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MAGAZINE

2019 Mercedes-Benz G-Class

The fine wine of off-road motoring



Audi RS5 coupé

Hungry for speed as you expect

Volkswagen Touareg

Premium Features like never before

Bentley Continental GT

The new pinnacle of handcrafted luxury from Crewe.





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Publisher
Hares Fayad

Editor in Chief
Myles Mellor

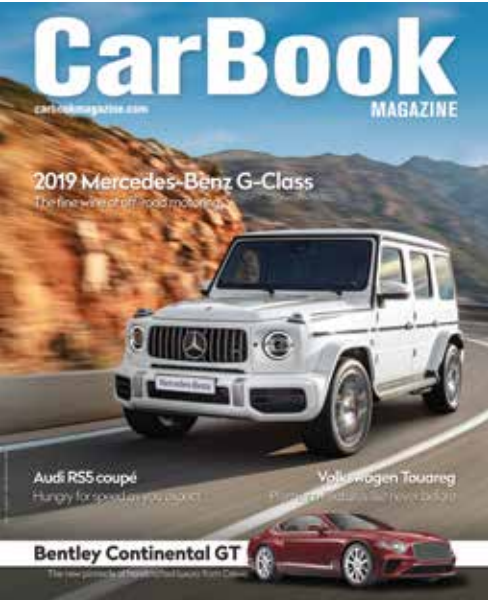
Contributing Writers
Andrew Ling
Benjamin Yong
Sonia Akroa

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

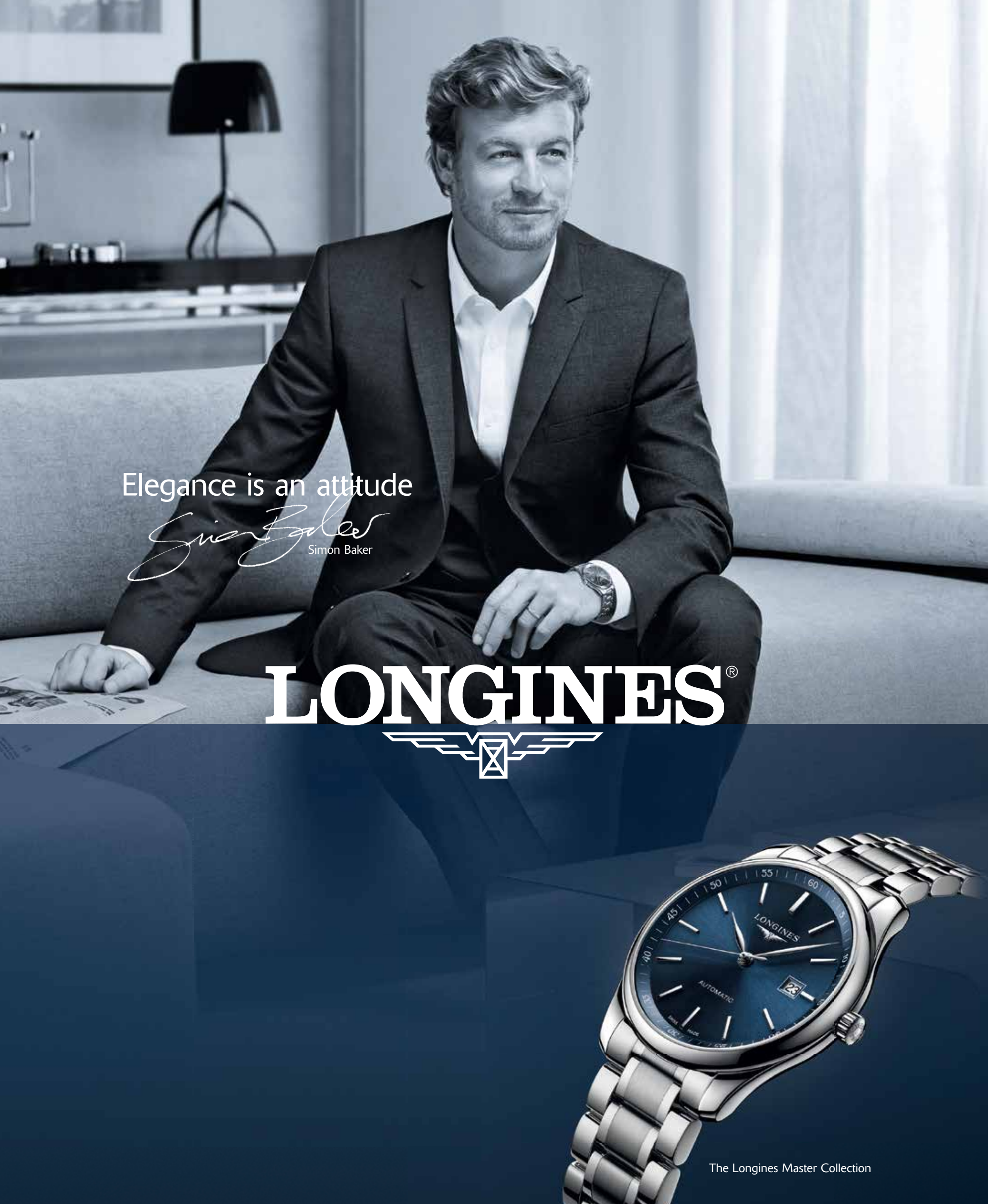
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F. +961 1 513 141

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2019 Mercedes-Benz G-Class

The fine wine of off-road motoring



The old adage, “if it ain’t broke, don’t fix it,” comes to mind when the topic of the iconic Mercedes-Benz G-Class comes up. The luxury off-roader enters a new generation for 2019, or perhaps the better descriptor is refined, as amid the upgrades inside and out it retains the similar boxy, utilitarian appearance first introduced nearly 40 years ago that the vehicle has become known for.

“The new G-Class is setting the bar higher still in all relevant areas — in terms of performance both on and off the road as well as with regard to comfort and telematics. Our ‘longest-serving’ model series is therefore ideally equipped to continue its success story. In short, the new ‘G’ is still a ‘G,’ only better,” says Ola Källenius, member of the board of Daimler AG responsible for Group Research and Mercedes-Benz

Cars Development.
Same, but different
On the outside, let’s start with the things that haven’t changed. The distinctive black pull-out door handles, parallel to the matching horizontal bump strip running along the entire side of the body, remain, as do the exposed door hinges and raised hood. The same goes for the spare wheel mounted to the swing-open rear





tailgate and the flanking rectangular turn signal lamps, all designed to match the G-Class' chiselled, angular character lines.

The subtle aesthetic modifications follow Mercedes-Benz's Sensual Purity design philosophy, which is guided by the principle of enhancement while staying true to the subject's original spirit. For example, the headlamps now sport efficient LED technology and house signature circular daytime running lights. Also, although not immediately noticeable, the entire vehicle is sized up gaining 53 millimetres in length and 121 millimetres in width. In the process, gaps between panels have been reduced and the wheel arches and bumpers smoothed over so as to look like part of the

bodywork rather than tacked-on afterthoughts.

Adventuring with class

Almost everyone knows how opulent the German automaker's interiors are, and the G-Class is no different seamlessly combining the ruggedness of the exterior with high class cabin comfort. A neat thing they've done is taken certain outer elements, such as the aforementioned headlamps and indicators, and replicated the shape in the air vents and stereo speakers, respectively. Carryovers from the last generation include the grab handle above the glove box and the three chrome differential switches on the center stack.

Again blending the contemporary and classic, the completely redesigned instrument panel has a retro

feel but features the same virtual dials as the current E-Class and S-Class sedans. The style and colour of the electronic display, as well as information shown, can be modified by selecting a different visual mode such as "Sport," and "Progressive." To manipulate onboard settings and the infotainment system, users have the choice of inputting commands via a haptic-feed-back-enabled central touchpad controller or voice. Thanks to the larger footprint of the new G-Class, all passengers enjoy extra space. Legroom in the front grows by 38 millimeters in the front and 150 millimetres in the rear. The ergonomic seats are heated, and the driver receives a memory function that is handy for multiple operator households. Customers can bump





up to the Active Multicontour Seat Package to add massage, cooling and fast-heat functionality.

The road (less) travelled

Time to talk performance. Although for the purposes of this review CarBook mainly conducted testing in the city and on highways, both on and off-road capability is more impressive than before. To accomplish this, engineers have used a new mix of ultra-high-strength and lightweight steels and aluminum materials in constructing the frame, shell and accessories, resulting in an increase of torsional rigidity of 55 per cent. Gunnar Güthenke, head of the Off-Road Product Group at Mercedes-Benz, said no stone was left unturned searching for areas to improve. “Enhancing an icon such as the G Class in technological terms was both a challenge and an opportunity at the same time. Each part and every bolt came under close scrutiny,” says Güthenke. “With the body, our main focus was on increasing the vehicle rigidity and the connections between the suspension and drivetrain with the ladder-type frame.” Speaking of suspension, the system was designed in partnership with Mercedes-AMG. The independent layout boasting a double-wishbone front axle balances drivability between tarmac and less solid surfaces, and

affords greater ground clearance if the route does turn off-road. Need to cross a body of water? No problem — the G-Class can ford water and mud at depths of 70 centimetres rather than the previous 60. Last but not least, the powertrain. Under the hood lies a 4.0-litre V8 engine, producing 422 horsepower and 610 Nm of torque for the G 550, the latter stat jumping to 563 horses for the AMG G 63 and 621 for the AMG G 65 trims, mated to a 9G-TRONIC nine-speed automatic transmission. Those sitting behind the



wheel have five different DYNAMIC SELECT settings to choose from (Comfort, Sport, Eco, Individual) that alters the driving feel, modifying engine, gearbox, suspension, steering and even computer assistance behaviour. A special G-Mode is reserved for when one of the differential locks or low range gear is activated, fine-tuning the above attributes to make travelling over rough terrain easier. Sales of the 2019 Mercedes-Benz G-Class began this summer, and are available now.



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2019 Bentley Continental GT

The new pinnacle of handcrafted luxury and performance from Crewe.



After almost a decade, a new Bentley Continental GT has finally been unveiled and with great fanfare. When the pre-production model made its physical debut at the 2017 Frankfurt Motor Show, it grew massive crowds.

