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MAGAZINE

## Lotus Evora GT430

The ultimate Lotus



## 2020 Mercedes-Benz EQC

Flips the switch on its Tesla fighter

## Ford Mustang Bullitt

The Legend Continues

## 2018 BMW M5

The all-new sixth generation.







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# Lotus Evora GT430

The ultimate Lotus



Move over Evora Sport 410, a new model has arrived to lay claim to the title of fastest Lotus on the market: the Evora GT430. Only 60 global units of this limited edition sports car were hand-built in Norfolk, England, which pays homage to the Esprit V8 GT and GT3 of old. The fully homologated model features an extensive use of exposed carbon-fibre never seen before, from the bumpers to

exterior panels. A new CF splitter, along with bigger front intakes, air blades and louvres positioned above the forward fenders, ducts behind the rear wheels and a tall motorsport wing all contribute to 250 kilograms of maximum downforce helping keep the rubber side down. “The Evora GT430 is a landmark car for Lotus. Lightweight engineering and class-leading handling, paired with Lotus’ aerodynamic expertise, define the

Evora GT430 as a legendary Lotus. It’s a truly beautiful car, meticulously finished in hand-crafted carbon, and employing the latest aerodynamics and lightweight materials. This highly developed vehicle perfectly reflects Lotus’ attention to engineering and design. We expect the lucky owners to be blown away by its pure presence and staggering performance,” says former Lotus CEO Jean-Marc Gales.











**Powertrain and handling**

Propelling the two-seater is a massaged version of the Toyota-sourced 3.5-litre supercharged V6 motor, mated to a six-speed manual transmission, producing 430 horsepower and 440 Nm of torque. That’s good for a 0 to 100 km/h time of just 3.7 seconds, and speeds top out at 305 km/h. An Eibach spring/Öhlins damper suspension setup, aided by anti-roll bars, Torsen-type limited slip differential and forged aluminum wheels wrapped in sticky 245/35/19 (front) and 295/30/20 (rear) Michelin Pilot Sport Cup 2 tires, are responsible for getting the GT430 tidily around corners. AP Racing four-piston brake calipers take care of stopping duties.

As is expected, every component used in construction has been scrutinized for their ability to increase performance. While the CF spoiler and large wheels and tires add nine kilograms, the overall package tips the scales at an impressively modest 1,258 kilograms — less than the Sport 410 — via weight reduction elsewhere like the implementation of a titanium exhaust system and the use of aluminum and polycarbonates underneath the bodywork.

**Yin and yang**

“Lotus is famous for using its technical expertise to develop the lightest engineering solutions,” says Gales. “Yes, it is hugely powerful but, the GT430 is not about

brutal performance. It’s an intricate balance of power, finesse and road holding, no matter the speed, and is a true track-and-back sports car, supremely focused and immensely fast.”

It’s not all function and no form. The CF Sparco racing bucket seats (four point harnesses are optional), along with the steering wheel, dashboard, door panels, transmission tunnel and centre console are trimmed in either combination red and black Alcantara and perforated leather, or full Alcantara/full leather. Twin colour red and white contrast stitching adds a finishing touch. Customers interested in a little customization may do so through the Lotus Exclusive programme.





# 2018 BMW M5

## The all-new sixth generation



In Chinese culture, the number six is an auspicious number meaning smooth and or well-off. Many people in China regard six as a fortunate number because it sounds like “flow” in Chinese. In fact, many businesses even display the number six to bring good fortune.

Why am I talking about number six? Well it’s because this review is all about the all-new sixth generation BMW M5 (codenamed F90), which is likely to bring good fortunes to BMW thanks to clever engineering, blistering performance numbers, and a huge dollop of character that has been missing for the last few years.

**What is it?**

Over 30 years ago, BMW engineers decided to borrow the motorsport derived straight six-cylinder engine from the legendary M1 sports car and transplant it

into the chassis of their 5-Series executive sedan. The E28 M5 was born and it instantly became the fastest production sedan available.

With each successive iteration of the M5, BMW upped the horsepower, also adding more grip and features along the way.

Fast forward a few years later. After successfully getting driving enthusiasts to fall hard for two of the previous generations of M5s with their naturally aspirated V8 and V10 hearts respectively, in 2011, an all-new twin-turbo V8 M5 (codenamed F10) arrived. However, die-hard BMW M5 arguably never fully warmed up to it. Despite its massive 560 horsepower and 502 lb-ft of torque, many thought that the car felt somewhat emotionally numb.

It didn’t help that this was one of BMW’s first appli-

cations of artificially “enhanced” engine sounds being piped into the cabin through the sound system. Critics and M5 purists cried foul and claimed that BMW seemed to be trying to replicate the sound of the V-10 from the previous-generation E60. While F10 M5’s performance numbers were very impressive, even an available manual transmission didn’t live up to the full expectations of the diehard M5 fans.

Model year 2018 brings us a brand-new M5, from the ground-up, codenamed the F90. BMW promises that they’ve listened carefully and fixed all of the shortcomings. Based on the excellent new G30 5 Series, BMW’s latest all-new German hot rod sedan is designed to rekindle the love affair between man and the ultimate driving machine once again.

And guess what? I’m delighted to report that it is as

advertised as on the outside of tin can.

### The Details

Yes, many of the initial spy vehicle’s rumours have been confirmed. The F90 M5 has no manual transmission option, a conventional automatic transmission, and all-wheel-drive. Impressively, despite the improvements in safety hardware, more tech toys, and the addition of the all-wheel-drive hardware, M division engineers have worked their magic and the F90 M5 is an impressive 20 pounds lighter than its predecessor. Overall weight is 4,268 pounds versus the previous generation M5’s 4,369 (1,936 kg versus 1,982 kg).

Power now comes from a new 4.4-litre twin-turbo V8 with an awesome 600 horsepower and 553 lb-ft of torque from just 1,800 rpms through to 5,600 rpms. The engine characteristics can be tweaked at the push of the Drive Performance button, toggling from ‘Efficient’ to ‘Sport’ and ‘Sport Plus’. The latter two modes elicit a faster turbo response.

BMW engineers have implemented plenty of know-how from their racing experience, fitting the M5 with

a variable oil pump designed for track applications, allowing owners the ability to experience high-G acceleration with no risk of oil starvation.

Despite the torque converter 8-speed M Steptronic automatic transmission, there is no lack of eagerness with BMW’s super sedan. Without an expensive and complicated dual-clutch gearbox, the automatic transmission should also prove to be a lot more reliable in the long run. Thanks to the torque converter locking up almost as soon as you get rolling, there is no slack in the gearbox either.

To attain the mind blistering 0-60 mph (0-96 km/hr) launch of 2.8 seconds, simply activate the simple launch-control function. Hold the brake and accelerator pedals while stopped and when the fluid temperatures are right, the computer allows the engine to rev to nearly 3,000 rpms. The rear tires will start spinning first as if the M5 were rear-wheel drive, then the front wheels start clawing upon the brakes being released. The M5 is able to pound through the quarter-mile in only 10.9 seconds at 129 mph (207.6 km/hr).

These are ridiculous performance numbers that match McLarens, Lamborghinis, and Ferraris! More importantly, the M5’s direct competitor, the 603-hp Mercedes-AMG E63 S 4Matic+ needs a couple tenths of a second more to do the same 0-60 mph run. Turbo lag is also absent and the M5’s fantastic V8 feels similar to a much larger naturally aspirated engine, delivering an instantaneous wave of power.

**M xDrive all-wheel-drive**

The big news with this latest F90 M5 is the fact that power is now also sent to the front wheels. BMW’s M engineers made great driving dynamics and the best possible stability their goal in the chassis development of the new M5. A bespoke version of the company’s xDrive system, called M xDrive, was developed to attain that goal.

Much of the M5’s testing took place on the in-house race track in Miramas in France, as well as on the toughest chassis test track in the world, the Nord-schleife of the famous Nürburgring.

Unlike some all-wheel drive systems, the M xDrive





doesn't take away from the driving experience. The driver can choose between 4WD, 4WD Sport and 2WD modes for the drivetrain. The M5 essentially gets progressively more driver-focused as you toggle through the different modes, with the last mode really being only for use on track.

The main components of M xDrive are based on the intelligent all-wheel drive BMW xDrive system and Active M differential, controlled by a central M-specific vehicle dynamics control system. The drivetrain is stiffer and stronger than the previous model, while the transfer case constantly controls the torque distribution between the front and rear axles.

The Active M differential vectors the distribution of the torque between the rear wheels. With M xDrive, the DSC intervenes only when necessary in extreme situations, so that the high engine power can be converted almost without power loss.

Enthusiastic drivers can configure M xDrive at any time according to their needs. In the default setting with DSC and 4WD switched on, the new M5 is similar to the typical M rear-wheel drive dynamic characteristics when accelerating out of a corner.

If the driver switches to M Dynamic mode (MDM, 4WD Sport), the M5 becomes sharper and more agile. More torque is fed to the rear axle and the rear wheels give more wheel slippage. This allows controlled drifts and playful handling, but with controlled oversteer.

The pure rear-wheel-drive 2WD mode is designed for track use by experienced drivers and is dedicated entirely to pure driving pleasure without any safety systems intervening. Altogether then, there are six different gearbox modes you can toggle through using a switch on the shifter: three for automatic mode and three for sequential manual shifts.

**How does it drive?**

Inside, the driving experience differs from the very beginning at the push of the start button.

The M5 is exclusively equipped with a red start button, marking out its sporting intentions. Two red lacquered buttons, M1 and M2, next to the shift paddles on the M multifunction steering wheel, control the driving settings such as M xDrive and DSC stability control, as well as engine, transmission, damper and steering characteristics, plus the head-up display.

Slip into the wonderfully supportive M multifunctional seats and you'll instantly notice how they provide

much better support in the shoulder area compared to the standard BMW 5 Series seats.

With the M seat's racing cup shape, the M multifunctional seat offers even greater lateral support for keen drivers. While some may find it a bit boy racer-esque, the illuminated M5 logos on the seats add another little bit of pantomime to the overall ownership experience.

Those familiar with the G30 5 Series will notice that the large digital display from the standard car was reconfigured specifically for the M Division. In the M5, it informs the driver about dynamic modes, the all-wheel drive M xDrive and the Drivelogic setting.

There is even a selectable shift light to inform the driver, in the heads-up display, when it is the optimal time to change gear whilst in manual shift mode.

BMW's excellent iDrive touchscreen infotainment system is where almost all of the dynamics systems can be configured. The rest can be toggled with buttons on the centre console and M-Sport steering wheel.

The new M5 has incredible turn-in, coupled to excellent steering feedback. The electromechanical M Servotronic steering system provides the right steering torque for almost every driving situation. I can confidently write that this is probably one of the best electric power steering systems on the market. As expected, in city traffic and parking manoeuvres, it also adapts to offer low steering forces.

The front double crossbar axle was significantly revised for use in the M5 with BMW M engineers re-designed



all components leading to even greater driving stability.

