

CarBook

carbookmagazine.com

MAGAZINE

Bugatti Chiron

The most powerful, fastest & luxurious car in the world



Toyota 86

Bang for buck sports car

Genesis G80

A new player in the game

Mercedes-Benz E-Class

An innovative new luxury





LONGINES®

Elegance is an attitude

Simon Baker
Simon Baker



Conquest Classic Moonphase

CONTENTS



COVER STORY

Bugatti Chiron

The most powerful, fastest & luxurious car in the world

6



Feature

Mercedes-Benz E-Class

An innovative new luxury sedan

14



Road Test

Lamborghini Huracán Performante

Lambo's fastest road-legal track car ever

20



Road Test

Jaguar F-PACE

The 2017 World Car of the Year

24



Road Test

BMW i3

Better batteries now included

28

Dubai Duty Free

Win a luxury car



Entries for "Finest Surprise" at Dubai Duty Free
or online www.dubaidutyfree.com



Full of surprises.



Road Test

MINI Countryman Cooper S ALL4

It's the biggest MINI yet!

32



First Drive

Infiniti Q60 Project Black S concept

Applying Formula 1 technology to Infiniti's

40



First Drive

2017 Toyota 86

Bang for buck sports car

44



Product Feature

Towing tips

56

Cover photo credit: Bugatti Automobiles

Publisher
Hares Fayad

Editor in Chief
Myles Mellor

Contributing Writers
Andrew Ling
Benjamin Yong
Sonia Akraa

Editor
Alex B. G.

Sub-Editor
Boutros C. Michael

Art Director
Ahmad Yazbek

Photographers
Andrew Ling
Benjamin Yong
Sami Abed



www.carbookmagazine.com

Offices

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

For Inquiries Editorials, Advertisements

M.: +971 55 302 5550
+971 50 653 4050,
hares@carbookmagazine.com

info@carbookmagazine.com

Lebanon, Beirut

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

Publication of Al Badia

Agents Distribution

Lebanon: Al Nasheron Distribution Co. +9611277007
Qatar: Arabian Establishment for Commerce., +9745518898

UAE: Dar Al Hikma, +97142665394
London: General Co. for the distribution, +447818088777

Bahrain: Al Hilal Corporation, +97317480800
Jordan: Jordan Distribution Agency Co. +96265358855

Jeddah: Alkhazindar Co. +96626838025
Kuwait: United Distribution Co. +9652412820

Muscat: United Agency for the media, +96892113295
Cairo: Today News Corporation, +20225782700

Lebanon: 5,000 LL - UAE: 20 AED - KSA: 20 SAR - Kuwait: 1.25 KD - Oman: 1.5 OMR - Qatar: 1.5 QAR - Jordan: 3 JOD - Bahrain: 1.5 BHD - Egypt: 10 EGP - Morocco: 15 MAD - UK: 4 GBP - France: 4 EUR - Germany: 4 EUR



BENTLEY



An extraordinary promise. The Continental GT range.*

Enjoy the freedom to own from a range of most stylish Bentley Continental GT with an exclusive package that leaves you to indulge in the drive:

- ◆ 5 Years Service*
- ◆ 5 Years Warranty*
- ◆ 1 Year Insurance*

BENTLEY EMIRATES

PART OF AL HABTOOR MOTORS

Please contact us on 800-BENTLEY [800 236 8539]
or visit us at www.uae.bentleymotors.com for more information

*Terms & Conditions apply. The name 'Bentley' and the 'B' in wings device are registered trademarks. © 2017 Bentley Motors Limited.
Displayed model is a Bentley Continental GT Speed – Black Edition



Bugatti Chiron

The most powerful, fastest & luxurious car in the world



Bugatti unveiled the Chiron as a world premiere at the 2016 Geneva International Motor Show. The Chiron is the latest generation of the ultimate super sports car and is a completely new development. The sports car manufacturer from Molsheim has taken the unique features of a modern Bugatti to a new level and developed a high-performance machine that has become significantly better in every respect. With a power output of 1,500 HP, unprecedented for production vehicles, an exceptionally high torque value of 1,600 Nm between 2,000 and 6,000 rpm and a wide variety of technical innovations, the Chiron sets new

standards in every respect. The Chiron is therefore very well-positioned to become the next world speed record holder and reach a maximum speed significantly above the record currently held by Bugatti. The manufacturer has limited the maximum speed of the new car to 420 km/h for road use. The Chiron is built at the company's headquarters in Molsheim. Only 500 of these exceptional cars are to be produced. The basic price is €2.5 million net. "It is part of human nature to cross boundaries and set new records – to run 100 m faster than ever before, to fly even further into space and to enter new realms.

This striving is also our driving force at Bugatti," said Wolfgang Dürheimer, President of Bugatti Automobiles S.A.S., at the presentation of the Chiron. "The Chiron is the result of our efforts to make the best even better." With the Chiron, the Bugatti President said that Bugatti had left the dimensions which define the operations of all market players and had established new paradigms that had previously not existed. "Bugatti has tested the limits of physics. There is no area where we have not achieved significant improvements." Willi Netuschil, former Board of Management Mem-





ber and Head of Development at Bugatti, described the technical approach: “Where other manufacturers stop, Bugatti goes a step further. We probe the limits. In our development work, we use all the technologies that are available, without any restrictions. Our aim is to be the best in the final resort.”

The Bugatti Chiron is the world’s first super sports car to bring 1,500 HP onto the road with a torque of 1.600 Nm at 2,000 to 6,000 rpm with tremendous effectiveness, extremely high safety levels and unprecedented comfort.

This is the result of the legendary and unique eight-litre W16 engine that has been newly developed by Bugatti. It is fitted with four larger (69 percent larger than on the Veyron 16.4) higher-performance turbochargers. They are operated in a two-stage configuration. The two-stage turbocharging system developed by Bugatti especially for this car is the outstanding technical feature of the Chiron powertrain. To ensure maximum acceleration from a standstill without the “turbo lag” feared by sports car drivers, the Chiron moves off the mark with only two turbochargers in operation. The other two units are only activated at about 3,800 rpm. As a result, the two-stage turbocharging delivers an absolutely linear power curve from 2,000 rpm, huge

torque in the low engine speed range and a power output that can be controlled and dosed rather well. There is a large number of other technical refinements and innovations that ensure maximum performance is available constantly and can be easily controlled at all speeds. In its Top Speed mode, the car reaches the maximum speed of 420 km/h, limited for road use – however, this is by no means the end of the road for the Bugatti Chiron.

The monocoque of the Chiron is made entirely from carbon. This newly developed unit is the technically most sophisticated monocoque in its class. All in all, some 320 square metres of carbon material are required for it. If all the individual fibres of this material were laid out end to end, they would stretch nine times the distance between the earth and the moon. The production of a monocoque takes 4 weeks and requires 500 man-hours.

Thanks to the use of high-performance high-tech materials, the structure of the Chiron at the rear end is 8 kg lighter than that of its predecessor. The structure is completed by a carbon fibre underbody manufactured by an innovative sandwich construction. Combined with optimised material use, this results in a weight saving of 8 kg compared with conventional

construction. The structure of a sports car is not only the decisive factor in its weight but also in its rigidity. The Chiron reaches a torsional rigidity of 50,000 Nm per degree and a flexural rigidity of about 0.25 mm per tonne. These are sensationally good values comparable to those of LMP1 racing cars.

Bugatti has developed an adaptive chassis for the Chiron. This provides an extremely dynamic driving experience, very direct response, considerably more agility, precise steering response, fast cornering and outstanding road-holding even at high cornering speeds – in other words, the driver has maximum driving pleasure in a very comfortable overall package. The adaptive chassis has five different driving programs: Lift, EB, Autobahn, Handling und Top Speed. This new control strategy was necessary as a result of the extremely high power output and especially the huge maximum torque of the Chiron, which is available over 70 percent of the entire engine speed range.

The Chiron is shod with entirely new high-performance tyres, once again developed by Bugatti together with its strategic tyre partner Michelin. The tyres must transfer maximum torque of up to 5,000 Nm per wheel safely to the road and develop unprecedentedly high lateral guidance for the high-performance coupe.



Porsche recommends Mobil

www.porsche.com/911ExclusiveSeries

**In development for over three years.
And away in just 2.9 seconds.**

The 911 Turbo S Exclusive Series.



PORSCHE

In addition, they need to be comfortable in city traffic and roll reliably at high speed. The tremendous forces on the tyre at a speed of 400 km/h show what is needed. The tyres, size 285 / 30 R20 at the front and 355 / 25 R21 at the rear, have a larger contact surface (+14% at the front, +12% at the rear) and therefore greater potential in decisive driving situations with significant improvements in braking behaviour, acceleration, grip on wet and dry roads, noise levels, mechanical comfort and handling at the limits.

The world's fastest production super sports car needs the best brakes in the world. Bugatti uses special carbon ceramic brake discs made from carbon silicon carbide (CSiC). This material makes the brake disk lighter at the same time as giving it greater improved corrosion resistance, performance and durability. In addition, the front and rear brake discs of the Chiron have a diameter which is 20 mm larger and have become 2 mm thicker, resulting in more effective heat dissipation by the brake discs and improved performance on the track.

The brake calipers have been entirely newly designed. They are forged from an aluminium part and then milled using bionic principles. In other words, the

design is based on structures found in nature. The new architecture allows minimum weight to be combined with maximum rigidity for direct response and very easy dosing of the brakes. Thanks to the new asymmetrical design, the brake caliper can dissipate an extraordinary amount of braking energy. It also looks like a small work of art.

The Chiron is the most modern interpretation of Bugatti's brand DNA. It embodies the new design language of the luxury brand with its long tradition. The motto adopted by the Bugatti designers for the Chiron was "Form follows Performance".