As one of the favourite vehicles of celebrity superstar athletes, millionaires, billionaires, and rappers, the big question is whether this latest Conti GT will represent enough of a giant leap forward to justify the wait.

So, has it been worth the wait?

Back in the day, Bentleys used to be thought of as sportier but lower-priced Rolls-Royces. When the com-

panies' histories intertwined in the early 1930's, critics described Bentleys as badge-engineered Rolls-Royces. No surprise given that for a period of over 70 years, up till early 2000 in fact, Bentleys inherited or shared Rolls-Royce chassis and engines.

However, whereas Rolls-Royce motor cars were primarily focused on luxury, Bentley, with its Le Mans winning racing heritage, was skewed towards sporty motoring.

Now in its third generation, the totally re-engineered Continental GT shares the new MSB platform from parent company Volkswagen. Incidentally, this

platform is also used by the second-generation Porsche Panamera, which should give one some hints as to the new car's sporting potential, despite still being marketed as a Grand Tourer.

The new Continental GT has indeed been completely re-engineered to a point where Bentley states that the car is 100 per cent new. Given that there is plenty of competition these days, this was pretty much necessary in order to pull in the punters and their wallets.

However, Bentley was very clear in emphasising that while Porsche had overall responsibility for the MSB platform, Bentley's engineering team also had the





opportunity to develop the Continental GT’s platform from day one. Therefore, this team was not only involved in the platform’s design and development, but also in ensuring that items on their wish list were able to be adhered to. The end result is a car with astonishing ability despite its size, with a much improved focus on driving and dynamics.

Beauty is more than skin deep

The original Conti GT was actually based on the same platform as Volkswagen’s Phaeton executive sedan. While it was the GT car that really re-launched the Bentley brand back into the limelight, as a vehicle, it was good but not great. Does it matter that the GT shares its underpinnings with a Porsche this time? Much more than you would think. This time around, Bentley’s engineers got what they wanted instead of just having to work with what was available. Unlike the original Continental GT, the Bentley engineers did not have to work with hand-me-

down-VW parts. Keith Sharp, Bentley’s director of Chassis Engineering, proudly explains that the car is 76 kg lighter than before. But because of their involvement on the project from the word go, it goes much further than just weight deduction alone. Bentley’s chassis engineers were able to precisely control the car’s weight in relation to the dynamic behaviour. The pay back of which shines not just with the new car’s on-road behaviour, but also on the track where the level of surgical control puts this new car in a completely different league from before. Yes, the Conti GT has a new aluminium-intensive body but it goes beyond that. The engine now has been moved rearwards by about five inches, a change that helps to reduce the nose weight from 58 per cent in the old Conti GT to 55 per cent here. There is also a longer and lower bonnet because the engine now sits lower, further reducing the centre of gravity. There are front double wishbones and a multi-link

setup out back. However, there is now also a three chamber air suspension system and active roll bars, powered by a new 48-volt electrical system for quicker responsiveness. **Under the bonnet** At launch, the 6.0 litre W12 heart will be beating beneath the bonnet of the Conti GT. This latest iteration of the renowned twin-turbocharged 12-cylinder direct injection engine now generates 626 bhp, and 664 lb-ft (900Nm) of torque. Given that the V8 was chosen by roughly two-thirds of buyers of the outgoing car, it will likely to return at some point in the vehicle’s lifecycle. The W12 in the Continental makes more power than in the Bentley Bentayga SUV largely due to different ECU mapping. However, since it sits much lower in the vehicle, the Continental’s has a different block to allow for the front prop shaft to run through. 0-100 km/hr flashes by in just 3.7 seconds and the top speed is regulated to 333 km/hr. A new active all-wheel-drive system replaces the origi-

nal system that had a fixed 40/60 power delivery split between the front and rear wheels. This new system defaults to rear-wheel-drive except when it detects slippage. However, it only directs a maximum of 38 per cent of torque to the front wheels. Choose sport mode and just 17 per cent will be sent forward. This configuration greatly reduces the tendency to under-steer, a characteristic from the fixed ratio all-wheel-drive system. Mated to the W12 engine is a new eight-speed dual-clutch automatic transmission, the first time a dual-clutch transmission has ever been offered in a Bentley. Once again, this is the same ZF-sourced unit

found in the latest Porsche Panamera. However like the platform, the engineers have tuned it specifically for their application. Unlike many other lesser dual-clutch systems out there, its low-speed behaviour exhibits no chatter or shuddering. The programming is so good that the smoothness rivals that of a torque-converter-based automatic. Should you wish to run through the gears yourself, the flappy paddles have now been re-located on the steering wheel rather than on the steering column. **On the inside** Behind the wheel, the Continental GT features the company’s first “Bentley Rotating Display”. When the

engine start button is pressed, what initially appears to be a space with no screen in the centre of the dash transforms silently to reveal Bentley’s largest-ever touchscreen. At a massive 12.3 inches, this configurable screen is a huge step up from its predecessor. What is unique about the Rotating Display is that there is a third side to the centre display. Press a switch, and the touchscreen rotates away to reveal three elegant analogue dials displaying outside temperature, a compass, and a chronometer. It is a clever, but yet tasteful nod to Bentley’s past and also the future, offering customers the choice of digital or analogue displays in the Continental GT’s clean and





calm cabin. Acoustic glass has been used for the windshield as well as the side windows, resulting in a massive 9 dB reduction in exterior noise intrusion versus the outgoing model. In order to enjoy this new found level of silence, there is not one, but indeed three choices of interior sound systems to choose from now.

The standard system features 10 speakers putting out 650 watts. Nothing to sneer at by any standards. But Bentley's new Bang & Olufsen system, supposedly aimed "lifestyle-orientated customers" whatever that means, puts out an impressive 1,500 watts through 16-speakers. If the Bang & Olufsen system, with its illuminated speaker grilles, isn't enough whallop, a 2,200 watt Naim 18-speaker system with Active Bass Transducers built into the front seats is offered for the true audiophile.

Third time is the charm

This third-generation Continental GT is the best yet, combining spirited, focused performance, with hand-crafted luxury and cutting-edge technology. With less weight on the nose, a new torque vectoring

all-wheel-drive system, 48-volt electrical system powering the active anti-roll bars, the new coupé has a voracious new appetite for twisty backroads like never before. However, it still lives up to its reputation as the quintessential grand tourer – phenomenally powerful, beautifully designed and exquisitely crafted. Rather than try to make this car appeal to a broad spec-



trum of buyers, engineers have aimed for a character that blends comfort, performance, and luxury to a high degree, while still being cohesive with the Bentley brand language. Bentley's engineers set out to create the finest Grand Tourer ever produced and the third time has indeed appeared to be the charm.



Audi RS5 coupé

Hungry for speed as you expect



Three years. That is how long it took for the team at Audi Sport to rethink and reengineer the Audi A5 coupe into the high-performance sports coupé that they deemed worthy enough to slap the RS badge on. With Mercedes-Benz's fun new C63 AMG coupé and the BMW M4 CS around the corner, the engineers at Audi Sport had to design something that would represent Ingolstadt appropriately during the "war" amongst the German big three.

It had to look more than just a normal A5 with big wheels, a different body kit, and an upgraded interior, especially since the beloved naturally aspirated 4.2-litre V8 is now gone.

Wait, no more V8?

Despite looking good on paper with a top speed of 280 km/hr (174 mph) and a 0-100 km/hr acceleration figure of only 3.9 seconds, Audi Sport still had to prove that the old V8 wouldn't be missed.

Those who are eagle-eyed engine experts will note that the Audi RS5 actually comes with an aluminium 2.9-litre twin-turbo V6, which is 100 cc smaller than the current S5. However, it has a bigger turbocharger, resulting in the same horsepower number as the old RS5's V8 at 444 hp.

This is truly the little engine that could, with 442 lb-ft of peak torque over a massive rev band – 1,900 rpm to 5,000 rpms. The old RS5's V8 would peak only at





4,000 rpms for its max punch, and even so it still had 37 lb ft less than the new engine. Incidentally, this engine is also shared with the Porsche Panamera 4S, but Audi engineers have tweaked the engine for greater performance including lowering the compression ratio and adding more boost (up to 21.6 psi). Also different from the Panamera is the engine's packaging, which includes stainless steel intake tubing for improved flow and a smaller oil cooler that is fitted perpendicular to the bottom of the radiator. This design actually diverts enough of the air flow to provide up to 6.6 pounds of additional downforce. Based on these raw stats from Audi Sport, the RS5 should be as quick from 0-100 km/hr as the new

BMW M4 CS. Score one for Audi. In real world, the Audi will also be undoubtedly quicker to launch than the M4, thanks to its Quattro all-wheel-drive advantage. Score two for the RS5. **Harder-edged even in the corners** Quattro does also mean that like before, the RS5 will share the legendary world rally championship winning surefootedness that Audi customers have come to expect from the brand. But in comparison with its predecessor, with this new bi-turbo V6, Audi has also managed to shed 68 pounds over the front axle, helping Quattro to further rein in the understeer that previous Audis were plagued with. Backing up the new engine is not the S-tronic du-

al-clutch transmission from before, but a ZF-supplied eight-speed automatic transmission. Audi says that the eight speed auto does a better job of handling the increased torque and feels just as quick in the real world (something we can back up). Therefore, aside from bragging rights, there's really nothing to it. History has also shown that the conventional eight-speed automatic is likely be much more maintenance-free compared to a complex dual-clutch transmission. The autobox's shorter ratios are also partly what have quickened the RS5's acceleration times to what they are. **Bits and bobs** Compared to its S5 sibling, the RS5 has a 0.4 inch wider track out front and a 0.8 inch wider rear track.

2,9 Liter-V6-TFSI-Motor im Audi RS 5 Coupé

mit FSI-Benzindirekteinspritzung, zwei Turboladern, kontinuierlicher Nockenwellenverstellung, Nockenwellenantrieb per Kette and Audi valvelift system einlasseitig

2.9 litre V6 TFSI engine in the Audi RS 5 Coupé
with FSI-petrol direct injection, two turbochargers, variable camshaft timing, chain driven camshafts and Audi valvelift system on the inlet camshaft

2.894 cm³
331 kW (450 PS) @ 5.700 - 6.700 min⁻¹
600 Nm @ 1.900 - 5.000 min⁻¹
06/17



The ride height is only 0.25 of an inch lower than the S5.