In the rear, the five-link rear axle has also been adapted to M-specific requirements. Stiffer rubber pads, harder stabilizers and stiffer anti-roll bars have been fitted to meet the increased demands on driving dynamics and steering precision.

Since weight is the enemy of sport driving, the M5's power domed hood is made of aluminium while the roof is constructed from carbon fibre reinforced plastic (CFRP), similar to the BMW i3 and i8 - the first time such an innovation has been used in a BMW M5.

**Final Thoughts**

For more than 30 years, the M5 has been the epitome of the ultimate sports sedan. Launched in 1984, it was always a car that hid its amazing sporting capabilities behind a discreet yet powerful exterior. The latest model embodies that spirit and takes it yet further.

Because M xDrive brings the front wheels into play only when the rear wheels reach their limits of adhesion, not only does that add off-the-line traction, it means that there's now a lot of extra security in tricky weather conditions. The M5 is truly now an all-year all-season supercar.

At the same time, it offers an environment to coddle four passengers, a large trunk and high levels of equipment akin to those of regular 5 Series sedan. The F90 M5 truly combines the best of both worlds as a high-performance sports car and business vehicle, and is one of my top vehicles for 2018.





# Porsche driving experience 2018

## Porsche and the Pacific Northwest



Canada is home to some of the best driving roads found anywhere in the world, particularly on the west coast featuring locations like the scenic Sea-to-Sky Highway and the twisty backcountry of the Okanagan Valley. To truly take advantage of it, however, you need the right mix of company and cars. Porsche offers one solution in the form of the Porsche Travel Experience (PTE) British Columbia. PTE, the most recent edition taking place in June and that I was fortunate to tag along on, encompasses on-road driving, off-roading and track time at the brand new Area 27 Motorsports Club. Starting off at the Vancouver International Airport with stops in

Whistler, Vernon and Osoyoos, a total distance of more than 500 kilometres is covered over four days. The event is led by two Porsche-employed professional drivers, who serve as both hosts and instructors. **The lineup** Now, onto the vehicles. Although the lineup alters slightly time-to-time, I spent the majority of my time in a rear-wheel drive 2018 911 Carrera GTS Coupé. Introduced last year and also available in Cabriolet or Targa form with all-wheel drive, the model has seen big changes beneath the hood. Namely, the naturally aspirated 3.8-litre flat six is out, replaced by a 3.0-litre turbocharged engine producing 450 horsepower — 30

more than before. Created for, as Porsche says, the everyday 911 driver looking for “greater sporting dynamics” while being suitable for regular use, this is truly the case. When puttering around in the city the GTS felt composed and civilized, but completely transformed into a roaring sports car at the press of the sport exhaust button on the centre console and a dash of throttle out on the highway. The slick optional seven-speed Porsche Doppelkupplung dual-clutch transmission and accompanying paddle shifters no doubt aids in the seamless transition of going from regular commuting mode to becoming race-ready. The first stop at the end of day one was the Four Seasons in Whistler. Stays at three beautiful resorts, and all group meals, are bundled into the PTE package. The GTS looked stunning parked out front, boasting rear wheel arches that are 44 millimetres wider than the standard Carrera 4 body, a black front lip spoiler, larger air intakes and centre locking 20-inch wheels normally reserved for Turbo-badged variants only. The rest of the guests piloted Carrera S’, similar in many ways minus the aesthetic accoutrements. The S



utilizes a less powerful version of the motor outputting 420 horsepower, a gain of 20 compared to previously. Refinements in the style department include Bi-Xenon headlights with four-point LED daytime running lights, smoothed-out door handles and a rear lid grille that has vertical rather than horizontal slats. **Road less travelled** The 911 can do a lot of things — off-roading obviously isn’t one of them. For that, Porsche brought along a small fleet of 2018 Cayenne S’ to tackle a series of specially built trails in B.C.’s Callaghan Valley. Participants piled two-deep into the 420-horsepower SUVs, instructors in the lead, traversing pothole-ridden dirt roads, streambeds and even rocks. Aside from experiencing true motoring off the beaten path, the exercise is an excellent showcase for the vehicle’s technologies like three-chamber air suspension, hill decent control and traction management. Highway runs and off-road excursions are of course thoroughly enjoyable activities, though personally, the visit to Area 27 in the town of Oliver ranked as the absolute highlight. F1 legend Jacques Villeneuve had a hand in designing the nearly five-kilometre members-only luxury racetrack, spread out on approximate-

ly 220 acres of First Nations land. Coming up on its two-year anniversary and still undergoing upgrades, there’s currently not much on the property besides the tarmac. A 9,500 square-foot multipurpose building is set to be built when the next phase of development takes place. Through an official partnership, PTE had exclusive use of the facility for a few hours on the second to last day of the trip. The team split into two and got to lap the track again in a lead-follow setup with the instructors, who offered their professional advice during the break

in-between two legs of driving. Speeds of up to 200 km/h were reached during the largely educational session where special attention was paid to braking and staying on the racing line through the corners. In addition to the summer travel experience, which also takes place on the opposite coast in Nova Scotia, there is a more performance-oriented program as well as a winter excursion in Quebec called Camp4. Outside of Canada, Porsche holds events in the United States, China, South Africa, and many other countries. For a complete list, visit [experience.porsche.com](http://experience.porsche.com).





# 2018 Alfa Romeo Stelvio

After a 100 years of history, an SUV is born



With a name taking after the highest mountain pass in Northern Italy, made up of 20 kilometres of twisting pavement containing 75 hairpin switchbacks, the good folks at Alfa Romeo couldn't in good conscience put out a vehicle not apt to tackle that very road. And so the Stelvio was born, the Italian's brand's very first SUV.

It's refreshing to see something different — and the muscular, Trilobe shield grille-wearing Stelvio certainly qualifies — taking on the utility products from more

established marques currently dominating many city streets.

## Looking the part

Classified as a mid-size crossover, it measures 4,680 millimetres in length, 2,160 millimetres in width and has a height of 1,670 millimetres. As mentioned, the front end is unlike pretty much anything else offered, punctuated by the signature upside-down triangle in the centre of the face and flanked by long Bi-Xenon-equipped headlamps. Slim black wheel arches and

sill skirts run down the side, and at the back is a dual exhaust system wrapped in a matching black diffuser with integrated contrasting skid plate.

Inside, the interior is equally as quirky, and quintessentially European featuring premium materials, an elegant, clutter-less dashboard and a unique layout. I'll save you the trouble of trying to locate the start button — it's mounted on the steering wheel ala another premium automaker hailing from Italy. The attention to detail and craftsmanship is really evident in places







like the long sculpted paddle shifters made out of real metal. The steering wheel definitely could have been thicker for better grip feel, though.

The company describes the crossover as “simple, stylish and tailored like a bespoke suit,” and indeed customers have a choice of 13 exterior paint colours, 13 different alloy wheel designs and various wood accenting and leather upholstery options.

#### Cornering › off-roading

These days, the term “driver’s SUV” is used a lot, but doesn’t always apply. It does in this case, as the Stelvio legitimately feels at home navigating windy bits of road. Steering is taut, and there isn’t that feeling of top heaviness thanks to the use of carbon fibre and aluminium under the hood, in the suspension system as well

the doors and roof spoiler. Speaking of the suspension, dubbed AlfaLink, there are double wishbones in the front and the rear has a multi-link configuration. A rear-biased Q4 all-wheel drive system is standard. When I tell people that the engine powering the vehicle is a four cylinder, the reaction is usually one of surprise. However, the turbocharged 2.0-litre powerplant is mated to an eight-speed automatic transmission making 280 horsepower, and a decent bit of noise, which is enough to put a grin on most people’s faces when the pipes are opened up. If not, a Quadrifoglio variant is available pushing a 2.9-litre twin-turbo V6 creating 505 horsepower and 600 Nm of torque. On the centre console are a few discreet rotary knobs. One of them has “d n a” written on top, standing

for Dynamic, Natural and All-weather. As you can probably guess, these are modes that automatically alter several of the performance systems for different types of environments. Dynamic is for maximum fun, optimizing engine output, firming up the brakes and dialing back the traction control. Normal is perfect for everyday motoring, putting a focus on fuel economy, and All-weather is the setting to choose in slippery conditions helping the crossover maintain a safe amount of grip.

Don’t worry about the Stelvio being one of those trendy crossovers with minimal practicality. The cargo area behind the second row has 525 litres of space, and the tailgate is fully electronic and may be programmed to open at eight different levels.





# Ford Mustang Bullitt

## The Legend Continues



10 minutes and 53 seconds. That's the reason why this review is here. That's how long it took for cinema to be changed. And that's how long it took for the Ford Mustang to be immortalized once again. If you don't already know what I'm taking about, allow me to explain. 2018 marks the 50th anniversary of the film Bullitt, starring Steve McQueen playing the title character, SFPD Lieutenant Frank Bullitt. Fans of the movie will disagree, but despite being a box office hit, but it's not a particularly sophisticated movie. It's also not particularly memorable other than the fact that it's a kitschy

1968 melodramatic silver screen flick directed by Peter Yates and produced by Philip d'Antoni. However for car enthusiasts, the 10 minute 53 second now-classic car chase scene is one of the screen's all-time best. It was an exciting sequence that revolutionized Hollywood's standards and it has been said that the editing of that scene was likely what won editor Frank P. Keller the Academy Award for Best Editing. One of the key components of that car chase scene was the 1968 Ford Mustang GT V8 Fastback that our protagonist, Lieutenant Frank Bullitt, drove when chasing hitmen in a black Dodge Charger.

**Third Time's the charm**  
Steve McQueen's 1968 Ford Mustang GT390 Fastback is making its presence known to today's car buyers through the special edition 2019 Ford Mustang Bullitt. Obviously the timing is deliberate, as 2018 marks half a century since Bullitt wowed audiences with its ground breaking chase scene that took two of the 12 weeks that were allotted to filming the entire movie. This isn't the first time Ford has issued a special edition Bullitt Mustang. In fact, this is the third Ford vehicle to draw inspiration from the Lieutenant's steed. Over the last 30 years, Ford actually hasn't reissued a special











edition as regularly as the Bullitt Mustang, despite the Mustang brand having a lot of other great names to draw from such as the assorted Shelby models, the Mach 1, the Boss, or the King Cobra. Nonetheless, the 2019 Ford Mustang Bullitt follows a formula as predictable as Frank Bullitt's romp through the streets of 1968 San Francisco and is the most notable tribute to the film's anniversary yet.

What is it?