Achim Anscheidt, Director of Design at Bugatti, explained: "This principle of form following performance defines the Chiron as an authentic technical product and a fascinating automobile sculpture."

The lines of the new car show that the balance between "beauty" and "beast" needed in a modern Bugatti has been significantly shifted in the direction of aggression in the case of the new Chiron. This can be seen from the considerably more dynamic side line, the central fin that gives an impression of acceleration, the elongated rear wings and the more dynamic angle of attack.

The most distinctive design features of the Chiron are

the Bugatti horseshoe with the eight-eyed front end, the C-bar on the side (also known as the "Bugatti line"), which is also used as a design element in the interior, the central fin as a reminiscence of the central seam on the Bugatti Atlantic, which extends over the entire vehicle to the rear, and the redesigned rear end with the newly developed rear light, which is unique in the automobile industry and gives the Chiron its distinctive Bugatti signature.

Most of these elements have a technical background and have been designed to fully accentuate the growing performance requirements of the Chiron.

The Chiron is higher and wider than its predecessor, which allows for more space, especially in the footwell, and improved ergonomics.

The wider front end of the vehicle is highlighted by the new eight-eye face. Apart from the lamp housings, the front end features a highly effective air inlet for the cooling of the front wheels and brakes and therefore performs an important aerodynamic function.

The rear with its all-round trailing edge is the clearest example of form following performance in the design of the Chiron. The rear is shaped to ensure lower drag and to meet the requirements posed by the high power



output, the new top speed and heat dissipation from the rear end. The suction effect behind the rear end allows the extraction of hot air collecting in the engine compartment.

Although this rear design is not entirely new in the sports car sector, the combined rear, brake, reversing and indicator light certainly is. The designers developed this homogeneous light strip with a length of 1.60 metres extending over the entire rear without any interruptions with a view to making a purist statement emphasising the width of the Chiron. The rear light strip is the unmistakable signature and unique feature of this Bugatti. The Chiron is the first and only production car to feature a rear light of this type. The light strip is only a few millimetres high and is surrounded by a bar machined from solid aluminium. 82 Super RED LED lamps ensure that all road-users can immediately see that a Bugatti Chiron is driving ahead of them. Bugatti continues to practise its philosophy of “What you see is what you get” consistently with the Chiron. This vehicle is constructed in every respect from authentic materials. Parts that look like carbon fibre, aluminium or leather are really made from these materials. The front emblem on the radiator grille, also known as the Bugatti “Macaron“, is a real gem. This symbol is a completely new design which is one third larger than its predecessor. The Bugatti oval is the only component of the Chiron that has not been subjected to the painstaking weight saving programme that is normal practice in the development of a super sports car. This part is allowed to be heavy. The eye catcher consists of solid 970 fine silver and enamel and has a total weight of 155 g, including 140 g of silver. Previously, the emblem had 2-D optics, with an art deco logo and a hint of shadow, following examples from the 1920s. The new emblem is a 3-D design creating the effect of letters hovering over the red enamel.

The interior reflects the stylistic themes of the exterior. This approach ensures a symmetrical layout in the interior. It consistently follows functional requirements. In order to keep the central console as slim as possible and to allow a spacious impression, the climate control and infotainment systems have been separated. The units on the central console have independent displays. The selector for the seven-speed dual-clutch gearbox is located in the perfect ergonomic position within easy reach of the driver's hand. It is produced from the most exclusive materials available and all aluminium parts are milled from solid material. Bugatti is the only carmaker to use anodised aluminium for its controls and to ensure that each individual graphic symbol is illuminated.

Bugatti pilots have all the driving dynamics information they need within their field of vision. The instruments visible through the steering wheel with its central horseshoe emblem include the analogue speedometer, the two supplementary digital displays, with the mechanical speed indicator standing out as a result of its exclusive quality. The speedometer runs up to the magic figure of 500 km/h and is a feast for the eyes with the exclusive appearance of a precious Swiss watch.

No other super sports car of this calibre completed such an exacting and complex test program as the Chiron. At each stage in the process, the Chiron is subjected to a large number of tests, checks and correction loops of the type which are normally only used in the development of mass-produced models. More than 30 test vehicles were or still are in use, including six vehicles alone used to ensure compliance with worldwide safety standards and legislation. Two quality and type-testing vehicles are also on the roads. No fewer than 10 pre-series vehicles were built to lay the foundations for the perfect start of series produc-

tion, which took place in the late autumn of 2016.

The Chiron has spent more than 300 hours in the wind tunnel, completed more than 650,000 test kilometres and used up more than 200 sets of tyres. Apart from comprehensive simulations, the Chiron has completed a large number of tests on test rigs. Some of these, including the engine test bench, had to be redesigned and built especially for the Chiron as existing facilities were inadequate to simulate the loads on a 1,500 HP unit or were simply too small for the new W16 engine. In addition, the Chiron was tested on test rigs operated by the aerospace industry or the armed forces as only these test facilities were adequate for reaching and verifying the performance data that were aimed for.

The quality inspectors of the Volkswagen Group will not grant the Chiron any exceptions whatsoever as a result of the small numbers to be produced. Like any other modern Volkswagen Group model, the Chiron must face the most stringent quality requirements possible. As a result, Chiron owners can look forward to a production super sports car of the very highest quality. “The Chiron is the quintessential ultimate super sports car: ultra-modern, incredibly fast, agile and powerful with a stylistically demanding design and the highest possible levels of comfort,” says Wolfgang Dürheimer. “This combination is not offered by any other market player and gives Bugatti its unique market position.” “Our customers form an exclusive group of automobile collectors who are searching for the very best,” Dürheimer continues. “This is why their demands and expectations for our next step – the Chiron – were so high.”

Customers’ reactions show that Bugatti has hit the mark. Orders have already been received for more than half of the total production run of 500 cars. The delivery of customer vehicles has started in March this year.



Sporty Performance *THAT GETS YOU RACING....*



Out on the tarmac, the sporty performance of Lancer EX is bound to take you to the center stage. Blending confidence inspiring handling, generous interiors and a comfortable ride, Lancer EX embodies the pure pleasure that can only be found behind the wheel. Its genuine style never seeks attention, it's simply a natural attraction. It's how you announce your presence to the world.

SMS MAK7 TO 4881 FOR MORE INFO

LANCER EX



800 ALHABTOOR
254228667



2018 Mercedes-Benz E-Class

An innovative new luxury sedan



Historically, Mercedes-Benz has always reserved its jaw dropping technical innovations for its flagship S-Class. Former Top Gear presenter, Jeremy Clarkson, once remarked that the S-Class previewed what technological features would be mainstream on other non-luxury cars within the next decade. However, times they are a changing and Mercedes-Benz is taking a big step into the future with the fifth-generation E-Class sedan. Not only does it deliver baby S-Class styling inside and out, but it also marks

the world premiere of numerous technical innovations that enhance comfort, provide a new level of safe driving, and also enable a new dimension in driver assistance. Mercedes-Benz claimed that the whole development process took over 4 years and 1,200 prototype vehicles. Cumulatively, the company's test drivers put these prototypes through a combined 12,000,000+ kilometres in some of the world's toughest environments, including the world's hottest deserts to temperatures

well below freezing near the arctic circle.

There were over 1,200 engineers on the E-Class project, and the prototypes conducted over 10,000 autonomous braking tests and 5,000 automated lane change manoeuvres as part of its semi-autonomous driving feature tests.

All-new exterior design

The new E-Class looks sophisticated, confidently stylish and sporty. Compared with its predecessor, its wheelbase length has grown by 65 millimetres, its



overall length by 43 millimetres. Its design displays hallmark Mercedes-Benz sedan proportions, similar to those of the S-Class and also the C-Class. The elongated hood, coupled with a coupe-esque roof flows into a sensual, broad-shouldered tail end. While the design is very attractive, it does make it a bit difficult to distinguish between C, E, and S-Class, certainly more so than before.

As with most German cars, the E-Class is characterized by short overhangs, a long wheelbase, large wheels and taut, well-defined flanks displaying a fresh, stylish and dynamic interpretation of the feature line. Mercedes-Benz says that their new design philosophy is called “Sensual Purity”, and the E-Class is the latest example of this direction.

As before, there are two choices of front ends, each with a distinctive character. Choose the classic Mercedes-Benz radiator grille with the star on the hood for a traditional Mercedes look. Or, what I personally prefer is the sportier radiator grille with a large Mercedes-Benz star as its centrepiece. The latter compliments the muscular front end better, but ultimately beauty is in the eye of the beholder.

All-new interior innovations

Like its big brother S-Class, the new E-Class is optionally available with two LD instrument cluster displays, each featuring a resolution of 1920 x 720 pixels and at 12.3 inches in size. These wide aspect ratio screens are not only highly customizable, but they are also delightfully futuristic looking. Say goodbye to traditional analogue gauges as virtual instruments are displayed on

these screens right within the driver’s field of vision. The steering wheel also features touch-sensitive control buttons, evidently for the first time in an automobile. Mercedes engineers have designed them to function similar to the horizontal and vertical swiping movements just like a smartphone interface. In fact, the entire infotainment system can be controlled from the steering wheel. This new control interface is intended to minimize driver distraction since his/her hands never have to leave the steering wheel.

Further infotainment system controls are provided by a touchpad with controller, located in the centre console, which includes handwriting recognition among its features, and the LINGUATRONIC voice control system.