If you really want to geek out, check the box on the options list next to the Dynamic Ride Control feature.

Also available on the RS7, this system uses steel springs and adjustable dampeners which are hydraulically connected to each other diagonally. During cornering, the system increases the pressure in the diagonally opposed dampers (right front and left rear, for example), to decrease roll during cornering.

The RS5 can also be ordered with the Quattro Sport rear differential, similar to that which can be found on the RS3, S4, S5, and so on. In Regular Mode, the RS5's Quattro system is rear-biased, sending 60 per cent of the torque out back. Switch it to Dynamic Mode, the computer can send a maximum of 85 per cent of the engine's torque to the rear wheels. Incidentally, in this mode, the RS5 has the stiffest suspension Audi offers in North America, except for the R8 V10 Plus.

With the Quattro sport rear differential, 100 per cent of that torque can then be shifted to the inside or outside wheel, so as to guide the vehicle along its intended path. In tighter corners or on the track, the differential feels particularly effective in a hilariously entertaining sort of way.

What about the inside?

Like the A5, the new horizontal layout of the instrument panel has been designed to elicit a sense of spaciousness. Like other Audis, there is a high-quality feel



to the RS5, thanks to small touches such as LED lights that trace the contours of the doors and the centre console. The coupe's 0.6 inch longer wheelbase combined with the more compact seats have also increased the space for driver and passengers. Unique to the RS5 is its flat-bottomed 3-spoke RS leather steering wheel with its integrated high-gloss black shift paddles with aluminium elements. Choose the optional RS design package and Audi will add more RS badging and red highlights on the armrest, seatbelts, floor mats, and even the centre console. The unique RS sport seats themselves already have embossed RS emblems and rhombus patterns. They're

available in a combination of leather and Alcantara, Nappa leather, or in perforated Milano leather. For those who actually use the luggage compartment, there are 10 litres (0.4 c. ft) more space than before, with the RS5 holding a best-in-segment value of 465 litres of luggage space (16.4 cu ft). **Final Thoughts** As far as curbside appeal, the new RS5 packs a harder-edged attitude. However, despite its slightly bulged out fenders, wider honeycomb grill, matte aluminium trim grille surrounds and mirrors, the Audi carries on with its business in a more subtle way than the C63 or the M4.

If you want it to be, the RS5 is quieter and less aggressive than the AMG/BMW opposition. But it also doesn't feel quite as quick given that it's about 50 hp down on the first two. Audi has undoubtedly spent a lot of time studying its rivals, its current customers, and its potential customers. They know that their customers prioritize point-to-point speed, a stealthier appearance, and the comfort, performance, and security of Quattro over a shouty white-knuckled thrill ride. If this latest interpretation of Vorsprung durch Technik (translated as 'progress through technology') appeals to you, make sure that you run, don't walk to your closest Audi dealership.

2019 Volkswagen Touareg

Premium Features like never before



When Volkswagen chose Beijing as the world premiere location for its third generation Touareg SUV, it proclaimed that the Touareg was the new flagship of the brand. Not only was there the announcement that the Touareg was the company’s newest top-of-the-model-range vehicle, but it was also revealed that China is the world’s strongest growing SUV market, and indeed Volkswagen’s largest individual market. Volkswagen was clearly making a statement here by staging a world premiere of a new model for the first time in China. Perhaps it is no surprise then,

that Volkswagen has pulled out all of the stops for their third-generation Touareg, making it far more luxurious, technologically advanced, and also a whole lot more expensive than what North Americans can tolerate. This is one new flagship that was designed for the rest of the world to enjoy, minus our friends from the USA and Canada. In fact, Volkswagen is launching their largest model campaign ever just to market this latest Touareg, showing how important its launch is to the success of

the brand.

What’s new?

The Touareg has been a tremendous success for Volkswagen. Over the first two vehicle generations, around one million units have been sold. This latest vehicle rides on the MLB Evo platform, which is also shared with the Audi Q7 and the Porsche Cayenne. This platform has been developed to be so versatile that even the Lamborghini Urus and Bentley Bentayga are based on it. In spite of the increase in size, the 2019 Touareg is





actually 106 kilograms lighter than before. Every single dimension has been increased aside from weight, be it length, width, or cargo capacity. Klaus Bischoff, Head of Volkswagen Design, and his team penned the highly expressive new design. One look at it and there is no mistaking it for a new Volkswagen. Equipped with the connectivity of a new era and a pioneering fusion of assistance, comfort, lighting and infotainment systems, the Touareg points the way to the future. For VW, that future points to the largest markets outside of North America; China, Europe and Russia.

The Innovision Cockpit

For the first time in the new Touareg, Volkswagen is presenting their fully digitalized Innovision Cockpit. In

front of the driver is a sizable 12-inch display with all the traditional instrumentation. However, in the centre console is the top Discover Premium infotainment system with an absolutely massive 15-inch digital display. Together, both displays merge to form a digital operating, information, communication, and entertainment unit that is mostly touch or voice command operated. There are few buttons to be had allowing for a cleaner appearance, but also one that requires some getting used to. This, like it or not, ladies and gentlemen, is the way of the future. Volkswagen is adamant though that the Innovision Cockpit was designed with a focus on people and not just gadgetry for technology's sake. Indeed, both displays are highly customizable to individual drivers

and passengers, allowing the car to be adapted to its occupants rather than the other way around. Of course, this sounds easy in marketing lingo, and there is a little bit of a learning curve to overcome. Nonetheless, the graphics are clear, sharp, and the system as responsive as that you would expect from the latest iPad Pro from Apple. **Premium Features like never before** The Touareg is launching with the largest range of assistance, handling and comfort systems ever to be integrated into a Volkswagen. It's no wonder that it was priced out of range for the North American market. They'll just have to do with the super-sized but cheaper Atlas SUV. The Touareg showcases technology that you would





expect to find on an Audi, not so much a Volkswagen. These include the Night Vision assistance system (detects people and animals in darkness via a thermal imaging camera), Roadwork Lane Assist (semi-automated steering and lane keeping, accelerating and braking up to 60 km/h), and the Front Cross Traffic Assist (reacts to cross traffic in front of the Touareg). On the handling front, there is an available active rear-wheel steering (which makes the Touareg handle like a compact car, giving it the same turning circle as a Golf), a new roll stabilisation with electromechanically controlled anti-roll bars, and even 'IQ.Light, a LED-based matrix headlights (interactive, camera-based dipped and main beam headlight control). For the first time ever on a Volkswagen vehicle, the Touareg is even offered with a Head-up Display.

The nice thing about all of these state-of-the-art

systems is that despite their potential complexity, the Touareg's driver experiences them as a whole, and not as individually complex systems. The systems are simply there to help – interconnected via the new central control unit – working imperceptibly in the background and making travel safer, more convenient and more intuitive than ever.

Performance and Handling

In Europe, Volkswagen will initially offer two V6 diesel engines for the new 2018 Touareg with outputs of 170 kW / 231 PS and 210 kW / 286 PS. In a number of markets, this will also be followed by a V6 petrol engine (250 kW / 340 PS) and a V8 turbodiesel (310 kW / 421 PS). A new plug-in hybrid drive (270 kW / 367 PS of system power) is being prepared for China, but its exact launch date in the rest of the world is still up for debate.

Like the integration of technology in the cabin, the Touareg's air sprung ride is sublime, regardless of the surface. The three chamber air suspension system can be raised by 25 mm in Off-road Mode, 70mm in Off-road Plus model, or lowered by 15 mm in Sport mode. In access mode, similar to that of a Range Rover, the Touareg squats by as much as 40mm to help people or luggage to get inside easier.

In the corners, the Touareg's body motions are well controlled and level, especially when the vehicle is fitted with the electronically controlled anti-roll bars. The rear-wheel steering, borrowed from the Audi Q7, is also tremendously useful, effectively shortening the vehicle's wheelbase on tighter bends, and lengthening it on fast corners for increased stability. In tighter parking spaces, manoeuvrability is significantly enhanced.

Since towing has always been a big part of the appeal of owning a Touareg, the new vehicle can also be fitted with a Trailer Assist package that plays off self-parking technology. Simply set the trailer-reversing angle on the Innvision Infotainment screen via the exterior rearview mirror control switch, and the Touareg will counter-steer automagically without you even having to touch the steering wheel.

Conclusions

With its premium new interior, impressive new technology, much improved driving dynamics, and lower fuel consumption, one might wonder why you would even want an Audi Q7 or the Porsche Cayenne.

If you need the ability to carry more than five passengers, the Audi Q7 is the obvious answer. If you have more sporty driving intentions, enjoy the prestige and appreciate the heritage of the Porsche brand, and also have a lot deeper pockets, the Porsche Cayenne may be your answer.

However, if you're looking for a premium new SUV with most of the technology offered by the aforementioned models but yet care less about the status of the badge on the nose of the vehicle, the all-new 2019 Volkswagen Touareg is a fantastic new choice that should make it to the top of your shopping list. As long as you don't live in Canada or the USA.

TUDOR NORTH FLAG

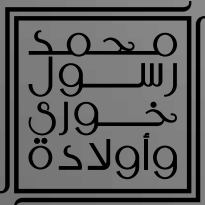
STEEL CASE
DIAMETER 40 MM
WATERPROOF TO 100 M (330 FT)
IN-HOUSE MOVEMENT



An instrument with a 'scientific' design. The hybrid steel-ceramic exterior of the Tudor North Flag was created in order to express the high level of technology and reliability of its movement.

TUDOR in-house movement MT5621. Offering a 70-hour power reserve and regulated by a variable inertia oscillator with silicon balance spring, it is certified by the Swiss Official Chronometer Testing Institute (COSC).

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Infiniti Q50 3.0T Sport

Version 2.0 of Infiniti's techy sports sedan



If you didn't already know, the Infiniti Q50 is the replacement for Infiniti's highly successful G35 (later G37) sedans and coupes. With rear-wheel-drive, optional all-wheel-drive, and styling that set it apart from the traditionally conservative Japanese vehicles, the G35 proclaimed to the world that the guys at Infiniti were serious about competing with the boys from Munich.