Ford has built its latest tribute vehicle as authentic as it comes, adjusted for modern day times. Based on the excellent latest generation Ford Mustang, the look starts with a Hunter Green paint job and black wheels. Like the movie car, it is understated. Those in the know will recognize it for what it is. Aside from the massive bull's-eye on the trunk, the body is clean with no rear wing or other badges. The black wheels, now big 19-inchers, mostly share

only a passing resemblance to the Torq-Thrust alloys from Lieutenant's Mustang GT390 but they look dynamite on the refreshed sixth-generation Mustang coupe's body. The movie car had chrome surrounds on its grille and greenhouse, and although they didn't make it onto the first and or second-generation Mustang Bullitts, they're now here. Finally, the pièce de résistance is the multi-mode exhaust system, finished with four black tips. **Under the hood** Ford did some fettling to the engine and the 2019 Mustang Bullitt is now the fastest, most powerful non-Shelby Mustang on the market, with 480 horsepower and 420 lb-ft (569 Nm) of torque. Top speed is now a highly illegal 163 miles per hours (262.32 kilometres). That's 20 more horsepower from the 5.0-litre normally aspirated V8 and an extra eight miles (12.8

kilometres) on the top end. Will you feel the extra 20 more horsepower considering that there are already well-over 450? Probably not. But bragging rights are bragging rights. Remember that multi-mode exhaust system I mentioned before? Under hard acceleration, it sounds more alive than the standard Mustang GT's active exhaust system, complete with pops, burbles, and bangs on overrun. These are small touches, but they certainly help to make the Bullitt feel more special, and just a bit more agro than the standard car. Ford didn't just do this with software tweaks alone. There is actually a new cold-air intake, and the GT350's intake manifold has been fitted to the Mustang Bullitt. There is also a larger 87 millimetre throttle body. **Behind the wheel** Ford won't sell you a Mustang Bullitt with an auto-

matic transmission. The only gearbox available is the six-speed manual, complete with the cue-ball shift knob. The crosshair emblem on the rear decklid makes a re-appearance on the steering wheel's airbag cover in place of the traditional Mustang logo. There is also green contrast stitching throughout, and the traditional dash material is replaced with a nice brushed aluminium finish, complete with a Bullitt dash plaque featuring the car's serial number on the passenger's side. The rest of the cabin is what you'd expect from a well-

equipped top trim 2019 Ford Mustang. There are two gauges for the oil pressure and vacuum pressure above the infotainment system, and a 12-inch digital instrument cluster between the speedometer and tachometer, complete with a unique Mustang Bullitt starting graphic. And as an optional extra, a pair of excellent Recaro bucket seats. **Wrapping it up** All of these mechanical and software changes aside, those looking for improved dynamics in the Bullitt probably will miss the point of the car entirely.

Sure, the changes yield some dynamic improvements, but the 2019 Mustang is already an excellent handling car. The agility offered by a modern day Mustang could have surely convinced actor Steve McQueen to set aside his Jaguar XKSS. The point of the 2019 Mustang Bullitt is to make its driver feel a certain sense of nostalgia, a sense of being the cool kid on the block, and or somewhere in between. Although the car itself is actually a subdued-looking beast, in this regard, the Bullitt succeeds in spades.





# 2020 Mercedes-Benz EQC

Mercedes-Benz flips the switch on its Tesla fighter



Mercedes-Benz, the company that pioneered the motor car, has just taken a significant step towards the future of mobility.

It was at the 2016 Paris Motor Show that Mercedes-Benz announced its technology and product brand for the electric future: EQ. EQ stands for “Electric Intelligence” and is derived from Mercedes-Benz’s brand values of “Emotion” and “Intelligence”. Mercedes-Benz says that “EQ” is a symbol of a new era in mobility and with this brand, it intends to unveil comprehensive services for the electro mobility of today and tomorrow with relaxed and uncomplicated travel. The company is even going to hold events such as “EQ Nights”, inviting dialogue between visionaries,

business people, and opinion leaders in what they will deem as their “EQ Community”.

The first Mercedes to wear the EQ badge is the EQC, a vehicle designed from the wheels up as an electric vehicle.

## Another Tesla-fighter breaks its cover

The EQC is roughly the size of the GLC SUV, Mercedes-Benz’s popular all-wheel-drive crossover that is currently being sold globally. While it is true that the EQC is built around the MRA component set used for Mercedes’ regular E-Class, C-Class, and GLC models, this was done mainly so that the EQC could also be built on the same production line as the regular

C-Class and GLC, requiring only one additional assembly process (the installation of the battery pack) beyond those used to build the others.

This is an important advantage as it allows Mercedes the ability to flex the EQC’s production numbers by as much as 25 per cent without leaving expensive machinery standing idle, or requiring a lot more investment in tooling and space.

Everyone has heard about Tesla’s manufacturing nightmares with the Model 3, and this is one tremendous advantage that a seasoned company such as Mercedes has in its arsenal. The company is also taking a cautious approach as they admit that they just don’t know what the initial demand for electric vehicles







will be.

**Our first look at the outside.**

As the first model in the new EQ sub-brand, the EQC boasts its own unique interior and exterior styling. The extended roofline, low waistline, and coupé-like rear roof recess were designed to visually position the vehicle between an SUV and an SUV coupé. Roof rails were deliberately omitted to preserve the clear monolithic form, and to enhance aerodynamics. The large black-panel front end design is a striking futuristic new look for Mercedes-Benz. The discrete blue strips on a black background were chosen to highlight the model's membership of the new EQ family. The inner housings and tubes of the MULTIBEAM LED headlamps are in high-gloss black, where as the

MULTIBEAM lettering is also in blue. The massive grille looks different compared to other Mercedes-Benz vehicles due to the thick chrome trim bordering the outside, and seven horizontal slats on each side of the three-pointed star emblem. Like the concept vehicle, the production EQC's black panel front is bordered by fibre optics, providing a visual link between the daytime running lights. At night, this uninterrupted, horizontal light band signature is unique, distinctive, and futuristic. There is also an optional illuminated Mercedes-Benz star, which for the first time, has been combined with the DISTRONIC radar sensor for the first time. The star also acts as an additional position lamp when parked. Interestingly, Mercedes-Benz says that it has chosen to position the license plate in the bumper to make

the EQC look sportier, similar to their coupés. This also has the effect of making the star in the tailgate particularly more prominent. A deep roof spoiler at the rear has been designed to not only help with aerodynamics, but also emphasise the width of the rear window. Multi-section rear lights have been designed with edge-light technology, similar to the front-end treatment of the EQC. A slim light bar stretches across the width of the tailgate, connecting both taillights together, similar to the Porsche Panamera.

**Ultra-modern interior**

The EQC's designers wanted to create a memorable avant-garde electro-look inside the EQC, carrying on the theme of its futuristic exterior. It's definitely a look that is inspired by the world of consumer electronics,

and one that most buyers will find impressive. There is even an EQ-brand specific interior colour that is unique in the Mercedes-Benz portfolio and high-grade materials such as open-pore wood, leather, and aluminium are there to convey the high Mercedes-Benz quality that owners will demand. Moreover, the interior designers have gone one step further, developing innovative new materials as well. These include, for example, the finely woven “Sunnyvale” upholstery in indigo blue or beige, the slightly iridescent shade producing an elegant, high-tech sheen. In line with the environmentally friendly drive concept of the EQC, it is manufactured from high-quality recycled material. The side bolsters are of man-made leather and have rosé-gold coloured topstitching.

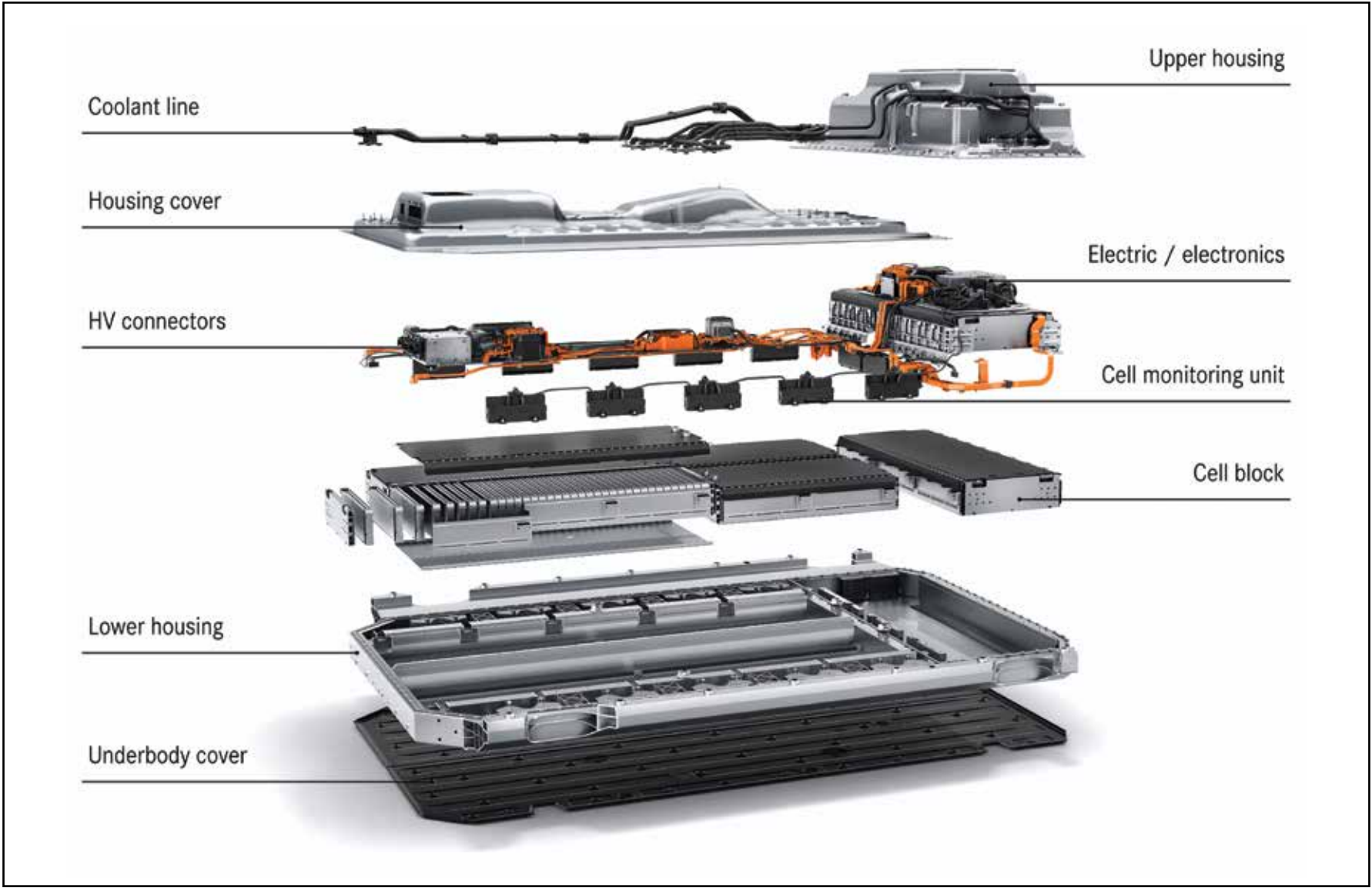
In the higher-end “Progressive Luxury” trim level, the EQC's interior is further enhanced by elegant highlights in rose gold on the vanes of the front air vents and in the instrument panel itself. These are produced by bending millimetre-thick real leather in

rose gold and sewing it into the edging. The instrument panel shares little in common with other Mercedes models, but has clearly been designed to be driver-centric. Both the gauge cluster and infotainment system are formed by combining two 10.25” high-resolution screens behind a shared continuous glass surface. This large, freestanding screen looks absolutely stunning. There is also a touchpad in the centre console as a further means of controlling the many vehicle functions. An optional 64 colour ambient lighting system can illuminate the instrument panel by using fibre optics coursing through the entire cockpit and across the deck with the air vents.

