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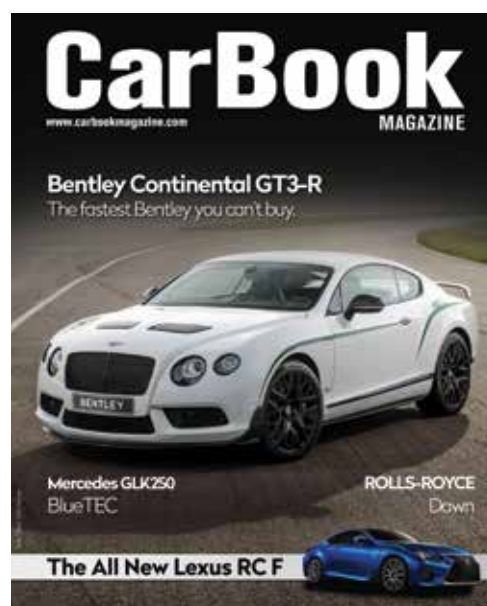
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Publication of Al Badia

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

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

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# The All New Lexus RC F



When Lexus was first introduced in 1989 in the United States of America, the idea of a formerly unknown Japanese luxury brand that would compete fender to fender with the likes of BMW and Mercedes-Benz seemed utterly preposterous. However, within a few short years, Lexus’ first luxury sedan, the LS, shocked the world with its quality and value for money. The final production model, a result of hundreds of prototypes, the work of over 1,000 engineers, and over \$1 billion, pioneered new ground. The birth of Lexus truly forced the German luxury brands to re-invent themselves. No longer was just heritage and pomp sufficient to sell cars. The whole idea of the luxury vehicle had been re-defined and also included a dealer network that was trained to give both its sales and service customers unprecedented attention. Fast forward to today and Lexus is now sold globally. It has become Japan’s largest-selling luxury car brand, and has design centres located all around the world. In 2007, Lexus launched its own F marque

performance division to compete with the likes of Mercedes-Benz’s AMG and BMW’s M divisions. The debut of the IS F sport sedan came first in 2007, followed by the LFA exotic super car in 2009. For 2015, Lexus introduced their all-new RC coupe and with it, the equivalent RC F high performance variant. The company says that RC is short for “Racing Coupe”, and the F is for “Fuji”, the name of the Japanese racetrack where some of the car’s development was carried out. **Love it or Hate it Styling** Lexus used to be accused of being uncreative and heavily “borrowing” from BMW and Mercedes-Benz’s designs. It’s true that in its infancy, the company took a rather heavy-handed approach of being inspired by the Germans. Given that Lexus is the success that it is today having been created from basically nothing, it would seem that the approach worked. However in recent years, Lexus designers have really tried their very best to come up with their own designs,

some with varying levels of success. The LFA super car looks gorgeous, but Lexus’ signature “spindle grille” design remains controversial. While some design experts and industry rivals say that the jagged trapezoidal grille is downright ugly, Lexus’ global chief, Tokuo Fukuichi, stands by the design, saying that the stand-out face provides some design shock therapy that was previously lacking with the brand. This is particularly important in competitive emerging markets such as China, where Lexus sales trail German rivals Audi, Mercedes-Benz, and BMW by a wide margin. Lexus is banking on the fact that their latest direction in styling will give the company a unique edge thanks to the company having vehicles that stand out from the crowd. Some say that from the outside, the RC F is perhaps the most dramatic of the current outlandish Lexus designs. I will admit that painted in Ultrasonic Blue, my test car was very striking. With its sharp angular edges, carbon



fibre roof and carbon fibre rear spoiler, this is one hard car to miss as it flies past you. With its exquisitely complex LED headlamps, it looks like a crazy blend of Japanese anime and Tokyo nights. Lexus’ spindle grille dominates from the hood line to the lower lip but actually looks good on the RC F. Just so that your RC F won’t be mistaken for the more plebeian RC350, the grille also comes with a mesh pattern that is exclusive to the F. However to my eyes, there are a couple of design elements that strike me as disproportionate. At certain

angles, the RC’s body looks a bit bulky, creating the illusion that the car is under-tired. That is to say that the 19” wheels, sizable in their own right, are a bit small for the car. Also, in certain colours such as Infrared Red, the disparity between how aggressive the front and rear ends of the car seem a bit disjointed. The latter is much less aggressive to the point that it almost looks a bit out of character when compared to the RC F’s nose. **One thing is certain though. Most consumers get used to polarizing styling cues**

**over time. Remember the controversial E60/E61 BMW 5 Series (produced from 2003-2010)? When it was first launched, pundits and purists cried foul. But look back at the same cars today and they don’t actually look that bad.** As they say, beauty is indeed in the eye of the beholder. Regardless of whether you find the RC F attractive or polarizing, the coupe does seem to be a crowd pleaser. Everywhere I went, whether it was an informal Thursday night car meet or just outside the local coffee





shop, I was approached by strangers bearing mostly positive comments about how aggressive or expensive the RC F looked. Many remarked how it looked fast just sitting there. It didn't matter if they were car enthusiasts or not. Almost everyone, much to my surprise, seemed to like the blue Lexus.

Grand Tourer or Luxury Performance car?

Although auto manufacturers tend to create coupes by deleting two doors and taking a few inches out of the wheelbase, Lexus took a more comprehensive approach to build the brand's first purpose-built coupe since the long-departed SC.

The RC coupe is built on the bones of three different Lexus vehicles. The now discontinued IS C convertible donates its floor pan, the current model IS sedan donates its rear structure, and the mid-sized GS sedan shares its front clip from the A-pillar forward. The engineers' logic makes a lot more sense when given some context. The IS rear kept the car's dimensions tidy. The IS C convertible's centre section had extra bracing due to its compensation for the lack of a fixed roof. Therefore its inherent stiffness and shorter wheelbase made sense to use.

Compared to the related IS sedan, the RC has been beefed up with extra bracing, extra welds, and structural adhesives. Finally, the midsized GS sedan's front end, with its wider track, gave the engineers the extra width they wanted for sportier handling, also allowing wider tires to be fitted than what the IS chassis would've allowed for.

Compared to the current generation IS sedan, the RC F coupe has a 2.7 inch (68.6 mm) shorter wheelbase, but is roughly 1.5 inches (38 mm) longer, wider, and lower.

Why, you might ask, did Lexus not just make a new platform? The engineering team explained that it was the best solution in order for them to achieve the platform rigidity and dynamic handling that they wanted. Obviously there was also a cost efficiency component to this decision, weight be damned.

Oh what an engine

Because the RC F is supposed to be the performance version of the RC coupe, the RC350's ubiquitous 3.5-litre V6 is swapped out for a Yamaha-designed 5.0-litre naturally-aspirated V8.

This is not a new engine per se as it was in the previous generation Lexus IS F sedan. However, really only the aluminium block is a carryover. The rest of it has been tweaked and fettled to now deliver a robust 467 hp

and 389 lb-ft (530 Nm) of torque. This represents an increase in maximum power by 12%. The rev limit has also been increased from 6,800 to 7,300 rpms. Impressively high for a big 5.0 litre V8. All of this extra performance is courtesy of a lot more than just a software tune. There is new engine componentry including the use of new high-strength forged connecting rods, new main-bearing materials, a new intake, throttle cylinder head, titanium inlet and exhaust valves, a new piston rods and crankshaft; the list goes on and on.

The engine will even convert from the traditional Otto cycle to a more efficient Atkinson cycle (similar to a Toyota Prius hybrid) under light loads. According to Lexus, 0-100 km/hr comes up in 4.5 seconds, and 400 m will blast by in just 12.5 seconds.

Trick rear differential

The standard RC F is fitted with sticky Michelin Pilot Super Sport (or Bridgestone Potenza) tires and paired with a rear Torsen limited-slip differential. Check the box off for the optional performance package, as in my test car, and you'll get a new torque-vectoring rear differential. This, a first for Lexus, is similar to what Jaguar offers in its Jaguar F-Type, a car that is a lot more expensive than the RC F.

The TVD (Torque Vectoring Differential) uses two electronic clutch packs to over drive the outside rear wheel in turns. Based on steering and yaw sensor input, the system is designed to get the RC F around a corner in a tighter line by shifting up to 100 per cent of the power to either side. The TVD has three adjustable modes. "Slalom" is like an autocross mode, tuned to have a lot of darty output for quick tight turns such as figure-eights. "Track" mode is designed for you to be able to get on the throttle earlier and harder on the race track. In short, it works. You can even be entertained by watching how much power is being shifted to either side via the LCD screen in the gauge cluster.

Grand Tourer or Performance car?

It is natural for those shopping for a high horsepower two door coupe to compare the RC F to the BMW M4, Audi RS5, or the upcoming Mercedes-Benz C63 AMG coupe. These vehicles share the same basic 2+2 seating layout, produce a generous amount above 400 horsepower, but appeal to enthusiasts who still care about everyday liveability.

However, the big difference between the RC F and the M4 comes down to weight. If this were an MMA fight between coupes, with 400 lbs (181.4 kg) over the BMW, the RC F wouldn't even be competing in the

same weight class. Despite my car's carbon fibre roof and rear spoiler, aluminium fenders and hood, the RC F is as heavy as the all-wheel-drive Audi RS5 sans the powered front wheels. From this alone, it would seem that the RC F's modus operandi is not to compete with the likes of the aforementioned European vehicles, but indeed to be a powerful, sonorous, V8 luxury coupe. And in that regard, it succeeds with aplomb. But race track monster it is not.

Ride and Drive

The RC F's stiff platform has allowed Lexus engineers to use more aggressive suspension tuning. There is a front and rear wishbone setup with the requisite retuned and upgraded stabilizer bars, shock absorbers, bushings and new lower control arms versus the standard car. It's a setup that is compliant enough for both easy everyday driving and for attacking your favourite twisty country roads.

That being said, the car never feels that racy from the get-go. It's only at 3,000 rpms and above that you truly feel the enthusiasm of its 467 horses. The resultant engine sound from the big old fashioned naturally aspirated V8 engine is absolutely killer at those revs, but by then you could be going a little bit too fast for in-town speed limits.

Add the noticeable weight difference when compared to the European coupes and you get a car that is more comfortable on the boulevard and on long distance drives. It will do what you tell it to when pushed, but it doesn't necessarily encourage you the same way that an M4 or C63 AMG will. You never get that feeling that you're that close to the razor's edge.

Final Thoughts

Lexus claims that accessible performance is what will define the F brand going forward, and that somehow acceleration that is too voracious will scare off people who can't drive as well as others. I still think that losing a few extra pounds can't hurt the RC F. After a week of driving the RC F, I came to appreciate the Lexus as an everyday Grand Tourer that doesn't pretend to be a hard-edged high performance coupe that you would want to take on the track every weekend. It's an everyday crowd-pleaser that hits that 400+ horsepower mark for bragging rights, but backed by bulletproof Lexus reliability and value-for-money. For many, this will check off all the right boxes. Despite being a relatively low volume car, I have a feeling that Lexus will have no problem selling as many RC Fs as they can build.







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# ROLLS-ROYCE DAWN

## Uncompromised Drophead Luxury



The name ‘Dawn’ perfectly suggests the fresh opportunities that every new day holds – an awakening, an opening up of one’s senses and a burst of sunshine. In its tentative, inchoate, anticipatory state, dawn is the world coming to light from the ethereal dark of the night. The early-day chill of dawn provides an erotic tingle on the skin, awakening the senses and passions as the day begins. Like Eleanor Thornton, thought by many to be the inspiration behind the Spirit of Ecstasy, the Rolls-Royce Dawn will itself prove to be the muse that leads its owner to believe that at the start of the day, anything is possible.”

### DESIGN

2+2 ≠ 4

*“In the world of Rolls-Royce, day to day mathematical norms don’t always apply. That’s why I say in the case of the new Rolls-Royce Dawn, 2+2 does not equal 4.”*  
Giles Taylor, Director of Design, Rolls-Royce Motor Cars.

Studying the open-top motor car sector, and specifically its high-value luxury niche, it became apparent to Rolls-Royce’s designers that customers were being short-changed. The myopic focus on one specific configuration – the 2+2 setup – was, in the view of Rolls-Royce, a compromise too far. Commonly held, a 2+2 is a configuration with seating for the driver and one passenger in the front plus two smaller seats for occasional passengers or children in the rear. Space in the rear is most noticeably absent in terms of longitudinal leg-room, thereby reducing the comfort and practicality of the car. In the case of a convertible body type, this reduction in space is often the result of the manufacturer’s inability to package the convertible roof together with boot and rear passenger space. The result is a sector populated exclusively by open-top cars that Rolls-Royce would consider compromised and ‘anti-social’.

“At Rolls-Royce, we pride ourselves as creators of fine

motor cars that also serve as social spaces,” comments Taylor. “The idea of creating a car like Dawn that can be used in comfort by only two adults on a day to day basis is anathema. In creating Dawn we have accepted no compromise to the comfort and luxury of four adults who want to travel together in the pinnacle of style.”

### Exterior design

The Rolls-Royce Dawn maintains timeless Rolls-Royce design principles – 2:1 wheel height to body height, a long bonnet, short front overhang, a long rear overhang, an elegant tapering rear graphic and a high shoulder line. All this tradition is delivered in a beautiful and thoroughly contemporary design. Dawn’s powerful and striking front end gives it a sensuous yet edgy, almost masculine look whilst the bold sweeping shoulder line becomes more sensuous as it flows over the swell of the rear wheels, accommodating a wider track.



At the front, the grille is recessed by approximately 45mm whilst the lower front bumper has been extended 53mm compared to Wraith. This has been done to focus the eye on the jet air intake face and to make the car feel focused, even when standing still. The new 21” polished and 21” and 20” painted wheels also ensure Dawn remains a perfectly executed, contemporary expression of Rolls-Royce luxury. The silent lowering of the soft top transforms the Rolls-Royce Dawn, delivering a true Dawn moment. Roof down, the sexiness of the Rolls-Royce Dawn is even more apparent. From the side the steep rake of the windscreen, the swage line that flows over the rear haunches plus the high beltline that rises along the profile give the impression of effortless swiftness. The stainless steel waist line finisher that wraps around the cabin encompasses the deck that covers the soft top when stowed, and integrates the high-level brake light. This beautiful metal feature works in harmony with the stainless steel door handles, polished wheels, visible

exhausts and front and rear bumper jewellery, to create a priceless look and feel. The deck itself is an amazing work of modern craftsmanship. Clothed in open-pore Canadel panelling that traces the horse-shoe shape of the rear cabin, it demonstrates the great advances that the craftspeople in the Woodshop at the Home of Rolls-Royce in Goodwood have made in wood crafting technology and techniques.

### Interior design

Once again Rolls-Royce’s unique coach doors come into their own in a drophead format. The coach doors are impressive and graceful. The doors complement the long front wings and relaxed waft line, creating a long body profile and a cosseted cabin. The first impression upon entering Dawn is of the four separate bucket seats set in the midst of a sumptuous and sartorial slingshot of wood and leather. The slingshot concept runs from the driver’s A-post towards the rear of the car, around the rear seats before returning to the passenger A-Pillar.

The Rolls-Royce Dawn offers four very individual, cossetting seats. The vehicle is a full four seater and so there is no compromise in comfort wherever you sit. The seats have been designed to help emphasise the energetic, yet elegant intent and sense of purpose of the car, complemented by an intersecting full length centre console. The wood on the surfaces of the trays are also book-matched down the centre console in a chevron pattern pointing forward providing an accelerated feel.