Despite winning many auto review comparisons, the public voted with their wallets and the BMW 3-series sedan sales figures proved that the BMW cachet and

the proof behind the Ultimate Driving Machine slogan was simply too great, too true.

These days, Infiniti seems content, and perhaps rightfully so, to position the G37's replacement, the Q50, as a different sort of alternative to the 3-Series, and less so as a direct competitor. This is probably a smart move as it allows Infiniti to play on its strengths such as reliability, fit and finish, value, and technology.

What's new on the outside?

For model year 2018, the Infiniti Q50 receives a significant update including a refreshed exterior and

interior appearance. Innovative driver assist systems that were designed to empower and support the driver have been further refined.

In an effort to gain consistency within its line-up, there is also a new global naming structure for the different trim levels: Luxe, Sport, and Red Sport 400. Each of the model grades now offers more of its own look and character.

My test vehicle arrived in 3.0t Sport trim, meaning that it was differentiated from the more luxury-focused "Luxe" trim through the addition of performance-





focused exterior design cues. This included a more angular front bumper, wider and lower air intakes, as well as a more prominent airfoil at the base of the front bumper.

Out back, the 3.0t Sport shares the Red Sport 400's twin exhausts and rear diffuser with two-tone paint. The body colour is accompanied by dark metallic trim around the base of the rear bumper. Perhaps one of the downsides of my test vehicle's stately Asgard Grey colour scheme was that the contrasting colours weren't very obvious. Depending on what type of person you are, this may be either good or bad. In lighter colours, such as white, the styling differences for 2018 are much more pronounced.

All of these upgrades add to an already handsomely-styled car. Despite being a few years into its production cycle by now, the Q50 has aged well and there is no mistaking the vehicle for anything else than what it is.

Interior upgrades and more

Inside the 2018 Q50, Infiniti has used the creation of the new grade structure to differentiate each model with its own unique interior character.

Compared to my first review of the Q50 a couple of years ago, the interior has definitely been stepped up a notch. For example, leather-like materials now surround the instrument panel and are finished in double stitching. Even the wood trim has been treated using a technique that preserves the fundamental

character of the wood and its grain, retaining a more authentic appearance than traditional high gloss wood veneers.

A new and more attractive steering wheel, derived from the Q60 sports coupe, also helps to further dress up the cabin. Finishing it all off are "Kacchu" aluminium elements inspired by traditional Samurai armaments.

The Q50 also features Infiniti's hallmark spinal support seats, with technology supposedly derived from NASA. Infiniti says that the seats have been carefully engineered to provide a consistent level of support and to minimise pressure on lower and upper back muscles. The seats worked as advertised and remain supremely comfortable even after a three hour road trip.



Infiniti’s Safety Shield

It’s surprising that Infiniti doesn’t play off on this system a little bit because I happen to think it’s one of the standouts of the Q50.

The 2018 model builds on the long list of safety, security and driving aid technologies already found in other Infiniti models. Among the available systems are Around View Monitor with Moving Object Detection, Intelligent Cruise Control with Full Speed Range, Forward Emergency Braking, Distance Control Assist, Blind Spot Warning, Blind Spot Intervention, Backup Collision Intervention, Lane Departure Warning, Lane Departure Prevention with Active Lane Control, Adaptive Front lighting System, High Beam Assist technology and Predictive Forward Collision Warning. This alphabet soup of active and passive safety features is known as Infiniti’s Safety Shield. It is essentially a comprehensive approach, using a mix of active and passive safety features, to protect the driver and passengers by first helping to avoid accidents, then offering a maximum level of protection should the

collision be unavoidable. Safety Shield can be activated by just a touch of a button on the steering wheel, and it throws up a wall of protection to save your bacon even in day-to-day driving situations. Indeed after pushing the Safety Shield button, the graphics in the centre display screen show the sides of the walls folding upwards and a new icon appears, representative of green shields also around the Q50. With the Safety Shield active, even in normal driving without the Active Cruise Control turned on, if a car cuts in front of you, the Q50’s accelerator pedal will push back against your right foot, making it more difficult to open up the throttle. The system also has a full speed range, allowing to activate the brakes if needed. If you commute in rush hour, the system is a godsend. In stop-and-go traffic, if the car in front of you comes to a full stop, the Q50 will do so as well, once again without even having to set and resume the cruise control function. Now, this may not seem that

different than other vehicles on the market. After all, many cars now have adaptive cruise control and collision mitigation systems. However, the difference here is that while the Q50 doesn’t purport to even have autonomous Level 3 technology, with just a single push of a button, Safety Shield is able to keep a look-out for you at all times, even if you do not specifically turn on its many systems individually. It just works, seamlessly, invisibly, and might I say even naturally?

How else does it perform on the road?

While smaller than the previous 3.7-litre VQ V6 engine, the new VR-Series 3.0-litre twin-turbo V6 is an absolute gem. Recently named to the prestigious 2017 Ward’s 10 Best Engines list, the engine is available in two states of tune - 400 hp or 300 hp. While smaller in displacement than the previous engine, the standard output engine fitted to my test car produced 300 hp at 6,400 rpms and 295 lb-ft of torque at a low 1,600-5,200 rpms. The advanced



twin-turbo system minimizes turbo lag thanks to an optimized turbine blade design allowing for faster turbine revolution speeds up to a massive 240,000 rpms. The 0-100 km/hr run is completed in around 5.2 seconds, confirming that the Q50 3.0T Sport is no slouch. However, the transmission isn’t quite as responsive as the engine, requiring a second to respond to commands from the paddle shifters. Intriguingly, Infiniti has decided to further develop their Direct Adaptive Steering option, also known as their Steer-by-Wire system. You see, the Q50 has no mechanical link between your hands and the front tires. Instead, the system artificially generates feedback, allowing you to completely tailor your choice of steering weight and ratio. As there is no direct mechanical link, the Direct Adaptive Steering is able to filter out nasty steering kickbacks and shocks. Due to its ability to make an astounding 1,000 steering adjustments a second, Direct Adaptive Steering marries together perfectly with the other components of Safety Shield, working with Active Lane Control to maintain lane positioning against crosswinds and uneven road surfaces. Now in version 2.0, the system feels more natural than before, but is still far from the best electric power steering system on the market. That crown still gets

awarded to the Germans in Munich. That being said though, I found that setting the Q50’s system into “Sport” mode and “Dynamic” response provided the best balance of steering quickness and weight for me personally. Every morning I was particularly amused by how little steering lock was required to round the bends in my building’s parking garage. Aside from its fancy steering system, the Q50 3.0T Sport also features Infiniti’s Dynamic Digital Suspension as standard equipment. A simple adjustment via the Drive Mode Selector adjusts the

shock absorber valving to control body motion in varying degrees when cornering. A shift can be made immediately from a comfort-biased ride to a much firmer damping setting for more agile handling.

Final Thoughts

As previously mentioned, the Q50 doesn’t feel so much as a rival to the BMW 3-Series but more as a complete alternative. For those who are less fussy about pure driving pedigree or have been burnt by reliability-issues during European car ownership, the Infiniti Q50 represents a well-priced, handsome and alluring option.



Ford EcoSport

Fresh faced



Ford recently took the wraps off its facelifted EcoSport subcompact crossover, setting itself apart from the competition with class-leading options including a premium B&O PLAY stereo and four-wheel drive. “Fun, capable and connected are three fantastic words to describe our entry into the mini utility segment,” says Shannon White, Ford Motor Company product marketing manager.

Crossovers just want to have fun

You can't have fun without some kickin' tunes, and

the EcoSport delivers via a 675-watt, 10-speaker Bang & Olufsen B&O PLAY audio system (standard on the top-of-the-line Titanium trim). On a media drive in beautiful Newfoundland, Canada, we rocked out to crystal clear tracks playing via available SiriusXM satellite radio.

As with the rest of Ford's portfolio, infotainment is handled by the responsive and easy-to-use SYNC 3 hardware and software (SE and above). Flick through the menus just like on a smartphone or use voice

to input commands. Users can also download a companion FordPass mobile app to control certain on-board functions remotely.

A total of 10 exterior paint colours are offered, for example timeless White Platinum and Shadow Black to more vibrant hues such as Race Red and the gorgeous Blue Candy my driving partner and I piloted for most of the trip.

Versatility is key

Although the vehicle has a relatively small footprint,





the practical form factor and flexible seating configurations allows a ton of stuff to be carried. Behind the second row, 592 litres of storage space is ready and waiting. Flip the 60/40 rear seats down flat and suddenly 1,416 litres appears — that’s enough to fit a family’s worth of luggage, or a bicycle with the front wheel removed. There’s also a load shelf mountable in three positions, one of which creates a hidden compartment perfect for stashing personal electronics or other small valuables.

One of the biggest talking pieces on the EcoSport is the different way of accessing the cargo area: using a swing gate door, rather than the ubiquitous tailgate. People who have driven a typical crossover know opening and closing the latter can be cumbersome on taller SUVs when manually operated, or slow if powered.

“I think it’s a really unique and fun add for the vehicle. It’s got two hydraulically assisted swing points, so just opening it up to grab a gym bag or something quick is faster than a traditional liftgate,” says White, adding a built-in stop point prevents the door from just flying

open.

Small and efficient powerplants

Two engines are packaged: the base S and mid-level SE grades get the same 123-horsepower, three-cylinder 1.0-litre turbocharged EcoBoost found in the Fiesta, which may sound surprising until you learn it’s built on the same platform as the zippy hatchback. Move up to SES or Titanium and a more powerful 167 horsepower 2.0-litre naturally aspirated mill is found under the



hood, paired with an intelligent 4WD system that behaves like front-wheel drive until additional traction is need. Both are mated to six-speed automatic transmissions. On paper, the models can tow a maximum of 1,400 and 2,000 pounds respectively, but really an Escape, Edge or Explorer would be better suited for the activity.

“We see this as our volume piece among the big six [SUVs in our lineup],” says White.



