure, he had the hour markers engraved directly on the bezel. Thus the Romvlvs was born, and it would go on to become one of the brand's greatest successes. This ode to creativity resonates today more than ever at Corum. Frustrated by life's ups and downs? Does the watch you're dreaming of not exist? Invent it! Giving life to one's desires is central to Corum, where the guiding ethos is: "Craft Your Dreams". This call to creativity can still be heard today in every piece that Corum makes. The new Romvlvs is no exception. The collection that is being presented in 2018 has one unique characteristic: it's a piece that collectors themselves have demanded.

# **Corum in Rome**

# la dolce vita returns to watchmaking



"When I took on this position, I was struck by the detailed knowledge that the major collectors had of our history," explains Jérôme Biard, CEO of Corum. "After travelling the world several times, I noticed that there was a real desire for the Romvlvs Retrograde Annual Calendar, everywhere from Asia to the Americas. As the original was released in 2008, it seemed that an anniversary edition for 2018 would present a wonderful opportunity. We wanted it to be a very limited edition for these well-informed collectors." The Romvlvs 44 Annual Calendar keeps its Italian lightness. Refreshing, it refuses to be boxed into a category, swinging from classical to provocative, from sporty to glamour chic. Playful and imbued with la dolce vita, it seamlessly blends the refinement of pink gold with a lively and feisty green. Of classical allegiance, it can't resist the charms of a modern rubber bracelet. While its dial appears traditional, it is in fact a smoky quartz sapphire whose transparency, like a

mischievous veil, reveals the mechanical caliber. Preserving the essence of the original Romvlvs, the caliber is still the famous CO502, beating at 28,800 vibrations per hour (4 Hz) and ensuring a power reserve of over two days (55 hours). The date is read in a way that is both intuitive and original. Intuitive in that it reads naturally from left to right, going from day to date to month. Original in that it simultaneously makes use of two apertures and a central hand to provide this information, once again demonstrating Corum's creativity in technical watchmaking. The diameter of the piece has been increased to 44 mm, emphasizing more than ever the pink gold and rubber bezel on which the hour markers are directly engraved, the distinctive sign of the Romvlvs. The back of the piece reveals the watchwords of the Romvlvs: "URBS" (city in Latin) and "ROMA", as well as the profile of a legionnaire. The Romvlvs 44 Annual Calendar is presented in a limited edition of 25 pieces.

# **ROGER DUBUIS Excalibur Knights of the Round Table III**

## Daring, determined and dauntless



With the Excalibur Knights of the Round Table III hyperwatch, Roger Dubuis once again demonstrates the power of the sword. This forceful new interpretation of the legend of King Arthur's Excalibur is inspired by the fabled island of Avalon, regarded as the place where the mighty sword was forged. In a radical combination of disruptive materials, extreme craftsmanship and sophisticated horological complications, state-of-the-art pink gold low polysculpted knights gather around a dramatic blue enamel table.

Commanding, compelling and cunningly creative, Excalibur is the ultimate symbol of the inherent daring embedded in the Roger Dubuis DNA. An inventive boldness expressed as much through the use of unprecedented materials in watchmaking as through the consistent launch of groundbreaking new calibres. The cut and thrust of innovation and vanguard technologies hold no secrets for the fullfledged Manufacture with its dedicated in-house R&D department. After the glorious campaigns of its Excalibur Knights of the Round Table I and II, Roger Dubuis once again proves its ability to upend conventions and conquer traditions by offering a cutting-edge, contemporary take on watchmaking icons.

Ancient myth meets 21st century art form. Fearlessly coupling a powerful legend with a technical feat and a contemporary artistic approach, the Excalibur Knights of the Round Table III epitomises the no-holds-barred Roger Dubuis approach. A taste for off-the-chart adventures that impels it to take on even the wildest challenges. Originally used for making 3D models and scenes for videogames, low poly art is a technique in which polygonal facets are used to create sculptures or paintings. It is increasingly popular due to its render speed achieved thanks to low polygonal resolution. Used in this instance to create 12 new expressive threedimensional pink gold knights depicting the hours, it showcases the peerless creativity and dynamism of the Roger Dubuis artisan-warriors and their commitment to 'disruptive materials and progressive complications'.

Vigorous, valiant and virile, each highly detailed, low poly-sculpted, engraved and hand-finished knight has been entirely redesigned; each points his sword at the Avalon-inspired table sculpted from solid blue enamel blocks, a process requiring considerable dexterity and many patient hours of craftsmanship. Framed by an imposing Excalibur 45mm case with a solid caseback, fluted 18K pink gold bezel and matching crown, each dial takes a full 45 hours to create. This mechanical marvel is teamed with a matching blue alligator strap. Ensuring both precision and reliability, self-winding Calibre RD 821 - an exclusive in-house movement such as those equipping all Roger Dubuis timepieces drives the hour and minute functions while delivering a 48-hour power reserve. Like the knights, every detail of the movement is hand-finished according to the traditional criteria governing the prestigious Hallmark of Geneva. The trailblazing Excalibur Knights of the Round Table III embodies eloquent proof that true legends never die, especially when spectacularly reinterpreted by Roger Dubuis. In keeping with the cornerstone mantra of the brand that dares to be rare, this standout creation is issued as a highly exclusive 28-piece limited edition.



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# **DUBAI'S NEW FLAGSHIP ROLEX BOUTIQUE OFFERS UNIQUE EXPERIENCE**



# AHMED SEDDIQI & SONS UNVEILS UNPRECEDENTED RETAIL DESTINATION AT THE DUBAI MALL

Building on a long-standing partnership, Rolex and Ahmed Seddiqi & Sons have inaugurated a new Rolex Boutique in Dubai. Located in the Fashion Avenue, the latest extension of The Dubai Mall - the largest shopping mall in the world by total area and home to more than 150 luxury brands – the boutique represents the epitome of modern retail luxury. Opened on 30 April 2018, the three-level structure, the world's largest Rolex Boutique, covers an unprecedented 850 square metres of retail space, including an area devoted to a total immersion into the world of Rolex – the Rolex Experience – which encapsulates the brand and its legacy in a truly

exclusive and unique setting.

"We are honoured to partner with Rolex on this major endeavour that represents a landmark for our retail operation which, over half a century, has grown from a single shop in Souk Bur Dubai to more than 65 watch boutiques across the UAE, including five Rolex Boutiques and 12 points of sale in Dubai. The latest Rolex Boutique will showcase Rolex watches in spectacular surroundings," said Abdul Hamied Ahmed Seddiqi, Vice Chairman of Seddiqi Holding. "This collaboration marks an enduring relationship and our continued passion for the Rolex brand." Ahmed Seddiqi & Sons, the Middle East's leading

retailer of luxury watches and jewellery, has been the Official Rolex Retailer in Dubai for almost 60 years. The late Ahmed Qasim Seddiqi, the company's founder, was one of the first watch distributors in the Gulf region and he built a strong bond with Rolex over the past decades, based on mutual respect and common goals. In commenting on the launch of the new store, Jean- Frédéric Dufour, Chief Executive Officer of Rolex SA, said: "This outstanding boutique offers a total Rolex experience. We are delighted to bring the history of the Rolex brand and its know- how together in this way in association with our long-time partner, Ahmed Seddiqi & Sons."

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