### ENGINEERING & TECHNOLOGY The Silent Ballet

Working with a fabric roof configuration, the Rolls-Royce engineering team set themselves a challenging goal which they were unwilling to compromise on – to make the quietest convertible car in the world today. This quest for silence applied to all aspects of the engineering of the new roof and by extension the new motor car. Firstly, the passengers’ on-board aural experience roof up and roof down while in motion had to be pure





Rolls-Royce. The design of the roof had to be graceful, beautiful and sensuous whilst remaining one of the largest canopies to grace a convertible car. Of particular note is how the canopy wraps around the rear seats and down over the window tops of Dawn thereby optically lowering the roofline of the car to contribute to its low-slung appearance. Secondly, the actual opening and closing of the roof mechanism had to be both beautiful and unobtrusive at the same time. The engineering team even went so far as to invent a phrase for what they wished to achieve with the roof mechanism. The Silent Ballet.

**Bespoke Audio**

For those not so worried about silence and more interested in sharing music and entertainment with their friends, Rolls-Royce’s Bespoke Audio system has been specially calibrated for the unique configuration of the Rolls-Royce Dawn. Finely tuned by expert Rolls-Royce audio engineers, Bespoke Audio is the most exhaustively designed automotive hi-fi system ever developed and has been minutely calibrated to compensate for the dual personality of Dawn. Whether the roof is open or closed, Bespoke Audio ensures perfect acoustic balance and performance. Sixteen individually-tuned speakers, with both theatre and studio settings, deliver a pure ‘larger than live’ sensation. The system utilises a highly sensitive microphone to constantly monitor ambient exterior noise, subtly adjusting the volume and tone settings accordingly to ensure the system delivers consistent perfection.

**Engineering a new Dawn for open-top motoring**

In addition to the undisputed leaps forward made in the engineering of soft-top cars by the Rolls-Royce team, the new Rolls-Royce Dawn also introduces several other tailor-made engineering innovations. A newly designed suspension configuration takes care of the specific behaviour of this open top motor car in the areas of body stiffness and mass distribution, guaranteeing ultimate cruising comfort and the expected Rolls-Royce ‘magic carpet’ ride.

**The heart of the Rolls-Royce Dawn driving experience**

The beating heart and soul of any Rolls-Royce motor car is the beloved twin-turbo 6.6-litre V12 powertrain. With a power output of 563bhp or 420kW @ 5,250rpm and a torque rating of 780Nm or 575 lb ft @ 1,500rpm, Dawn’s driving experience is exceptional. This experience is enhanced by dynamic accelerator pedal mapping which delivers up to 30% increased response at medium throttle. Dawn maintains Rolls-Royce’s typical steering characteristics providing



superb driver feedback thereby ensuring that the car is effortless but precise to drive, while also providing a great sense of safety, even at higher speeds, no matter if the top is up or down.

**Discreet technology for an effortless drive**

In common with the entire Rolls-Royce family of fine motor cars, the new Dawn is at the very vanguard of automotive design and technology. Dawn presents drivers with a suite of discreet technologies that ensure their leisure time in the car is a super-luxurious effortless experience. Dawn is fitted with the Spirit of Ecstasy Rotary Controller, an intuitive, one-touch solution that allows the user effortless access to media and navigation functions. The system recognises Latin and Arabic characters as well as Mandarin. Information from the significantly updated Multimedia Interface and Navigation system is displayed beautifully on a new 10.25” high-definition screen. An Automatic Cruise Control system helps to reduce constant small precision adjustments of distance and speed, reducing continuous creep, stop and start. The driver can now move along in city traffic in a confident and relaxed manner relying on the system to monitor conditions and react to changes in traffic patterns. New software for the radar and camera – located in the front bumper valance and centre upper windscreen respectively – provides faster system response times, including faster pre-conditioning of the brakes to expect emergency pressure.

**Satellite Aided Transmission**

The Rolls-Royce Dawn’s effortless dynamism is augmented with the addition of Satellite Aided Transmission. Satellite Aided Transmission utilises GPS data to allow the car to see beyond what the driver sees, anticipating their next move based on location and driving style. Satellite Aided Transmission comes as standard on Dawn.

**From dusk ‘til dawn – Illuminating technology shows the way**

The most recent developments in LED lighting technology have also been applied to the Rolls-Royce Dawn. The way this light is managed is significantly enhanced by adaptive technology. In addition, automatic dipping of full-beam headlights has been replaced with revolutionary new glare-free technology. When a car approaches, light is deflected to ensure the oncoming driver is not dazzled. Dawn drivers therefore enjoy the safety benefits of constant full-beam visibility. Night-time driving safety is boosted by the head-up display and heat detection system that detects both human and animal heat signatures, and issues an audible warning to the driver of possible danger.



  
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# McLaren Special Operations

## Returns to pebble beach with ONE-OFF 570S coupe



Four years on from its global launch, McLaren Special Operations (MSO) will return to the manicured lawns of the USA's famous Pebble Beach Concours d'Elegance later this month with a selection of distinctive and beautiful commissions. The bespoke division of McLaren will showcase some of the individualisation options it will make available on the forthcoming new 570S Coupé, the first model to join the McLaren Sports Series. Two examples have been created. The first 570S Coupé 'by MSO' features the uniquely formulated Mauvine Blue paint finish coupled with a bespoke interior finished in Carbon Black leather with co-ordinating detailing, carried through from the exterior colour. A second 570S Coupé, finished in Ventura Orange and fitted with

a selection of styling details from the MSO Defined range of options, will take up position on the popular Concept Lawn at the event. The highly-prized location has previously played host to the 12C, 12C Spider and, most recently, the McLaren P1™ GTR Design Concept. The core McLaren range, the Super Series, will be represented by two limited edition models. The 675LT is the lightest and most track-focused, yet road legal, model in the Super Series. Production of the coupé-only model is strictly limited to 500 examples worldwide all of which have now been assigned to customers. With a clear focus on light weight, optimised aerodynamics, increased power, track-focused dynamics and driver engagement, the

model re-establishes the 'Longtail' heritage. With a top speed of 330km/h (205mph), the 675LT accelerates to 100km/h (62mph) from standstill in 2.9 seconds, and hits 200km/h (124mph) in just 7.9 seconds. Alongside the most track-focused model in the Super Series will be the even more exclusive 650S Le Mans. Created by MSO to celebrate the 20th anniversary of the now legendary victory at the famous French endurance race, the 650S Le Mans is limited to just 50 examples – all sold – and features design aspects taken from McLaren F1 GTR chassis #01R which took victory two decades ago. A fully functioning roof-mounted 'snorkel' air intake, front wing louvres and lightweight alloy wheels are styled around the design of the iconic 1995 racer. In a change to the







standard offering, which was finished in Sarthe Grey – inspired by the livery of the race-winning model – the car has been finished in the famous McLaren Orange, originally used by Bruce McLaren on his racers of the 1960s.

Completing the line up of McLaren models on display during the weekend will be a 1996 McLaren F1 GTR. Being displayed by McLaren Automotive, on loan from BMW North America who sponsored the car during its debut season, chassis #17R was campaigned by Team Bigazzi and competed at various races through the season including finishing eighth at the 24 Hours of Le Mans.

In addition to the models on public display, McLaren will also be represented at the RM Auctions sale taking place during the Concours d'Elegance proceedings. The sale will see two of the most exclusive McLaren models ever produced going under the hammer with a McLaren P1™ and the penultimate McLaren F1. The Volcano Red example of the limited edition McLaren P1™ is one of just 375 models, and

represents the McLaren Ultimate Series at the pinnacle of the three tier model range. The 1998 McLaren F1, chassis #073, is in a highly sought-after specification with a number of 'LM' upgrades.

**THE HISTORY OF McLAREN SPECIAL OPERATIONS**

The history of McLaren Special Operations is unique. Officially MSO was launched at the Pebble Beach Concours d'Elegance in 2011 to provide a bespoke personalisation service for McLaren customers. In fact, the origins of MSO date back over 20 years, as the division grew out of the McLaren Customer Care Programme.

The dedicated Customer Care team was set up to service, maintain and personalise the McLaren F1 for owners, and today those duties continue at McLaren through MSO Heritage, which offers unrivalled knowledge and levels of expertise to its discerning clientele. Whether a scheduled service, routine maintenance, or the desire for a re-trimmed interior,

repainted exterior and bespoke High Downforce aerodynamic kit, the history and experience held by MSO with the McLaren F1 is unmatched. MSO Heritage also provides a brokerage service for both McLaren F1 and McLaren P1™ models.

Today, in addition to offering an unrivalled level of knowledge and expertise on the McLaren F1, MSO provides a unique tailoring service for McLaren customers. This continues to expand and the division embraces an unprecedented period of growth, and MSO Defined and MSO Bespoke outline the levels of work available from McLaren Special Operations.

McLaren Special Operations is able to offer the complete tailoring of any McLaren model. Whether it is a custom paint colour with matching stitching for a 650S, the personalisation of a McLaren F1, a dream to build a one-of-a-kind vehicle using the unique carbon fibre chassis, or a wish to experience the most powerful model ever produced by McLaren, the new McLaren P1™ GTR, McLaren Special Operations can accommodate every customer request.





# The Bentley Continental GT-3R

## The fastest accelerating Bentley you can't buy.



Bentley is one of the most sought after luxury car brands in the world today. 2013 was the company's record year in their 95-year history, with 1,185 cars delivered in the Middle East. With over 200 dealerships in 54 countries, the brand has grown significantly since its acquisition by the Volkswagen Group in 1998. Despite being associated with Aston Martins and BMWs on the silver screen, as originally written, author Ian Fleming's 007 James Bond character was actually written in the books as a Bentley man. But not since the suave secret agent sped down the British countryside in his 1953 Bentley Mark VI in Moonraker has the British automaker been so chic.

Whipping its well-heeled motorsports customers into a froth would be an exercise in futility unless you can give them something they can buy and show off to their friends. So here comes Bentley's latest and most dynamic car, the Continental GT3-R, symbolic of the company's growing prosperity and confidence. Touted by the company as "the most dynamic and fastest-accelerating Bentley ever produced", the GT3-R draws inspiration from Bentley's race-winning GT3 race car; the very same one that stormed to victory at Silverstone in the second round of the Blancpain Endurance Series in Europe. This race was of particularly significance as it was the first time that Bentley had raced in the UK in 84 years.

Many tend to associate Bentley with its former long time partner Rolls-Royce. But if you reach back 60 years or so, you'll be able to follow Bentley's pedigree as a consistent winner at the grueling 24 hours of Le Mans races. This racing heritage is one major thing that has always separated the company from Rolls. Establishing Bentley as the "driver's car" in the ultra luxury field today is important in order to get the attention of car buyers with seven-figure incomes. The company frequently ties into champagne and caviar events, like boat shows and classic car meets, which is why the coveted Goodwood Festival of Speed in the UK was the appropriate venue at which to globally debut the Continental GT3-R.



Limited to only 300 units globally, the Continental GT3-R is hand-built in Crewe, England, and finished by Bentley's motorsport department.

### You can have it in any colour, as long as it's white

Bentley's Design team had a lofty task ahead of them. They had to create a road-legal production car based on the slammed rear-wheel-drive racing shell of the GT3 racecar, without it looking like it would beat the lobster and caviar lunches out of its customers. What they came up with was a whole that is greater than the sum of its parts. Like the GT3 racer, each of the 300 Continental GT3-R models come with a Glacier White exterior, highlighted by the use of two-tone green graphics that follow the two prominent power lines on the side profile of the car. One leading backwards from the front wheel, and the other that traces the shape of the Continental GT's iconic rear haunch.

There is a new bonnet that is designed to invoke the shape of the Continental GT3 racer, a new front splitter and a new fixed rear wing fitted to the boot lid. Naturally, both aerodynamic pieces are finished in real carbon fibre. Rather than the typical Bentley chrome, other subtle elements unique to the GT3-R include a gloss black treatment to the window surrounds, bumper strips, headlamp bezels, and matrix grille. An all-new gloss black lightweight 21" wheel, machine-forged from high-strength alloy, finishes off the package.

### You can just bring one friend along

The GT3-R was on a strict weight lost diet, which is why Bentley didn't use its 12-cylinder W-12 engine. Similarly, the interior also loses its leather-lined rear seats in order for the car to achieve its 220-pound (100 kg) weight savings over the standard Continental GT V8 S. In its place is a uniquely-trimmed leather and Alcantara parcel shelf, complete with diamond-quilting and finished with a carbon fibre surround. In typical Bentley fashion, the new two-seat configuration is still wrapped with Beluga black leather and diamond-quilted Alcantara. These are no ordinary bucket seats, but in fact bespoke sporting units with deeper bolsters and newly designed foam layers.



Likewise, the rest of the cabin is also exquisitely trimmed, with vivid green accents used as a hide colour on the seats, instrument panel, door panel, and in contrast stitching throughout the seats and diamond-quilted areas. Even the carbon fibre door casings include the same diamond-quilted Alcantara inner panels.

### Turbos. It's got two of them and more

This road-going embodiment of the GT3 race car packs the same 4.0-litre twin-turbo V8 as the GT V8 S, but tuned up to 572 bhp and 516 lb-ft of torque. This is good for a 0-60 mph run of just 3.6 seconds, significantly quicker than the regular Conti GT V8's already impressive 4.5 seconds. Power is fed through an eight-speed ZF automatic gearbox, now with a shorter final-drive ratio which helps to hasten the car's acceleration. The eight-speed auto has also been tuned for faster changes, or you can change the gears yourself via the oversized steering-mounted flappy paddles. The GT3-R continues using Bentley's all-wheel-drive system, but like the rest of the car, it too has been fettled by the company's engineers. For the first time in a Bentley, the system has the ability to torque vector the rear wheels, helping the car to turn in more aggressively. The system can also vary the amount of power it sends to the front wheels to between 15% and 65% of the total engine output. Confidence on twisty roads has not only been enhanced by the revisions to the wheel-drive system,





but also thanks to firmer spring rates and retuned shocks that sharpen the handling. The front air springs are now 45% stiffer, and the rears 33% stiffer. Like other luxury cars, the dampening stiffness can be adjusted from within the cabin with just a press of a switch, depending if you want the body control from the chassis system's firmest setting for maximum driver engagement, or comfort from the softest setting when

storming down the motorway. The power to stop is just as important as the power to go. Fortunately, the GT3-R's brakes have also been given a once-over. All of us who have explored the performance envelope of a high horsepower car know how much confidence is enhanced from a great braking system. Deceleration is courtesy of Bentley's record-holding

Carbon Silicon Carbide braking system, with massive 420 mm front rotors, and 356 mm rears. Racecar-like 8-piston calipers, finished in eye-catching green, bite down on the front discs. These brakes are certainly an engineering masterpiece in their own right, with the mind boggling ability to absorb up to 10 megajoules of energy (enough to power an average sized family home for six hours) in a single stop yet remain fade resistant.



**Sorry, all sold out.**

All Bentleys are a combination of luxury, speed, and performance. But unfortunately, if you want to get your hands on this exclusive variant of the company's latest interpretation of performance-focussed luxury it's probably too late. Bentley's design chief, Luc Donckerwolke, broke the news that the Continental GT3-R's entire production run has been sold out. 99 of the 300 Continental GT3-Rs were allocated to

Bentley's biggest market, the Americas, with only 15 cars slated for the UAE. However, not to worry, Bentley always seems to have something up bigger and better up its sleeve. Donckerwolke has hinted that due to the instant success of the GT3-R, there seems to be enough appetite amongst customers for an even more focused, more extreme, rear-wheel drive version of the GT3-R. Only time will tell, but such a model would no doubt

be part of Bentley's strategy to continue to bring younger buyers to the brand. A step that is crucial for the company to maintain its growth trajectory. The company has proven that it could do so back in 2005 with the original Continental GT, and if there is one auto manufacturer capable of capturing lightning in a bottle once again, it would be this one.





# Mercedes GLK250 BlueTEC

## Taking the baby out for a ride



Finally. You're young(ish), you're heading towards the prime of your career, and you want to buy a Mercedes-Benz to show people that you're (almost) ready to play with the big boys. You might have a rug rat or two so you need something with room and you don't want something that looks like a mini-mini van, so the B-Class is out of the question. Luckily the luxury German car manufacturer has the vehicle for you — the GLK.