Chevrolet Traverse first drive

Gen two



Following a successful eight-year run, the Chevrolet Traverse is completely redesigned for the 2018 model year. The stylish SUV does away with the former rounded body shape and adopts an upscale, truck-like appearance, better tech and a new powertrain. “The key points are: overall, the vehicle has [roughly] the same dimensions as the previous generation. However, there are way more features, a way better interior and more passenger volume compared to

before,” says brand manager for Chevrolet Crossovers Nicolas Longpre at a product presentation in Atlantic Canada. **Just a bit bigger** Although categorized as a mid-size, the Traverse is on the larger side now gaining a slight 15.2 millimetres in length and 2.5 millimetres in width. A 50.8-millimetre longer wheelbase makes the vehicle appear bigger than its predecessor, although as Longpre mentions, the size

is about the same. The height has actually dropped by 7.6 millimetres. Nothing says premium like chrome, and there’s plenty strategically placed around the larger grille, on the door handles, fog-light surrounds and lower door trim. The headlamps are slimmer and shapelier and can be ordered with high-powered D-Optic LED lighting. Chevy has recently just added a sporty RS grade favouring a blacked-out treatment in-lieu of the shiny





bits and includes uprated 20-inch wheels.

The real highlight

No doubt the second-gen Traverse looks great on the outside, but the interior is where the SUV really shines. The latest MyLink infotainment system supports Apple CarPlay and Android Auto smartphone interfaces, and USB charging points have been installed around the cabin. As found in all modern GM products, the subscription-based OnStar 4G LTE Wi-Fi hotspot is reliable and an excellent way to stay connected. Another benefit of the aforementioned longer wheelbase is extra legroom: passengers sitting in the optional third row seating enjoy a class-leading 856 millimetres of it. The second row boasts an enhanced version of Smart Slide, where the curbside seat can tilt up and slide forward, with a forward-facing child seat mounted, to give easy access to the back.

Pair of fresh powertrains

During the media drive, I got a chance to evaluate the standard 3.6-litre V6 engine found in all Traverses

except for the RS (packing a 255-horsepower 2.0-litre four cylinder). Rated at 305 horsepower — an improvement of almost 10 per cent — and 353 Nm



of torque, the SUV chugs along at a good pace and if I were so inclined, could tow along a trailer weighing up to 5,000 pounds. Both utilize a nine-speed automatic transmission. Front-wheel drive is the norm for the base LS, LT and RS trims, while all-wheel drive can be bundled on all except the turbo. A neat addition for the AWD-equipped vehicles is Traction Mode Select where drivers can choose a mode best suited for the type of road conditions, or activate a function disconnecting the rear axle so in low-load cruising scenarios fuel economy may be maximized. When I played with this setting, the ride seemed to have gotten a bit quieter as well. All new to the lineup is the first ever Chevrolet Traverse Redline Edition. Similar to the RS, the appearance and comfort package features smoked tail lamps and other darkened accessory pieces sporting a splash of red, a two-panel power sunroof and more.



Michelin 2048

The path towards ultimate sustainability



The goal seems lofty indeed, but Michelin has allotted 30 years to reach it: by 2048, the French manufacturer wants 100 per cent of all tires made to be recycled, as well as those tires to be composed of 80 per cent sustainable materials.

This announcement was delivered in June during the three-day Movin’On green mobility conference in Montreal, focused on how transportation of both people and things can be made more efficient via out-

of-the-box thinking.

Why and how

“Recycling is a key element for our strategy of circular economy. Just to let you know today, 70 per cent of tires are recovered in the world — it’s huge in fact if you think about that. If I take another example, only 40 per cent of plastics are recovered worldwide. [Half] of those tires are recycled into different materials like rubber, asphalt, soles for shoes, or construction

materials,” says Cyrille Roget, head of scientific and innovation communication for the Michelin Group.

Roget articulated that reaching their target is not something they can accomplish alone. In the fall of 2017, Michelin acquired Atlanta-based business Lehigh Technologies, specializing in breaking down and preparing end-of-life industrial goods for reuse. Michelin is also working with other high level partners on a program called Biobutterfly, designed to develop

alternatives to the oil-based materials currently consumed in the production process.

Payoff

“If we are able to reach these ambitions, the savings could be huge. We could save 33 million oil barrels every year, or 16.5 super tankers of oil by using renewable and recyclable materials. This is the equivalent of an entire month’s consumption of energy of a country like France, so you can imagine the benefits for the planet by moving away from oil based products and using biomass instead,” he says.

Currently, Michelin’s tires are comprised of 26 per cent bio-sourced ingredients including natural rubber, sunflower oil, limonene (a chemical found in citrus fruit peels), and two per cent reusable materials such as steel and recycled powdered tires.



The news builds on the company’s VISION Concept, an airless tire that utilizes a biodegradable tread capable of being renewed using a 3-D printer, originally unveiled at last year’s event.

“This is why Movin’On, which is a summit of collaboration for better mobility, is a very good location to announce this ambition to action,” says Roget.



The new Mercedes-AMG GT S Roadster

New open-air member of the AMG GT family



Mercedes-AMG is extending its sports car portfolio with the new AMG GT S Roadster as an attractive open-air model. With this latest addition the AMG GT family now has a dozen members: four two-door Coupés, three Roadsters, two customer sports racing cars and three four-door Coupés. The basis for the high Driving Performance of the new AMG GT S Roadster is the combination of a lightweight aluminium spaceframe, a V8 biturbo engine, a seven-speed dual clutch transmission, a rear axle locking differential and a sport suspension with aluminium double wishbone axles.

Compared to the AMG GT Roadster, the AMG GT S Roadster is rendered even more dynamic by numerous

modifications to the engine, suspension, brakes, design and interior. This positions it between the AMG GT Roadster and the even more powerful AMG GT C Roadster, now providing a choice of three open- top two-seaters.

Muscular power unit for a top speed of over 300 km/h

The AMG 4.0-litre V8 biturbo in the AMG GT S Roadster delivers an output of 384 kW (522 hp) and maximum torque of 670 Nm. This is available over a wide engine speed range from 1900 to 5000 rpm. The eight-cylinder power unit delivers a sprint from standstill to 100 km/h in 3.8 seconds. The dynamic power delivery continues right up to the top speed of

308 km/h.

The two turbochargers of the V8 are not positioned on the outside of the cylinder banks, but inside the cylinder “V”. Advantages: a compact engine design and spontaneous response of the turbochargers.

Power transfer is based on the combination of a front mid-engine and the AMG SPEEDSHIFT DCT 7G sport transmission in a transaxle arrangement, combined with a torsionally rigid torque tube.

Thanks to the wide gear ratio spread, the decidedly high torque of the V8 biturbo engine can be used to optimum effect. The weight distribution is also ideal for optimum driving dynamics at 47 (front) and 53 (rear) percent.



With adaptive adjustable damping as standard

The AMG GT S Roadster is equipped with the AMG RIDE CONTROL suspension with adaptive damping adjustment as standard. This fully automatic, electronically controlled system adjusts the damping at each wheel to the current requirements. This improves driving safety and ride comfort. The ideal operating point can be selected at all times on the basis of extensive information relating to acceleration or vehicle speed, for example.

Choice of driving experience from comfortable to very sporty

The driver is able to set the AMG GT S Roadster to his/her individual requirements using the AMG DYNAMIC SELECT controller. Five drive modes, “C” (Comfort), “S” (Sport), “S+” (Sport Plus), “RACE” and the individually programmable setup “I” (Individual) are available. These allow a broad range of driving experiences - from comfortable to very sporty. By pressing the separate “M” button in the centre console, the driver can activate the manual transmission mode in any drive mode to change gear using the steering-wheel shift paddles.

Standard equipment: Electronically controlled rear differential

As standard, the AMG GT S Roadster is equipped with an electronically controlled locking differential at the rear axle, which is integrated into the compact transmission housing. Its sensitive and fast control raises the critical limit of vehicle dynamics to a new level. It not only further improves the traction of the drive wheels, but also increases the critical cornering speed.

The greatest benefit of the electronic rear-axle limited-slip differential is the even more sensitive and proactive control, which pushes the critical threshold higher, making it even easier to drive at the vehicle's limits.

Large dimensions: the AMG high-performance composite braking system

The AMG high-performance composite brake system is adapted to the enhanced performance of the AMG GT S Roadster. The front axle features composite

brake discs measuring 390 x 36 mm with 6-piston fixed callipers, with composite brake discs measuring 360 x 26 mm and single-piston fixed callipers at the rear. The brake callipers are painted in red with “AMG” lettering. There is also the option of the AMG high-performance ceramic composite braking system with brake discs in size 402 x 39 mm at the front axle and 360 x 32 mm at the rear, together with specially painted brake callipers with “AMG Carbon Ceramic” lettering. Exceptionally short stopping distances, a precise pressure point and outstanding resistance to fading even under extreme operating conditions.

Intelligent lightweight construction with high proportion of aluminium

For the body of the GT S, Mercedes-AMG has opted for an intelligent and particularly lightweight mix of materials with a high proportion of aluminium. The spaceframe and exterior parts are of aluminium, and the boot lid too is particularly light in weight thanks to an innovative composite material. These high-tech plastics excel with their lightweight design, high strength and outstanding surface quality, improving the agility of the Roadster.

Weight-optimised: the fabric soft top

The three-layered fabric soft top is supported by a magnesium/steel/aluminium structure of low weight, which helps to keep the vehicle's centre of gravity low. Additional roll-over protection is provided by an integrated aluminium cross- member, while the inserted acoustic mat improves noise comfort.

Authentic sports car experience embodying sensual purity

From the expressive AMG radiator grille to the long bonnet and the muscular tail end, the two-seater guarantees a pure sports car experience even when stationary. The flat front section and forward-sloping radiator grille make the Roadster appear to hug the road. At the same time this shape lowers the vehicle's back-pressure point, enhancing the flow of cooling air and the car's aerodynamic performance.

Viewed from the side, the arched roof line (when the soft top is closed) and the frameless doors are eye-catching features. The surfaces and lines of the side wall

flow into the tail end with a dramatic tapered effect.

AIRPANEL active air management system

The active air regulation system AIRPANEL included as standard is a particular technical highlight. Vertical louvres at the bottom of the front apron are opened and closed electronically by means of an electric motor in around one second to guarantee the required amount of cooling.

As another active aerodynamic component the Roadster features an extendable rear spoiler. This reduces lift at the rear axle at higher speeds. With its broad shoulders and expressive tail light graphics, the rear end enhances the emotional overall appearance.