**A dynamic, efficient, electric powertrain**

The EQC has two compact electric drivetrains, one at each axle, giving the vehicle the driving characteristics of an all-wheel-drive crossover. Each motor has been configured differently in order to reduce power consumption.

The front electric motor is optimized for best possible efficiency in the low to medium load range whereas the rear motor has been configured for sportiness under full throttle. Altogether, the asynchronous motors have an impressive combined maximum output of 402hp (300 kW) and 564 lb-ft (765 Nm) of torque. The computer also has the ability to intelligently control each wheel independently, dynamically distributing torque between the two driven axles. The EQC can even tow trailers up to 1,800 kg in weight. Powering the motors is Mercedes' latest-generation lithium-ion battery with 384 cells in total. The battery is located under the floor between the two axles in order to maximize cabin space and to lower the vehicle's centre of gravity. Based on a modular design, the battery has four clusters with 72 cells each, and two modules with 48 cells each. The driver is able to choose five different driving programs through the EQC's Dynamic Select feature: Comfort, Eco, Max Range, Sport, and Individual. Each mode changes the EQC's driving dynamics,





power consumption, and range.

As the name suggests, on one end of the spectrum, Max Range helps the driver to achieve the maximum possible range out of the EQC. Sport, on the other hand gives the best acceleration response and a more driving dynamic character. The Individual mode allows the driver to combine different permutations and combinations for a truly bespoke electric vehicle driving experience.

Another clever feature that also deserves a honourable mention is the EQC's Eco Assist system. Using data from the GPS navigation system, traffic sign recognition, and data from the vehicle's intelligent safety assistants, Eco Assist will actually tell the driver when to lift off the accelerator pedal. This happens when the vehicle is approaching a change in the speed limit, or in an area where coasting can be enabled to reduce energy consumption.

Speaking of energy consumption, Mercedes says that a sophisticated operating strategy enables an electric range of more than 450 kilometres, according to the NEDC (provisional European Figure). An on-board water-cooled 7.4 kW charger handles fast AC charging duties at home or at Level 1 public charging stations. While final specifications aren't available yet, Mercedes says that the battery can be charged from 10 to 80 per



cent in around 40 minutes, using the right 240V high speed charger. While this is not quite as quick as Tesla's Supercharger, it is still not bad.

### Final Thoughts

As the first Mercedes-Benz model under the new product and technology brand, EQ, the Mercedes-Benz EQC crossover has many trailblazing design details that are typical of the Mercedes-Benz design

language. It's a vehicle that should please current Mercedes-Benz owners and hopefully attract more to the brand as well.

Mercedes hasn't been shy about how this is the first of many vehicles that will be direct challenges to Tesla. Production of the EQC will start in 2019 at the company's plant in Bremen. It should arrive at dealerships in late 2019 or early 2020.



# mavi



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# 2019 Hyundai Santa Fe

Another convincing crossover reports for family duty



Hyundai seems to be on a good track these days and the all-new Santa Fe SUV is a good example as to why this is the case.

Entering its fourth generation now, the 2019 Hyundai Santa Fe represents Hyundai's strong SUV heritage with an all-new take on the company's best-selling SUV.

With over 1.5 million units sold, the 2019 model is loaded with bold new looks and what Hyundai says is practical cutting edge safety technologies.

**What's in a name?**

The 2019 Hyundai Santa Fe is a familiar name on a new body. Already at dealers, the 2019 model

represents the latest effort from the South Korean manufacturer to completely re-launch its entire SUV line-up.

Along with the new Kona crossover and the fuel-cell Nexo, by 2021 there will also be a new Hyundai Tucson and a yet unannounced crossover that is smaller than the Kona. That's six new or redesigned Hyundai SUVs in half as many years in case you're counting! However, specific to the Santa Fe, its revamp comes with a little confusion. The 2019 Santa Fe is effectively replacing the outgoing "Santa Fe Sport", and the long wheelbase "Santa Fe XL" will continue for one more model year in its previous generation form until an

all-new three-row SUV under a new name makes its debut for 2020.

Capisce?

**What's new on the outside?**

It should be quite easy to tell the 2018 and 2019 Santa Fe apart. The face of the 2019 model is highlighted by Hyundai's new signature Cascading Grille and Composite Light design comprising of LED headlights with the LED Daytime Running Lights stacked on top of the former.

This look was originally launched on the Kona, and allows the Santa Fe's dynamic character line to run from the headlights all the way to the taillights.







Hyundai says that the new face helps to characterize a powerful wide stance, reinforcing the Santa Fe's top end status in the company's SUV line-up. Say what you will about it, but it is a bold look that definitely makes a statement from 100 feet away. The 2019 Santa Fe's sides are more curvaceous and less slab-sided than before, and the greenhouse is taller. Meanwhile, the rear has 40 per cent larger windows, and a more upright concave tailgate complete with high-tech looking LED taillights.

Given that the previous generation Santa Fe has aged well over the course of its lifespan, it should be a compliment to say that the 2019 model is a more visually appealing SUV than its predecessor. Dimensionally, the 2019 model is roughly three inches longer both in its wheelbase and overall length, mostly as a benefit to rear seat riders. Width remains mostly unchanged.

On the inside

As before, the Santa Fe easily seats five passengers in comfort, and offers plenty of storage space throughout

the cabin. For all passengers, there are smart storage features such as cubbies and shelves, a boon for long trips. Under the two-tiered dash on the passenger side, there's a cut-out shelf for smartphone storage complete with a grippy rubber mat to hold smartphones in place. Thanks to its 2.6 inches of extra wheelbase and 2.8 inches from bumper to bumper, rear seat riders are treated to more than 40 inches of legroom. With better



bolstering, the front seats are also noticeably improved this year. Hyundai has radically transformed the dash layout compared to the outgoing model. The dashboard has been significantly lowered, and the 8-inch touchscreen infotainment system has been positioned higher up to maintain better sight lines. To help overburdened parents, Hyundai offers a two-speed power liftgate on some models that can open



handsfree. With its two rows of seats in place, the Santa Fe holds nearly 36 cubic feet of cargo—about average for its class—or more than 71 cubes with the second row folded down. There's plenty of space between the wheel wells, and the rear hatch opening is wide and relatively low. There are a few places where cost-cutting is still evident. Fortunately they're in places where you probably won't see or feel too often: hard plastics on the side of the center console and a thin pile to its cargo floor carpet. Top trims get an attractive headliner that's lighter and almost denim-like—it's stylish and contributes to a lighter cabin.

Under the hood

The 185 horsepower 2.4-litre naturally aspirated 4-cylinder powerplant carries on, as does the



turbocharged 235 horsepower 2.0-litre 4-cylinder engine. However, what is new is a Hyundai-designed eight-speed automatic transmission that should help to lower fuel consumption.

Interestingly, although diesel engines are waning down in popularity partially due to electrification, starting in 2020, Hyundai will also offer the Santa Fe with a 2.2-litre turbocharged 4-cylinder diesel engine. With 190 horsepower and a substantial 322 lb-ft (437 Nm) of torque, this engine was a surprise announcement that I am looking forward to sampling in the future.

Safety Technology

As expected, the 2019 Santa Fe is offered with a litany of standard and optional active-safety features.

The standard package of safety features includes six



airbags, forward collision warning with automated emergency braking, lane-departure warning with lane-keeping assist, rear cross-traffic alert and blind-spot warning with avoidance assistance. Two new features that Hyundai is proud to announce are their new Safe Exit Assist and Rear Occupant Alert. Safe Exit warns of a car, motorcycle, or bicycle approaching from the rear and will keep the doors locked if there is potential for stepping into traffic, an accidental door removal, or a bike-messenger clothesline. The Rear Occupants Alert uses an ultrasonic sensor in the headliner to detect and then warn the driver, with either the horn or through an app on a connected smartphone, when there is movement in the rear of the car by either a child or a pet.



# Nissan Kicks

## New compact crossover joins Nissan SUV family



Small crossover shoppers have yet another contender to consider with the introduction of the new Nissan Kicks this summer. The diminutive CUV joins an already robust lineup featuring the Qashqai, Rogue, Murano and others aimed at young urbanites looking for a quirky, high-tech and fuel-efficient vehicle to get them around town.

Are you thinking, “Hey, this model looks familiar?” That’s because you might have seen an early version of it a few years back. “This vehicle was actually designed quite a few years ago and called the Brazilian Kicks Concept, a joint project between [Nissan Design

American based in] San Diego and the [satellite] Rio studio, shown at the 2014 São Paulo International Motor Show. The theme really represented the fun and vibrancy of Brazil’s Carnival,” says Scott Pak, senior product planning manager, during a media drive where CarBook were attendance.

**Design**

While the car has all the usual contemporary Nissan design cues — V-Motion grille, boomerang lights and the blacked out A, B and C pillars creating the illusion of a floating roof — there’s a little more fun injected. The CUV can be purchased (additional \$150, SV trim

and above) in one of five different contrasting colour combinations guaranteed turn a few heads, such as a bright Monarch Orange roof on a Gun Metallic body that my driving partner and I piloted for a couple of hours.

Likewise in the cabin, the good times continue. A lot of emphasis has been placed on the stereo, because how can you have a fun city car without some “Kick’in” tunes? The manufacturer distributed USB drives containing handpicked songs spanning a variety of genres to show of the available Bose Personal Plus sound system. Using only eight speakers, Bose

promises “360 degrees of immersive sound,” the key being a pair of uniquely placed speakers inside the driver’s seat head restraint. Apply CarPlay and Android Auto are both supported.

**Class-leading features**

A few highlights unusual for the segment are thrown in free of charge: a flat bottom steering wheel, although you’ll want to go for the leather option to avoid sporty-looking plastic, collision mitigation in the form of intelligent emergency braking, and automatic headlights. Nissan’s excellent Intelligent Around View Monitor birds-eye camera costs extra.

So what makes the vehicle great for city dwellers? The seven inch ground clearance and tight turning radius helps navigate the concrete jungle with ease; the ergonomic “Zero Gravity” seats reduce fatigue while stuck in traffic and feature a high seating position for ideal visibility; and 716 litres of storage space behind the second row allows room for all kinds of gear.

Roomy five-passenger accommodation means none of your friends will be left stranded.

The Kicks is powered by a peppy 1.6-litre four-cylinder engine mated to an Xtronic continuously variable transmission. The 125 horsepower is decent

for moving the relatively lightweight 1,215-kilogram crossover around, although I would have liked to see a manual gearbox offered, as it is on the Qashqai, for the few of us still around who enjoy shifting ourselves.

Approximately fuel economy is rated at an excellent 7.1 L/100 km in combined city and highway driving. Three grades are offered — the entry-level S includes plenty of standard equipment as we discussed above. The SV adds heated front seats and side mirrors, push button start, 17-inch alloy wheels and SiriusXM satellite radio. Finally, the top-of-the line SR bundles in Bose audio, orange-stitching and roof rails.