Interior lighting in the E-Class, including enhanced ambient lighting, comprises exclusive durable, energy-saving LED technology. With 64 colours, it offers a host of possibilities for personalization, and adds touches of light to the trims, central display, front stowage facility, handle recesses, door pockets, front and rear footwells, overhead console, and tweeters. An all-new infotainment generation makes its debut in the E-Class equipped with COMAND Online. Its highlights, alongside the available double display, include an optional wireless, inductive charging system works with all mobile devices that either support the Qi standard or can be upgraded to this standard. The charging pad, built into the storage facility at the front of the centre console, is compatible with mobile phones with a screen diagonal of up to 15.2 cm (6

inches). **All-new transmission** All E-Class models will come equipped with the new 9G-TRONIC nine-speed automatic transmission. This transmission enables fast gear changes and allows low engine revs while cruising, to the benefit of both efficiency and noise levels. **Is it the world’s most intelligent luxury sedan?**

Mercedes-Benz’s new assistance and safety systems take safety, comfort and driver assistance to a new level. While there are far too many acronyms and systems to list out in this review, the most revolutionary system is perhaps the optionally available “Intelligent Drive Package”. This package includes “Drive Pilot”, which is at the heart of the system that represents Mercedes-Benz’s next step along the road to autonomous driving. While both on the highway and country roads, this system is not only able to automatically maintain the selected distance from the vehicle in front, but for the first time it can also follow the traffic in front at speeds of up to 210 km/h. This can make life easier for the driver, who no longer needs to operate the brake or accelerator pedal during normal driving and also receives plenty of steering assistance from the Steering Pilot, even on moderate bends. Another unique feature of Steering Pilot (included as part of the Intelligent Drive Package) is that the system can continue to actively intervene by taking account of surrounding vehicles and parallel structures, even if the



lines are unclear or non-existent, as they can be during road construction, even at speeds up to 130 km/h. Of course, Mercedes says that the package is not a replacement for attentive driving. For now, they are marketing it as a driver aid system intended to make driving much easier, especially in traffic jams or heavy congestion. Additional DRIVE PILOT innovations include, for the first time, Active Lane-change Assist. This radar and camera-based system assists the driver when changing lanes on multi-lane roads and can steer the vehicle into the lane selected by the driver – when overtaking, for example. Once the driver has indicated a turn for at least two seconds, Active Lane-change Assist assists with steering into the adjacent lane if it detects that the lane is unoccupied.

Safety innovations you didn't even know you wanted

The E-Class' new body has vastly improved levels of torsional rigidity, and forms the basis for exceptional handling, astonishingly low noise and vibration levels,

and a high level of crash safety.

To achieve this, the engineers opted for a bodyshell with a far higher proportion of aluminium and ultra-high-strength steel components than its predecessor. The front fenders, hood, trunk lid, and large sections of the front and rear ends are made of sheet or cast aluminium, and this lightweight design reduces fuel consumption while making for perceptibly sporty and agile vehicle handling.

As part of the aforementioned Intelligent Drive package, Mercedes-Benz engineers have even invented two new safety features as part of their PRE-SAFE systems. PRE-SAFE Impulse Side preventatively moves the driver or front passenger away from the danger zone if a side impact collision has been detected and is imminent. The system inflates an air chamber in the side bolster of the front seat backrest nearest to the side of the impact a fraction of a second before it happens, therefore increasing the distance between the occupant and door, and at the same time reducing forces acting

on the occupants.

But perhaps the most astounding safety innovation for yours truly, is the PRE-SAFE Sound. This system is based on a human reflex in the inner ear, called the stapedius reflex, and works by emitting a short interference signal through the vehicle's sound system if the risk of a collision is detected.

This signal can trigger the natural reflex and thus prepare the occupants' ears for the expected sound of the accident.

Final Thoughts

It's lighter, it's fast, and it's more economical than the car it replaces. The latest E-Class represents the newest iteration in what is one of the most successful franchises in luxury car history.

This latest model perfectly combines most of the luxury of the S-Class flagship with much of the agility of the C-Class sports sedan. I suspect that Mercedes-Benz fans and technology fans are going to be very happy indeed!



Mystic leather nights



the Nights collection

J. DEL POZO

Lamborghini Huracán Performante

Lambo's fastest road-legal track car ever



Frank Sinatra famously once said, “You buy a Ferrari when you want to be someone. You buy a Lamborghini when you are someone”.

Whoever buys Lamborghini's Huracán Performante will be that someone with the keys to the company's fastest road legal track car ever. Not only is it the most performance oriented Huracán, but indeed, the Performante is the pinnacle of Lamborghini V10 series

cars – both of the road and on the track.

What is it?

With the Huracán Performante, Lamborghini aimed to create a car capable of expressing all of its performance potential without any constraints, free to overcome any record on the track.

And overcome it did by smashing the lap record on the Nordschleife at Nürburgring.. At the heart of the

German race track, the Nordschleife is one of the most beautiful yet most challenging tracks in the world.

The notorious track, known as “Green Hell”, sorts the wheat from the chaff. Only cars that offer an all-round package of power, chassis, brakes and lightweight construction can set the best time on the track. Fast laps equal prestige, while broken records cause a sensation. A lap of the iconic Nordschleife, renowned among ex-





perts as the toughest track in the world, is the ultimate test of a true sports car, not just because it contains over 70 curves.

When Lamborghini began developing the Huracán Performante, they had the aim of building the world's fastest road-approved series production vehicle. And they stayed true to their goal.

At a record 6:52:01 minutes to cover the 20.6 kilometre track, the Lamborghini Huracán Performante is officially the new king of the ring, zooming ahead to take first place for series production vehicles.

How did Lamborghini do it?

With the Performante, Lamborghini dramatically improved the performance of the Huracán while never forgetting the uniqueness and daily usability of every Huracán.

Under the forged composite engine cover lies the most powerful V10 naturally aspirated engine ever produced

by the company, inspired by the world of motor racing. It delivers 640 hp, 600 Nm of torque and is now the top-of-the-range engine for Lamborghini V10 series cars. 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 paired with a newly revised seven-speed dual clutch transmission. As a result, the supercar zooms from 0-62 mph in just 2.9 seconds and hits a top speed of over 200 mph. Forged Composites fare used for the car's its structural components as well as elements like the front and rear spoilers, engine hood, rear bumper including the aerodynamic diffuser. These incremental improvements are what partially contributed to reducing the vehicle's weight by a total of 40 kilograms when compared to the standard Huracán coupé.

Unique to the Performante, Lamborghini also developed the ALA active aerodynamic system especially for the vehicle. ALA in Italian means "wing", and therefore, fits the acronym fits perfectly with the Huracán Performante.

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.

How does ALA work?

This active aerodynamic system is completely integrated into the vehicle in terms of design, weight and performance and driven by ANIMA (Advanced Network Intelligence Management). Compared to traditional active aero systems, Lamborghini's system is 80 per cent lighter.

When ALA is switched on, both front and rear flaps

are open for acceleration and top speed. This significantly reduces drag and improves the conditions for maximum acceleration and high speeds.

When the ALA is switched off, the active flaps in the front and rear splitter are closed, to increase downforce needed for cornering and braking. The vehicle's stability is improved significantly by the maximum downforce while cornering at high speeds and while braking. In addition, an improved stability and control of the vehicle is ensured.

ALA does more than just improve straight line performance. A special feature called "Aero Vectoring" presses the vehicle into the corner to improve stability.

For example, when the Performante drives into right-hand corner, the flap on the inner wheel is closed while the flap on the external wheel is opened. As a result, the downforce is created on the internal wheel and drag is reduced on the external one. The system is activated in the opposite way when in a left-hand corner, increasing the downforce on the inner wheel and reducing the drag on the external one.

ALA is ridiculously quick and responsive, activating in less than 500ms. Compared to a no rear wing configuration car, ALA results in a massive increase of 750 per cent of vertical downforce.

In order to tame the 640 hp of the Huracán Performante, the vehicle is available with its own custom-made Pirelli tyres. These new P Zero Corsas have been designed to ensure that the full power is transferred to the road, regardless of whether it's the

track or just a normal road.

These tires feature a new tread profile and improved response, ensuring that Huracán's performance is guaranteed during both wet and dry driving conditions.

The higher downforce from the ALA system also called for more rigidity from the tires and improved stability during lateral and axial curves in order to generate extra lateral and axial acceleration.

The Huracán Performante was developed with maximum performance in mind. It seems to cut through the air and get one with the horizon. That is why its clear, sharp lines pay homage to the greatest ever racing car.

Interior

Like the standard trim Huracán, the Performante's cockpit also draws heavily from the world of motorsport. Top-to-tail Alcantara fabric reminds passengers of Lamborghini's racing history, spoiling more than just the eye.

To make sure the driver always remembers the vehicle's light and aerodynamic properties, many interior parts are made of Forged Carbon Fibre Composites as a standard. Even the Alcantara sport bucket seats are made of carbon fibre reinforced polymers (CFRP), which is visible in the backrest and at the joint with the headrest.

One of the most important new additions to the Huracán Performante is the new virtual cockpit instrument cluster. The driver can use this function to choose between three different driving modes – Strada, Sport

and Corsa. The digital display then varies depending on the driving mode selected.

There is also a new Telemetry System, developed using expertise from the world of motorsport. When activated, this system enables the vehicle to record speeds, times, lateral and g-forces and then compare data for various laps and different drivers.

Finally, as expected, to make sure that the Performante, like the other Huracán models, offers the best possible level of safety, Lamborghini has developed a comprehensive safety concept into the car. The latest generation of the Electronic Stability Control (ESC) – which contains the ABS, TCS and EBD – has undergone significant improvements and now responds even quicker to the driver's commands and various road conditions thanks to the built-in control unit concept. Furthermore, the entire structure of the chassis in the Huracán Performante has been designed to be extra rigid.

Final Thoughts

Not only does it go like a scalded rat, but the Performante's expert calibration of various technologies never intrudes on the daily driving experience. True purists may complain that the Performante's all-wheel-drive layout makes it a bit too safe. But Lamborghini insists that not only does this make it better for Nubergring lap times, but this setup is also more confidence-inspiring in day-to-day driving. In short, if you just have to have a Lamborghini and want bragging rights, the Huracán Performante is certainly the one to have.