High quality and exclusivity: the interior

The interior design echoes the design lines of the exterior. The dashboard places a firm emphasis on width, creating an impression of a powerful wing. Thanks to the high beltdlines, concave door panelling, a dynamic, rising centre console and the low seating position, the driver is integrated into the cockpit and feels fully attuned to the Roadster.

The sport seats are upholstered in black ARTICO man-made leather/DINAMICA microfibre as standard. Numerous other materials and colours are also optionally available, such as nappa leather in black, marron/black, red pepper/black, silver pearl/black. Also available only with AMG Performance seats is number of personalised options, for instance exclusive nappa leather in saddle brown/black and macchiato beige / black.

Choice of high-quality interior trim

As standard the AMG GT S Roadster comes with the AMG Silver Chrome Interior package. This creates particular highlights with trim in high-quality silver chrome. The package consists of a centre console surround, air vent bezels and trim strips in the door armrests in silver chrome. Optional extras include the AMG Piano Lacquer Interior package - trim surfaced in luxurious, shining piano lacquer accentuates the high quality of the interior.

AMG trim elements in matt silver glass-fibre, carbon-

fibre and matt carbon-fibre. The Exclusive Trim package further enhances the AMG trim and brings even more individuality to the interior.

AMG Performance seats with climate control

The optionally available AMG Performance seats provide even more lateral support with more heavily contoured backrest and seat cushion side bolsters. Customers wishing to enjoy comfortable temperatures even on very hot summer days can also opt for the seat climate control, which is also available for the AMG Performance seats.

Large choice of wheel/tyre combinations

As standard the Mercedes-AMG GT S Roadster is fitted with 10-spoke light- alloy wheels painted in vanadium silver, with 9 x 19 inches (front) and 11 x 19 inches (rear) and tyre sizes 255/35 R 19 and 295/35 R 19 respectively.

A host of different design and colour variants are also available as optional equipment. Also new are 5-twin-spoke light-alloy wheels panted in titanium grey with a high-sheen finish or in matt black with a high-sheen finish.

Tailor-made optional equipment for any customer requirements

On the basis of the extensive standard equipment, the Mercedes-AMG GT S Roadster offers wide scope for individual wishes. The AMG DYNAMIC PLUS package ensures even higher driving dynamics and even sportier handling characteristics.

As an option the AMG rear axle steering can be ordered in conjunction with the AMG DYNAMIC PLUS package. This makes the AMG GT S Roadster even more agile, with even greater handling stability at the limits.



The new DBS Superleggera

two illustrious names; one magnificent Super GT



DBS Superleggera. A true thoroughbred that marks the return of not one, but two illustrious names. With DBS, Aston Martin is reviving an iconic nameplate that first appeared on in 1967, while Touring's famous mark – Superleggera – will once again adorn the bonnet of an Aston Martin. A collaboration that originally paved the way to the DB4, 5 and 6 Mark 1, DBS Superleggera pays homage to the historic super lightweight construction technology of the famous Italian coachbuilder.

In the new DBS Superleggera, Aston Martin has a Super GT that's a breed apart. One that takes the fight to the world's best on its own terms. Clad using

immaculately sculpted carbon fibre body panels this latest model is blessed with muscular, highly individual styling. A look that's perfectly matched by epic performance courtesy of Aston Martin's 5.2-litre twin-turbo V12, tuned to produce tremendous power and immense torque for breath-taking response and extraordinary in-gear performance.

As the British marque's magnificent new Super GT flagship, DBS Superleggera replaces the esteemed Vanquish S. That's a tough act to follow, but one it was born to do. With 725PS, 900Nm of torque, a top speed of 211mph and blistering acceleration that dispatches 0-62mph in just 3.4 seconds and 0-100mph

in 6.4 seconds, DBS Superleggera is a car dedicated to delivering an unforgettable driving experience and class-leading in-gear acceleration, with 50-100mph achieved in fourth gear in a mere 4.2 seconds. While being resolutely modern in design and engineering, DBS Superleggera proudly evokes the towering reputations of Aston Martin's hardest hitting and best-loved flagships from the past. Combining generous proportions with aggression and athleticism, DBS Superleggera expresses itself with an explicit design language. One that combines compelling curves with advanced aerodynamics for a sleek shape that both cheats the wind and clamps the car to the road.





Evolving innovative aerodynamic concepts first seen on the DB11 - such as the curlicue and Aeroblade - and then taking things further with an F1-inspired double-diffuser, DBS Superleggera generates 180kg of downforce at VMAX: the highest figure ever for a series production Aston Martin. This significant increase comes with no additional drag penalty.

The heart of DBS Superleggera is Aston Martin's 5.2-litre twin-turbo V12 engine. Set low and as far back in the chassis as possible to optimise the centre-of-gravity and weight distribution, this high-performance engine develops 725PS at 6500rpm and 900Nm from 1800-5000rpm. Detailed tuning of the V12 together with a new exhaust strategy with active valves and quad tail pipes ensures DBS Superleggera has a commanding and powerful sound character, particularly in the more aggressive dynamic modes, while retaining a level of refinement and civility that compliments its role as the consummate Super GT.

DBS Superleggera deploys its prodigious power and torque to the rear wheels via a new rear-mounted

ZF eight-speed automatic transmission. Featuring a mechanical limited-slip differential and torque vectoring for precise, predictable and exploitable handling and a lower final drive for explosive in-gear acceleration, DBS Superleggera combines the responses of a supercar with the refinement of a GT, with the capability of a maximum speed of 211 mph.

The chassis is an evolution of the latest generation lightweight bonded aluminium structure first seen on the DB11, with forged double wishbones at the front and a sophisticated multi-link system at the rear. Latest generation adaptive damping is fitted as standard, with sensors detecting the prevailing driving conditions, as well as the demands the driver is making of the car.

Both the powertrain and chassis have a choice of three dynamic modes – GT, Sport and Sport Plus - which can be selected by the driver to intensify or relax DBS Superleggera's responses according to the needs of the driver.

DBS Superleggera features a generous level of standard equipment, including keyless entry, tyre pressure

monitoring system and a 360-degree camera with Parking Distance Display and Park Assist. The audio system has DAB plus Bluetooth audio and phone streaming, iPod, iPhone and USB playback. There is also an integrated satellite navigation system and wi-fi hub. All the in-car infotainment systems use a central LCD screen, controlled via a central dial.

As befits its flagship status, DBS Superleggera features a high level of craftsmanship with extensive scope for personalisation via a generous choice of options. Supple, aromatic leather and Alcantara upholstery comes as standard, as do the Sports Plus performance seats and steering wheel. There is a choice of two alloy wheel designs: the standard 'Y' Spoke Forged Wheel and the Lightweight Twin Spoke Forged wheel. Both are 21" in diameter and fitted with Pirelli tyres developed specifically for DBS Superleggera. There is also a choice of striking Designer Specifications, with specially chosen colour and trim combinations selected by the Aston Martin Design Team to accentuate certain aspects of DBS Superleggera's character.

Aston Martin President & Chief Executive Officer, Dr Andy Palmer said: "DBS Superleggera not only marks the return of a great Aston Martin name, but signals our return to the very pinnacle of the Super GT sector. Handsome beyond measure, its lightweight carbon composite and aluminium body is sculpted into a shape with tremendous presence and charisma. Thanks to the remarkable torque available from its twin-turbo V12, DBS Superleggera also packs a breath-taking punch, yet its dynamics have been carefully honed to engage drivers of all ability levels. Immaculately styled, obsessively engineered and outrageously potent, the new DBS Superleggera is every inch the Aston Martin flagship".

Priced from £225,000 in the UK, EUR 274,995 in Germany and \$304,995 in the USA, deliveries of DBS Superleggera are scheduled to begin in Q3 2018.



MULSANNE W.O. EDITION BY MULLINER

A UNIQUE CAR TO MARK AN EXTRAORDINARY MILESTONE



Bentley Motors is demonstrating the beauty of bespoke with a new very special limited edition Mulsanne. The Mulsanne W.O. Edition by Mulliner pays homage to the founding father of the company and incorporates a genuine piece of Bentley history in every car. Inside each of the 100 limited edition Mulsannes, a slice of the original crankshaft taken from W.O. Bentley's personal 8 Litre car decades ago – the last model he designed for Bentley Motors back in 1930 – is displayed.

As Bentley approaches its centenary in 2019, Mulliner designers reflected on the last 99 years of an extraordinary British automotive story to imagine the new Mulsanne W.O. Edition. In doing so, they have created a truly unique collector's item. The Mulsanne W.O. Edition can be specified on any of the three-model Mulsanne range, based on customer

preference. Key features include a colour split interior cut from Heritage Hide reflecting the patina of vintage cars, elegant Beluga black wheels, and a stunning cocktail cabinet or bottle cooler featuring a slice of W.O.'s own 8 Litre crankshaft set into the armrest. This special model will make its public debut at the Pebble Beach Concours d'Elegance in late August, with customer deliveries commencing in 2019 – Bentley's centenary year.

The Mulsanne W.O. Edition by Mulliner – A Piece of History

The new Mulsanne W.O. Edition by Mulliner draws on design cues taken from the 8 Litre – built in an era that has been defined as the 'golden age' of motoring in Britain. Just 100 examples will be handcrafted by Mulliner.

The interior displays a range of exquisite features

inspired by luxury living in the 1930s – key to which is the Mulliner illuminated cocktail cabinet. A marquetry scene on the handcrafted unit – depicting the geometric front matrix grille and headlight of the 8 Litre – reveals a display window, inside which a piece of the crankshaft from W.O. Bentley's own 8 Litre car is showcased. Just below the machined metal display case is an inscription detailing the significance of the Bentley artefact.

To create the marquetry scene, a number of different veneers and materials were used. Four different wood types give contrast and depth to the piece, while aluminium is used to achieve the highlights, signature and geometric pattern. The diamond-like borders that run parallel to each side add to the contemporary look while retaining an art deco feel. The piece is finished with W.O.'s signature.

An interior colour split made from luxurious Fireglow Heritage and Fireglow hide is complemented further by Beluga hide detailing and blind stitching. Dark Stain Burr Walnut veneer extends to the minor gauge panel, steering wheel rim and other areas.