# ROLLS-ROYCE MOTOR CARS

## Takes the luxury of privacy to a new level



As the world's leading luxury brand, Rolls-Royce Motor Cars is best placed to understand and harness the many different possibilities of luxury for its influential clients. Throughout history the power brokers and history makers have negotiated some of the most historical agreements in confidence thanks to the 'luxury of privacy' afforded to them by the rear compartment of a Rolls-Royce.

In this spirit, Rolls-Royce announced at the 2018

Chengdu Motor Show today the introduction of the 'Privacy Suite' for the new Extended Wheelbase Phantom; an innovation that provides unrivalled levels of privacy and luxury.

As it has over the past 90 years, Phantom today stands as the most celebrated luxury item in the world.

Its legend compels the world's most influential and enigmatic individuals – men and women who demand the 'luxury of privacy' wherever they travel. Expressing

a deep understanding of this requirement, the marque has created the Privacy Suite, balancing function and luxury without compromising the space and comfort of rear passengers. Rolls-Royce has once again demonstrated the link between luxury and technology with the integration of Electrochromatic Glass, allowing front and rear cabins to be visually separated at the touch of a button. The rear occupant is offered the option to see through the glass and on to the road



ahead or to instantly transform the glass to opaque, providing a highly sophisticated and absolute level of privacy.

The Privacy Suite also represents a leap forward in sound absorption in a motor car that is already hailed as the quietest in the world, delivering the highest possible levels of acoustic insulation. A frequency-specific compound inhibits the transmission of conversations in the rear cabin to the front cabin, yet a fully integrated Intercom System allows communication on demand. Controlled by the rear passenger, the Intercom System can be used to open a

direct line to the driver at the press of a button whilst the driver is able to 'call' the rear occupants, who can choose to answer or reject the communication.

In addition, a large aperture controlled solely by the rear passenger allows documents or other objects to be easily passed between the front and rear cabins. When open, the aperture is discretely illuminated to ensure passengers are satisfied with the nature of the documents or objects before they receive them.

A Bespoke Rear Theatre Entertainment system has also been integrated into the Privacy Suite, which includes two high definition 12-inch monitors linked to the

motor car's suite of fully connected software as well as an HDMI port that allows passengers to synchronise their highly secure personal devices. This complex execution of craftsmanship and technology is deployed and controlled from the centre console and, combined with Starlight Headliner and Bespoke Clock, creates a peerless ambience for passengers.

Rear Privacy Curtains have also been added allowing full closure of the side and rear window as well as Rear Privacy Glass, extending discretion when the curtains are open.





# Porsche GT3 Cup Challenge Middle East

## Returns for historic 10th Season



The longest running and only regional motorsport series, with races in more than one country, is back for a milestone season. The Porsche GT3 Cup Challenge Middle East (GT3CCME), managed by Lechner Racing on behalf of Porsche Middle East and Africa FZE since its inception in December 2009, has unveiled an action-packed 2018/19 calendar. The anniversary season sees several changes to its format, while continuing to hold its exhilarating championship finale as the official support race of the 2019 Formula 1 Gulf Air Bahrain Grand Prix.

Such is the global reputation and growing appeal of the highly successful one-make series, the landmark

tenth anniversary highlights its accomplishment of developing emerging, regional talent. Continuing this legacy, organisers Lechner Racing have reformatted the championship to add more action-packed racing into the rounds than ever before.

The new season of the longest-running, regional motorsport series consists of fifteen races over six weekends. Instead of just two, Rounds 1, 3 and 5 will now feature three action-packed races. The additions aim to test driver focus and endurance, while also making the fight for the title more difficult, with added points on offer to disrupt the championship table significantly.

Looking ahead to the historic season, Manager of the Porsche GT3CCME and Lechner Racing, Walter Lechner (senior), a veteran racing driver who started his own motorsport career more than four decades ago, commented: “Looking back over a decade at more than 100 races and 120 drivers, I am both proud and excited about what we’ve achieved and the opportunities ahead of us.

“The set-up of the series allows young, local talent to learn from and compete against international and veteran racers. This formula has helped us grow into one of the best motorsport series offered in the region and the only one racing in more than one country. I’m

very proud of the success the team and the drivers have seen here in the Middle East and on European tarmac. Last year’s champion, Al Faisal Al Zubair of Oman, is a fine example of the results this championship has achieved. We welcome all racing enthusiasts from the region to contact us regardless of their experience, as we can provide guidance and coaching if and when required. The Porsche GT3CCME really is the pinnacle of racing in the in the Gulf and a breeding

ground for regional talent who go on to compete at international level.”

Season 10 will open at Dubai Autodrome on 16th November, before moving to Bahrain International Circuit the following weekend. The championship will then head back to the UAE to test drivers at Yas Marina Circuit and again in Dubai, with the final decisive rounds in Bahrain. The season will conclude with an official support race to the 2019 Formula 1

Gulf Air Bahrain Grand Prix in March 2019, the only regional racing series to do so.

The series was the first and remains the only regional championship backed by a manufacturer in the Middle East. It gives official drivers access to the latest Porsche 911 GT3 Cup race car, the same model used for international motorsport editions, such as the Porsche Carrera Cup and the Porsche Mobil 1 Supercup, the official F1 support race.





# The new BMW X2 M35i

## M DNA for the most powerful compact Sports Activity Coupe.



Sportiness coupled with a polarising appearance – based on this formula, the new BMW X2 has inspired above all a young and modern target group following its premiere in March 2018. With its extroverted design, the BMW X2 interprets the character of a premium SAC (Sports Activity Coupes) in an entirely new way within the compact segment. The top-of-the-range version of the BMW X2 is the M Performance automobile. BMW is now presenting the new top model of the X2 series. The wide BMW double kidney grille of new BMW X2 M35i (combined fuel consumption 8.4-8.1 l/100 km; combined CO2 emissions: 191-185 g/km)\*, features a surround in Cerium Grey for visual

differentiation at first glance. Likewise, the surrounds of the air cooling inlets and the exterior mirror caps are finished in Cerium Grey. The rear of the X2 M35i is characterised by the standard M rear spoiler and two specially designed exhaust tailpipes, which also come in Cerium Grey. **BMW's most powerful 2-litre TwinPower Turbo engine.** The new BMW X2 M35i featuring a 225 kW (306 hp) 4-cylinder turbocharged petrol engine definitely sets new benchmarks above the previous versions. As the letter M in the type designation clearly signalises, the new X2 M35i possesses the impressive dynamic handling qualities of an M Performance automobile.

Behind this is yet again the BMW M GmbH, whose racing know-how flows into the development of all components. The 2-litre TwinPower Turbo engine concealed under an M Performance cover is the very first M Performance four-cylinder engine and at the same time BMW's most powerful version. It delivers a fascinating maximum power output of 225 kW (306 hp). Maximum torque is an extremely powerful 450 Newton metres. To ensure that this sheer power is securely transferred to the tarmac, the X2 M35i comes as standard with intelligent four-wheel drive technology xDrive in conjunction with the 8-speed Steptronic transmission including Launch Control. The automatic transmission features specific M

Performance tuning. Equipped in this way, the BMW X2 M35i is able to accelerate from 0 to 100 km/h in just 4.9 seconds\*. The necessary thermal stability of the engine is now ensured by a redesigned cooling system. **Outstanding driving dynamics thanks to M-specific tuning.** Being a typical M Performance automobile, the BMW X2 M35i features, in addition to a powerful engine, also a M Sport suspension system that has been specifically tuned and adapted to match the car's sporty character. A adaptive suspension offering two different manually adjustable modes and combining maximised sportiness and driving comfort is also optionally available. A particularly special technical highlight – and also a premiere for an M Performance automobile – is the M Sport Differential installed in the front axle gear. During highly dynamic driving manoeuvres, this locking differential most effectively reduces possible traction losses on the front wheels. In addition, the braking system has been upgraded for use on the X2

M35i. The M Sport braking system with fixed callipers in Dark Blue metallic and 18-inch steel discs at the front (17-inch at the rear) guarantees consistently short braking distances even under the highest loads. With that, however, the M know-how is still far from being exhausted. Steering and suspension have also both been adapted to match the performance of the drive system. For instance, thanks to a special setup, the M sports steering conveys to the driver an impressively direct and precise steering feel. Furthermore, the X2 M35i comes as standard with the M Sport suspension with a stiffer spring and damper setting as well as vehicle lowering. The rear axle construction has been redesigned. A suspension with an adaptive spring and damper combination offering two different manually adjustable modes is also optionally available. **Upgraded exterior design thanks to M Performance typical elements in Cerium Grey.** The sporty aspiration of the X2 M35i, which is the

result of its inner qualities, is reflected in an exciting exterior design with numerous typical M Performance Automobile elements finished in Cerium Grey and based on the X2 M Sport Package. This begins at the front with full HD technology for the main headlights and fog lights and continues with the double kidney grille in Cerium Grey and the newly designed side air intakes of the same colour at the front for best possible cooling of brakes and engine. The exterior mirrors have been upgraded by special caps, likewise in Cerium Grey. At the rear, the X2 M35i boasts a distinctive M rear spoiler and demonstrates its fascinating sovereignty with an M Sport exhaust system with two tailpipes (each 100 mm in diameter). Thanks to the adapted silencer system, the exhaust system produces a particularly sporty sound spectrum. 19-inch M Sport light alloy wheels in 715M styling (optional: 20-inch M Sport light alloy wheels in 721M styling and in Cerium Grey bicolour) impressively round off the exterior design features.





# JAGUAR XE SV PROJECT 8

## SETS NEW SPEED RECORD



Jaguar’s supercar-rivalling XE SV Project 8 has confirmed its status as the world’s fastest four-door car by setting a new track record. The 600PS, 200mph four-door road-legal sedan lapped the 2.238-mile WeatherTech Raceway Laguna Seca in 1min 37.54sec – almost a second faster than the previous production sedan record – with racing driver Randy Pobst at the wheel. The most extreme Jaguar yet produced, XE SV Project 8 is a sedan with genuine supercar performance. Jaguar Land Rover Special Vehicle Operations engineers

fine-tuned the car on some of the world’s most thrilling test tracks, including Germany’s famed Nürburgring Nordschleife. Late last year XE SV Project 8 lapped the 12.9-mile circuit in a record 7min 21.23sec. Michael van der Sande, Jaguar Land Rover Special Operations Managing Director, said: “This Laguna Seca lap record is another powerful demonstration of the Jaguar XE SV Project 8’s performance credentials. “Designed, engineered and hand-assembled by Special Vehicle Operations, this record-breaking sedan is made for the world’s most demanding driving enthusiasts.”