Jaguar F-PACE

The 2017 World Car of the Year



With a rich heritage making uber-luxurious executive sedans and gorgeous sports cars, Jaguar has stepped a little out of its comfort zone by releasing the brand's first ever crossover: the F-PACE.

To the British automaker's credit, rather than releasing another shapeless SUV, this brand new model oozes inspiration from the other go-fast vehicles in the lineup.

"We designed the all-new F-PACE to be first a foremost a Jaguar. That's why it has exciting

proportions, a dynamic stance, pure surfaces and a beautiful sensuality about it. Its progressive, purposeful appearance has clearly been influenced by the F-TYPE. Every Jaguar car should draw your eye from 200 metres away and I believe the presence of the all-new F-PACE on the road is second to none in this class. The lightweight aluminum architecture gave us the design freedom to create a car with latent poise — a svelte car with attitude," said director of design Ian Callum. "It looks assertive yet not aggressive. But it's also

versatile and equipped with real-world answers to everyday questions. The all-new F-PACE is an all-weather Jaguar sports car, life-proofed for five people and their belongings.

Usually when you take the idea of a coupe and stretch out the proportions — think Porsche Panamera — the results leave something to be desired. But here, everything has been balanced wonderfully. Attributes such as the sleek headlights, thin taillights lifted almost directly from the F-TYPE and a long 2,874-millimetre-





long wheelbase gives the vehicle an athletic air without being overly bulky.

According to the manufacturer, the body is actually formed from a single sheet of aluminum, helping explain the smooth and clean visual lines. Emphasis has been placed producing an athletic presence, conveyed by a short front and rear overhangs, a low roof, steeply raked rear window, and big optional 22-inch wheels. The hood also contains a “power bulge,” a raised central portion running all the way down the middle hinting at serious performance underneath.

Equally as important as the exterior is the cabin, particularly the driving position. All too often in a utility vehicle, the driver is hoisted up too high making it seem as though he or she is in a bus. The F-PACE, however, features “Sports Command” seating where great visibility meets a racy feel. To achieve this, the top

of the front doors wrap around onto the dashboard forming a cockpit-like space, and the available leather sports seat provide comfortable and supportive bolstering.

Important on-board information is conveyed in one of two ways: either two analog dials flanking a central TFT screen, or customers have the choice of a gorgeous 12.3-inch virtual instrument cluster customizable with four themes and capable of displaying turn-by-turn navigation.

Due to a lightweight aluminum body and suspension system, intelligent all-wheel drive and torque vectoring technology, the F-PACE is one of the best handling crossovers I’ve ever driven. I had the unique chance to autocross one briefly where it genuinely held its own twisting and turning around the cones. Did I mention the engine note also amazing? Taking yet another page

out from the company’s roadster playbook, a serious growl can be heard anytime you put your foot down. It’s certainly not as loud as the F-TYPE, but darned impressive for an SUV.

Speaking of the engine, power is generated in three ways, depending on the trim. The turbocharged 2.0-litre four-cylinder diesel makes 180 horsepower, while two versions of a supercharged 3.0 L V6 (yes, the same one as found in the F-TYPE) pump out 340 and 380 horsepower, respectively. CarBook tested the highest output model, which never left me wanting more.

Jaguar didn’t simply dip its toe into the populated crossover segment water — it kicked up a huge splash, accomplishing the rare feat of splicing sports car DNA into an SUV. If this is what the company’s attempt looks like, I can’t wait to see what’s next.

LLumar
WINDOW FILM

iFreeze
SPECIAL EDITION

95%

HEAT REJECTION



Freeze the Heat
EVERY DAY IS WINTER

The World's No. 1 Automotive Window Film

99.9% UV Rejection | Lifetime Warranty
Inspired by HRSI Space Technology | Approved by Skin Cancer Foundation
All Shades from 0% to 100% Available | Free Door Edges Protection
Eastman - LLumar® is the World's Largest Window Film Manufacturer

LLumar® will keep the heat out
with iFreeze revolutionary window films.



To book an appointment call:
600 56 56 58
www.automillennium.com

Exclusive Distributor

AUTOMILLENNIUM
GROUP

BMW i3

Better batteries now included



When BMW's i3 first made its debut in 2015, it was regaled as the most revolutionary mass-produced electric car yet. Not only is the i3 able to fit four adults comfortably, but it's also able to retain reasonable cargo space while fitting them in a package that has an overall length of less than four metres. But wait there's more. Driver and passengers sit in a carbon fibre reinforced

plastic "life cell", which in and of itself is made using a revolutionary new process allowing carbon fibre technology to be mass-produced. Also, all of the car's electrics car sit down low, resulting in a low centre of gravity and thusly surprisingly good handling despite the i3's short length and tall greenhouse. For those not ready to commit to full electric vehicle ownership, BMW also offers a range extender engine, to limit the number of "uh oh" moments where there

isn't a power plug nearby. **Battery Updates** For 2017, BMW has given the i3 a few new tricks up its sleeve in order to keep up with the competition. With the Ford Focus Electric now a 160 km EV, the Nissan Leaf a 172 km EV, and the Chevy Bolt EV promising a range of 320+ kms, the i3 has been fitted with a much more potent lithium-ion battery for the 2017 model year.





The i3's new 33.0-kWh battery has the same external pack dimensions as its previous 22.0-kWh battery, but features cells with higher energy density. Although the new battery is heavier by about 100 lbs, other efficiency gains help to offset the extra weight and bring down energy consumption to around 27-kWh per 160 kms.

With this higher capacity battery, a Level 2 charger should fully charge the i3's battery in 4.5 hours, or approximately one hour longer than was required by the previous smaller battery. But 80 per cent of the pack's capacity can be replenished in just 40 minutes. For 2017, the i3 continues to offer the two-cylinder range extender gasoline engine as an optional extra, plus a slight increase in the fuel tank's capacity.

It drives like a BMW, honest!

Fitted with a rear wheel drive layout and maintaining

BMW's preferred even weight distribution, the i3 drives like a BMW. The secret of packing those batteries down low results in a pleasantly dynamic (for an electric vehicle) driving experience. The car feels stable and surprisingly planted, despite its tall and short nature plus its skinny tires.

The 170-hp synchronous AC motor powering the i3 is virtually unchanged, meaning that official 0-100 km/hr figures are just over seven silent seconds (or eight seconds with the heavier range-extender model). BMW worked hard to make sure that the electric motor is near silent, and the tiny 650cc range extender engine (borrowed from BMW's motorcycle division) hums distantly when activated.

While those acceleration figures may not seem that impressive, the i3's powerful motor delivers its output in a strong and linear way making the car feel much

quicker than the figures may suggest. Also, BMW has engineered very aggressive motor regeneration into the i3, which takes some getting used to. Lift off and you slow down almost immediately, turning the i3 into a "one pedal car" with hardly any need to touch the brake pedal.

This, in fact, is one of my favourite traits of the i3 as it feels very modern as befits the rest of the driving experience.

Status quo for the interior/exterior

With its rear-hinged coach doors and no B-pillars, entry and egress into the i3 is easy. Inside it feels rich, modern, spacious, and futuristic, as befits a luxury nameplate. Interior volume is actually roughly equal to that of the 3 Series sedan.

The i3's twin LCD screens have some delightful graphics, and the large greenhouse means that visibility

is panoramic.

For the 2017 model year, there is a new dark cloth upholstery made of recycled materials, and other newly standard items include a programmable garage door

opener, real-time traffic information, automatic climate control, dynamic cruise control, and more items than there is space to list here.

Step up to the top level trim and there is now also

a choice of dark oak wood trim in place of the light eucalyptus wood.

Last but not least, the BMW i8's stunning Protonic Blue exterior paint is now also available on the i3.



MINI Countryman Cooper S ALL4

It's the biggest MINI yet!



Sir Alec Issigonis has perhaps the greatest name recognition as a British car designer or engineer, bar Sir Henry Royce and perhaps Colin Chapman. At the peak of his career, he was one of the best-known names in the European motor industry. For those of you who don't know, Issigonis was an engineer, first and foremost, and the genius that designed the Mini in the 1950s, perhaps not expecting it to have the cult following that it has enjoyed for over half a century.

Whilst Sir Issigonis also designed two other best-selling cars in British motoring history, the Morris Minor and

the Austin-Morris 1100, it is unlikely that he would've fathomed that the MINI brand would be where it is today.

And so here we are in 2017, with not just one, but up to four uniquely different variants of the original MINI hatchback.

Not just a MINI for the MINI fan that has grown up

The new MINI Countryman is indeed the biggest and most versatile model in the brand's 57 year history. A full 200 mm longer than before, the Countryman now fits five grown-ups comfortably.

Practically redesigned from the ground up, the Countryman has made considerable advancements in the areas of space, functionality, athletic flair and premium characteristics. While it looks somewhat similar to its predecessor from the outside, it is leaps and bounds more sophisticated than before.

While it may share the same contemporary transverse-engine platform and hardware as its BMW X1 sibling, MINI engineers have gone to great lengths to ensure that it retains its MINI-ness inside and out.

What's it like?