2015 is the last year for the GLK, to be replaced with the GLC next year. Before the badge is retired, the crossover had received some recent refreshments, both inside and out, to update the look from when it was first introduced. "Some" might be an understatement,

as Mercedes says there are nearly 1,000 new parts in total compared to before. For starters, the huge grille between the headlights, that house LED daytime running lights, now has two chrome slats that emanate out from the three point logo to better flow with current branding. They've added a front skidplate (also chromed), revised cargo rails (not chromed, but still shiny) and a sportier rear bumper too.

That's all good and fine, but lets be honest. Anyone thinking of a Mercedes wants to be pampered, and even on their somewhat cheaper SUV the interior is pleasing. I drove the 250 BlueTEC variant that had the Dark Ash Wood accenting the revised dashboard. If you've sat in the previous model, you'll notice the

shifter has been moved up to the steering column, presumably to free up more space for the centre console. While that may be so, gear selections are digital and I found myself shifting into the wrong gear since you have to be watching the instrument panel — also redesigned — to see whether you're in park drive or reverse.

That said, our 250 came with the excellent optional navigation package. I've tested many a nav system in my line of work, and there are equally as many bad ones as there are good. Fortunately this was the former, and what I really liked in particular was the clear indication of not only the street you're travelling on, but also the one upcoming.







The biggest hoopla over the update has to be the new 2.2-litre diesel engine offered in the GLK250 BlueTEC. Its 190 horsepower is greatly overshadowed by the 500 Nm of torque it produces at a low 1,600 to 1,800 rpm. That's more torque than its pricier 3.5 L sibling and it comes on sooner as well, getting you from 0 to 100 km/h in about eight seconds. Driving

on the highway is a breeze, and quiet too thanks to modern diesel technology. Without popping open the hood, few would be able to discern it from a gasoline-powered vehicle. At least until you went to fill it up and marveled — like I did — at the thrifty bill afforded by the 8.2 L/100 km city and 5.9 highway fuel consumption numbers.

Great fuel economy combined with a reasonable starting MSRP means you won't lose your shirt while keeping up with the Joneses. And even though it's not necessarily a bargain when compared with some of its competitors like the Audi Q5 or BMW X3, doesn't Mercedes-Benz just have a nice ring to it?





# Honda HR-V

## The crossover that would be king



“Every time I come to town, they be spottin’ me — in the Honda HR-V, ain’t no stoppin’ me.” OK, so the original lyrics to Will Smith’s “Miami” mentions a drop-top Bentley rather than Honda’s newest subcompact crossover, but it still works. The hit song from 1997 blared over the speakers on a rooftop overlooking the white sands of South Beach in March, during an event that gave journalists their first real up-close experience with the uniquely sized and positioned vehicle Honda hopes becomes an instant hit. “We are targeting 12-month sales of 10,000 units. It will introduce a new generation of buyers to the Honda Brand,” says Jean Marc Leclerc, vice president

of auto sales and marketing, who referred to the HR-V as the “most powerful new weapon in the light truck arsenal.” Honda, along with a handful of other manufacturers like Mercedes with the GLA and most recently Mazda and their CX-3, are responsible for creating the tiny SUV automotive segment. Size-wise, the HR-V (2,610 millimetre wheelbase) is neatly nestled in-between the Fit (2,350 mm) and the CR-V (2,620 mm), and aimed at singles, dual income, no kids couples and empty nesters wanting a fun, sophisticated ride that doesn’t compromise versatility. Hayato Mori, senior product planning and business development senior manager, calls the latest offering

a mix of a coupe, SUV and minivan, taking the best traits of all three. Indeed, on the outside, the blacked-out headlight-grille combo and hidden rear door handles give it an instant sporty appeal; the slightly raised stance and fender flares suggest weekends driving to mountain bike trails; and the wide tailgate and cargo area says “Take me on Costco runs.” Miami’s twisted highways, long, beachfront straightaways and urban roads provided a great testing ground for this vehicle-of-all-trades. Accompanied by two driving companions, I took first shift behind the wheel. The heart beating underneath the hood of the HR-V is a 1.8-litre four-cylinder i-VTEC engine pumping out 141 horsepower and 172 Nm of torque.







Depending on the trim (LX/EX/EX-L Navi) you can have front or all-wheel drive with a continuously variable transmission or six-speed manual transmission (base LX and EX only). Taking out a manual EX, I was delighted at how crisp the shifts felt. The manner in which the lever satisfyingly clicks into each gear is reminiscent of

Honda's racier models like the Civic Si. Handling definitely feels more car than van or even regular-sized crossover-like, something that was tested thoroughly during an emergency manoeuvre initiated entering an onramp to avoid a confused motorist. The four-wheel disc brakes with ABS and electronic brake distribution are also excellent.

As a passenger on the return drive, I revelled in the 998 mm of rear legroom, while playing with the second row Magic Seat — identical to the one found in the Fit — which allows for a variety of folded configurations to accommodate large or oddly shaped objects. With the rear seats folded down, a maximum 1,665 litres (1,631 if AWD) of carrying capacity is yielded.





# New Kid On The Block

## Ford Mustang Ecoboost



For the launch of the new Mustang, Ford conjured up a complicated stunt which placed their all-new 2015 model up at the top of another American icon, the Empire State Building. This wasn't the first time that this stunt had been executed. Back in 1964, the company did the very same thing as well by placing the original Mustang on the building's Observation Deck. 50 years have passed since the first Ford Mustang entered the chorus, creating the whole muscle car segment. Today, the original pony car is facing some of the toughest competition ever from the re-launched Chevrolet Camaro and Dodge Challenger. There's nothing that screams home grown American steed quite like the Mustang does. Millions have

saddled up for rides in the past few decades and with this sixth generation version, Ford is hoping that customers will line up once again. This prancing horse is now one that is designed for official global outreach. In fact, it's the first Ford Mustang with true international sale intentions.

### New Engine Choices

The powertrain choices have broadened to reflect the company's aspirations as well. In addition to the expected V6 and V8, there is a 2.3-litre 4-cylinder EcoBoost turbocharged engine now being offered that slots it in between the V6 and V8. This is not the first turbo-4 under the hood of a

Mustang, as that would be the SVO Mustang from 1984-1986. This new turbo couldn't be any different from its predecessor though, using a high tech twin scroll turbo design to minimize turbo lag. It is direct-injected and rated for a robust 310 hp and 320 lbs-ft (434 Nm). My test car was rated with this new EcoBoost engine which I thoroughly enjoyed. If you're used to the rumble and exhaust note of the Mustang's V8, this engine will admittedly sound a bit tame. However, it still does sing when revved and the turbo noises are entertaining in their own right. All Mustangs, regardless of engine choice, are available with both 6-speed manual and 6-speed auto gearboxes.





My car was fitted with the Do-It-Yourself manual, which had noticeably cleaner and lighter action compared to the meaty unit in the GT V8. As far as fuel consumption is concerned, it comes as no surprise that the Mustang EcoBoost returns 47 per cent better city fuel economy and 24 per cent better highway mileage than the new 5.0L V8.

Be gone, suspension from the horse and cart era

The other big news is the Mustang's all-new independent rear suspension. Save for a limited number of Mustangs made by Ford's SVT (Special Vehicle Team) in 1999/early 2000s, nearly all Mustangs have been fitted with live axles for the last 50 years. This is great for durability on the drag strips, but the Mustang's major Achilles heel when putting down power in the corners. The new setup uses an integral-link rear suspension based on the architecture of the current Ford Fusion. There are several unique parts including lighter aluminium knuckles, and the rear track of the Mustang is 2.5 inches (63.5 mm) wider than the Fusion sedan.

Styling

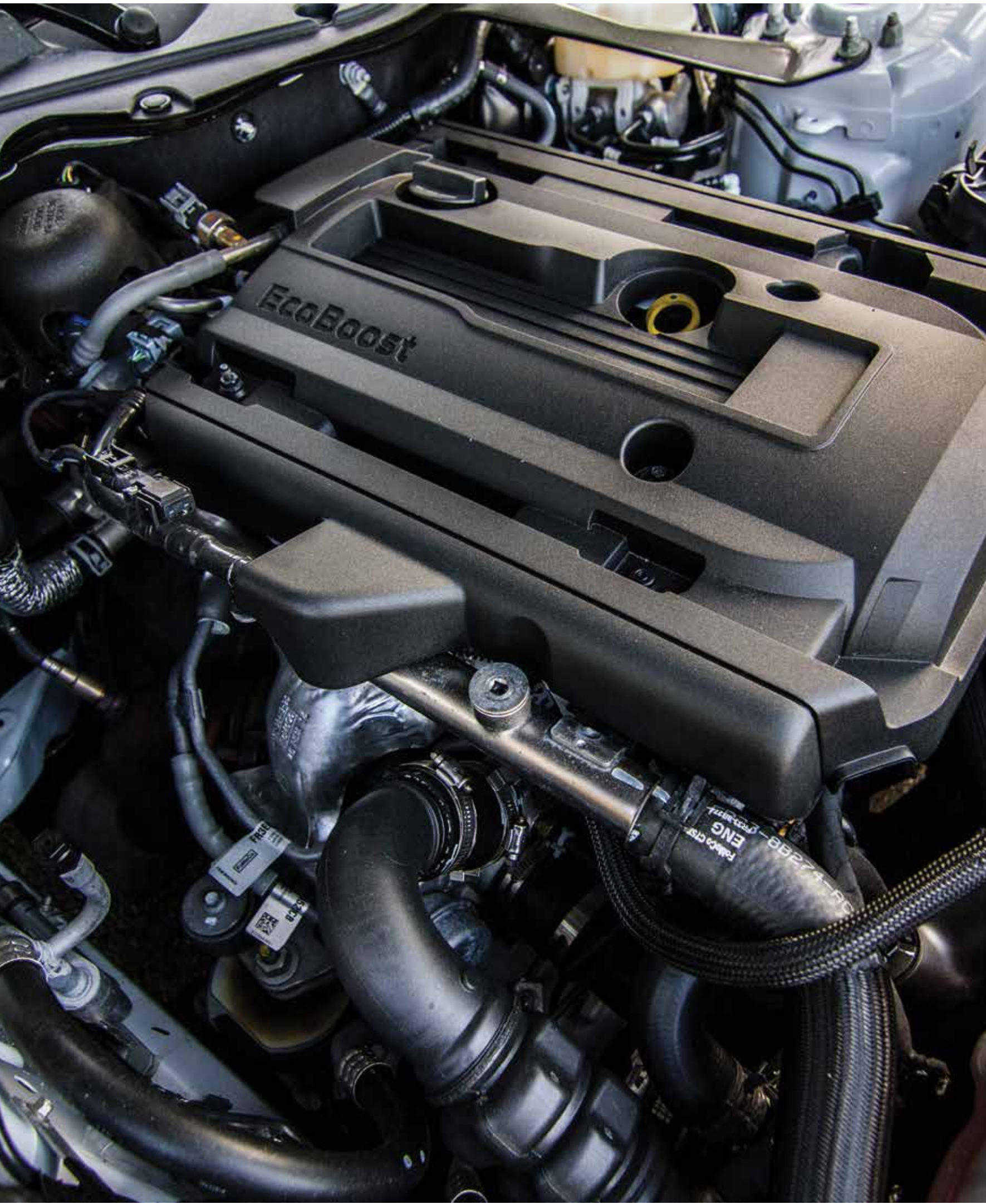
Styling has always been a Mustang fan hot button. Ford decided to move a bit away from the retro look just enough that the car looks more upmarket and yet more aggressive.

2015 marks the return of the fastback styling, which looks fantastic and complements the wider and lower stance. The front end is a lot more subdued in person, adding a slight European flare to the design, to my eyes anyway. When the initial design renderings leaked onto the internet, the artwork had plenty of keyboard hot rodders up in arms. But in person, many of the classic Mustang owners were fans of the new design. And so diehard pony car fans need not worry because there's enough heritage in the styling to make them happy. There's the familiar long hood profile, the blunt nose, and the trapezoidal grille opening, all tweaked to work with the new proportions. As before, there are HID Xenon headlamps and a fresh take on LED daytime running lights. It's a pity that the fifth generation Mustang's LED fog lamps are now just smallish halogen units. The new rear fascia includes an aggressive body-colour painted diffuser that is clearly more Euro in design as well. I like it! The trunk also includes an updated 3D metallised horse for V6 and Ecoboost 4-cylinder models, and GT V8s get their bespoke "GT" badges. 17" wheels are standard, with GT's getting standard 18" wheels. My car was fitted with the optional 19" black painted aluminium alloy wheels fitted with sticky performance tires as part of the performance package. Also included in this package was a set of huge Brembo

brakes, and a slightly shorter 3.55:1 rear-axle ratio for quicker acceleration. Out back, the sequential flashing LED tri-bar taillights remain, but with even more of a 3D look than ever before. There's no mistaking this car for anything other than a Mustang, especially at night.

Inside

The classic pony car appearance continues inside, but with a modern take on the design. Despite being a little trimmer in dimensions, there is more space to be had for increased visibility and passenger comfort. My car was also equipped with the optional Recaro bucket seats with aggressive lateral bolsters. They provided track-ready support, but I wish that there was better lumbar support. Even base models get keyless entry and a rear-view camera. Selectable drive modes are new, and include the ability to change steering wheel, engine performance, and the stability control's aggressiveness depending on your mood and the road conditions. Plus there is launch control and line lock (which locks only the front wheels) for those who want to warm up their rear tires for the drag strip. Overall, the new Mustang has a quality fit and finish feel that reminds me of European Ford vehicles, which is a good thing. Materials specs climb a couple of notches in design and quality despite the familiar basic layout. The double





hooded dash is still clearly visible, as is the classic Mustang three-spoke steering wheel and air vents. The gauges, centre infotainment centre, are much more in the now. A slimmer lower dash that angles more aggressively away also creates more space for both the driver and passenger. There's even more room in the glovebox. But yet despite increasing usable space, Ford's engineers managed to add a front passenger knee airbag by developing a unique design where the airbag is mounted within the glove box door itself. Instead of a traditional cloth airbag, there is an inflatable injection molded plastic bladder that is sandwiched between the inner and outer face of the glovebox. This innovative new design means that the system is 75 per cent smaller and 65 per cent lighter than a conventional knee airbag system.

Ride and Handling

There is no question that this Mustang balances ride and handling better than any pony car that precedes it. Despite its new independent rear setup, my EcoBoost model initially felt a bit under-dampened on rougher roads. When I first picked the car up, I didn't particularly like the slightly rubbery feeling ride. However after a week of driving the car, I discovered just how much more stable, solid and capable the car is in corners. The harder you push the Mustang, the better it gets. Good sports cars are all about confidence that they provide to their drivers and it's clear that this new model inspires boatloads more than its predecessor. Turn into a hard corner with some speed and instead of understeering and leaning over like a tall ship in the wind, the car bites down, hooks-up and carves the corner.

Wrap-Up

With every new Mustang, there're going to be those that love it or hate it. Ford has been very careful not to mess up their icon of a pony car. After all, muscle cars have always been about attitude, and the new Mustang definitely still has to carry on the same flare of its progenitor. This 6th generation car has a much more nimble/small car feel of than before, but make no mistake that no one will think it's as go-kart like as a VW Golf GTI. With the newer and more fuel-efficient EcoBoost 4-cylinder engine, Mustang ownership is going to be a lot more affordable and appealing to a whole hoard of new customers. Those that care about owning a great looking muscle car that is now more socially responsible for the times. And so a new generation of Mustang begins. Here's to another 50 years of Mustangs! The legend of Mustang continues.