Project 8 is the ultimate expression of Jaguar’s XE sports sedan. While based on XE’s lightweight aluminium-intensive monocoque, each of the 300 hand-built Project 8 cars are modified at the SV Technical Centre in Coventry to accommodate the specially tuned, supercharged 5.0-litre V8 engine and a bespoke rear differential. Unlike most high-performance production sedans, the all-wheel-drive XE SV Project 8 is studded with genuine motor racing technology such as F1-style ceramic wheel bearings, adjustable ride height and

adjustable camber. The front and rear fenders are bespoke to accommodate larger, wider, wheels which are necessitated by the larger brakes. The V8’s power is routed through all four Michelin Pilot Sport Cup 2 tyres through an eight-speed Quickshift automatic ZF transmission, helping to propel the car from 0-60 mph in 3.3sec and an electronically limited top speed of 200mph. In order to achieve this performance, the car receives significant aerodynamic and suspension upgrades, including a ‘Track’ mode for maximum downforce and further improvements to the damping, throttle and steering response.

Project 8 is available in two specifications. 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.





# Pebble Beach world premiere for

## The new Special Series Ferrari 488 Pista Spider

The 50th drop-top model from the Maranello marque



The Prancing Horse's new Special Series model, the Ferrari 488 Pista Spider, has been unveiled during the world-famous Concours d'Elegance® at Pebble Beach in California.

The Ferrari 488 Pista Spider is the 50th drop-top model from the Prancing Horse and a premiere in the US was a natural choice given that, ever since the 1950s, North American clients have always been keen connoisseurs of high-performance convertibles. The new car sets a new benchmark for Ferrari for spider performance with an unprecedented weight-power ratio of 1.92 kg/cv. A result made possible by the adoption of the most powerful Ferrari V8 engine ever,

which was recently named Best Engine in the world for the third consecutive year at the 2018 International Engine of the Year Awards. The 3902cc twin-turbo V8 unleashes 720 cv and combines that power with increasing torque at all engine speeds for continuous and unending acceleration all the way to the red line. The unique engine sound is now even more riveting thanks to the open-top configuration.

The Ferrari 488 Pista Spider represents the natural development of the defining design of the coupé version. The Ferrari designers' primary objective was to maintain unaltered the perfect marriage of aerodynamic efficiency, purity of form and racing

spirit.

This concept is underlined by the characteristic central livery which runs the whole length of the car, expanding towards the rear where it finishes at the end of the rear wing next to the spoiler. This continual expansion of the stripe recalls the movement of the airflow and exalts the lines of the car. The philosophy that imposed an uncompromising choice of materials for the bodywork is also revisited in the interior solutions, with weight being saved by the use of lightweight, pared-back components. As well as the generous use of carbon-fibre and Alcantara® throughout, the carpets have been replaced by



patterned aluminium foot plates and the driver's-side door handle is now a simple strap.

In terms of engineering, the Ferrari 488 Pista Spider is directly derived from the 488 Pista which encapsulates all the racing experience gathered on world's circuits with the 488 Challenge and the 488 GTE. As a result, the new Spider offers the highest level yet of technological transfer from the track to a road-legal drop-top car.

The vehicle dynamics honed for this Special Series 8-cylinder convertible deliver a seamless combination of razor-sharp acceleration, braking efficiency, lightning-fast gear shifting, precision steering, grip, stability and superb handling. The result? A completely captivating and unprecedented driving experience. This was achieved thanks partly to the new lateral dynamics control system, the Ferrari Dynamic Enhancer (FDE), which makes on-the-limit driving more intuitive, controllable and predictable.

The car features new diamond-finish 20" alloy wheels with a novel 10-spoke star-effect interpretation of Ferrari's traditional mid-rear engine berlinetta-style

rims. Also available are the optional one-piece carbon-fibre wheels which offer a 20% weight reduction over the standard forged alloys.





# Through death valley

## in the prototype of the BMW 8 Series Convertible



BMW continues its current luxury segment product offensive with the development of a further model variant of the new BMW 8 Series. With intensive function trials and test drives between Las Vegas and Death Valley in the USA, the critical phase in the series development for the new BMW 8 Series Convertible has now begun. The results of so-called hot climate testing in the Western United States provide important insights into the functional safety of mechanical and electronic components under extreme weather conditions. Temperatures of more than 50 degrees Celsius, extreme dust formation on the edge of the desert, stop-and-go traffic on the Las Vegas Strip, gravel

tracks around Mount Whitney and long-distance journeys between the Pacific coast and the Rocky Mountains characterise the challenging test programme for the new BMW 8 Series Convertible on its way to series maturity. Weather conditions for a convertible definitely do not exist in Death Valley. However, the heat and the extreme dryness of the national park in the Mojave Desert do create the ideal conditions for an acid test of a special kind. Inside a prototype of the BMW 8 Series Convertible that has previously stood for hours in the blazing sun, BMW engineers check the onboard electronics, the hi-fi system, sensors and cameras

for the driver assistant systems, displays for the new BMW Operating System 7.0, connectivity functions, seat adjustment and, at the very end, the automatic climate control. The camouflaged prototype's trip to the Hoover Dam poses an additional challenge to the vehicle's electronics. The exceptionally strong electromagnetic waves from the hydropower plant turbines installed there are the ultimate yardstick for the insensitivity of the electronic systems to external sources of interference. Furthermore, on endless tracks leading across the steppe and through the legendary Death Valley, the dust-proofness of the multi-layer soft-top and the

roof mechanism are put to the test. The hardships suffered by testers and vehicle alike create the foundation for a new form of open-air enjoyment in the luxury segment. The new BMW 8 Series Convertible combines stylish elegance, exclusiveness and individuality with cutting edge equipment features in the areas of driver assistance, operation and networking. Moreover, the car's fascinating character

is enhanced by high-quality drive and suspension technology with which the BMW 8 Series Coupe has already redefined sporty driving pleasure in the luxury segment. Hot climate testing has a similar level of significance for the series development of the new BMW 8 Series Convertible as has the programme at the Winter Testing Centre in Arjeplog, Sweden, as well as intensive

test drives on the BMW Group proving ground in Miramas in Southern France and on the Nürburgring. Only when thousands of kilometres have finally been completed can developers rest assured that with the open-top model of the BMW 8 Series they are putting on the road a true dream car designed for the luxury segment.





# Volvo Car Mobility

launches mobility brand M



**Håkan Samuelsson**  
President CEO Volvo Car Group

Volvo Cars, the premium carmaker, today launches M, a new brand that will expand the company's global mobility operations by providing dependable, on-demand access to cars and services through an intuitive app. Moreover, M will learn about its user's needs, preferences and habits, personalising the customer relationship. It will debut in Sweden and the US in the spring of 2019.

"Volvo Cars is becoming more than just a car company. We recognise that urban consumers are rethinking traditional car ownership. M is part of our answer. We are evolving to become a direct-to-consumer services provider under our new mission 'Freedom to Move'," said Håkan Samuelsson, Volvo Cars president and chief executive.

M is developing proprietary learning technology that asks users about their specific needs instead of merely informing them where they can pick up a car.

"The services currently available mainly offer alternatives to a taxi or public transit," said Bodil Eriksson, CEO of Volvo Car Mobility. "We're focused on the way people use the cars they own, which sets



us apart. We aim to provide a real alternative to that experience. It should enable us to live life on our terms, getting things done and maximising precious time. We see the opportunity to offer a premium experience."

In addition to a team of experienced and sought-after digital software engineers and leading talent, M draws on 20 years of learnings and data from Sunfleet, Volvo Car Group's car-sharing pioneer. Sunfleet is the leading car sharing company in Sweden with 500,000 annual transactions and a fleet of 1,700 cars. It will be fully integrated into M in 2019, making the service available to all existing Sunfleet members.

"Mobility is undergoing a fundamental transformation and Volvo Cars is leading that change. The launch of M creates new sources of revenue for Volvo Cars and will be integral to the company's ambition to build more than 5 million direct consumer relationships by the middle of the next decade," said Mr Samuelsson. "Stockholm, Sweden, will serve as M's base of development and where we already conduct extensive testing. A broader Beta test will take place this autumn," said Ms Eriksson.



**Bodil Eriksson**  
CEO Volvo Car Mobility

# SAIC Motor

continues to climb the Fortune 500 List



**The MG RX5 on SAIC Motor's production line in China**

SAIC Motor has achieved its highest ever position on the Fortune 500 list, ranking first among Chinese auto companies. Appearing on the prestigious list for a 14th consecutive year, SAIC Motor has been ranked No. 36 by US-based Fortune magazine, five places higher than the previous year. The accolade follows the brand achieving a sales revenue of 128.819 billion US Dollars and car sales of 6.93 million units in the 2017 financial year, a 6.8 percent increase on the previous year. Already well established globally, SAIC Motor has sales networks in 13 core countries and regions including ASEAN, Middle East, Africa, Europe and Oceania, as well as an innovation centre in Silicon Valley. As the largest auto manufacturer in China, the brand ranked 7th among all global automakers on the Fortune 500 List, ahead of brands such as BMW and Hyundai.

SAIC Motor is at the forefront of global technological innovation, delivering significant achievements in a number of areas related to the development of the cars of the future, such as new-energy cars, connected vehicles and automated driving. In the first half of 2018, SAIC Motor's sales volume of new-energy vehicles amounted to 57,000 units with a year-on-year growth rate of 275 percent a growth rate more than twice the market average. Commenting on the news, Tom Lee, Middle East Managing Director, said: "The Middle East is one of the most important international markets for SAIC Motor. Our record-breaking ranking on this year's Fortune 500 List reflects the brand's efforts in effectively serving SAIC Motor's valued customers whilst creating a competitive international brand

image. In the future, SAIC Motor will continue to develop new-energy cars, connected vehicles and automated driving to enhance our global and Middle East footprint as we continue to focus on being a world leader in innovation." As part of this global focus, SAIC Motor has been expanding its presence in the Middle East since opening its headquarters in Dubai's Jebel Ali Free Zone in November 2015. Recently, the brand has introduced a fresh line up of vehicles to the region under the MG Motor brand, including the MG RX5, MG ZS and MG GS 2019. MG Motor has also expanded its distribution network with the appointment of new partners in the UAE and KSA within the last 12 months.



# All-new 2019 Lexus ES

## ushers a new era of performance and sophistication

**UAE-first, Hybrid Electric model**

**F-SPORT Model newly introduced to the ES lineup**



Long known for its unparalleled comfort, refinement and luxury appointments, the seventh-generation Lexus ES builds on its strengths with an all-new platform and is now available through the Al-Futtaim Lexus network in the UAE, the largest distributor of green luxury vehicles, and leader in sustainable mobility for over eight years.

After six generations of unprecedented success in the luxury sedan segment, the 2019 Lexus ES makes an extraordinary leap with a striking coupe-like design, enhanced performance, and innovative technologies. One of two major additions to the all-new Lexus ES lineup includes the ES 300h, an electrified hybrid model, which combines two power sources consisting of a petrol engine and two electric motors. The class-leading hybrid electric model enables customers to contribute to a sustainable future while enjoying

increased driving satisfaction and engagement provided by its advanced technologies and cabin quietness, as well as its acceleration smoothness, especially when starting off.