MINI's attempts to lift the Countryman's cabin





ambience to a more sophisticated level are clearly evident upon stepping into the cabin. The cabin design couldn't come from anything other than a MINI. The interior is more spacious, practical, comfortable, and materially rich than what you would find in other MINIs. For example, even colour-selectable LED ambient lighting from parent company BMW's products has trickled down to the Countryman. In typically delightful MINI fashion, it surprises at night by splashing colour across the entire dashboard and door handle surfaces in a tasteful but funky application. Of the full 200mm stretch in size when compared to the first generation Countryman, 75mm have gone into the wheelbase to the benefit of cabin length, and most of the rest into having more cargo carrying capacity. At 450 litres, there is now enough cargo space to put a

Nissan Qashqai on notice, and it is further expandable via the second row 40:20:40 split folding rear seats which also slide fore-aft for class-leading room for adults and a good view out. Behind the steering wheel, the Countryman is clearly meant to be the driver's car among small crossover vehicles. Communicative and well-weighted steering (better than the BMW X1's in all honesty) will tell you when the front-end grip has been exceeded. MINI's engineers have dialled back the artificially quick steering response of the old Countryman, which was there to simulate the go-kart feeling that one expects from the brand. Nonetheless, the vehicle still feels light and tossable enough, and tracks down the road with the security of a bigger vehicle while still maintaining a sense of driving engagement. The latest generation ALL4 full-time all-wheel-drive

driveline comes up with all the traction that the car needs even in slippery conditions. By monitoring parameters such as grip at each corner, steering angle, throttle position, and driving mode, the ALL4 system actively varies the amount of torque that is sent to the rear wheels. The new suspension setup is also equally sophisticated, with different chassis control options with to variable dampening shocks. **What's under the hood** My Cooper S test car's turbocharged engine feels quite strong and has oodles of useful and accessible torque for around town driving. Whether you're driving at a relaxed pace, or the excellent eight speed automatic transmission is in manual sport mode, the Countryman feels fun to drive. I only wish there was the option for steering wheel mounted flappy paddles; a feature that will surely be offered future John Cooper

Works versions of the Countryman. Unlike the standard Cooper, which has a 134hp / 162lb-ft of torque (220Nm) 1.5-litre three-cylinder TwinPower turbocharged engine, the Cooper S has a 192hp / 207lb-ft of torque (281Nm) 2.0-litre four-cylinder turbocharged unit. 0-100 km/hr runs can be accomplished in a respectable 7.2 seconds. Also coming up in the near future is the Cooper S E Countryman plug-in hybrid model, fitted with both a 1.5 litre 3-cylinder engine as well as an electric motor. Total system output for that model is expected to be 224 hp. **Improved touchscreen infotainment system** MINI has stepped things up significantly when it comes to the Countryman's infotainment system. My Cooper S model was fitted with the latest MINI navigation system Professional which includes an

iDrive-like knob (called the Touch Controller) as well as an 8.8-inch colour touchscreen. BMW's iDrive system has been re-skinned to fit the MINI brand, and the new graphics look very colourful, intuitive, while still being funky. **Driver aids galore** Recognizing that the MINI brand has grown up, MINI has also fitted the Countryman with technology that focuses on safety and comfort, and not just versatility. The standard collision warning with city braking function can be extended to include the Driving Assistant system with camera-based active cruise control, pedestrian warning with pre-collision mitigation braking, and auto high beam assistant. In addition to this, Park Distance Control, rear view camera, Parking Assistant and Head-Up-Display are also optionally available.

Final Verdict While there are plenty of jokes about MINIs now growing to the size of Maxis, there's no denying that the new Countryman is a sophisticated and strong offering in the world of crossovers. Performance may not be blazingly quick, but it is far more than adequate, especially in Cooper S form, and the JCW Countryman ought to satisfy those of us with lead feet out there. The roomy interior combines MINI funk with very sound German ergonomics. There is also a good selection of comfort and convenience features, a plethora of available driver aids, and everything feels tight and well put together. Even if you're not a MINI owner wanting his/her next "family car", the new Countryman deserves a close look.



Volkswagen Golf R review

King of the hot hatches



The Volkswagen Golf was one of the first vehicles associated with the term “hot hatch,” describing a breed of small, sporty, economical and fun-to-drive five-door cars. And while it still remains a great example of this, the model has gotten bigger and heavier over the years, losing some of that all-important mojo. Fortunately, the German automaker re-injected some life into the lineup by introducing the spicy Golf R.

The 2017 R is built on the current generation Mk7 Modular Transverse Matrix (MQB) platform, shared throughout the Golf range and with subsidiary brands such as Audi, Seat and Skoda. Appearance wise, there are a few fairly subtle modifications Volkswagen has made to differentiate from lower trims.

Spot the changes

The front bumper, for instance, has a larger central air intake as well as brake cooling ducts carved into

the sides. The Bi-Xenon headlamps feature an extra LED Daytime running light strip inside each housing, giving the vehicle a distinctive look when lit. Instead of regular alloys, huge 19-inch thin-spoke “Cadiz” wheels, shod in summer performance tires, fill the fenders. And, at the rear, quad exhaust pipes sit beneath a special black lower diffuser.

Design-wise, the interior is fairly standard save for some carbon fibre and stainless steel treatments given

to select trim pieces; ambient door lighting and small R logos scattered about.

To my amazement, the armrest attached to the centre console doesn’t open to reveal a storage cubby like it does in basically all other VWs. After struggling with it for several minutes, thinking I was having trouble locating a release latch, I did some further research. As it turns out, parts of the console in German-made Golf R (Golfs are now mainly made in Mexico) do not meet safety regulations of certain countries, and so the armrest is permanently latched shut.

Finally connected

Finally, Volkswagen has introduced modern smartphone connectivity through App-Connect, part of its second-generation infotainment system dubbed

MIB II. After plugging in a mobile device, users can listen to streaming music, respond to texts and boot up navigation via Apple CarPlay or Android Auto. One of my biggest frustrations with the last generation of company offerings has been the lack of USB ports, something that is a pretty huge oversight in a modern machine.

Another addition that MIB II includes is remote convenience. After downloading a companion app, drivers are able to remotely lock and unlock the doors, honk or flash the lights, find the last parked location information and check other stats right from their smartphone. There’s even Apple Watch compatibility so the same functions can be wrist-controlled.

The engine is an upgraded version of the turbocharged

2.0-litre four cylinder found in the GTI, making 292 horsepower and 280 lb-ft, compared to 210 hp and Nm. Consumers can choose between a six-speed manual or six-speed DSG dual-clutch automatic transmission. Equipped with the latter, getting from 0-100 km/h only takes 4.5 seconds.

Split personalities

I was most impressed by how the vehicle essentially has two sides. When driving the speed limit, besides a faint intake sound when accelerating, it is as though you are behind the wheel of any normal A to B Volkswagen. Get on the throttle hard and/or make a spirited turn, however, and things come alive.

The handling of the car is extremely balanced, and a lot of that has to do with the Golf R’s permanent 4Motion





all-wheel drive. Sensors detect wheel slippage moments before it actually occurs, and torque is distributed accordingly to where it is needed most. The suspension setup is specifically tuned for the application, riding approximately 20 millimetres lower than a regular Golf, helping all four corners stay planted to the ground at all times. The electric power-assisted steering provides an appropriate level of feedback and road feel. For 2017, the Golf R comes in seven flavours: Pure White, Tornado Red, Lapiz Blue Metallic, Limestone Grey Metallic, Reflex Silver Metallic, Deep Black Pearl and Onyx White Pearl.



THE DUBAI MALL • ABU DHABI MALL • SHARJAH MEGA MALL

[maviUAE](#) [www.mavi.com](#) | [info@sahpad.com](#)

Infiniti Q60 Project Black S concept

Applying Formula 1 technology to Infiniti’s road car



You’ve probably heard the mantra “Race on Sunday, sell on Monday”. And you’ve probably also heard of the Renault-Nissan Alliance. If you’re a Formula One fan, you’ll certainly also know that Renault has participated in that form of motorsports for many years. It should therefore come as no surprise that Infiniti has announced the Q60 Project Black S concept car as a way to develop a true track-to-road technology transfer project.

What is it?

Project Black S is intended to be an exploration of a new Infiniti high-performance model line developed

in collaboration with the RenaultSport Formula One Team. Featuring Formula One-inspired technology, the Project Black S is purported to be a radical re-interpretation of the Q60 coupe..

What’s special about Project Black S?

After five years as a sponsor in Formula One, Infiniti made the move to become a technical partner in 2016. Drawing on the expertise gained developing hybrid technologies during this time, the company has supported the Renault Sport Formula One Team’s development of a dual-hybrid powertrain

with an ‘energy recovery system’ (ERS), contributing knowledge in hybrid technology and additional engineering resources.

This technical collaboration has enabled Infiniti’s engineers to explore the potential for a road-going Formula One-inspired ERS system, which would be a first for a production vehicle.

In RenaultSport’s Formula One car, the ERS features two types of motor generator units (MGU) and a battery pack to gather, store, and recycle electrical energy. The MGU-K unit harvests kinetic energy from braking, and an MGU-H unit is fitted to the

turbocharger to harvest heat energy from exhaust gases. The energy harvested by each of the MGUs is stored in high-rate discharge lithium-ion batteries, with the recovered electric power deployed to rotate the crankshaft and turbocharger turbine blades more quickly.

Project Black S explores how MGU technology, paired with high-rate discharge batteries, could be

adapted for road use. A production car with Formula One-inspired performance hybrid technology would benefit from greater power and torque, and instant, lag-free acceleration. Infiniti’s powertrain engineers have calculated that a performance hybrid ERS could contribute to an approximate 25 per cent improvement in maximum power output.

In addition to the energy recovery system, the Q60

Project Black S also includes a new high-performance titanium twin exhaust system, maximizing the efficiency of air flow through the powertrain.

Design enhancements

Infiniti’s London studio in Paddington finished the concept vehicle in matte grey and black. Borrowing an idea from the German auto manufacturers, all of the chrome trim has been replaced by gloss black trim.





With its multiple links to motorsport, Project Black S is also the Renault-Nissan Alliance’s first consumer-facing Formula One-inspired car. Infiniti called upon the team’s high level of expertise in advanced composite materials to create the carbon fiber bodywork elements of the Project Black S.

The Forged 21-inch aluminum alloy wheels are larger, wider and lighter than those on the standard Q60, adding to the performance image of the concept while also reducing unsprung mass and rotational inertia at each corner.