# Honda Odyssey Touring

## The Fab Family Van



Although the rise of Sport Utility Vehicles has been responsible for the declining popularity of minivans, I take a look at one of the most popular choices in today’s crowded minivan market, the Honda Odyssey.

### First, a little history

In 1950, Volkswagen adapted a bus-shaped body to their iconic VW Beetle and low-and-behold, the VW Bus was born. In 1968, a sliding side door was introduced to the VW van, along with all of the other features that define a modern day minivan. These include three rows of forward-facing seats, sliding side doors, and a non-truck unibody passenger car platform. In North America, Chrysler popularized the whole idea of using a passenger van with their Plymouth Voyager/Chrysler Town & Country / Dodge Caravan triplets. This trio, introduced in 1984, has largely been credited with revolutionizing the family car market in the US and Canada, displacing station wagons and becoming the choice for baby boomers. In Europe, the Renault

Espace arguably did the same. Over two decades later, the minivan market is absolutely full of competitors from a wide variety of US, European, and Japanese manufacturers.

### When a box is not quite a box

Honda redesigned the Odyssey in 2011 and tried to make its latest box look a little less like a box. The curving roofline helps to make the van look a bit sleeker than a cargo van. The Lighting Bolt window design on the beltline still remains a little controversial, probably because that was such an obvious departure from its predecessor. Whether you like it or not, it definitely helps the van to look a lot less conservative.

### Giddy-up and Go

All Odysseys come with a 248-hp 3.5L V6 engine with cylinder deactivation that shuts down cylinders, depending on the load situation, to save fuel economy. This is the only engine available but that’s just fine

and dandy because it is a good one. This powertrain is energetic and smooth, with Honda’s ubiquitous i-VTEC system for some extra oomph. It is hooked up to a six-speed automatic transmission that does the job smoothly and imperceptibly. Just the way you want it in a minivan. Like previous generations of the Odyssey, handling is one of this people mover’s strong suit. This big box really does feel smaller to drive than it actual is. I found the Odyssey is more engaging to drive and more agile than its other major Japanese competitor, the Toyota Sienna. My only quibble is that in order to address customer complaints, Honda increased power steering assistance, making the steering feel too light and numb for my taste.

### Interior Amenities

To those shopping for a minivan, what really matters is the inside. Huge doors and a low step-in height make getting into the Odyssey very easy. There is no big climb unlike some SUVs, and no running boards



needed here. A simple push of a button on the remote opens either power sliding door or the power tailgate. Inside, you’ll find that the front seats are wide and comfortable. The second row seats are probably some of the best that you can find in the segment today. Most Odysseys are going to be fitted with the eight passenger seating arrangement that results in a three person bench for the second row. It’s roomy and even has armrests and separate recline adjustments. And of course, these seats can also be removed individually, but they’re still quite heavy and bulky to lift out. And so the Honda Odyssey truly gives parents a lot of flexibility when fitting child seats. There are LATCH anchors and top tethers in almost every seat position. Honda engineers have also included a feature that allows the outboard second row seats to be slid outwards more towards the sliding doors. Need more space for a two child seats? No problem This means that fitting three child seats across is a snap due to the extra width afforded by this feature. The big Honda also shines thanks to its trademark “Magic” third row seats. Third row passengers get full-sized comfortable head restraints and also the ability to adjust the seatback angle. Being relegated to the back (something I used to always hate as a child in parents’ minivan) is actually no longer like getting a time out in the corner.

When the 3rd row is up, there is still a deep well for luggage. But the party trick is that the seats fold down into this luggage well with just a one-handed pull. It’s really that simple and voila, you have a flat cargo floor. With its cushy leather seats, rear air conditioning, and Honda’s ultra-wide screen Rear Entertainment System, the Odyssey Touring edition’s rear cabin is a very pleasant place to be. It’s also a quiet place to relax, with Honda’s efforts to dampen wind and road noise clearly effective even when at highway speeds.

### The latest in cockpit design and technology

Up front in the Odyssey’s cockpit, the driver faces a dash and instrument cluster with a mostly logical layout. My Touring edition test vehicle had Honda’s dual screen system with a secondary lower touchscreen

that is supposed to reduce the amount of button clutter. While it may look impressive, its execution could be a tad better. Specifically, the touchscreen user interface could use some further refinement as some of the simple functions were needlessly multi-stepped procedures. Adjusting the navigation system’s volume or even deleting a previously paired Bluetooth device required hunting through the many menus. Thankfully, the GPS navigation screen is positioned high up on the dash and is nice and large. This top screen also serves as the display for the excellent multi-angle rear-view camera. Like most other Honda/Acura vehicles, a large control knob with force feedback technology now controls the GPS navigation system’s functions. Unfortunately this knob is also a bit complex to use without some practice. I found it to have a much steeper learning curve than touchscreen systems in other vehicles. Studying what is being displayed on both screens simultaneously also takes some practice but does eventually get easier with familiarity.

### Child-minding gadgets galore

Honda definitely consulted with parents when it came to upping up the count of useful gadgets in the Odyssey. In addition to the widescreen rear

entertainment system, there is also a child cubby at the bottom of the dash for bottles and cans. Whoever thought of the fold-out plastic loop at the back of the centre console for trash bags is an absolute genius! My test van was equipped with a brainchild that is the result of an unexpected partnership between Honda and ShopVac. This minivan literally sucks! And by that I mean that there is an available integrated Shopvac vacuum cleaning in left wall of the cargo area, complete with attachments and a vacuum hose that can reach to the front of the van. Parents can finally say cheerio to Cheerios and Fruit Loops dropped in nooks and crannies without even having to wrestle the Hoover from the utility closet at home. This is another clever way that Honda continues to innovate, keeping the Odyssey as one of the top sellers in its category.

### Safety

Safety is an important consideration in any family vehicle, which is why Honda has a plethora of active and passive safety features fitted to the Odyssey. My Touring edition Odyssey was equipped with forward collision and lane departure warning systems that worked well in real world conditions. The US Insurance Institute for Highway Safety rated the Odyssey as a Good performer in their tough new small overlap offset crash test.

### Final Thoughts

Other than the non-intuitive dual touchscreen system, there really isn’t much to complain about with the Odyssey. At the end of the day, it’s a comfortable and practical vehicle that is surprisingly nimble to drive. It’s certainly the minivan that I would choose to have in my garage if I ever had the need for one!





# Nissan Micra

## Who says you can't go back again?



For me, the 2015 Nissan Micra represents a kind of return to roots. Eons ago, the car I learned to drive stick with was the 1984 two-door version of the same car. So when I was told that I would be testing a two-door, standard Micra, I was ecstatic. What I wasn't expecting was to see how little had changed in 31 years. In a good way. Representing one of the most affordable cars on the market today, the current Micra retains its pleasing hatchback shape with a couple of extra doors, a few more curves and modern updates such as the miniature V-Motion Grille and, on some models, fog lights, alloy

wheels and a rear spoiler with LED brake light. With its low price point, Nissan is clearly setting their sights on the younger generation as the preferred purchasing demographic. Further proof of this is the automaker calling the Micra one of the "most customizable cars available." Fun colours are offered, like Red Alert, Metallic Blue, Fresh Powder and Caspian Sea. Buyers may add "a la carte" colourized mirror caps, door handle finishers, wheel caps and interior trim pieces for an extra price, as well as lifestyle accessories including bike carriers and cargo organizers straight from the factory.

I piloted the base model with nothing extra added on, and that is actually what reminded me most about my own previous vintage vehicle. Amidst today's over-computerized interiors, the inside of my tester featured only the bare necessities. A steering wheel, a shifter, three climate control knobs and a CD player that could have been plucked from the pre-millennium. Funnily enough, the doors have a set of some of the nicest polished metal inner handles I've ever seen. The basic seats are finished in something reminiscent of neoprene, and are comfortable enough for the most part, even if they don't offer the best support.



Seating position is a bit one-size-fits-all — being 181 centimetres, I found it difficult to find a setting where my knees weren't touching the bottom of the steering column since neither the wheel nor the seats are height adjustable. Some of the fondest memories of my own Micra were how tossable it was. It didn't have much power, but you could always throw it into any corner at

speed and the majority of the time, you were alright. And so it remains. The car now has 109 horsepower versus 50. The five-speed manual tranny has one extra gear compared to before. It's gained a little weight, weighing 1,044 kilograms versus 665 kg, but that's still considered anemic in 2015. As a result, I found myself grinning anytime the road turned windy. The engine is rev-happy, with peak

horsepower coming on at 6,000 rpm so shifting through the gearbox is thoroughly enjoyable. There's also 145 Nm of torque on tap 4,400 rpm. After a full week of driving the car unapologetically mostly in the city with some highway, my fuel economy was, inexplicably, 7.1 L/100 km. It's the first time I've bested a manufacturer's estimate, which in this case is 7.7 L/100 km combined use.





# Synthetic versus regular engine oil

It's a question that's been asked a million times, and will be continue to be asked a million more: what engine oil should you use in your vehicle, regular or synthetic?

Rather than answer for you, below is some more discussion about both types that will hopefully allow you to make an informed decision when it's time for an oil change.

### What's engine oil for?

The internal combustion engine is made up of countless moving metal parts, working together closely in unison to power your automobile. Engine oil provides a thin but invaluable layer of lubrication between the parts, reducing friction and wear on delicate components, prevents corrosion, and even acts as a noise buffer. The multi-faceted liquid also absorbs heat and traps harmful particles such as dirt and metal shavings.

### Reading engine oil grade

Both regular and synthetic is graded for viscosity, or its efficacy in cold weather. The measurement is represented by a series of numbers and letters seen on the bottle label, for example 10W-30. The first number, in this case 10, represents maximum viscosity at low temperatures — the smaller the number, the better the oil flows when it's cold. The W stands for winter. The second number, 30, is a rating of the viscosity at 100 C. Again, the smaller the number the thinner the oil is during those conditions. The best course of action is to consult your user manual or your engine oil cap to see what grade is recommended for your vehicle. For people living in extreme climates, they may choose a slightly different viscosity oil to better perform in their unique environment.

### Regular oil

Conventional engine oil starts as crude oil taken from the ground, and then refined using proprietary processes where ingredients like viscosity enhancers are added. Run-of-the-mill oil works fine for most applications and lasts for thousands of kilometres.

### Synthetic oil

Contrary to what many believe, synthetic oil actually starts off with the same crude oil base, which is refined. Afterwards, however, synthetics go through a few extra steps including distillation and purification where the oil is broken down to a very basic level and impurities are stripped away. Additives are later added to improve its protective and lubrication qualities. Synthetic

generally has a longer life than regular oil, and may have fuel saving properties and an enhanced ability to increase performance in high-mileage vehicles. At the end of the day, both kinds of engine oil will protect your engine if you observe regular maintenance

cycles, and there is no magic formula that does everything. Evaluate whether it makes fiscal and operational sense to invest in pricier synthetic oil, and remember you can always consult the advice of a professional when you bring your car in for service.



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# Clay bar do it yourself

Mention a clay bar to most non-car folk, and they will probably stare back at you blankly. A staple for detailing shops and enthusiasts alike, it is quite literally a piece of malleable clay that removes contaminants picked from everyday driving like bits of brake dust and road tar. It's a great idea to do this before waxing because it will ensure the paint is smooth and clean before applying a protective coating.

Below is an easy step-by-step guide on how to properly clay bar your ride.

- 1)** Give your vehicle a thorough wash and dry before starting to remove loose dirt and grime.
- 2)** Your clay bar kit (like the one, from Mothers Car Care Products) should come with a big rectangular chunk of clay. Rip off a piece big enough to fit in your hand and reseal the rest in a Ziploc bag.
- 3)** Warm up the clay by kneading it in your hands, and then generously spray the supplied lubricant onto the panel of the car you'd like to start with.
- 4)** Take the clay and gently glide it back and forth on the lubricated panel. It should slide effortlessly, there's no need to apply too much pressure. If the clay starts to stick, spray on more lubricant. Wipe the area dry with a soft, clean towel afterwards and run the back of your hand along the paint, which should feel like glass.



If not, start over again.

- 5)** Examine your piece of clay — it's likely looking a little dirty. When it looks a lot dirty, fold it in half and massage it until you have a clean side to work with.
  - 6)** Repeat this step for each section of the car. I like to start with the roof and work my way down, from front to back because the bottom part of the car tends to be the filthiest. Hatchbacks and wagons also tend to accumulate a lot of grit on the lift gate so you'll want to spend some more time there.
- After you've gone over the entire vehicle, it's time to seal in the shine. Grab a bottle or can of your favourite wax and finish the job.

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# BMW

## Next Generation Laser Lights

The unique design of headlights and taillights has always been a key styling element on BMW vehicles. Their quad headlamp design combined with their kidney grill is what make the Bayerische Motoren Werke cars and SUVs unmistakable from just a glance. In the past few years, BMW has cleverly emphasised their twin circular headlight trademark with the addition of lit circular rings. Known as “corona rings” or “halos,” they’ve been widely imitated by others but arguably never quite as successfully duplicated. Set on breaking the mould and creating a new trend once again, BMW is introducing their “laser light” technology, which is available for the one of the first times in a production car.

First shown in the BMW i8 concept car at the 2011 Frankfurt Motor Show, the laser light produces a luminous intensity 10 times greater than conventional light sources such as halogen, xenon or LED.

### How it works

BMW engineers have done this by using special lenses

to direct coherent and monochromatic blue laser beams, produced by three high-performance laser diodes, onto a fluorescent phosphorous substance inside their laser light source. This source then converts the beams into high intensity white light, offering maximum visibility and safety. Since the colour temperature of the light is very similar to that of daylight, it’s also easy on the eyes of the driver behind the wheel.

Aside from a brighter beam, the laser light also has other benefits. Since the light-emitting surface area of a laser diode is 100 times smaller than a conventional LED, a far smaller reflector is needed, thereby saving valuable installation space in the vehicle and reducing weight.

BMW says that since the construction is so compact, new vehicle designs are also possible. The flat form lends itself to optimum vehicle aerodynamics and the 30 per cent reduction in energy consumption all work towards increasing overall vehicle efficiency, as well as

lowering carbon dioxide emissions.

### One of the first production vehicles with laser-based headlights

For the time being, BMW is exclusively offering the laser light as a “boost” option on their production i8 plug-in hybrid supercar. In this setup, the system supplements the efficient LED high-beam headlights, enhancing their visual range up to 600 metres, which is twice that of a headlight with conventional lighting technology.

A camera-based digital High Beam Assistant system automatically turns off the high beams to prevent both oncoming traffic and vehicles travelling ahead from being dazzled.

However as the technology improves even further and costs decrease due to economies of scale, it won’t be too long until BMW’s laser lights will be available on the company’s more mainstream vehicles, redefining standards for safety, efficiency and design for even more drivers.





# 360 degree Surround View

## Cameras prevent parking mishaps



The rate at which technology is changing personal transportation is astounding. But the rate at which it is accelerating is even more impressive. Just a few short years ago, rear-view cameras were optional extras reserved only for luxury cars. These days, you can even get them on inexpensive compact sedans. As auto manufacturers rush to cram in more premium features into their entire vehicle line-up (including Bluetooth audio streaming, collision mitigation braking), cars that are only five years old might as well feel like they are ten years old from a technical features standpoint.

**Automotive camera technology**

Camera technology, in particularly, has jumped leaps and bounds. Just a few years ago, even the highest end luxury vehicles had low-resolution, grainy images from a single perspective.

These days, the latest camera systems boast high quality images in day or night and even from multiple angles. In this article we'll take a closer look at 360-degree panoramic camera systems, the next evolution of active safety camera technology.