The Mulsanne is finished with Fireglow lambswool rugs, glass tumblers, privacy curtains to the rear doors, and a rear seat entertainment system.

The Mulsanne W.O. Edition further enhances its formidable road presence with Onyx paintwork (although customers can specify other colours from Bentley's extensive pallet), chrome bonnet strip and graceful Flying B Mascot atop the optional chrome radiator shell and grille. A discreet W.O. Bentley signature badge is displayed on the lower bumper, while special centenary badging adorns the self-levelling wheel centres and door treadplates. The Mulsanne W.O. Edition can be specified on any of the three-model Mulsanne range, based on customer preference. Each model is already a true statement of Bentley's innovation and craftsmanship. Bentley's flagship model is the world's finest handmade car, representing the ultimate combination of luxury and performance.

The Bentley 8 Litre – The Last Car Designed By W.O.

The 8 Litre was described as W.O. Bentley's finest grand tourer. Launched in 1930, it was also the last car he personally designed for Bentley Motors. It was the largest and most luxurious Bentley of its time, featuring the most powerful engine of any car available in Britain – a 7,983cc straight six that offered remarkable performance. W.O. said of the 8 Litre: "I have always wanted to produce a dead silent 100-mph car, and now I think we have done it."

Originally registered GK 706, W.O.'s was the second 8 Litre off the production line and became his personal transport. He commissioned HJ Mulliner to build a saloon body on the 12-foot, short-wheelbase chassis. W.O. was then forced to sell his beloved car in 1931. It was bought back by Bentley Motors in 2006, when the car then underwent a sympathetic restoration, including replacing the original crankshaft, slices of which are now being symbolically installed in the new Mulsanne W.O. Edition by Mulliner.

W.O.'s 8 Litre has since become a symbolic 'company car' for each successive Bentley CEO, preserving a tradition that dates back to the company founder. It is now a focal point in the Bentley Motors Lineage Exhibition, situated at company headquarters in Crewe, England.



Bentley's Centenary – 100 Years of Extraordinary

In 1919 Walter Owen (W.O.) Bentley created a company with a simple objective: to build "a fast car, a good car, the best in its class". This guiding principle has driven Bentley ever since, pushing the brand forward and making it the leader in automotive luxury

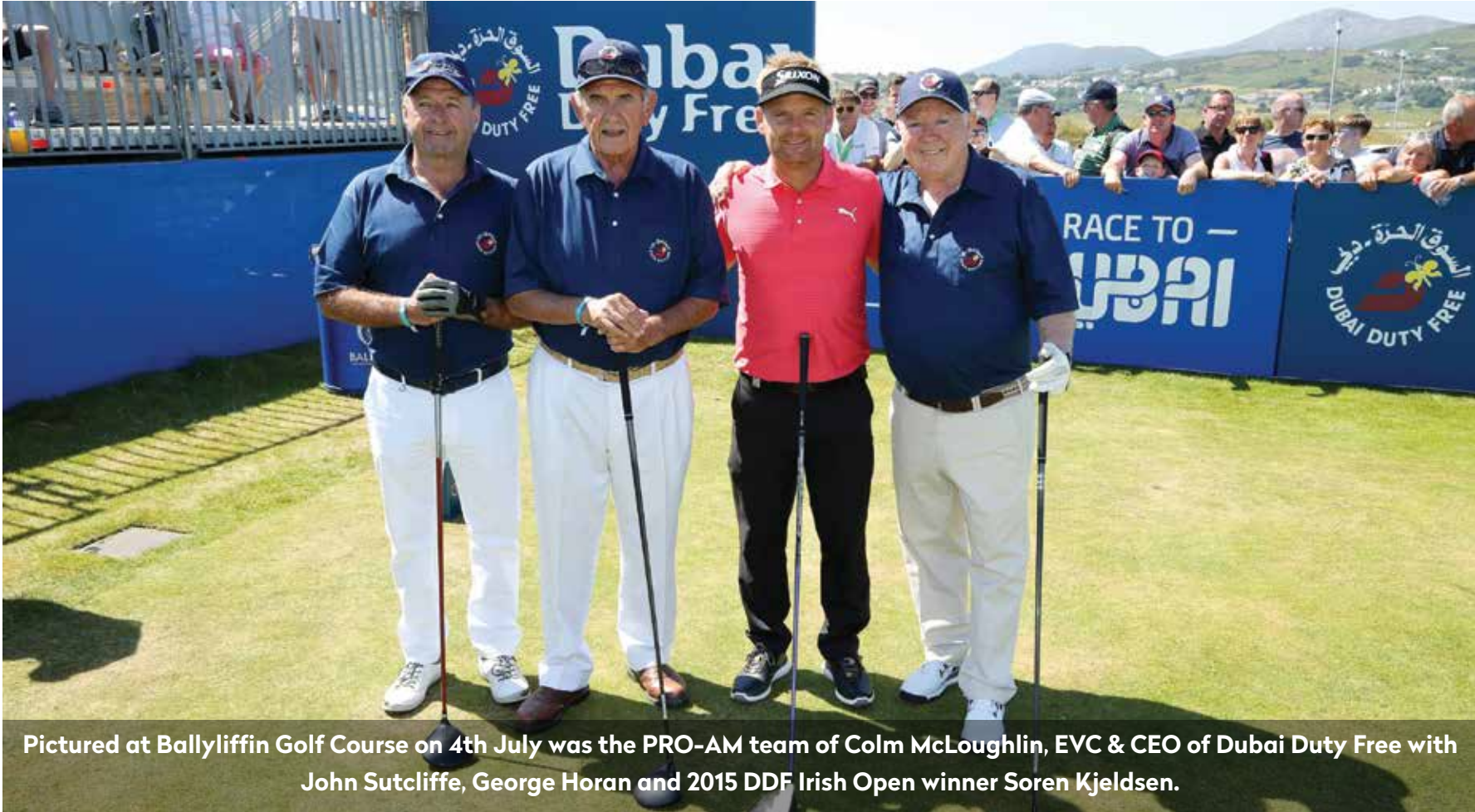
around the world today.

The 10th of July 2018 marks the start of Bentley's 100th year and the countdown to the brand's centenary in 2019. This extraordinary milestone – reached by only a special few companies – will be a cause for celebration of the company's history and its global success today.



Stars of celebrity and sporting worlds

feature in Dubai Duty Free Irish Open Pro-Am



Pictured at Ballyliffin Golf Course on 4th July was the PRO-AM team of Colm McLoughlin, EVC & CEO of Dubai Duty Free with John Sutcliffe, George Horan and 2015 DDF Irish Open winner Soren Kjeldsen.

The 2018 Dubai Duty Free Irish Open hosted by the Rory Foundation at Ballyliffin Golf Club, Co. Donegal, got off to a spectacular start today (Wednesday, 4th July) as stars of the celebrity and sporting world featured in the Pro Am competition which kicked off the tournament.

A total of 51 teams played the stunning links course on the Inishowen Peninsula, and they were led by 12 teams featuring representatives from Dubai Duty Free. Executive Vice Chairman and CEO of Dubai Duty Free, Colm McLoughlin joined 2015 Dubai Duty Free Irish Open champion, Søren Kjeldsen for his round. It was the team led by the 2017 Dubai Duty Free Irish Open winner, Jon Rahm and featuring Dermot Davitt, Damien Fox and Brian King that won the morning competition finishing on -30. Rose Doyle had the nearest the pin for ladies while the longest drive for men was won by Mark Hamilton. Nearest the pin for men was won by former rugby player, Keith Wood. The evening Pro Am winning team was led by

professional Chris Paisley who played with Barry McGrath, Mark Murnane and Philip McEnroe. They brought in a score of -33. The longest drive for ladies was won by Avril Fulton while Gerard Sproule won the men’s longest drive. Nearest the pin for men was won by Jonathan Styles.

Some of the most famous names in sport were on the course to play in the curtain-raiser event, including tournament host Rory McIlroy who was joined on his team by JP McManus, Dermot Desmond and former jockey, Sir AP McCoy.

Other well-known faces spotted on the course were former Taoiseach Enda Kenny, actor James Nesbitt, former Boyzone star, Keith Duffy, Brian McFadden formerly of Westlife and Strictly Come Dancing star Anton du Beke. Sports stars who played included Keith Wood, Stephen Ferris, Paddy Wallace, Shay Given, Dennis Taylor, and GAA stars Kieran Donaghy and Michael Murphy.

Colm McLoughlin, Executive Vice Chairman and

CEO of Dubai Duty Free, said; “That was a very good start to what promises to be a great week of golfing action at the Ballyliffin Golf Club for the Dubai Duty Free Irish Open. The standard of golf out there was very impressive, and it was great to partner with Søren Kjeldsen who won the first Dubai Duty Free Irish Open in 2015.”

“It’s obvious from playing the course that this is going to challenge each and every player out there, and whoever emerges as the winner will have to play some truly top-class golf. At Dubai Duty Free we are proud to continue our sponsorship of this great event into its fourth year and delighted that the tournament has grown in stature.”

Attention now turns to the main attraction of the week as the 2018 Dubai Duty Free Irish Open hosted by the Rory Foundation tees off early on Thursday morning with Rory McIlroy aiming to claim back the title he won in 2016 and Jon Rahm defending his 2017 win.

DUBAI DUTY FREE AND CTRIP

SIGN STRATEGIC PARTNERSHIP



Mona Al Ali - Dubai Duty Free Vice President – HR Service Delivery and Ramesh Cidambi, Dubai Duty Free Chief Operating Officer together with Christine Zhang, Senior Vice President of C-Trip.com and CEO of C-Trip Global Shopping and Michael Liu - Executive VP/Global Shopping CEO at the signing of strategic partnership held at the C-Trip offices in Shanghai, China.

Dubai Duty Free has signed a strategic partnership with C-Trip to promote Dubai Duty Free to C-Trip’s customers travelling to Dubai from China. The partnership agreement was signed at C-Trip’s offices in Shanghai and the ceremony was attended by senior officials from both companies including Mr Ramesh Cidambi, Chief Operating Officer of Dubai Duty Free and Ms. Christine Zhang, Senior Vice President of C-Trip.com and CEO of C-Trip Global Shopping.