Alluding to the performance potential of a ‘Black S’ model, the use of carbon fibre has allowed Infiniti to sculpt thin, blade-like design forms that would not be possible with traditional materials, such as metal or fiberglass.

Large front splitter, rear diffuser, fenders and side skirts are all constructed out of carbon fibre to minimize

weight and enhance downforce, while ultra-thin aero ‘blades’ in the side sills ahead of the rear wheels channel air around the lower body of the car. A large fixed rear wing – also made of carbon fibre – stands proud

of the trunk lid, increasing downforce at speed, and enhancing high-speed stability.

Deep body stamping from the Q60’s manufacturing process allows the Project Black S to retain the sports



coupe’s deep creases and flowing lines. For the concept, INFINITI designers have wrought a series of changes to create a more daring – even aggressive – design execution.

The Q60 Project Black S concept car also received enlarged front air intakes to increase cooling air into the engine bay and brakes, and new hood vents help evacuate heat. At the rear, the body is shaped to allow circulating air to escape as quickly and efficiently as possible, aided by vertical aero foils and the large rear wing.

What does this mean for the future?

Since Infiniti is the premium car manufacturer within the Renault-Nissan Alliance and a technical partner to the RenaultSport Formula One team, Infiniti says that this concept hints at the possibility of bringing innovative race-track hybrid technology to customers. Infiniti says that “Project Black S” is intended to help gauge potential interest in a “Black S” trim line with higher levels of performance and driver engagement

over top of standard trim Infiniti models. These “Black S” models could expand upon the existing model range, also offering powertrain developments, modified chassis settings, and a range of

performance-inspired design elements. The big question, of course, is that if they build it will you come?



2017 Toyota 86

Bang for buck sports car



The Toyota 86 returns for another crack at the most-fun-to-drive-for-the-price title this model year with a few small tweaks and modifications.

Before we get started, a small history lesson — the 86 (or hachi roku in Japanese) moniker pays respects to the Japanese automaker's earlier sporty rear-wheel drive offerings. Most obviously, the AE86 from the 1980s that exploded in popularity because of unique styling, a low centre of gravity, affordable pricing and last but not least an amazing power-to-weight ratio making it perfect for rallying, circuit driving and later, drifting. You'll see the number prominently displayed throughout the vehicle from the fenders to the dash.

New changes

One of the biggest upgrades in 2017 is the switch to front-to-back LEDs for the headlamps, turn signals and taillights. The integrated daytime running lights are LED as well, giving a nice classy touch to the front fascia and a signature look as the car approaches. The front bumper has been given a total rework — rather than the more traditional, conservatively shaped lower air intake, the centre opening invades most of the cover and is filled with mesh. The adjoining fenders are bulgier and as we mentioned feature stylized round silver 86 badging. New twin five spoke alloy wheels and a slightly reshaped rear bumper complete the

exterior updates.

Inside, the cabin gets a slight makeover as well. New higher quality materials find themselves onto the seats (with different colour stitching depending on the market), instrument panel surround and door trim.

Purpose-built interior

Sitting behind the wheel, there is a strong sense of focus on the driver. The seats are supportive, providing excellent lumbar support, and all controls, including the touch-sensitive 6.1-inch Display Audio System, are easily accessible. Climate control is thankfully manipulated using physical knobs. I normally sit awkwardly in small sport coupes, and in this case I



experienced no knee-hitting-steering column issues in the 86.

While there are seats in the rear, the lack of any real legroom means it wouldn't be fair to subject any adults to sitting back there for any length of time. Smaller children and groceries might be OK for short trips, though.

Performance is still generated by a 2.0-litre horizontally opposed four-cylinder engine — Toyota is touting that it currently produces the only rear-wheel sports car to possess a front-mounted boxer mill — although the pistons and intake and exhaust manifold have been massaged resulting in smoother and more efficient power delivery. Output remains 200 horsepower developed at a rev-happy 7,000 rpm and 205 Nm of torque at 6,600 rpm (205 hp and 212 Nm for standard transmission variants attributed to a different rear differential ratio), but the exhaust note emitted seems to be a tad more aggressive and appealing.

On rails

Sharp handling is a trademark for the 86 and the trend seems to continue here. Spring rates and shock dampening are firmer than previous for flatter cornering, and there's now a "Track Mode" orienting the Vehicle Stability Control system to yield a more

tail happy ride. My presser had the six-speed automatic gearbox equipped, and I have to say I could almost live with a non-manual in this case. The steering-wheel-mounted paddle shifters were quick and responsive,



displaying minimal lag during downshifts and held the gear while accelerating. The Toyota 86 is available in a single grade, the only choices being standard or auto transmission.



FREEZE THE HEAT
95%
HEAT REJECTION

WORLD'S NO. 1
AUTOMOTIVE WINDOW FILM

99.9% UV Rejection | Lifetime Warranty | Inspired by HRSI Space Technology
Approved by Skin Cancer Foundation | Shades from 0% to 100% Available
Free Door Edges Protection
Eastman - LLumar® is the World's Largest Window Film Manufacturer

EVERY DAY IS A WINTER DAY

LIFETIME
WARRANTY



100%
QUALITY

To book an appointment call:
600 56 56 58
www.automillennium.com

Exclusive Distributor

AUTOMILLENNIUM
GROUP

The Toyota Land Cruiser

The Legend Continues



A hammer, a chisel, a chainsaw. All of these are examples of tools that are integral to many workers’ livelihoods on virtually every continent. With over 60 years of heritage under its belt, the Toyota Land Cruiser is also integral to many people’s lives in different parts of the world. With its proven decades long experience and reliability, much of which has been spent on poor and unpaved roads, the Toyota Land Cruiser enjoys loyalty unmatched by any other 4x4 aside from perhaps the original Jeep or Land Rover.

Blast from the past
The Land Cruiser’s longevity and reliability has led to its huge popularity worldwide. Tune into the international news on television, and you’ll likely see a Land Cruiser used by some sort of humanitarian organization in a third world country. But this definitely didn’t happen overnight. It was shortly after the end of World War II, in 1951, the production of the first generation Land Cruiser commenced. Early on, Toyota focused much of its efforts to get into world export markets even though

by that time, competitors from America and Europe had already established sales channels in many of those regions. It is for this reason that Toyota also targeted the less developed markets of the globe, including the Middle East, Southeast Asia, and South America. While the local marketing staff by no means had an easy time of it, the Land Cruiser gradually established a strong reputation and became the de facto choice of vehicle by many. It has been repurposed from anything from an ambulance to a pickup truck.

Whenever the opportunity presents itself, Toyota is right there with the Land Cruiser, using it to establish a bridgehead. The idea is to follow on Land Cruiser sales with the sales of passenger cars in those markets afterwards.

The longest running history in the Toyota line-up

The “Land Cruiser” name was created by Toyota’s then technical director, Hanji Umehara, in 1954. Not wanting to sound less dignified than the “Land Rover” brand, the “Land Cruiser” nomenclature was selected. Today, the Land Cruiser is known from Aruba to Zimbabwe for its continued formula of combining a

sturdy body-on-frame design and full-time four wheel-drive. Despite its serious off-roading ability, not much has changed to the original recipe.

The old-school solid front axle and inline 6-cylinder engine were ditched back in 1998, and most of the updates have been on the creature comfort front as far as ride quality, safety, and interior accoutrements.

A little nick and tuck

In its latest iteration, Toyota has updated everything from the interior trim to the exterior with its refreshed front fascia, fenders, and new headlamps. The Land Cruiser’s iconic appearance is still unmistakable despite its projector-beam Bi-LED headlamps, integrated Land

Cruiser logo, and distinctive power bidges. The taillights now feature an LED-based light pipe design, and like any luxury truck, oodles of chrome are around with the intention of emphasising the muscular profile. It works, for the most part, since most of chrome accents are tastefully applied. These days, the Land Cruiser can even be had with a remote engine starter and a companion mobile app, allowing the vehicle to be controlled and monitored from anywhere around the globe simply by using a smartphone. Despite its rugged underpinnings, rear seat passengers can be coddled by technical niceties such as a Rear Seat





Entertainment system with a 10.1 inch high definition screen with HDMI, SD, and USB inputs. Toyota's latest Safety Sense P (TSS-P) is also standard equipment on the Land Cruiser, adding collision mitigation braking, pre-collision warning, lane departure warning, blind-spot warning with rear cross traffic alert, radar-based adaptive cruise control, and automatic high beams.

4WD hardware galore

Fitted with Toyota's tried and true naturally aspirated 5.7-litre V8, the Land Cruiser's powerplant generates 381 hp and 401 lb-ft of torque. At almost 6,000 lbs of curb weight, the modern day Land Cruiser is a hefty beast. To make the best of the power, Toyota did swap out the 6-speed automatic for their latest corporate 8-speed gearbox. Since the Land Cruiser is often used as a tow vehicle, Toyota engineered the Land Cruiser to tow up to a maximum of 8,100 lbs thanks to a Trailer Towing

package which includes an engine oil cooler, pre-wiring for a trailer-brake controller, as well as a stability control system with integrated Trailer Sway Control to counteract trailer sway in emergency or crosswind situations. The four-wheel-drive system relies on the time-proven full-time setup with high and low ratio selections via a console-mounted dial. There is a TORSEN limited-slip locking centre differential distributing torque 40 per cent front and 60 per cent aft in normal situations. This torque split ratio can split should wheel slippage occur. Moreover, Toyota's Active Traction control system, A-TRAC, also utilises both brake and throttle intervention to help to control wheel spin. As part of the 2016 update, the Land Cruiser also gained Toyota's "Multi-Terrain Select" system, with a collection of settings such as Mogul, Crawl, Sand & Snow, to pre-setup the chassis and drivetrain for different types of the rough stuff.