**What is it?**

360-degree camera systems create a virtual all-around view of your vehicle in order to show any obstacles surround it in order to ease fears of parking. The key to these systems are four fisheye cameras that are mounted at the front, rear, and in the rear-view mirrors to provide a complete perspective, also known as a bird's eye view. Special software then stitches all of the images together into a single video feed displayed in the vehicle's infotainment system, giving the impression that there



is a camera mounted 50 feet above the roof of your vehicle pointing downwards. This system is a lot more useful than a single camera system as it allows the driver to monitor not only the rear of the vehicle but also the front and the sides, preventing expensive parking accidents or worse yet, a collision with a small child or a pet.

**Advantages**

The development of intelligent surround view systems for cars and trucks makes parking in tight spaces a cinch and practically guarantees a perfect parking job each time. It is almost like a video game, allowing one to manoeuvre the vehicle within the parking lines in a stall without the inconvenience of having to repeatedly open one's door to check the spacing from the curb or painted lines.

More importantly, these systems help to prevent collisions with pedestrians. Many systems offer the driver the ability to zoom into a specific perspective, such as a more close-up curbside view or rear view, which is particularly useful in dark nights when parallel parking or in an unfamiliar unlit car park. In the United States of America, 360-degree camera systems also take the upcoming government mandate to a new level. This mandate specifies that all new vehicles under 10,000 pounds have to have backup cameras by mid-2018. While the United Arab Emirates has no such regulations as of yet, customers still get to benefit from in-line technological changes that many vehicle

manufacturers have implemented. **Who has them?** Infiniti and BMW have both been leaders in surround camera systems. Infiniti introduced the world's first Around View Monitor system back in 2007, and virtually all Infiniti models now have them as standard or optional equipment. Infiniti's latest version has been further enhanced with Moving Object Detection, alerting the driver to moving objects detected within the display image. A rear cross-traffic detection system called Backup Collision Intervention (BCI) also helps to detect crossing vehicles and can brake to help avoid a

collision. BMW arguably has the highest quality cameras and video processing hardware in the business, with photo quality-like video integrated with its Surround View system. Like Infiniti's system, BMW's also provides a 360-degree panoramic view around the vehicle with help from cameras in the exterior mirrors, a wide-angle camera in front, and the rear view camera. The system is activated when the car is put into reverse or at other predetermined activation points. BMW's Cross Traffic Assistant further assists the driver by first displaying yellow bars on the side edges of the image as well as a yellow warning triangle in the presence of crossing traffic. The Side View function is automatically deactivated when the car reaches 15 km/h. The driver can then choose to activate the Rear View camera, Top View or Panorama Side View.

**Still no substitute for attentive drivers**

With the proliferation of the use of mobile phones and other in-car distractions, this potentially life-saving technology is even more called for after a spate of highly publicised accidents in which parents driving cars or trucks backed over their young children, tragically killing them. While the latest technology is no substitute for proper attention from a person operating a motor vehicle, 360-degree surround cameras are the next step towards accident-free driving.





# John Cooper Works



hot hatch over 50 years ago. Long before go-fast parts were available straight from the manufacturer, Cooper was modifying his own creations putting in quicker engines, better brakes and more efficient transmissions. At the same time that MINI was reinventing itself for the modern era, Cooper's son Michael founded JCW that produced speciality parts for the new iteration, reminiscent of the custom additions his father was fond of. Specific JCW-badged models were not yet offered at the beginning. Rather, customers could purchase various warranty-friendly kits consisting of upgrades like a turbo/supercharger, performance air filter, exhaust and sparkplugs, remapped ECU and specialty emblems. Eventually, in addition to optional parts ordered from a catalogue, the automaker unveiled a factory MINI John Cooper Works vehicle outfitted with all the usual trick parts, and a few new ones that included an electronic limited slip differential, Dynamic Traction Control and Brembo brake calipers. Even a five-door, the JCW Countryman, made its debut. There's never been a better time to be a Cooper enthusiast.

It doesn't matter if you became a fan of MINI during its original inception in the 1960s, or when BMW revived the nameplate in the early 2000s. If you like MINI, you've probably heard someone utter the name John Cooper Works (JCW) at some point. Most recently, BMW introduced the 2015 MINI JCW Hardtop, a complete redesign of the quick little two-door hatchback that is a factory souped-up Cooper even more sporty than the S model. The latest version is the first to be built on a shared front-wheel drive global platform with BMW Group. "This is undoubtedly an exciting time at MINI as we relaunch the John Cooper Works sub-brand as a true model in itself, and with the most powerful engine we've ever had in a production model," said MINI of the Americas vice president David Duncan. The 228 horsepower four-cylinder motor is turbocharged using the company's TwinPower technology, and the car is fitted with a sports exhaust and suspension that is tuned for both the road and the track, hearkening back to JCW's firm roots in the racing world. Now a tuning arm of MINI owned by BMW, John Cooper, after which JCW is named, was a racing team owner and racecar driver who helped create the original





# Toyota FT - 1 concept



The Toyota FT-1 concept, introduced at the North American International Auto Show last year, stands for “Future Toyota.” The 1 denotes “the ultimate.” But hardcore enthusiasts know that the alphanumeric name really means something else far more significant. Yes, the FT-1 is the spiritual successor to the 1990s fan favourite, the Supra, although Toyota says the vehicle is meant to build upon all of its past sports coupe successes that include the 2000GT, Celica, MR2 and the recent Scion FR-S. Believe it or not, the project was actually born from a video game. The company’s in-house design studio Calty Design Research, which was founded in Southern California

in 1973, came up with the idea for Sony Playstation’s Gran Turismo. “The FT-1 is a dream-project for a designer and car enthusiast like myself,” said Alex Shen, studio chief designer. “Our team was heavily influenced by Toyota’s sports car past, especially Celica and Supra, and we sought to capture some of that history. It is an aggressive, track-focused sports car concept with a presence that has been amplified for shock and awe.” Like the Supra, the FT-1 has a front engine, rear-wheel drive configuration. The cockpit is located far rearward for better weight distribution and give it a more race-inspired look. The body panels are replete with

muscular bulges, sweeping creases and aggressive ducts, inspired by what Toyota calls “function sculpting” that makes the car look as though it was shaped by the wind. At high speed, a motorized spoiler rises up and tilts forward to increase downforce. For those who remember sitting in the last-generation Supra, the driver was snugly nestled behind a wrap-around dashboard and centre console. The FT-1 looks to recreate such a feeling, albeit in a more modern and futuristic manner. Drivers sit low with the A pillars pushed back for bettering cornering visibility and a more intimate seating experience. There’s no traditional dash here — most of the controls are directly aimed



at the person behind the wheel. The interior can be described as minimalistic chic, with just the right amount of aluminum and leather. On the road, important vehicle information is beamed right above the steering wheel via a colour heads-up display. As expected, the manufacturer is tight-lipped about

specifications of any kind, but expect the FT-1 to be on-par with the competition’s throwback halo sports cars like the new Ford GT and Acura NSX. That said, recent reports from [Motoring.com.au](http://Motoring.com.au) suggest that the project has taken a slightly different turn and will involve a joint venture with BMW, where

the German manufacturer will release its own unique version. There’s no official word yet from either side, but expect more details to be released as we enter the car show season.





# How the Apple Watch

## lets you remotely control your BMW.



After many years of speculation and rumours, Apple finally unveiled its first wearable device, officially called the Apple Watch. Like many of the company's other products, Apple fans predict that it will change the way that we interact with technology, much like how the iPad and iPhone did. Regardless of whether or not you think the Apple watch is a slam dunk, it has proven to be wildly popular, with millions of units pre-sold. Like other smart watches on the market, the Apple Watch has the ability to run apps, and BMW being one of Apple's automotive partners, has taken advantage of this functionality (and the device's popularity) to further develop their vision of the

(Internet) connected car for Apple Watch owners. **BMW ConnectedDrive** No longer is this just whimsical thinking reserved for concept cars. BMW has planted their flag in the world of mobile vehicle connectivity through their ConnectedDrive technology. The very first vehicles to take advantage of the Apple Watch's functionality are the electric cars from BMW's i division. Since electrical car owners tend to be considered early adopters, it makes sense for BMW to first offer the system to this generally more tech-savvy customer base. The BMW i Remote phone app allows Apple Watch owners to remotely check and control functions of



their BMW i3 or i8. The Apple Watch has its very own version of the BMW i Remote app, which keeps users updated on the car's status and much more. While there is also a BMW i app available for the Samsung Gear S watch, the Apple Watch's app has been developed a lot more comprehensively and thereby offers richer functionality. **Here's how it works.** The Apple Watch acts as a clever extension to a linked iPhone with the BMW i app installed. Launching the BMW i Remote app on the Apple Watch brings up a start screen that gives the owner summarized information about the car's charge status, available range, and time of the day. Kudos to BMW for ensuring that the app's graphics are consistent with the look and feel of the in-car iDrive infotainment system. Scrolling further up on this start screen reveals a



by allowing pre-conditioning on demand with just a tap. A right swipe of the watch's start screen reveals the Remote Services screen that allows owners to adjust the car's climate control system. Here, they can heat or cool the interior of their BMW i car while it is being charged. This way no energy needs to be drawn from the car's high voltage battery to pre-condition the climate control system, helping to maximize the car's electric driving range. **Location services and Intermodal route planning** Swipe the start screen to the left and Apple Watch owners will have access to the app's location services display. This shows where the car is located on a map, and also offers up the intermodal route planning function. One of the numerous innovations on board the BMW

new menu through which users can check a whole host of other vehicle information including whether the car is locked, the windows are closed, or even if the moonroof is open. The doors can also be locked remotely. For security reasons, remote unlock functionality can only be done by calling BMW. Lose your car in a parking lot? No problem. You can remotely flash the lights! Vehicle maintenance alerts can also be checked at a glance, such as when the next maintenance appointment is due. **Pre-cooling or heating during a charge** One of the heaviest drains on an electric vehicle's battery is its heating and cooling system. Most EVs allow you to program a timer to pre-heat or cool the car while it is still hooked up to the household electrical grid. BMW's i app takes this one step further







i3 is intermodal route planning. In slow traffic and congestion, for example, owners can incorporate other modes of transport into the route planning process alongside the user's own car. This may help them reach their destination more efficiently. In a nutshell, this means that public transit can also be incorporated as part of the route guidance, extending the navigation system's instructions from the parked car

to the user's final destination. The app can also guide the owner back to the parking space if required. Although the intermodal functionality is still in its infancy, over time these functions promise to significantly enhance mobility, especially in urban areas.

**Final Thoughts**

With their embedded SIM cards, the BMW i3 and

i8 are optimized for connectivity, while the BMW i Remote app creates a close link between the car, driver and outside world. Many of us already view digital services as an integral part of our everyday lives, and smart watches are set to give this trend even greater momentum. They also make using electric mobility a faster and more direct experience.





# Recycled Interiors



In today’s modern age, we are all trained to toss our paper, plastic and glass in recycling bins, rather than the trash. But how many people know what happens to the reusable waste after its picked up and trucked off? It turns out a lot of us might actually be sitting on the same reconstituted materials every time we go for a drive.

Most car companies nowadays have embraced sustainable manufacturing in some capacity, especially when it comes to vehicle interiors. Two very different companies that have fully embraced this philosophy are Ford and BMW.

During a recent press junket to Ford’s headquarters in Dearborn, Michigan, the automaker’s lead designer of sustainable materials, Carol Kordich, gave a brief overview of the history of their initially rocky relationship with sustainability. Her specialty is in vehicle fabrics, and her role over the past 15 years has been to “green” the dozens of varieties used in several models. Coming from an architectural background, she drew parallels between the two industries.

“When we started developing a strategy for our green vehicles, the hybrids, the electrics, we said, ‘OK, we want more sustainable materials in the interior and we’re going to require 100 per cent recycled content in all our fabrics for these types of vehicles.’ But we had the same kind of constraints that the architectural

design industry had,” recalls Kordich. She says the automotive fabric suppliers they were using at the time didn’t carry anything of the sort, nor had any interest in sourcing any. Instead, she went to suppliers she had worked with in her previous job who ended up producing exactly what Kordich had asked for, which was used in the 2008 Escape Hybrid.

The partially electrified crossover opened the proverbial floodgates, and Ford implemented a mandate the following year requiring suppliers to provide a minimum 25 per cent recycled content for all vehicles. Now, 55 fabrics range from being 25 to 100 per cent recycled — like the completely recycled

yarn called Repreve made from discarded plastic water bottles — and used in 11 vehicle lines.

For BMW, the story really begins with the launch of the brand’s “sustainable mobility” i division cars, namely the i3 pure-electric hatchback and the i8 hybrid sports car released in 2013 and 2014, respectively. According to i program manager Marc Belcourt, nothing about these vehicles are similar to anything else made by the Munich-based company.

“When it came to this car, we didn’t just tap into the existing production line in Leipzig (Germany). We built an entire new production facility, which is powered by wind turbines. You can see these massive turbines right outside the plant, generating renewable energy to make the i3 and the i8,” said Belcourt.

Part of the reasoning behind setting up a fresh facility is simply that a lot of the materials used in construction are entirely different. One glance in the interior of the i3 and that becomes immediately clear. For instance, parts of the dash and trim panels on the door look almost like carpeting — that’s made from fibres from a plant known as kenaf. On i3s with the cloth seats, the covers are derived from 100 per cent recycled polyester, manufactured from up to 34 per cent PET (polyethylene terephthalate). By weight, 25 per cent of the plastics used in the in the cabin are recycled.

Besides utilizing reconstituted ingredients, the wood that you see in the car is sourced from eucalyptus trees farmed in certified European plantations, and any leather used is tanned with a natural process using extract from olive leaves.

“More and more people are seeing sustainability as a trend that they would like to be a part of and they would like to associate with,” says Belcourt. “People’s values are changing.”



# Sunroof VS Moonroof



I let in light, but I’m not a window. I used to be rare, but now I’m almost as common as a radio. What am I?

*The answer is a sunroof- or a moonroof, depending on whom you talk to.*

Before we get specific, let’s get into a little history. The sunroof has been around in some form or another since the early days of the automobile, and the name moonroof wasn’t thrown around until the 1970s. The two terms today are, for the most part, interchangeable. The former is a retractable roof panel that lets light and air into a vehicle, and sometimes made from an opaque material. The latter serves the same function, but is fully glass and lets in light even when closed. Modern manufacturer-offered units are fully electric and feature manual or motorized sunshades that slide underneath

to keep out the sun when unwanted.

Now that that’s cleared up (is it?), here are three varieties of sun/moonroofs you will most likely run into.

**Built-in**

The built-in sunroof is arguably the most ubiquitous of all the different types. The panel slides inside the metal roof of the car and completely out of view, affording a full opening at the cost of some headroom. It only fits vehicles that have a large roof to accommodate the full panel, and usually also includes a one-touch open/close button, and a tilt operation that props up the rear half to allow air ventilation. This can be found on cars like the Honda Civic and the Mazda6.

**Spoiler**

For smaller vehicles that can’t accommodate a built-in

sunroof, the solution is a spoiler. I’m not talking about an aerodynamic wing, but a sunroof that slides up and overtop of, rather than into, the metal roof. It still normally has the same functions as the built-in like rear tilt. This type works perfect for two-door sport cars like the Porsche Cayman.

**Panoramic**

Found more and more on newer models, a panoramic moonroof features multiple glass panels spanning much of the roof area. Often the forward-most panel will open, while the rearward sections remain fixed. An advantage of this system is that it lets in a lot of ambient light, and can provide a particularly magnificent view on a clear night. Examples of vehicles with available panoramic moonroofs include the Hyundai Santa Fe and MINI Cooper.



# Demystifying

## Four-wheel-drive and all-wheel-drive systems



One of the biggest choices to be made when buying a sport-utility vehicle used to be the type of all wheel drive or four wheel drive system you need. Nowadays a wide variety of cars, not just SUVs, are also available with all-wheel-drive or four-wheel-drive for all weather traction.