C-Trip is the leading Chinese online travel agency with over 300 million active members worldwide, and one out of every five tickets purchased by Chinese nationals for travel abroad is bought from C-Trip. Dubai Duty Free is the world’s number one travel retailer in a single location with sales of US\$1.93 billion in 2017 and serving customers at the world’s biggest airport for international passengers.

The agreement reflects the importance of the Chinese traveler to Dubai Duty Free as they account for nearly 15% of DDF sales while being around 4% of the passenger traffic at Dubai International Airport.

Customers of C-Trip will enjoy a 5% discount (on a wide range of items and terms and conditions apply) when shopping at Dubai Duty Free and this particular promotion will run until end of 2018.

Dubai Duty Free’s partnership with C-Trip started during a meeting at the ‘Dubai Week in China’ event in October 2016. This event aimed to increase the cooperation between companies in Dubai and China for their mutual benefit.

Commenting on the partnership, Dubai Duty Free Executive Vice Chairman & CEO, Colm McLoughlin said, “Our team up with C-Trip has been very successful, and we strongly believe that through this initiative we are able to interact directly with travelers before they fly and help them make informed purchasing decisions at Dubai Duty Free. “

Ramesh Cidambi, Chief Operating Officer of Dubai Duty Free said at the signing ceremony: “I am very pleased to be here in Shanghai at the C-Trip offices and sign this agreement. We believe that our strong partnership with C-Trip will benefit thousands of C-Trip customers that will travel to Dubai each year

and shop at Dubai Duty Free”.

Representing C-Trip, Ms. Christine Zhang, Senior Vice President of C-Trip.com and CEO of C-Trip Global Shopping said: “We are pleased with our partnership with Dubai Duty Free and who have provided C-Trip members with an excellent shopping experience in the past, and we are glad that our members will continue to enjoy these exciting facilities and offers brought upon by this partnership.”

Also present at the signing ceremony in Shanghai, China was Dubai Duty Free Vice President – HR Service Delivery, Mona Al Ali and Assistant Manager – Resourcing and Manpower Planning, Sunshine Bian together with C-Trip’s Michael Liu - Executive VP/Global Shopping CEO, Scarlett Xing - Regional Business Director, Shuo Zhang – PR in Charge of C-Trip and Ruby Lan - Account Manager of DDF in C-Trip.

Dubai Duty Free looks forward to deeper integration between its marketing plans and C-Trip’s reach with the Chinese customers to better service this important market over the next three years.

Majesty Yachts

set to reinforce European position with an impressive presence at Cannes & Monaco Yacht Shows



Gulf Craft, along with its exclusive Majesty Yachts dealer for France and Monaco, Aurora Yachts, will jointly showcase two magnificent superyachts at two of the most prestigious yachting events in Europe. The remarkable Majesty 125 & Majesty 100 will both be under the spotlight at the Cannes Yachting Festival that will be held in the French Riviera, Port Vieux, from 11th to 16th September 2018 and at the world's most internationally acclaimed yachting exhibition - the Monaco Yacht Show that will be held from 26th to 29th September 2018.

A true testament to the global confidence in Gulf Craft's pioneering vision, innovative designs and

advanced technology, the two superyachts have an impressive growing presence in the Middle East, Asia and more recently Australia and Europe. Adding to the excitement, during Cannes, three of Majesty Yacht's superyachts - Majesty 140, Majesty 125 and Majesty 100 will be nominated in the coveted World Yacht Trophies. The Majesty 100 is the first in Majesty Yachts - Superyacht Collection to have a sky-lounge, which allows the guests sitting within its spacious lounge area to enjoy breathtaking view of the vast seascape, with the added luxury and comfort offered by indoor living. Another award-winning superyacht by Gulf Craft, the

sophisticated Majesty 125 embodies the values of the Majesty Yachts brand of superyachts – luxury that is meaningful, customisation without compromise and performance-based sea keeping. Designed for private getaways and effortless entertaining, the elegant triple-deck superyacht encompasses everything that you require on a vessel of that size, and more. While the Majesty 100 and Majesty 125 will be displayed at berth number SYE235 at the superyacht extension in Cannes, in Monaco they will be displayed at berth number F20 at the Quai des Etats-Unis., Port Hercules.



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BENTLEY AND BANG & OLUFSEN

AN AUTOMOTIVE AUDIO FIRST



Bentley and Bang & Olufsen have broken new ground in the automotive world by integrating the Danish brand's revolutionary BeoSonic interface into the new Continental GT.

BeoSonic is designed to shape the sound in the car around you, with a simple, intuitive one-touch user interface allowing Continental GT customers to create an entirely tailored, bespoke in-car audio experience. Bang & Olufsen BeoSonic One-Touch Experience provides four distinct audio spaces: Bright, Energetic, Warm & Relaxed. The soundtuning of the spaces is adjusted to the driver's preferences through an easy-to-use, haptic touchscreen interface integrated into the multimedia system.

The interface features an eclipse design, and by moving a digital white marker the user chooses between the four different spaces. This enables the user to adjust the music according to their current mood – with a colour palette behind the eclipse reflecting the chosen sound mode. Surround intensity can also be adjusted with a pinching gesture, in the BeoSonic display. Additional settings can optimize the whole system for front or rear seat passengers.

The Bang & Olufsen sound system for Bentley has been developed in close collaboration between Bentley's and HARMAN International's design and audio engineering teams leading the design of Bang & Olufsen soundsystems for Bentley. The system features 16 active loudspeakers and a powerful 1,500 watt

BeoCore DSP amplifier ensuring an impressive high-quality sound.

Customers selecting this system also benefit from the iconic design of the speaker grilles – finished in aluminium with holes drilled in variable sizes and angles and shaped to a uniquely-designed Fibonacci hole pattern. The angled holes are placed as tightly as possible to achieve the best acoustic transparency and to build a contrast to the glass-pearl blasted surface. Another highlight is the LED illumination of the holes, which welcomes the driver when the system turns on. The Bang & Olufsen logo completes the unique speaker design and is debossed into the leather next to the grilles.

The new Bentley Continental GT also features laminated acoustic glass windscreen and side windows, reducing exterior noise ingress to ensure an optimal audio experience in the cabin environment.

Ashley Blakemore, Head of Infotainment and Audio at Bentley, said: "The BeoSonic user interface allows you to change equalization based on your mood, which means fewer inputs are required to achieve their desired audio experience. When changing between sound spaces, you will instantly hear the difference: you can change from a very precise and narrow sound to a much more open and surrounding listening experience."



Mitsubishi Summer Surprise

treats customers to a great value for money experience at Al Habtoor Motors



Al Habtoor Motors-Mitsubishi lines up one of the biggest promotion this summer that aims to offer customers the added convenience of ownership and absolute value for their money as always.

Mitsubishi Summer Surprise gives customers the chance to buy their favorite Mitsubishi vehicles with the flexibility of paying a lower EMI with step-up payment scheme for the first 12 months.

Pajero owners in particular can start paying their EMI from January 2019. Al Habtoor Motors will also contribute up to 3 months of the 5 years loan EMI.

Those who opt to buy a brand new Mitsubishi Outlander, Montero Sport, Eclipse Cross, ASX, Lancer

EX, Attrage or Mirage will get the convenience of really low installments with the new twelve months step up payments starting from AED 395 P/M.

Furthermore, selected vehicles come with Free 5 Years or 100,000 Km Warranty, 1 Year Free Insurance, Free Service up to 60,000 km, Free LLumar® Tinting, and Scotchgard™ Protection. Best of all, also customers can avail 2% Trade-in Bonus in addition to the above offers. The price advantage offers a special appeal to all customers who can now buy the Pajero at AED 995, Montero Sport at AED 895 per month, the Outlander 7-Seater family SUV at AED 795 per month, the new Eclipse Cross at AED 695 per month, the ASX

at AED 595 per month, and finally the Lancer EX, Attrage and Mirage for AED 395 per month under the step-up payment offer.

"Summer is a challenging time for our customers as they have the added expenses of their family vacations. We have thus worked out a summer promotion that completely focuses on the ease of ownership and offers a value-added ownership experience with a host of additional benefits that will give them an easy ownership experience by bringing down the initial costs of ownership significantly.", added C.V. Ravin, General Manager Sales – Mitsubishi Motors Corporation, Al Habtoor Motors.

GMC Reaches New Heights

with Next Gen 2019 Sierra Elevation



The launch of the next generation Sierra lineup continues with the introduction of an all-new trim, the 2019 GMC Sierra Elevation, to the region. Adding to other recently revealed bold, powerful models of the Sierra, the Elevation makes a statement in design, capability and advanced connectivity. In addition to the crew cab model, the Middle East will be the only region in the world to offer a regular cab variant of the 2019 GMC Sierra Elevation – a testament to the Sierra's significance in the region.

The Sierra Elevation, along with Denali, AT4, SLT and SLE is designed to meet the needs and preferences of discerning GMC customers. The next generation Sierras are built upon a prominent foundation of strong bodywork that incorporates chiseled fenders

and a tall, powerful hood capped with a bigger and bolder grille than any Sierra prior. Elevation sets itself apart with distinct monochromatic door handles, bumpers and grille surround. The commanding design is amplified with black exterior accents, including the grille inserts, tow hooks, side window trim and available 20-inch aluminum wheels.

Like other modern GMC designs, advanced lighting technology plays a key role in shaping the 2019 Sierra Elevation. New high-intensity LED headlamps that incorporate C-shaped "light blade" signature lighting elements, LED fog lamps and C-shaped LED elements within the taillights are all standard.

Sajed Sbeih, Head of Brand, GMC Middle East, said, "The Sierra has often been recognized and celebrated

as a legendary car across the region; and the highly anticipated, all-new 2019 Sierra will certainly foster the heritage of GMC's light-weight pick-up truck among customers. I'm also happy to announce the 2019 Sierra Elevation will also be coming to our region exclusively in regular-cab model and take customers to an elevated level of design, capability and advanced connectivity." The Sierra Elevation is offered with a two-wheel-drive configuration on the regular cab models only) and an available four-wheel-drive configuration for the extended regular cab and crew cab models. The next generation crew cab has nearly 3 inches of additional rear-seat legroom compared to the current model and best-in-class crew cab front head- and legroom (max.).



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