The Land Cruiser also features an enhanced Multi-Terrain video monitor with selectable front, side, or rear surround views for traversing over challenging terrain. **What is it like to drive?** With its 5,926 pound curb weight, the Land Cruiser won't win any stop light drag races. However, the torquey V8 sounds grunty and feels quick enough paired with the well-calibrated automatic transmission. The 0-100 km/hr run comes in under the 7 second mark. The Land Cruiser makes extensive use of high-strength steel all throughout, including the A, B, C, and D-pillars. There is a solid-on-road driving feel, but with the comfort of a luxury sedan. The steering feel is heavy and the ratio is certainly set up to be on the leisurely side. Toyota engineers have clearly erred on the side-of-caution and don't want to encourage drivers to execute any quick steering

manoeuvres on this high centre of gravity vehicle. The other reason for the slower steering is added precision when off-roading. The key to the Land Cruiser's off-pavement prowess is suspension articulation facilitated by long wheel travel. The Kinetic Dynamic Suspension System (KDSS) hydraulically adjusts the lean resistance provided by the stabilizer bars, increasing or reducing it to help minimize any tendency for wheel lift. This system also has the added benefit of reducing on-road body lean by as much as 50 per cent in day-to-day driving on the street. Approach and departure angles are 32 degrees and 24 degrees respectively, with a 27.5 inch fording depth. Because trails are usually not as comfortably wide as highway lanes, the Land Cruiser comes equipped with Off-Road Turn Assist. The system tightens the turning radius by applying slight brake pressure to the inside rear wheel, creating a pivot effect. Big P285/60 R18

mud-and-snow tires on 18 x 8.0-inch aluminium alloy wheels help give the Land Cruiser exemplary grip in all conditions. **A sophisticated cabin** The Land Cruiser treats its driver and passengers to the best in modern luxury. The very long list of standard amenities includes perforated leather trim, heated and ventilated front seats and a heated steering wheel with power tilt and telescoping with memory. There is technically seating room for a total of eight, with ample shoulder and elbowroom in the first two rows. The third row is a bit of a tight squeeze for three adults abreast, despite what Toyota may advertise. Two would be much more comfortable back there unless they are kids or smaller adults. When you need to maximize room for either passengers or cargo, the middle row seats also slides forward and aft 4.1 inches. When not in use, the third row seats fold to each side versus down into the floor. A novel arrangement and a

nod to the Land Cruiser's predecessors. However, this does mean that cargo room is not as capacious as it could be. With the middle and third rows folded, the Land Cruiser provides 81.7 cubic feet of cargo space. **Final Thoughts** Despite its legendary and long-standing model name, the latest Toyota Land Cruiser has been updated with the latest innovations that bring it up to date with its competitors in the marketplace. Although Toyota has given in to customer pressures to evolve the Land Cruiser on the path of passenger car creature comforts, the Land Cruiser still hasn't strayed too far from its roots as a capable off-road vehicle. Whether its doing its duties as a United Nations runabout or serving domestically and overseas for rescue operation, the Land Cruiser still brings together ultimate capability and luxury with proven off-road aptitude.



Genesis G80

A new player in the game



Hyundai’s upscale offshoot brand Genesis has finally launched, with the flagship G90 executive sedan serving as the first official offering. The next model to arrive is the mid-size G80. There are some exterior similarities shared between the two vehicles for sure, for example the huge hexagonal grille that dominates the front end, but the G80 features unique details as well.

90 versus 80

The bi-xenon headlight housings are “fuller” and more angular than the ones found on its bigger brother, and a sporty blacked out strip runs along the width of the front bumper. Around back, the LED taillights wrap-around rear quarter panel and are like more elegant

versions of something you’d find on a Hyundai Sonata. Simplicity is the key to the G80’s spacious interior, designed with keeping controls intuitive and giving the cabin an open feel. Gadget lovers will appreciate the fact that extra storage pockets and cubbies have been added to ensure space for all a modern-day driver’s stuff. For bigger items, the trunk has a capacity of 433 litres.

A total of three engines are available, all paired to eight-speed automatic transmissions: a 3.8-litre V6, making 365 horsepower; a 420 hp V8, which is the same as the one found in the G90, and just recently announced, a 365 hp 3.3-litre turbocharged V6 packaged with a Sport edition of the car. HTRAC all-wheel drive is

optional.

The G80 Sport wears a more aggressive front bumper boasting three large lower air intakes and copper-coloured accents. Other highlights include 19-inch alloy wheels, bigger front and rear brakes, carbon fibre interior trim and leather sport seats and steering wheel. Under the bodywork, there is an adaptive suspension system to keep body roll to a minimum.

Brief history

In case Genesis is still news to you, some background: the luxury nameplate is completely standalone from Hyundai, and no parts are shared between the two entities. Seeking space in the segment dominated by the Germans, consumers are presented a different

approach to vehicle shopping. Sales and service revolves around an “At Home” concierge model for sales. While a small number of traditional brick and mortar locations are being built around the globe, transactions are intended to primarily occur remotely. Interested parties can request a representative to deliver a car directly to their home or office for a test drive, and even complete the paperwork right then and there. During ownership, a similar experience takes place when it’s time for scheduled maintenance. An individual brings a courtesy car and leaves it behind for guest use until the work is complete.

In addition, Prices are all-inclusive — meaning they will include delivery and destination charges, standard maintenance costs, satellite radio subscriptions and navigation map updates for up to five years.



Porsche E-Performance



If you still think of hybrids as slow eco-boxes driven primarily by activists and movie stars, Porsche wants you to think again. The automaker recently engaged in an E-Performance campaign taking place at select key urban centres to spread the word about its electric efforts.

Jonathan Thomson, a marketing planning and product manager at Porsche, was involved with the endeavour and talked more about the project resembling a traveling museum exhibit.

“A lot of people don’t know we offer a Cayenne and

Panamera S E-Hybrid, so it’s really an awareness play. It’s also to let the provinces and the country know we sell these products, are supporting sustainability and that we’re not just a performance brand without any future orientation,” said Thomson.

“Hybrids are the way thing are going. Look at new entries into hybrid and plug-in hybrid segments, even 15 versus 2016 — 10 to 12 new products every year seem to be going into production.”

Visitors to the event had the opportunity to walk right up to various displays like a replica of Porsche’s

winning 919 Hybrid that took part in this year’s 24 Hours of Le Mans endurance race in France, as well as a brand new Cayenne S E-Hybrid.

“[The booth] is meant basically to show the relationship and some of the lessons we learned on the 919, like regenerative braking and some of the other technology in there, and how that’s transferred to the production vehicles,” he said.

Unfortunately, the Mission E, Porsche’s 600-horsepower all-electric sports car concept debuting at Frankfurt Motor Show, was not physically a part

of the initiative, although Thomson repeated the comforting news confirming a production launch by the end of the decade.

When it is finally released, enthusiasts have much to look forward to: the futuristic EV is all-wheel drive, possesses an estimated maximum driving range of over 500 kilometres, and can get from 0-100 km/h in under 3.5 seconds. The cabin instruments utilize holographic projection and are operated using eye tracking and gesture control.

Besides getting up close to the two vehicles, product specialists were on hand to talk more to guests about E-Performance and monitors show videos on the subject.

For customers thinking about making the leap to a partially-electric luxury German automobile, now is a great time — Porsche has lowered the starting price of the Panamera S E-Hybrid to AED 813,800.

The go-fast green four door borrows technology based off of the 918 Spyder hypercar. An electric motor makes 136-horsepower and 400 Nm immediately available once the accelerator pedal is activated.



Coupled with a 2.9-litre twin-turbo V6 gasoline engine, combined output is a neck-snapping 671 horsepower and 850 Nm of torque. It’s not a Toyota

Prius, that’s for sure.

To learn more, visit the website at www.porsche.com/specials/en/international/e-performance.



Towing tips



Light truck sales are up everywhere as people begin to move from traditional coupes and sedans to SUVs and pickups due to their safety, practicality and in many cases, ability to haul something big and heavy. Although many utility vehicles are fully capable of towing, there's more to it than simply connecting a hitch. Before you think of pulling along that RV across the country during summer vacation, you'll want get the terminology down pat and also heed a few easy tips first.

Learn the lingo

Nobody likes acronyms. And, unfortunately, the world of towing is full of them. No need to memorize all of them, but ones you will undoubtedly run into include

GVWR, which stands for Gross Vehicle Weight Rating, or sometimes GVM for Gross Vehicle Mass. This refers to the manufacturer-specified maximum amount of weight/mass the vehicle is rated for, including all passengers, fuel, and cargo, and does not change.

The tongue weight (TW), that is the weight placed on the hitch by the trailer's attachment, also factors into the above maximum allotment, so you would remove it from a vehicle's overall GVWR while calculating how much stuff you can carry. Only a couple more to go: the Gross Combined Weight Rating (GCWR), again determined by the automaker, is the maximum allowable weight of both vehicle and trailer

together. Finally, Gross Trailer Weight (GTW) is the accumulated weight of trailer and whatever contents are inside.

Get hitched

Hitches come in many more shapes and sizes than just the typical ball stuck on a piece of metal mounted underneath the rear bumper, called receiver-style, in case you were wondering. They shoulder the load of the trailer via their tongue weight. Users can optionally add on extra parts to turn a receiver style into a weight-distributing hitch, so-called because it helps spread the weight between the towing vehicle and the trailer. When the towing gets serious, there are fifth-wheel hitches, typically used on commercial trucks. Installed

onto the truck bed, they can handle higher capacities. Did you know the parts department at most dealerships either carry all the equipment needed for a basic receiver hitch, for example a hitch ball and mount, safety chains, etc., or know where to source them? If not, or you're looking for a unique or more heavy duty setup, visit any local auto supply store.