But with an even wider variety of systems available with some manufacturers offering two or even more choices on a single vehicle line, the choices can be confusing.

In this article, we'll cover the basics of what's out there, and some of the better known systems available!

### 4WD vs AWD - What's the difference?

4WD vs AWD: Generally speaking, Four Wheel Drive systems (4WD) have extra low gearing in a separate

gearbox for more torque when off-roading. All-Wheel-Drive (AWD) systems do not have this separate low range gearbox. The benefit of the latter is that it saves on system complexity and weight with fewer components to wear out and better fuel economy. If you don't plan on doing any serious off-roading or towing, stick with a vehicle with all-wheel-drive.

### The Terminology behind it

Part-time 4WD: The most basic system out there. It gives the driver the choice if he/she wants to engage two wheel or four wheel drive modes. However, most part-time 4WD systems cannot be engaged unless it is very slippery because the system locks both the front and rear axles together. Using these systems on dry roads, especially around corners, will cause binding and potential damage to the system.

Full-time 4WD: Offers a driver selectable two-wheel-drive mode for dry-road or summertime driving, an "auto 4WD" or full-time 4WD mode for changing conditions or inclemental weather conditions, and a 4WD Low or Lock mode for low range gearing and off-roading.

Permanent 4WD: These permanent systems send power to all wheels at all time, typically with a fixed power split ratio between front and rear wheels. Many permanent systems can be dynamic in nature, computer controlled with the ability to transfer power back and forth between front and rear axles depending on slippage or upon acceleration and cornering. Being a "4WD" means that there is low range gearing for off-roading or tougher conditions.

Part-time AWD: These systems are typically 100%

front-wheel drive based, transferring power to the rear wheels only after slippage to the front wheels occurs. They require no driver intervention but are less sophisticated than permanent or full-time AWD systems.

Full-time AWD: Either a front wheel drive or rear wheel drive biased system until slippage occurs. Better systems will send a small amount power to front or rear axles (depending on which the main set of drive wheels are) upon acceleration, not just after slippage happens, to prevent loss of traction before it occurs. These systems tend to be more intelligent as they can also vary the torque between front and rear axles, and possibly side-to-side depending on the manufacturer. No low range gearing.

Permanent AWD: These systems are fully automatic with no driver activation or intervention necessary. Power sent to front and rear wheels is typically set at a fixed ratio (typically 50/50 or 40/60) so all wheels are powered at all times for neutral handling and all time traction before slippage occurs. Being AWD, there is no low range gearing for off-roading.

### What different manufacturers offer

With a huge variety of manufacturers offering AWD or 4WD these days, we'll cover some of the more well-known systems advertised out there.

**Quattro:** Perhaps the best branded permanent or full time all-wheel-drive system for consumer vehicles. When people think of all-wheel-drive for passenger vehicles, Audi's Quattro probably springs to mind. And as it should too, as Audi, partly as a way to win multiple World Rally Championships in the 1980's, is largely responsible for popularizing all wheel traction in cars that we can all enjoy these days.

These days there are several different types of Quattro systems varying on which vehicle you choose in Audi's model range.

**4MATIC:** A generic name for Mercedes-Benz's 4WD or AWD vehicles with four powered wheels. It can refer to either a full-time AWD system, a permanent AWD system, or a Mercedes-Benz's permanent 4WD system, depending on the model.

**xDrive:** BMW's permanent all-wheel-drive system that is typically rear wheel drive biased. This allows for the typical rear wheel drive sporty BMW feel that customers and owners expect. This system is dynamic in nature and has the ability to transfer power fore and aft, side-to-side, and before slippage occurs.

xDrive is available on over 20 different BMW models: from the BMW 3 Series Sedan, 4-series Coupé, to the BMW 5 and 7 Series Sedans, as well as their X3, X5

and X6 Sports Activity Vehicles including the BMW X5M and BMW X6M.

**Instinctive AWD:** Jaguar's permanent all-wheel-drive system, also rear wheel biased and with the ability to start from the rear wheel drive biased ratio and transfer power fore and aft depending on conditions. On the move, the intelligent system continuously monitors driving and road conditions to help maximize traction and handling balance.

The front-to-rear torque split can vary from most of the torque on the rear wheels to as much as 50% on the front wheels. What's more, this system can even take action pre-emptively to ensure the best possible grip in a variety of road and weather conditions. Intelligent AWD: Infiniti's full-time all-wheel drive system that sends 100% of the power to the rear wheels most of the time, but up to 50% to the front wheels if needed, enhancing control and traction when conditions are not optimal.

**Real-Time 4WD:** Honda's part-time AWD system that is a bit of a misnomer as it does not have a low range gearbox. This system only engages only when slippage occurs. The hydraulically actuated system is 100% front wheel drive until the wheels slip in which case the rear wheels receive power.

Overall system operation is completely automatic; no electronics or driver action is involved. The greater the degree of front-wheel slippage, the greater the amount of torque fed to the rear wheels.

**Active-Torque-Split AWD:** Mazda's full-time all-wheel-drive system that adjusts traction needs by monitoring wheel slippage, steering angle, yaw rate, lateral acceleration, and available driveline torque. In normal driving, 100-per cent of the driving torque is delivered to the front wheels.

During aggressive acceleration or when one front wheel is on the verge of slip, a controlled percentage of the available torque (up to 50%) can be directed to the rear axle.

### Porsche Traction Management (PTM):

PTM is either a permanent four-wheel-drive or permanent all-wheel-drive system. This permanent (active) all-wheel drive features an electronically-regulated, computer controlled multi-plate clutch. The system's variable torque distribution improves driving dynamics, agility and rapid traction management. It ensures optimum force delivery in every driving situation and excellent acceleration power whether on long straights, through tight corners, or on road surfaces with varying grip.





# BMW 435 GC



Google's dictionary defines "familiarity" as "the quality of being well known", or "recognisability based on long or close association".

If there is one vehicle that the general public is probably familiar with in the "sports sedan" category, it has got to be the BMW 3 Series.

Ever since the first generation 3-series was launched in 1975, the 3 Series has been BMW's best-selling model globally, accounting for around 30% of the brand's annual total sales. It's no wonder then, that there are so many of them around.

However in the last couple of years, much to the chagrin of some BMW purists, BMW changed the nomenclature of their sedans and coupes, moving all sedan products to odd-numbered names, and coupes to even-numbered names. And hence began the

separation of the 3 Series sedan and coupe to the 3 Series sedan and 4 Series coupe respectively. Little did we know at the time, of course, that BMW had much greater plans for its 4-series line-up. Making its world premiere at the Geneva Motor Show in 2014, the 4 Series Gran Coupe is a premium mid-size four door coupe that demonstrates BMW's commitment to expanding its model range (and profit). It also gives BMW fans and new customers, the opportunity to get into the brand with a new and more unique offering, unlike the hoards of 3 Series sedans out on the road today.

## What is it?

BMW is no stranger to the world of four door coupes having also the larger 6 Series Gran Coupe in its

line-up. The 4 Series Gran Coupe is built in the same mould of its bigger brother, melding the visual charm of a coupe. This is largely thanks to BMW's designers keeping the principal silhouette largely unchanged compared to the 4 Series two door coupe. The addition of the 4 Series Grand Coupe means that my 435i xDrive tester is now the third member of BMW's 4 Series family. Like its two door coupe sister, it is longer, wider, and lower than the 3 Series sedan. It's really a pretty little thing, merging the attractive stylistic qualities of the two door coupe shape with the functionality of four doors. It definitely looks decidedly more dynamic than the mid-size 3 Series platform that it spawned from.

Along with the elongated roofline, the 4 Series Gran Coupe also adds a new party trick, a wide-opening

power tailgate and with it an abundance of space and flexibility afforded by the hatchback design. There's anywhere from 480 to a whopping 1,300 litres of space available depending on whether you fold the rear seatbacks down.

## Who will buy it?

Not only the minted can afford to drive the 4 Series Gran Coupe. Compared to the price tag of the 6 Series Gran Coupe, my 435i xDrive Gran Coupe test car was a relative bargain.

If you're looking a more unique European sports sedan with the ride/handling and compact dimensions that come with a mid-sized sports sedan, the 4 Series Gran Coupe will be your cup of tea.

## What's under the hood?

In 435i trim, you get a sweet turbocharged 3.0-litre six cylinder engine producing 300 horsepower and 300 lb-ft (406 Nm) of torque. In keeping with true BMW engineering tradition, it is of the inline-six design for natural balance. BMW says that this engine is good for

a 0-100 km/hr time of 5.2 seconds.

As with most modern BMW engines, this engine is equipped with BMW's "TwinPower Turbo" design which basically employs a special turbo with two scrolls at the core of the design. Twin scroll turbocharging is designed to both drastically reduce turbo lag and NOx emissions through more efficient use of the exhaust gases.

My test car was equipped with a quick shifting eight-speed ZF sourced automatic transmission with steering mounted flappy paddle shifters. A six-speed manual transmission is also available for those who want to row the gears themselves.

## Ride and Drive

My car was fitted with the optional M Performance package which included more aggressive M Sport brakes, adaptive M suspension, and BMW's variable sport steering.

The result is a very entertaining car, which has no doubt grown-up with its owners. It's quiet, opulent, and mature when you need it to be, even more so than

its two-door sibling, but sporty when you want it to be. The ride, especially in comfort mode, doesn't beat you up. Noise levels are also restrained, except till you toggle the switch to the "Sport" mode where you can really hear the inline-six sing, letting off sibilant whispers of turbo noises in the background. Sure, the electric power steering's feel doesn't match that of the E36, or E46, or E90, but if these are gibberish to you, you probably won't care. And quite frankly even if you do, there's so much seat-of-the pants feel communicated by the almost perfectly balanced 50/50 weight-distributed chassis anyway. And so, despite having an extra two doors, my 435i Gran Coupe was still deliciously fun to drive on twisty roads, with BMW's xDrive active all-wheel-drive system sending power to the wheels that need the most grip. The system normally distributes 60 per cent of the engine's torque to the rear wheels for more of a traditional BMW rear wheel drive feel, but can redistribute that torque forward or laterally if traction conditions deteriorate. If I have one complaint, it's that the raked roofline







compromises on rear headroom, and the rear seat backs are noticeably more upright (and therefore less comfortable) than in the 3 Series sedan or wagon. This is the price that one has to pay for the more attractive coupe-like styling and it's one that your rear passengers may squawk about on long trips. That being said, you sit low, the steering wheel is just where you want it to be, the widescreen iDrive screen renders landmarks and buildings beautifully, and there is an optional colour heads-up to keep you focused

on the road ahead. It is indeed a nice place to be for a driving enthusiast.

### Wrap-up

One could argue that there is no real need for the 4 Series Gran Coupe as far as "utility" is concerned. That's where both the longer and taller 3 Series Gran Turismo and the 3 Series Touring wagon both fitting if space is an issue. So why is the 4 Series Gran Coupe worth premium in price that it commands?

From a pure stylistic standpoint, there is no arguing here. The 4 Series Gran Coupe sports a far better looking and more aerodynamic profile than its 3 Series cousins, while still offering the space and convenience of a hatchback design. Add the better handling characteristics and the relative uniqueness of the Gran Coupe compared to its 3 Series cousins and 4 Series two door coupe sibling, and I think that you'll easily find yourself falling in love with this latest Ultimate Driving Machine.





# Jaguar F-Type S Coupe

## is pretty sure you don't need a V8



Let me kick off by asking what happiness mean to you. Is it when you're painting? Crocheting? Gardening? Cooking a lovely dinner for your friends and family? After having the Jaguar F-Type S coupe on test recently, I think that one form of happiness to me is pulling the F-Type's right flappy paddle to upshift between second and third gears around 4,000 rpms. Further to this if you're a driving enthusiast, arguably little pleases you more than carving up roads in your favourite car on an early weekend morning with no traffic in sight. For me the Jaguar F-type coupe would be one of the few cars that I would love to be piloting when doing just that.

Why you ask? What makes a car the size of a Ford Focus but the price of an AMG Mercedes so special? It's certainly not cheap for one. At a price of starting at AED 288,000 my F-Type V6 coupe wasn't even optioned out to the max. Check off most of the options on the list and you can get all of the way up to AED 320,000. Sure it had a leather wrapped dash, Meridian Premium audio system, satellite navigation, amazing multi-way adjustable performance seats, a rearview camera, and parking sensors. All the mod cons that people expect in a luxury coupe today. One can go even nuttier with the options list with 20" Tornado black finish wheels,

carbon ceramic brakes, or even a suede headliner for if you feel that the black anthracite velour one is too low brow for you. However, people who buy these cars tend to want them because of how it makes them feel. And with the F-type, the great thing is that you don't even have to be moving fast to get that special feeling. Even when you're sitting in traffic, its voluptuous shape, complete with Scarlett Johansson-inspired "hips" (no joke!), draws attention from all around you. You truly feel like a celebrity or a Victoria Secret model. Necks will snap around you, and women will hit their husbands for not paying attention to what they are

doing. I confess that I felt like I was bettering people's lives everywhere I went. The little red Jaguar drew big smiles from all ages. Perhaps the most rewarding were the looks of awe, wonder and whimsy from the 5-year old boys who set eyes on the F-Type. In an ever increasingly digital and virtual world, it's great to be able to get a chance to interest kids in the physical world, and better yet convert them to be true car guys. Looks aside, the Jaguar is awfully fun to drive too, and it's not just because of a fantastic engine, or a quick shifting ZF 8-speed gearbox. The whole experience

is so very visceral thanks to the thousands of hours of fine-tuning that Jaguar engineers have spent. In V6 S trim, the coupe gains 40 extra horses over its non-S sibling. The 3.0L supercharged V6 engine now churns out 380 hp at 6,500 rpms and 460 Nm of torque at 3,500-5,000 rpms. All of this power is fed through Jag's "QuickShift" ZF eight-speed automatic gearbox that shifts so rapidly, especially in dynamic mode, that you could be forgiven for mistaking it as a double clutch gearbox. In regular mode, the autobox shifts smoothly and

uneventfully. But you get a totally different experience when you toggle the fighter jet-like Jaguar Drive mode switch and take manual control via the cockpit-inspired joystick gearshift lever or the copper coloured steering wheel paddles. Dynamic mode revises the steering wheel assist, changes the suspension firmness, hurries up the throttle pedal mapping, and alters the transmission shift points. Most significant of all of these changes through, dynamic mode activates the active exhaust system's angry mode. Ascending or descending through







the gears is now a total event. The F-Type’s exhaust pops, farts, and crackles like an old carbureted British roadster. Sure in the back of your mind you know that these noises are somewhat artificially induced due to exhaust internal tuning plus the computer dumping a drop or two of extra fuel to cause the controlled backfiring during the overrun. But who cares when it sounds so damn good, especially through tunnels and even underpasses. I promise you that you will find yourself waking up at wee hours of the morning, strangely tempted at the notion of finding a drive route involving just such a structure. The F-type S positively wails through said tunnels thanks to the “music” that leaves its twin centre mounted tailpipes. The sonic franticness increases in crescendo and arpeggio as the rev counter’s needle swings towards redline. This is one car that does encourage you to go faster because it’s so racy. That being said, the fantastic thing is that all of this pantomime can legally happen well below the speed limit. The sweet exhaust noises, which explode from its muffler system, can be activated at speeds as low a 20 km/hr despite being so raw and delicious to the ear. You really don’t need to drive fast to feel special in the F-Type and you’ll soon be spoilt into thinking that all cars that look mean should sound mean. Needless to say, passing manoeuvres are effortless in this car thanks to its great power-to-weight ratio. Even

if you decide to take the long way home though, the F-type’s superb adjustable suspension and 19” wheel combination will not beat you up. Don’t get me wrong. It is an authentically appropriate sports car firm setup, but the ride is never uncomfortable and in “quiet” exhaust mode, there is no drone at highway speed. Perhaps the biggest difference between the F-Type coupe and convertible is in cargo carrying capacity. Without the privilege of top-down motoring, the coupe’s trunk is significantly larger. While I still wouldn’t call it massive especially due to its slightly awkward long but narrow shape, I would term the space as more usable. You can actually go on a week long vacation without having to buy extra underwear at your destination. The coupe’s cargo hold can swallow ample amount of luggage for both you and your plus one. In contrast, the roadster’s cargo hold was only good for a couple of mid-sized duffle bags and a DSLR camera. And now comes one of the few low points about the F-Type. While the car interior is dripping in understated luxury, it also seems a bit too conservative for those looking for a flashy interior to match the flashy exterior. Just look at Mercedes-Benz’s new AMG GT to see what I mean. Secondly, the infotainment system is woefully out-of-date compared to the newer systems out there with more attractive graphics, an easier to understand user

interface, and higher resolution screens. Even the small and slightly pixelated LCD screen in between the two instrument cluster pods looks a bit behind the times and cheap when compared to something you might find in the F-Type German rivals. My sister, a user-interface designer at Samsung, posed a great question as to why there were hard buttons (which she liked) on either side of the infotainment system’s touchscreen, but yet the same soft buttons on the menu screen cluttering up the user interface. I honestly didn’t have a good answer for her. Fortunately, the latest Jaguar Land Rover products, starting with the all-new Land Rover Discovery Sport, has revealed the company’s highly improved next generation infotainment system. I sincerely hope that the new software is backed by adequate hardware to ensure a lag-free experience.