The second addition is the all-new 2019 Lexus ES F-SPORT model, which further enhances the driving excitement so that drivers can enjoy a sense of oneness with the car, born of its ability to respond immediately to driving enthusiasts' intentions in various situations. In addition to a thrilling exterior that highlights its bold and aggressive personality, the all-new Lexus ES F SPORT features numerous upgrades such as a retuned suspension, 19-inch wheels and tires, and unique aluminum interior trim that gives the machine a more dynamic look and feel.

ES loyalists will find the seventh generation more spacious, quieter and safer than ever before and will be

able to enjoy an exhilarating performance, class-leading active safety technology and a level of craftsmanship rarely found in this segment.

As for the environmentally-conscious, the newly introduced electrified variant, ES 300h offers over 80% better fuel savings compared to the petrol engine current generation ES.

Running 24.1km on one liter of petrol, the ES 300h is able to go 1205 kilometers on a full tank without having to stop by a petrol station.

“The first generation of this best-selling sedan debuted in 1989, and over the past 30 years, Lexus ES has evolved to constitute, thanks to its supreme quality and unbeatable dependability, a key staple in many houses and fleets,” said Mohamed Maktari, Managing Director of Al-Futtaim Lexus.

# Miss Audrey & Monsieur Bovet

## Original Characters

### The Art of the Convertible Case

It took Pascal Raffy and the BOVET technicians seven years to develop the Amadeo system. This ingenious patented mechanism serves to convert a timepiece in a few simple movements. When the two cabochons on either side of the bow are pressed at the same time, the top strap at 12 o'clock band is released. Once this has been removed, the rear bezel is released and can be easily opened to free the lower strap at 6 o'clock. Simply turn over the timepiece and replace the strap to wear it with the other side facing up. Once the strap has been removed, the timepiece can also be set up as a table clock, with the opened rear bezel serving as a stand. A third transformation is also possible once the bracelet has been removed and the rear bezel has been closed: the case can be attached to a chain or a long necklace by pressing the bow cabochons to become a pocket watch or a pendant watch.

### Miss Audrey

Miss Audrey is powered by a self-winding mechanical movement, while its steel case is enhanced by a diamond-set bezel and bow. Its dial reveals a date aperture at 6 o'clock. Two serpentine hands indicate the hours and minutes, while the quarters are punctuated by diamond-set markers. Miss Audrey is presented on a satin strap accompanied by a long necklace chain. Measuring 36 mm in diameter, this timepiece's case is crafted in steel, a lighter material that makes it comfortable to wear as a pendant necklace.

### Monsieur Bovet

Powered by the Virtuoso II à spécialités horlogères in-house caliber, this piece displays the hours and minutes on both front and back, as well as the seconds with their patented double coaxial display. This means that the seconds can be read on either side of the movement and share the same axis, despite moving in opposite directions. The true legitimacy of this feat emerges when it is combined with the convertible Amadeo case of a Monsieur Bovet.

The first side presents an off-centered hour and minute dial at 12 o'clock that reveals the construction of the movement. The seconds carriage at 6 o'clock completes



the vertical axis with its triple hand, each arm of which successively traces 120° of the scale on its dial. The center wheel and its bridge, visible at 4 o'clock, mirror the balance spring and balance cock, while the power reserve indicator can be found at 10 o'clock. The second face is adorned with a “fan” guilloché motif – a design unique to BOVET and produced in its Manufacture de Cadrans – while the seconds counter at 6 o'clock is highlighted by a satin finish.

### The Art of Personalization

As early as the 19th century, Edouard Bovet offered personalized pieces, which were the making of

BOVET's reputation. Only a few Maisons have managed to preserve these artistic crafts and BOVET is one of them. The solid dials of Monsieur Bovet and Miss Audrey are the perfect backdrop for a miniature painting, while the case middles, bezels, and bows lend themselves to engraving or gem-setting. These arts are executed by the Maison's artisans in accordance with collectors' wishes.

Miss Audrey and Monsieur Bovet – two timepieces from the Amadeo Fleurier family designed by Pascal Raffy – offer different expressions, but each exhibits its own elegance and ingenious technicality.



# Cadillac XT4

## Delivers Dynamic Driving Experience



“The new Cadillac XT4 brings a new vitality to Cadillac, in one of the industry’s fastest-growing segments,” said Steve Carlisle, Cadillac president. “It pairs the agility of our award-winning sports sedans with a youthful SUV character.”

A new turbocharged propulsion system and an available Active Sport Suspension with Continuous Damping Control and precise, electronically calibrated steering, plus an available twin-clutch AWD system coalesce in the XT4 to offer a dynamic blend of performance and comfort.

“The propulsion elements, chassis system and extensive tuning work in harmony to make the XT4 a joy to

drive,” said Todd Pawlik, chief engineer. “It offers all the versatility you want in an SUV, while answering the driver’s inputs with both immediacy and comfort.”

### **TURBOCHARGED PERFORMANCE**

All XT4 models are driven by an all-new 2.0L Turbo engine that’s engineered with industry-leading valvetrain technology to deliver efficient performance, with strong power on demand at all speeds. The engine is rated at an SAE-certified 237 horsepower (177 kW) and 258 lb-ft of torque (350 Nm) and an EPA-estimated 24 mpg city and 30 mpg highway (FWD models) for a balance of performance and efficiency that ranks among the top of the compact

luxury SUV segment.

“The advantage of turbocharging is power when you need it and efficiency when you don’t,” said Kris Keary, 2.0L turbo assistant chief engineer. “In the XT4, it translates as confident performance in all scenarios.” An innovative double-overhead-cam tripower valvetrain complements the turbocharging system and is at the heart of the engine’s balanced performance, enabling different valve lift heights and Active Fuel Management (cylinder deactivation) across the rpm band.

The valvetrain system provides three operating modes depending on driving conditions:

High valve lift for maximum power.

Low valve lift for a greater balance of power and efficiency.

Active Fuel Management that disables two of the cylinders in light load conditions to further conserve fuel.

A unique camshaft design works with electromagnetic actuators that shift a moveable shaft with different cam lobes. As the driver’s input changes, the lobes shift imperceptibly between the three operating modes. “The unique valvetrain design complements the turbocharging system to make the most of the engine’s available power at all speeds,” said Keary. “It’s a seamless integration of technologies that drivers experience as satisfying, confident performance throughout the entire engine operating range.”

Additional technologies contribute to the direct-injected Cadillac 2.0L Turbo’s balance of performance and efficiency, including:

The dual-scroll turbocharger is designed to enhance low-speed torque delivery, with exceptional responsiveness. Peak torque is available between 1,500 and 4,000 rpm.

Active Thermal Management uses targeted engine cooling to improve engine performance. Benefits include faster passenger cabin warm-up in hot and cold ambient temperatures as well as increased efficiency. An efficiency-enhancing electric water pump eliminates the drag of a conventional, engine-driven pump. It also enables continual cabin heating, even when the engine is off during a stop/start event.

The design of the integrated exhaust manifold in the cylinder head helps recover exhaust heat for faster engine and transmission warm-up and quicker turbo response.

Stop/start technology automatically stops the engine in stop-and-go traffic under certain conditions to reduce fuel consumption. This feature can be deactivated by



the driver at startup.

The new Cadillac 2.0L Turbo is coupled with a nine-speed automatic transmission with next-generation Electronic Precision Shift.





# Luxurious all-new 2019 Toyota Avalon

## Infuses admired confidence



Revealed at the fittingly upscale Bvlgari Private Villa in Jumeirah, Dubai by Al-Futtaim Toyota, the all-new 2019 Toyota Avalon challenges the sedan segment with unprecedented levels of luxury and craftsmanship. The two-day launch event provided an immersive experience to attending guests and was designed to showcase the development concept that has gone into the making of the luxury sedan through an immersive luxury experience that talked to the senses, highlighting key elements used in the making of the Avalon. For its fifth generation, Avalon received an all-encompassing makeover spearheaded by Chief Engineer, Randy Stephens, who was present in the

UAE for the press launch. With a development goal to be a “Daring Sedan,” two keywords were highlighted throughout the development paradigm: Authenticity and Exhilaration. Authenticity refers to a design that is purposeful and relates with performance, while Exhilaration is expressed through taut precision taste and sleek silhouette. Boasting a powerful 3.5-litre V6 mated to an 8-speed Automatic Transmission, a smattering of cutting-edge active safety features, a striking exterior design and interior accoutrements, the 2019 Avalon shatters stereotypes when it comes to premium family sedans. House of Avalon Experience

Toyota’s newest addition offers luxury like never seen before in its class and members of the press had the chance to experience it in a fresh and exciting way. They were immersed into a world of luxury in a meticulously curated and intimate journey. After being chauffeured in the 2019 Avalon to the 315 sqm three-bedroom Bulgari Skyline Villa converted into “The House of Avalon”, a luxury storytelling space, the guests were able to experience various elements of the new Avalon in a unique manner that underscored the attention to detail in the creation of the vehicle.

# INFINITI Prototype 10

## The spirit of the speedster for an electrified era



Bridging past and future, the INFINITI Prototype 10 recaptures the spirit of early speedsters for an era of electrified performance. Revealed today for the first time at the 2018 Pebble Beach Concours d’Elegance, the concept represents a physical manifestation of INFINITI’s creative and ambitious plans for electrified performance. As a brand with technological innovation at its core, electrification is a natural next step for INFINITI. From 2021, every new INFINITI model will feature electric drivetrain technology to enhance performance. The Prototype 10 provides a window into INFINITI’s desire to deliver driving pleasure, thrilling performance, and range confidence. Following the ground-breaking Prototype 9 concept

first revealed at the 2017 Pebble Beach Concours d’Elegance, INFINITI has ‘looked back to go forward’ with the Prototype 10. A future vision realized by INFINITI designers, Prototype 10 evokes the spirit of early Californian speedsters, and is informed by some of the most iconic car designs of all time. This is the first project to come to fruition under the direction of Karim Habib, INFINITI’s new Executive Design Director, and it hints at how the brand’s design teams will evolve the appearance of its production cars. A project spanning the globe, the Prototype 10’s creation has been overseen by INFINITI’s Japan design center, designed digitally in the UK, and crafted by hand in San Diego, California.

The new concept is resolutely forward-looking in terms of its aesthetics and is a natural evolution of the form language first seen in the INFINITI Q Inspiration and Prototype 9. The monoposto (single-seat) cockpit is consistent with INFINITI’s driver-focused approach, and is indicative of the new opportunities created for INFINITI by adopting electrified powertrains and flexible vehicle platforms. “We all feel a certain degree of passion when talking about roadsters and speedsters. We are equally passionate about the potential that electrification holds for the future of our cars – a daring speedster is the perfect study for our designers to explore an electrified future and ignite such excitement.” Roland Krueger, President, INFINITI



# ASTON MARTIN

## RECREATES ICONIC JAMES BOND ‘GOLDFINGER’ DB5



The iconic Aston Martin DB5 is back, thanks to a unique collaboration between Aston Martin and EON Productions, the company that produces the James Bond films.