Connect the dots

Regardless of whether your first towing experience involves a U-Haul box on wheels or pulling a boat or snowmobile on a trailer, the steps for basic jobs are pretty much the same. After checking your vehicle's towing capacity and hitch weight rating for compatibility:

Back up the tow vehicle so the hitch ball lines up with the coupler on the trailer

Lower the coupler until it completely covers the hitch ball

Close the latch and insert the retaining pin

Cross the trailer's right safety chain under the tongue and connect to the left side of the tow vehicle's hitch (making sure there is enough, but not too much, slack for turning around corners), and repeat the process with the opposite chain

Plug in

Before you get out there on the main roads, there is a legal requirement to have the built-in lights (tail, brake and turn signals) on a trailer working in tandem with those on the tow vehicle. This will allow you to avoid trouble with law enforcement and help communicate



your actions to other drivers for safety reasons. Some newer vehicles come with a plug-and-play connector to accept the wiring harness from the trailer, while others may need a more custom approach. Again, when in doubt, a professional should be able to offer some words of advice in this area.

Drive mindfully

Piloting any automobile with a big payload at the rear requires some extra careful attention on the road. Do

everything slower than normal, such as making turns or changing lanes, and ensure there's enough room to maneuver. Coming to a stop will obviously take more time, so allot for that at lights and stop signs. Hills can be tricky — climbing steep inclines may be a slow burn, so pull to the right and flash your hazards to alert other traffic. Shifting down a gear and using the engine to help brake can make descents easier. Above all, always employ common sense. Happy towing!



Bentley introduces 'SZR by Mulliner'

limited edition to celebrate brand's global flagship store



Mulliner, Bentley's bespoke coachbuilding division, has designed three special Continental GTC V8 S models, specifically for the UAE market. The exclusive 'SZR by Mulliner' limited edition commemorates the largest Bentley showroom in the world on Sheikh Zayed Road (SZR) in Dubai.

Featuring eye-catching Orange Flame paintwork, a unique interior trim, and Bentley's acclaimed V8 powerplant, the 'SZR by Mulliner' is living proof of Mulliner's commitment to innovation. It further

demonstrates Bentley's intention to revolutionise customer experience in the world of luxury motoring. Stephen Reynolds, Regional Director at Bentley Motors, commented: "We wanted to do something special for our loyal UAE customers, and these one-off Mulliner models offer a truly exclusive proposition, befitting such an important event in Bentley's history. We are particularly proud to have developed the 'SZR by Mulliner' in recognition of the special relationship that Bentley has with Al Habtoor Motors, who are one

of our most important global partners."

A spark of inspiration

The craftsmen at Mulliner find inspiration everywhere – the challenge is transforming that very inspiration into engineering perfection. The 'SZR by Mulliner' was a chance to explore innovative fabrics and colour combinations while recognising the stunning Al Habtoor Motors Bentley showroom, which is fast becoming one of the most iconic buildings on Sheikh Zayed Road. The limited edition model is a glowing example of





Mulliner's flare and passion, exemplified by the contrasting Orange Flame and Ghost White paintwork. The striking body kit features Orange Flame bonnet, radiator shell, windscreen surround and door mirrors, and is complemented by the 21" six twin spoke black machined rims and unique treadplates engraved with the words "SZR by Mulliner".

An exceptional tri-tone interior required the creation of a new trim: Sparkle Carbon. This was developed from meshing three different fabrics – carbon fibre, copper foil and metal wire – which were then lacquered, polished and cut to size and applied to the fascia panel, console and instrument panel.

The look of the convertible is further elevated by the exclusive interior with Linen as the main hide with Beluga and Orange touches, fluted seats and Mulliner's

signature diamond quilting. Other touches include Mulliner embroidery on all four headrests and a steering wheel with an orange "12 o'clock" stripe.

Enduring performance and efficiency

Under the bonnet of the 'SZR by Mulliner' limited edition lies Bentley's acclaimed 4-litre twin-turbo-charged V8 powertrain, which is mated to an eight-speed transmission.

The engine can deliver a maximum 528 PS (520 bhp/388 kW) and 680 Nm (502 lb.ft) of torque, ensuring the model's reputation for impeccable performance. With a top speed of 308 km/h, the spirited model can accelerate from 0-100km/h in 4.7 seconds.

A world class dealership

The 'SZR by Mulliner', built in celebration of the

Dubai-based Bentley flagship showroom, is the perfect nod to the company's largest standalone dealership in the world, which covers some 75,000 Sq.Ft.

The Al Habtoor Motors Bentley showroom has been designed to go beyond any previous luxury automotive experience and features one of the world's most advanced luminary façades, comprising 160,000 LED lights. The impressive entranceway includes one of the world's first Aqua Graphic Water Curtains which can recognise and project a customer's name in 3D as soon as they walk through the doors.

The unprecedented design encompasses three stories for model display as well as three basement floors for parking, a roof garden, a Bentley merchandise boutique, a VIP Majlis, a specialised customer handover area and a Mulliner room for bespoke commissioning.



THE NEW JAGUAR XE SV PROJECT 8

Dynamic agility and all-wheel drive traction



Jaguar Land Rover Special Vehicle Operations (SVO) has revealed the most powerful, agile and extreme performance Jaguar road car ever – the 322kmph, 600PS XE SV Project 8 sedan. The second Collector’s Edition by SVO, following the successful F-TYPE Project 7 of 2014, Project 8 is a hand-built four-door sedan with supercar performance – designed to thrill driving enthusiasts, with an extraordinary combination of explosive power, dynamic agility and all-wheel-drive traction. To ensure exclusivity, no

more than 300 examples will be created, each assembled at SVO’s Technical Centre in Coventry. John Edwards, Jaguar Land Rover Special Operations Managing Director, said: “SVO’s raison d’être is to produce halo vehicles that push the boundaries in terms of luxury, performance and all-terrain capability. Project 8 is a great example of what happens when enthusiastic designers, engineers and manufacturing specialists are given the opportunity to create an extreme performance sports car without compromise.”

“Project 8 will be assembled by hand in the new SVO Technical Centre, and we’re confident that our enthusiastic and demanding clients will love driving Project 8 as much we do!” Project 8 exclusively features the most highly tuned version of Jaguar Land Rover’s 5.0-litre Supercharged V8 petrol powertrain. The 600PS power unit, which has a Titanium Variable Active Exhaust, is complemented by Jaguar’s All-Wheel Drive (AWD) system and motorsport-derived aerodynamics to deliver a 322kmph top

speed and 0-100kmph in 3.7sec*, making Project 8 the fastest accelerating Jaguar yet. Fundamental to the performance of the most track-focused car SVO has ever produced, Project 8 features a number of purposeful modifications to the award-winning XE’s lightweight aluminium body panels, including: Carbon Fibre Bumper with enhanced Cooling Ducts, vented Carbon Fibre Bonnet, flared bodywork covering 20-inch forged aluminium alloy wheels, adjustable Front Splitter, Flat Underbody, rear Carbon Fibre Bumper, rear Diffuser and adjustable Rear Aerodynamic Wing. Project 8 will be the lightest V8 sedan in the Jaguar range. To ensure optimum performance on road or track, Project 8 endows the XE’s double-wishbone front and Integral Link rear suspension with stiffer springs and manually adjustable Continuously Variable Dampers (giving a 15mm lower ride height for track use), debuts a new Carbon Ceramic Braking system, an industry-first use of Formula 1-style silicon nitride ceramic

wheel bearings on a road car, and incorporates a rear Electronic Active Differential (EAD) with oil cooler – a first for XE. The high-performance theme continues inside, with subtle applications of Gloss Carbon Fibre trim as well as Alcantara, on the rim of the Project 8 Sport Steering Wheel, instrument binnacle and door cards. The eight-speed Quickshift transmission can either be operated by aluminium paddle shifters behind the steering wheel or by a central Pistolshift lever – another first for XE. Project 8 is also the first Jaguar to feature a dedicated Track Mode, which tailors driveline and stability control systems for circuit use, and sharpens both throttle and steering responses for ultimate precision and driver feedback. Project 8 will be available in two specifications at launch. The standard four-seat model features Jaguar’s latest front Performance seats with magnesium frames, plus a more heavily contoured rear squab to maximise support. The optional two-seat Track Pack includes

lightweight front Carbon Fibre Racing Seats with Four-Point Harnesses fixed to a Harness Retention Hoop in place of the rear seat. All Project 8s will be built in left-hand drive configuration only. Full details of Project 8 are now online at www.jaguar.com, including eight body colour choices – three eye-catching standard colours: Fuji White, Narvik Black and Caldera Red, plus five enhanced SVO Design options incorporating colours and finishes from the SVO Premium Palette: Valencia Orange, Velocity Blue, Meribel White, Verbier Silver and Corris Grey (satin matte). Project 8 owners will also be able to personalise their car by opting for further colours and finishes from the SVO Premium Palette range, which includes 19 colours in tri-coat, tinted clear coat, pearlescent, ChromaFlair™ and satin matte finishes. Race-inspired decal packs, accentuating Project 8’s high-performance attributes, are also available.



Dubai Duty Free Irish Derby




ROLEX

THE YACHT-MASTER

The emblematic nautical watch embodies a yachting heritage that stretches back to the 1950s.
It doesn't just tell time. It tells history.



OYSTER PERPETUAL YACHT-MASTER 40



MOHAMMED RASOOL
KHOORY & SONS
ABU DHABI & AL AIN - MRKHOORY.COM

The McLaren logo, featuring the word "McLaren" in a white, italicized sans-serif font with a swoosh element above the "n".

Raise your limits.

McLaren Abu Dhabi

Montazah Tower, Zayed the First St
Al Khalidiya
02 681 0403

McLaren Dubai

Sheikh Zayed Road (Exit 41)
Umm Al Sheif
04 382 7500

720S
Super Series

**Prepare.
Commit.
Belong.**



abudhabi.mclaren.com
dubai.mclaren.com