Final Thoughts

I’m sure you have heard the famous quote, “all good things must come to an end”. Cliched as it sounds from a road test, the fun doesn’t have to end if you get yourself a Jaguar F-Type coupe. I’m convinced that F is for “Fun” as it is for “F-Type”.

Like me, the key to your happiness may be just a press of the dynamic exhaust button away. Sure, you may wake up the neighbours but you can pretend to be a British villain whilst enjoying your F-Type coupe.



*After all, it’s good to be bad isn’t it?*



# Jeep Wrangler

## Unlimited Sahara review



Back for 2015, the Jeep Wrangler Unlimited Sahara 4x4 — yes that is its full name — returns with its same open-air, off-roading might and a better sound system to boot. It's continues to be a great choice for people who value raw practicality and motoring fun over a fancy interior and a quiet ride. Drivers who have seen or driven a recent Wrangler Unlimited will notice the new model year doesn't bring any significant exterior changes. It's still in the JK generation, and remains the only four-door 4x4 with a removable top on the market. Although being the wet

season I didn't get too much chance to drive around sans roof, removal is fairly easy using a simple set of hand-actuated levers. Even the doors can be taken off if you really want to be one with the environment, and all models now include a standard Torx tool kit to help facilitate the procedure. Being a big fan of Jeep's long history and its military background, I personally love the way it looks. From the classic round headlamps and vertical slat grille to the fat tires and wide angular fender flares, it's all business. It might be a little too utilitarian for some

— for instance, the doors swing freely open from the hinge with nothing catching them but what is essentially a piece of rope. Not the greatest feature in tight city parking spots. As I hinted at earlier, all Wranglers now get a new standard eight-speaker audio system. My press vehicle was equipped with the optional nine-speaker premium Alpine setup that does sound quite good. It also had the Uconnect multimedia centre, Chrysler's proprietary infotainment system, allowing for the standard suite of Bluetooth connectivity, integrated voice command,

USB port, navigation and SiriusXM Radio. Don't forget about those about those audio control buttons located behind the steering wheel! The Sahara is fitted with the same 285-horsepower 3.6-liter Pentastar V6 engine from last year. At 353 Nm, torque isn't an issue, nor is towing with a max capability of 3,500 pounds. Four-wheel drive is standard, and you can choose between high and low range gearing as well as a 2WD mode. Note that the latter can result in a squirrely rear end around corners in the wet. Surprisingly, a six-speed manual transmission is available along with the five-speed automatic that I tested. Wranglers aren't designed to only look tough — engineers have purposely built-in things like a special oil sump to deliver oil to the pump at extreme vehicle angles, and an alternator that's placed high up to avoid

getting wet during deep puddle excursions. That said, it doesn't mean, of course, that you can't drive a Jeep Wrangler Unlimited Sahara 4x4 properly in the city. I've noted in the past that despite this Jeep's considerable girth (1,872.9 millimetres overall width) it still fits fine on regular roadways and in parking garages. It's also got plenty of interior space with seating for five, and no passengers should complain about legroom. They may make a comment about the noise, because there's not much sound deadening of any kind. You can hear each shift and every engagement of the throttle, which, in my opinion, is how it should be with this class of automobile. Just don't cry when you pull in to the gas station for the first time, because the fuel economy ain't pretty: my combined city/highway number for the week was 18.5 L/100 km.

Motor	
-3.6litre Pentastar V6	
Horsepower	
5,100 @ 285 to 6,400 rpm	
Torque (Nm)	
4,800 @ 353 rpm	
Gearbox	
five-speed automatic	
Layout	
four-wheel drive	
Fuel economy	
18.5 L/100 km combined	
Seats	
five	





# MINI Cooper review



MINI has played with the five-door recipe over the years with varying success — there was the boxy, hearse-like Clubman with suicide doors and hatch; then came the chunky, all-wheel drive Countryman wearing its MINI badging with a hint of irony. Now though, the premium British brand has finally gotten it right with the introduction of the model simply called the 5 door.

The second variant of the third generation Cooper, and probably not the last, this latest offering is MINI's first such entry in the small car segment. That's the beauty of the 5 door — it provides the extra practicality of

easier access and more room for legs and luggage, without losing the classic compact look. Measuring 3,982 millimetres long and 1,425 mm high, length and height grow by 161 mm and 11 mm, respectively, over the standard three-door version. Cargo space behind the rear 60:40 split folding seats increases 67 litres to a total of 278 litres.

Other than that, there are not a lot of visual changes inside or out. The two Coopers are so alike, in fact, that the MINI website had a game on the main page challenging players to see if they can spot the differences. All the redesigned features are present

and accounted for: the integrated front bumper mesh grille, a relocated instrument cluster now found on the steering column, and more.

The press car I tested was the zippy Cooper S with a full range of options, including the LED lighting package that comes with LED fog lights and headlights producing one of the sharpest, slightly purple-coloured beam cutoffs I have come across. The Visibility package adds a head-up display that uses a motorized panel rising from the dashboard, which is a clunkier and less elegant mechanism when compared to similar systems in products rolled out by parent company BMW.

The powertrain in the S' is also the same regardless of how many doors you pick. The motor is turbocharged, producing 189 horsepower and 281 Nm of torque, mated to your choice of a six-speed manual or Steptronic automatic transmission. Luckily for a standard enthusiast like myself the test vehicle came with the former, although the gear knob felt ergonomically too big in my hand and there was a certain feeling of preciseness lacking during shifts.

Below the shifter trim ring is a switch that lets you choose between Mid (normal), Green or Sport mode. Not surprisingly, setting it to Green alters throttle and engine dynamics to deliver a more fuel-efficient experience, and Sport does the exact opposite, making the gas pedal livelier and exhaust note louder. Accompanying the change in modes is an adorable graphic, showing a miniature MINI appearing on the 8.8-inch centre-mounted display with a motivational saying like “Let's Motor Hard!”

If you're looking for a fun little car that is big on fun and usability, the new MINI Cooper S 5 door might be the ticket. Our tester was priced on the higher end of the segment spectrum with all the options, but if you are OK forgoing the extra S emblem the entry-level trim is considerably more affordable.



Type	
five-door, five-passenger hatchback	
Layout	
front engine, front-wheel drive	
Engine	
-2.0litre turbocharged four-cylinder	
Transmission	
six-speed manual	
Power	
189 hp @ 4,700 rpm	
Torque	
280 Nm @ 1,250 rpm	
Curb weight	
1,313 kg	
Brakes	
front/rear disc with ABS	
Fuel Consumption	
(L/100km, city/hwy combined)	
8.3 L (observed)	



# Volvo S60/V60 review

## I remember it like it was yesterday.



At an automotive journalists association gathering last fall, I was walking past a makeshift slalom course that members had constructed in a large parking lot. “Vrroooooom! Screeech! Burble burble.” This was the racy cacophony of sounds coming from the tarmac that caused me to turn around, expecting it to come from maybe a BMW M4 or at least an angry Jaguar F-Type. Nope. It was a Volvo. Not just any Volvo, though — a bright Smurf-coloured (Rebel Blue) V60 Polestar wagon of all things, modified with all kinds of body aero, huge wheels and dual polished exhaust tips straight from the factory! I needed to learn more. I discovered that the V60 Polestar was released in conjunction with the S60 Polestar sedan, the fastest production offerings ever made by Volvo, and are based off the current pedestrian versions of both vehicles. Although

they’re obviously much more aggressive looking, the aerodynamic additions aren’t over the top and are the result of extensive wind tunnel testing. Form-fitting splitters are neatly clipped to each corner of the front bumper, and a black diffuser is attached to the bottom of the rear bumper that features vortex generating “fins” protruding out, similar to what you see on aircraft wings or the roof of a late-model Mitsubishi Lancer Evolution. On the wagon, there’s a hatch spoiler hanging out above the rear window. The sedan gets a trick duckbill spoiler that angles up from the trunk edge just enough to make a statement. The purpose of all these doodads is to smooth out the airflow underneath the car and increase downforce so all four wheels stay planted on the ground during high speeds and cornering manoeuvres. If there’s one thing Polestar knows, it’s downforce. Founded in 1996

in collaboration with Volvo, it is the performance division in charge of running the Swedish automaker’s motorsports program. After years of research and development, the two vehicles bearing their same name discussed in this article are the blessed result. Volvo Canada kindly provided the twin variants for me to drive back-to-back. Having also driven the standard S and V60s, I had a good baseline from which to compare everything. The interior is one of the areas that has, for the most part, been left largely alone. True, the inside is brighter and more colourful to align closer with the brand’s signature blue, and there’s suede on the steering wheel to reinforce the feeling of being in a racecar. The seats are more supportive, too, and then there’s the cool backlit gear knob. But the centre console (now covered in garish carbon fibre finish) with the unmistakable

keypad and four control dials is still there, along with the rest of the familiar dash layout. People are definitely on either side of the fence in regards to the classic, somewhat spartan design — I for one have always felt at home sitting inside a Volvo. I love Scandinavian attention to detail, like the little slot next to the steering column where you can conveniently insert your key fob, so you don’t have to search for it in your pockets or garbage-filled cupholder each time you park. And why doesn’t every car have a little flap attached to the corner of the windshield to clip parkade receipts or passes? Before I get into driving impressions, an early disclaimer: if you like a comfortable ride, these may not be the vehicles for you. Among the many chassis and engine upgrades, the springs are 80 per cent stiffer than those found on the already-sporty R-Design trim level. The shocks are also less forgiving, and the wheels are 20 inches in diameter, which doesn’t leave a whole lot of room for tires. However, that means the handling is nothing short of amazing, especially for the bigger and heavier V60.

Power is produced from the top-of-the-line T6 six-cylinder engine outfitted with a new twin-scroll turbo and intercooler, now pumping out 345 horsepower and a serious 500 Nm of torque at 2,800 rpm. We’re talking gobs of torque that will catch your passenger(s) by surprise when you step on it to merge on the highway or just because you can. Gasses are expelled with a happily undignified tone through a 2.5-inch stainless steel exhaust system. Whether for safety, performance or both, grip is constantly maintained by a special Haldex all-wheel drive system working in conjunction with a recalibrated traction control system. With little effort from the driver thanks to a six-speed automatic gearbox, 0 to 100 km/h can be achieved in the sub five-second range. So if I’ve convinced you that you should begin your quest to find one of these limited edition beauties, the question becomes: which one should you pick? It really comes down to a lifestyle choice, because the fun factor is almost identical in either model. If we’re going to get picky, the wagon does weigh approximately 48 kilograms more, but some say the extra girth in the back makes the V60 feel a little more balanced. It definitely has more cargo room of the two, with 692 litres of capacity versus 339. Then again, I think the sedan looks sportier. In other words, you really can’t go wrong with either.



S60 Polestar		V60 Polestar	
Type		Type	
four-door, five-passenger sedan		five-door, five-passenger wagon	
Layout		Layout	
front engine, all-wheel drive		front engine, all-wheel drive	
Engine		Engine	
-3.0litre six-cylinder		-3.0litre six-cylinder	
Transmission		Transmission	
six-speed automatic		six-speed automatic	
Power		Power	
345 hp @ 5,700 rpm		345 hp @ 5,700 rpm	
Torque		Torque	
500 Nm @ 2,800 rpm		500 Nm @ 2,800 rpm	
Curb weight		Curb weight	
1,671 kg		1,719 kg	
Brakes		Brakes	
front/rear disc with ABS		front/rear disc with ABS	
Fuel Consumption		Fuel Consumption	
(L/100km, city/hwy combined)		(L/100km, city/hwy combined)	
14.6 L (observed)		13.1 L (observed)	



# BENTLEY BENTAYGA

The Future is here!



*Experience The Fastest, Most Powerful, Most Luxurious And Most Exclusive SUV In The World*

The Bentley Bentayga combines unparalleled luxury with effortless performance and everyday usability. With an all-new W12 powertrain, the Bentayga is the fastest, the most powerful, the most luxurious and the most exclusive SUV in the world. It offers a true Bentley driving experience and showcases innovative technology features. Designed, engineered and handcrafted in Crewe, the Bentayga’s styling is pure Bentley. Sculptural with an elegant, timeless execution, it perfectly balances athleticism with confidence. From the four round LED headlamps and large matrix grille, to the distinctive power line and muscular haunches, the Bentley DNA

is apparent throughout. The Bentley Bentayga boasts the world’s finest automotive cabin, with unrivalled levels of precision. The detailing in metal, wood and leather – including meticulous tolerances between elements of trim – is the epitome of modern British luxury. An all-new twin-turbocharged 6.0-litre W12 engine is at the heart of the new Bentayga. The mighty 12-cylinder unit combines efficiency and refinement with ultra-luxurious levels of power and torque. With 608 PS (600 bhp / 447kW) and 900 Nm (663 lb. ft) delivering a 0-60 mph time of 4.0 seconds (0-100 km/h in 4.1 seconds) and a top speed of 187 mph

(301 km/h), the Bentayga is the world’s most powerful and fastest SUV. All set to make its full public debut at the IAA Frankfurt Show from 15 to 27 September, the Bentayga customer deliveries will commence in early 2016. **Innovative Features and Advanced Technologies** A suite of state-of-the-art driver assistance systems and infotainment features designed to enhance safety, comfort and convenience make the Bentayga an innovative, advanced and connected luxury SUV. It offers the widest range of on- and off-road drive

settings of any vehicle via Bentley’s Drive Dynamics Mode and optional Responsive Off-Road Setting. Up to eight modes are available, allowing drivers, at the simple turn of a dial, to select the perfect dynamic set-up for any surface or road condition. Adaptive Cruise Control (ACC) including Stop & Go, Predictive ACC and Traffic Assist enables the driver to maintain a set distance to the vehicle in front. In urban environments, there are a number of driver aids available on the Bentayga. **Sculptural Form, Sharp Lines and Elegant Execution** The Bentayga’s wheel arches, fenders and bonnet deliver a balance between sportiness and SUV presence. The ultra-sharp Bentley power line and muscular rear haunch display a taut tension in side profile, as part of the largest single-piece aluminium pressing in the automotive world. The grille is flanked by four distinctive floating all-LED headlamps. The lights sit flush within the seamless

superformed aluminium front fenders. Innovative design features, like the discreet headlamp washers contained within the outer lamp’s body-coloured centre, demonstrate remarkable attention to detail. A combination of advanced design, innovative engineering and state-of-the-art manufacturing technologies - including the use of lightweight aluminium - has enabled a total weight saving of 236kg compared to a traditional body construction. As standard, the Bentayga comes with a panoramic glass roof. Making up almost 60 per cent of the total roof surface, the 1.35m2 glass feature is split into two panes. **The World’s Finest Cabin, Handcrafted at the Home of Bentley** Step inside the new Bentayga and you find the finest automotive interior in the world, with handcrafted wood and leather throughout – engineered with precision to deliver absolute perfection.