Following the successful DB4 G.T. continuation project, a series of 25 Goldfinger DB5 continuation editions\*, will be created for customers by Aston Martin Works and EON Productions. The Goldfinger DB5 continuation will be based on James Bond’s legendary car from 1964 and built by Aston Martin Works at Newport Pagnell – the original home of the DB5. They will be authentic reproductions of the DB5 seen on screen, with some sympathetic modifications to ensure the highest levels of build quality and reliability. This authenticity will extend to include functioning gadgets such as revolving number plates and more, which were made famous in Goldfinger. The gadgets will be co-developed with Oscar®-winner Chris Corbould, special effects supervisor from the James Bond films. Officially sanctioned by Aston Martin and EON Productions, all the Goldfinger edition cars will be produced to one specification - Silver Birch paint - just like the original.

The most instantly recognisable car of all-time, the DB5 made its first appearance in the third James Bond

movie, Goldfinger, alongside Sean Connery as James Bond. Laden with gadgets and armaments installed by Q Branch, the secret agent’s Aston Martin became an instant hit with moviegoers.

Since its seminal appearance in Goldfinger the DB5 has featured in a further six James Bond movies: Thunderball (1965), again with Connery; GoldenEye (1995) and Tomorrow Never Dies (1997) with Pierce Brosnan and three appearances alongside Daniel Craig in Casino Royale (2006), Skyfall (2012) and Spectre (2015). James Bond and his DB5 have become two icons of popular culture and one of the most successful and enduring movie partnerships of all-time.

Such was its popularity, the DB5’s movie debut even spawned a Corgi die-cast model, an astonishing 2.5m of which were sold in its first year of production (1965). No wonder an entire generation of children grew-up aspiring to own an Aston Martin.

Now, thanks to the remarkable Goldfinger DB5 continuation project, a fortunate 25 of them can now own a faithful and authentic tribute to that original car. A further three cars will be built – one each for EON and Aston Martin, plus another to be auctioned for charity.

Andy Palmer, President and Chief Executive Officer,

Aston Martin, said: “The connection between Aston Martin and James Bond is something of which we are very proud and it is remarkable that the DB5 remains the definitive James Bond car after so many years.

To own an Aston Martin has long been an aspiration for James Bond fans, but to own a Silver Birch DB5, complete with gadgets and built to the highest standards in the very same factory as the original James Bond cars? Well, that is surely the ultimate collectors’ fantasy. The skilled craftspeople at Aston Martin Works and the expert special effects team from the James Bond films are about to make this fantasy real for 25 very lucky customers.”

Paul Spires, Managing Director at Aston Martin Works, added of the Goldfinger DB5 continuation editions: “The connection between Aston Martin and James Bond originated more than half a century ago. Creating 25 Goldfinger DB5 continuations and working with EON Productions and special effects supervisor, Chris Corbould, is something truly unique and a real career highlight for everyone involved here at Aston Martin Works.”

Each Goldfinger DB5 continuation car will be priced at £2.75m plus taxes. First deliveries to customers will commence in 2020.

# NAOMIE HARRIS

## OPENS 007 ELEMENTS



Dubai, UAE, 24 July 2018: 007 ELEMENTS, an exciting new James Bond experience built inside the summit of the Gaislachkogel mountain in Sölden, Austria, is now open to the public.

The cinematic installation was opened by actress Naomie Harris who plays Moneypenny (Spectre, Skyfall) and Jakob Falkner Managing Director of Bergbahnen Sölden.

Visitors can learn how the thrilling action sequences in Spectre were filmed in Sölden and see interactive displays with Jaguar Land Rover technology. The iconic Land Rover Defender driven by villain Hinx’s henchmen is situated on the cliff edge and the Range Rover Sport SVR driven by Hinx (Dave Bautista) is also on display.

The latest Jaguar Land Rover technology is on show with features from the all-new electric Jaguar I-PACE performance SUV and artificial intelligence systems. Jaguars and Land Rovers have appeared in nine Bond films since 1983, when Roger Moore’s Bond escaped in a Range Rover Classic convertible driven by Bianca (Tina Hudson).

Laura Wood, Head of Brand and Partnerships at Jaguar

Land Rover, said: “We are very excited to reach the 35th anniversary of the collaboration between Jaguar Land Rover and the Bond franchise.

“007 ELEMENTS showcases the long-standing unique partnership which is still demonstrated today, with more than 70 Jaguar Land Rover vehicles used in the most recent film, Spectre.”

At more than 3,000m above sea level, 007 ELEMENTS is the highest experience of its kind taking visitors on a journey through nine galleries and a plaza with stunning Alpine views. The dramatic spaces complete with an immersive soundscape showcase

the fundamental elements that define the James Bond films – placing visitors inside the world of 007 and revealing how that world is made.

EON Productions’ Michael G Wilson and Barbara Broccoli said: “We are truly proud to be in partnership with Jakob Falkner and launching our latest experience, 007 ELEMENTS, on the very mountaintop in Sölden where we filmed Spectre. Architect Johann Obermoser, our Art Director Neal Callow and Tino Schaedler have created a Bondian lair worthy of a Ken Adam set in which visitors immediately become enveloped in the cinematic world of 007.”





# SWISS PREMIERE

## FOR THE IWC RACING TEAM AT THE AROSA CLASSICCAR



IWC Schaffhausen introduced its motorsport team at the 76th Goodwood Members' Meeting in southern England in March. The IWC Racing Team has now competed in its first race since the Goodwood premiere, starting the 14th Arosa ClassicCar in the Competition (Standard & Formula) category. Former FORMULA ONE star Karl Wendlinger drove the iconic Mercedes-Benz 300 SL "Gullwing" to seventh place on the challenging hill-climb route. IWC Schaffhausen has had a strong connection to motor racing for many years. The Swiss luxury watch manufacturer has maintained a partnership with Mercedes-AMG since 2004 and supports a number of different historic motorsport events.

### AN ANNUAL GATHERING FOR THOUSANDS OF MOTORSPORT FANS IN AROSA

The Arosa ClassicCar has attracted fans of historic motorsport from across the world since the first edition in 2005. Now, around 25,000 spectators watch the races along the twisting hill-climb route, which covers a distance of 7.3 kilometres and 422 vertical metres as it winds its way from from Langwies to Arosa. It is also the only course in Switzerland that has a 1.2 kilometre downhill stretch. With a healthy dose of Graubünden humour, the event organizers like to refer to their track

as "the little Monaco of the Alps". And like on the Côte d'Azur, around two kilometres of crash barriers and protective mesh are put in place every year for the Arosa ClassicCar.

### THE LEGENDARY "GULLWING" CAR WITH KARL WENDLINGER BEHIND THE WHEEL

The first historic Mercedes-Benz 300 SL "Gullwing" rolled off the production line in 1955 – the same year that IWC launched the Ingenieur. In 1999, motoring journalists named the 300 SL the Sports Car of the Century. The iconic vehicle is instantly recognizable

thanks to its gull-wing doors, which resemble the wings of a seagull. Such a unique vehicle, with 215 HP and a top speed of 250 km/h, deserves to be driven by a true professional. IWC was therefore delighted that former FORMULA ONE star Karl Wendlinger agreed to participate in this race. The Austrian was part of the Sauber-Mercedes team that won the 1991 World Sports Car Championship and, in the years that followed, was a star in the newly formed Sauber FORMULA ONE team. Wendlinger is an ambassador for Mercedes-AMG, a company with which IWC shares a long-standing successful partnership.



# The all new INFINITI QX50

## Arrives in the Middle East



The all new INFINITI QX50 is arriving in showrooms across the Middle East. Available from next week, the much-anticipated vehicle further advances INFINITI's market-leading presence in the mid-size premium SUV segment.

The all new QX50 has been created to fully meet the needs of today's premium car buyers and to deliver on their desire to own the latest masterpiece of technology. The QX50 introduces what is possibly the most innovative internal combustion engine on the market at this time. Considered by many industry observers the holy grail of internal combustion engines, the company's engineers succeeded in bringing a world's first to the market for INFINITI: variable compression technology. The VC-Turbo engine delivers the strong and convincing performance of a V6 and the fuel economy of a 4-cylinder engine – transforming on demand and based on the input of the drivers. Instantly adapting to their needs, the VC-Turbo lets them harness the exhilarating performance of 268 hp

and 380 nm at 4,400 rpm of torque.

The QX50 appeals to buyers who require the unique combination of interior space, power, efficiency, hand-crafted quality and modern design, along with effortless on-road performance. Markus Leithe, Managing Director, INFINITI Middle East, said: "The new INFINITI QX50 has been designed, engineered, and finished to complement human capability. Everything about QX50 is built to amplify the driver."

"From open-pore wood accents to tailored leather stitchings, the sophisticated surfaces and driver-focused design of the QX50's well-appointed cabin create a personal environment every drive." Developed on an entirely new platform, the QX50 features the sophisticated and assuring INFINITI Intelligent All-Wheel Drive. Drive Assist technologies react instantaneously to critical driving situations, supporting the drivers with a range of empowering 'co-pilot' features, and enabling them to always be in

total control.

The aerodynamically efficient exterior remains true to that of the QX50 Concept and QX Sport Inspiration, bringing a fresh interpretation of INFINITI's distinctive 'Powerful Elegance' design language to the SUV segment. Combining a confident SUV stance with intelligent packaging, and deep character lines with INFINITI signature design cues, the appearance of the QX50 highlights the influence of human artistry in the design process to emphasize the car's premium quality. The unrivalled interior space, artistic application of high quality materials, and advanced craftsmanship make the cabin as welcoming and comfortable as it is flexible. Driver-centric, yet passenger-minded, the QX50 offers a package of technologies to enhance the driving experience, while a calm, connected and relaxing cabin features an asymmetric layout – designed to meet different needs of the driver and the passengers.



# Dubai Duty Free

## Wins Double at the Gulf Business Awards



Dubai Duty Free had two big wins at the Gulf Business Awards held on Monday night, taking top honours as “Retail Company of the Year” and the coveted “Gulf Business Company of the Year”.

Organised by Motivate Publishing, and held at the Oberoi Hotel, Dubai, the annual Gulf Business Awards recognise companies across seven industries including energy, tourism and hospitality, aviation and transport, real estate, banking, healthcare and retail. Business leaders were also honoured across the seven categories with special Business Excellence Awards going to

six special categories, including the Gulf Business Company of the Year. Each winner was selected by an independent judging panel, as well as through public voting.

Commenting of the awards, Dubai Duty Free’s Executive Vice Chairman and CEO, Colm McLoughlin said, “We are absolutely delighted to have won these two Gulf Business Awards and, in particular, the Gulf Business Company of the Year. It is a fantastic achievement for the operation and reflects on the hard work that our management and staff dedicate to our

business. I join our Chairman, H.H. Sheikh Ahmed bin Saeed Al Maktoum, in thanking the judges for this recognition.”

The two awards were presented to Colm McLoughlin who was accompanied by his wife Breedra, along with Salah Tahlak, Executive Vice President – Corporate Services and Sinead El Sibai, Senior Vice President – Marketing, Dubai Duty Free.

A total of 21 awards were handed to the winners during the ceremony.



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