The attention to detail in metal, wood and leather is the epitome of modern British luxury, and is only achievable thanks to the exceptional skill of the workforce in Crewe. The Bentayga’s cockpit sets new standards for both luxury and precision, with meticulous tolerances between the exquisite veneered woods and metal elements. The dashboard takes the iconic Bentley ‘wing’ design as its inspiration, with the beautifully finished surfaces flowing gracefully from door to door over the top of the instrument binnacles, down under the centre console and back up around the passenger side fascia and foot well. The hand-selected veneers form pure and elegant surfaces throughout the cabin, and each of the 15 pieces are shaped by Bentley’s artisans from a choice of seven different veneers, and finished with trademark Bentley attention to detail. Highly polished, handcrafted metal elements adorn the dashboard, centre console and doors. Trademark





Bentley knurling on the drive mode selector, gear knob, iconic bulls-eye vents and organ pulls adds sophistication and tactile refinement. The four-seat configuration makes the ultimate statement in design, comfort and luxury. The two individual rear seats adjust in 18 different ways and include massage and ventilation functions as well as footrests. The veneered rear console hides additional functionality such as cup holders, generous storage areas and USB charging sockets. The opulent feeling is completed by the fixed back, dividing the interior cabin from the boot. Also trimmed in the signature diamond quilting and including a ski-hatch, it creates an enclosed rear cabin space that sets new standards in the SUV sector. A full-length panoramic sunroof with acoustic interlays allows ample natural sunlight to highlight the surfaces and detailing.

**All-New W12 – Efficiency with Unrivalled Power and Torque**

At the heart of the Bentayga is the all-new Crewe-built W12 TSI engine. This 6.0-litre twin-turbo unit combines efficiency and refinement with the luxury of unrivalled power and torque. It is the most technologically advanced 12-cylinder engine in the world and develops 600 bhp (608 PS / 447 kW) @ 6,000 rpm and 900 Nm (663 lb ft) from 1,250 rpm to 4,500 rpm. These mighty outputs result in equally impressive performance figures. The Bentayga is capable of dispatching the sprint to 60 mph in just 4.0 seconds (0-100 km/h in 4.1 seconds) on its way to a top speed of 187 mph (301 km/h). An impressive efficiency figure of 292 g/km CO2 is made possible in part thanks to Bentley's Variable Displacement system, which shuts down half of the engine under defined conditions. The engine is mated to an eight-speed automatic gearbox. The transmission and four-wheel-drive system has been strengthened to handle the demands and high torque levels of off-road driving. The new W12 sees a 11.9% efficiency improvement compared to the existing powertrain.

**Genuine Luxury with Go-Anywhere Ability**

Never before has a vehicle so coherently combined genuine luxury with go-anywhere driving ability. The development programme for the Bentayga has been the most exhaustive in the Bentley brand's history, ranging across five continents. From the dirt and gravel of South Africa and the dunes of Dubai, to the muddy fields of Cheshire, and from -30°C in the frozen North Cape to searing 50°C desert heat, the Bentayga's





ability to perform on any surface and even in the most extreme conditions has been proven. The Bentayga has also driven more than 400 laps of the famous Nürburgring Nordschleife circuit, as part of developing the dynamic performance of the chassis and fine-tuning the relevant control and stability systems. The unique features of the Nordschleife, including the high level of topographical change, variety of surface grip levels and wide range of cornering speeds, made it the perfect place to develop the fastest, most powerful SUV in the world.

The Bentayga introduces Bentley Dynamic Ride – the world’s first electric active roll control technology that utilises an unrivalled 48V system. Inherent in larger vehicles with a higher centre of gravity, this system instantly counteracts lateral rolling forces when cornering and ensures maximum tyre contact to deliver class-leading cabin stability, ride comfort and exceptional handling.

**Bentley Personalisation Options and Mulliner Bespoke**

The Bentayga redefines personalisation and bespoke luxury. Paint, leather, veneer and lifestyle options are unlimited and tailored to the individual. The standard palette alone comprises 17 exterior paint colours, with up to 90 hues available in the extended range. There are also 15 luxurious carpet options, seven different handcrafted veneers and 15 choices of interior trim hide, which means that customers are able to specify their own choice of luxury finish. In addition, customers can choose between a new range of bespoke Bentayga alloy wheels, ranging in size from 20” to 22”. As with all Bentleys, the Bentayga can also be handed over to the highly skilled and dedicated craftspeople at Mulliner, who will respond to bespoke customer requirements.

At launch, the Bentayga is available with an exquisite integrated Mulliner Hamper Set, complete with refrigerator, bespoke fine Linley china cutlery, crockery and crystal glass, and storage area for dry goods. For comfort in the great outdoors, sections of the hamper can be removed and used as seats.

A bespoke mechanical Mulliner Tourbillon by Breitling clock can also be specified. The most complex of watch mechanisms, the Mulliner Tourbillon is automatically wound periodically by a dedicated high-precision winding mechanism within the car. This masterpiece is machined in solid gold (customers can select from either rose or white gold), with a choice of either a mother-of-pearl or black ebony face and decorated with eight diamond indexes.





# Mitsubishi Outlander PHEV



On a rainy late summer afternoon, Mitsubishi Canada offered a sneak peak at a vehicle that won't hit the UAE for a little while yet: the Outlander PHEV. That stands for Plug-in Hybrid Electric Vehicle, and it will be the first of its compact SUV class when it arrives as a 2016 model. Already available in other parts of the world, the examples presented were Netherland-spec 2014 Outlanders specially brought over to be picked and prodded at by journalists. The regular gasoline-consuming versions have been

available for quite some time, and are one of the company's bestsellers. The preview was timed with the release of the 2015 refresh that includes a return to a more aggressive wide-mouthed front bumper, new black wheel arch mouldings and revised fog lamps, although the Euro PHEV's still sported the original third-gen styling. The main appeal of the Plug-in, however, is not how it looks but rather how it works. "The days of high power gas Mitsubishis are over —

we're moving towards electric," says public relations manager John Arnone. The Japanese automaker has already taken big strides in that department with their zero-emissions i-MiEV, which provides some of the technology that makes the PHEV possible. In fact, the two vehicles share the same rear motor. The hybrid Outlander can operate on three different modes, automatically selecting the most efficient one: the self-explanatory electric driving mode that is powered solely from the 12 kilowatt-hour lithium-ion



battery offering a maximum output of 80 horsepower and top speed of 120 km/h; hybrid driving, which utilizes the 2.0-litre gasoline engine to generate electricity when the battery runs low and is ideal for lower speeds below 60 km/h; and parallel hybrid

driving that asks the engine to directly power the front wheels when a higher speed, or load, is necessary bumping max output to a calculated 200 hp. Just below what Mitsubishi calls the joystick, or gear lever, the driver can also activate a Battery Charge

function that forces the PHEV to use the engine to charge the battery, or Battery Save to have the engine drive the car to conserve electricity. Aside from the different power plant, the hybrid Outlander still resembles its conventional cousin in many ways with a few exceptions. It can carry five passengers and not seven, due to the battery pack residing where the third row normally would. It retains Super All Wheel Control (S-AWC), but the system is electronically controlled rather than mechanically. And it still has paddles behind the steering wheel, although they are used to adjust regenerative braking strength to feed kinetic energy back to the battery rather than for shifting gears. When it comes time to plug-in the Plug-in, total charge time using a standard 120-volt household outlet is 6.5 hours. Reduce that to about 4 hours if you have a Level 2, 240-volt power source handy. And if you're lucky enough to have access to a DC Fast Charger, 80 per cent capacity can be reached in only 30 minutes. Bear in mind that numbers and features are still subject to change between press time and the time the vehicle officially launches. Stay tuned for full specifications and pricing information when that happens.





# Fuel Frenzy

Small changes for significant fuel efficiency



Small changes to driving behavior can lead to significant gains in fuel efficiency. Driving more sensibly not only improves the fuel economy but is also safer for you and others. Fuel usage reduction also saves money and lowers carbon emissions. With so many U.A.E. residents watching the price of petrol and their monthly budgets, Ford offers some easy tips to help drivers get the most out of every tank of petrol. “Driving behaviors don’t need to drastically change in order to maximize your fuel efficiency,” said Trevor Hale, director of communications for Ford Middle East & Africa. “There are many simple things you can do – and you should do – that will help you go further with every fill-up and reduce the number of trips you make to the petrol station.”

- **Use your air conditioning while driving.** There’s a common perception that driving with your windows

open uses less fuel than driving while using your air conditioning. This is not true. Driving with windows open at freeway speeds creates drag and uses more fuel than driving with windows closed and the air con running.

- **Inflate your tyres to recommended levels.** These figures can be found in your vehicle handbook or on a label inside the driver’s door. Properly inflated tyres give optimum road ‘footprint’ reducing the demand put on the engine and therefore the need for fuel.
- **Don’t speed.** The faster you drive the higher the demand for fuel – you may arrive quicker but your fuel bill will be higher. When freeway driving, employ cruise control. It will rule out the need for unnecessary braking or accelerating, and by finding the vehicle’s sweet speed you can set your cruise control accordingly to save money on long drives.

- **Don’t carry unnecessary items with you.** Be sure to remove unneeded items from your vehicle (such as golf clubs, baby strollers, work equipment) if you’re not going to use them. The lighter your vehicle, the better the fuel efficiency.
- **Consider trading in your gas guzzler.** Today’s hi-tech engine’s, like Ford’s EcoBoost™ with turbo direct injection technology offer considerably better performance and power than many larger engines while also delivering better fuel efficiency and lower emissions.

More fuel saving tips are available at [www.fueleconomy.gov](http://www.fueleconomy.gov).

# DUBAI INTERNATIONAL MOTOR SHOW

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# The 2016 Bentley Continental GT

## launched in the UAE

Bentley Emirates, part of Al Habtoor Group, the official dealer of Bentley in the UAE, introduced the Continental GT that redefines style and technology for luxury grand touring at their Abu Dhabi and Dubai Showroom.

The luxury of spontaneity – the freedom to take to the open road on one's own terms. No other car on the road today exemplifies the spirit of life's grand tour more than the Bentley Continental GT.

The new model sports an even more powerful W12 twin turbo engine, up to 590 PS from 575 PS, and an innovative variable displacement system that creates more power, but with lower emissions than ever before. Alongside this increased performance, Bentley Motors has built on the global demand for the Continental GT family with a suite of contemporary design updates and new exquisite features for its most successful model to create the most luxurious travelling experience.

**Exterior Evolution for the Continental GT**  
**Modern Refinements to an Unrivalled Cabin**  
**W12 Performance and Efficiency Continues**



# Expansive growth of Dubai

## International Motor



The Middle East's love for all things automotive shows no sign of slowing down with booming car sales

across the region also reflected in the rapid growth and global interest in this year's Dubai International

Motor Show (DIMS), which returns in November. Underlining its position as the largest international automotive event in the Middle East, organizers of the 13th Dubai International Motor Show have received unprecedented interest from the leading names in the automotive world, as well as an influx of new exhibitors resulting in a 23% expansion in floor space. The show will expand into the Dubai World Trade Centre's Zabeel Halls, taking total floor space out to 80,000 square metres to meet the keen interest of new manufacturers and exhibitors wishing to attend. Running from November 10 – 14, amid a thriving automotive landscape with record sales, the show will not only showcase the newest car models but also motorcycles, light commercial vehicles and the tuning and aftermarket sectors.

# Davidoff The Game SAGA

The Game collection from Davidoff presents three Eau de Toilettes, designed for men who are not afraid to stand out and assert themselves. The collection states that existence is a game that should be played to win. Confidence breeds success and inspires respect and admiration. For in the end, only the bold will win the game and conquer the queen of his heart.



# Clarins Men Anti-Fatigue Eye

## Serum & Revitalizing Gel



Like a man's body, skin loaded with testosterone burns energy... fast. But skin lacking in energy is tired skin. Its metabolism needs a greater supply of energy. Without it, skin cell activities slow down, leading to loss of radiance, tone and the appearance of fine lines. Under eye puffiness and dark circles also appear and remain. To meet these specific needs, Clarins launches a new energizing skin care duo which slows down and helps to fight the first visible signs of ageing! Like an "energy drink" just for men's skin.

# Bottega Veneta pour Homme

Bottega Veneta's signature masculine fragrance, Bottega Veneta pour Homme, is a fresh, intriguing and understated fragrance, one where distinctive Bottega Veneta notes of precious Labdanum, Fir Balsam and Bergamot blend into a sensuous leathery signature with the power to enchant. Woven with rare and noble materials, the fragrance, a woody, aromatic leathery scent, takes us on an inspiring journey in time and place.





# Al-Futtaim Motors launches

## Lexus LX 570 in the UAE

Al-Futtaim Motors, exclusive distributor of Lexus in the UAE, has launched the 2016 Lexus LX 570 luxury SUV in the UAE, featuring a sweeping upgrade on the exterior, interior, safety features and drivability. The stronger and luxurious feel of the new LX 570 has been further reinforced through the restyled front design wearing an even bolder rendition of the Lexus signature spindle grille, complemented by distinctive new standard triple full LED headlights. The rear design features a powerful stance expressed through the side silhouette and rear fenders. As for the refined new interior, with the exception of the third row, headrest and flooring, almost every part of the interior cabin has been upgraded. As with other recent Lexus vehicles, the interior layout of the new LX 570 has been designed following the Lexus' Human Oriented concept which locates controls in an easily accessible area closer to the driver, for a much more convenient and safer operation.



# Richard Mille

## RM 02-63 WORLD TIMER AUTOMATIC WATCH



Richard Mille first unveiled the RM 58-01 Tourbillon World Timer at the 2013 Salon International de la Haute Horlogerie. The RM 63-02 World Timer incorporates the World Timer function at the heart of a brand new automatic in-house movement. The rotating bezel in satin-brushed and polished grade-5 titanium is one of the masterpieces of the RM 63-02. Mounted on ball bearings for easy manipulation, it can be turned to select the desired time zone. When the name of the wearer's current city is positioned at 12 o'clock, the RM 63-02 automatically defines the local time as well as the time in 23 other cities around the world thanks to its graduated 24-hour flange. This blue and white disk distinguishes nighttime and daytime hours, automatically incorporating the correction hour by hour.

# Bentley Emirates

## to serve a premium Café experience!

Khalaf Ahmad Al Habtoor, Chairman of the Al Habtoor Group inaugurates the World's first-ever Bentley Café in Dubai Marina. Bentley Emirates has ushered in an exclusive Café experience with the launch of the Bentley Café. Located on the ground floor of Al Habtoor Business Tower in Dubai Marina, it is first of its kind Bentley experience in the world that features a combination of a Bentley Showroom, Boutique and Café. It provides a perfect venue to mirror the elements that make up Bentley's DNA, which has both contemporary and classic elements. Mr. Khalaf Ahmad Al Habtoor officially inaugurated the prestigious Bentley Café in the presence of Al Habtoor Group's senior management, high profile guests and members of the media during a special launch ceremony. The Bentley Café & Boutique consists of indoor & outdoor serviced seating and lounge, a car display area, and a boutique for displaying and selling Bentley branded merchandise. The Bentley Café offers a fine selection of delicacies prepared by a master chef, crafted to perfection using farm sourced fresh ingredients. The exquisite menu not



only features choices that have a unique luxurious taste but also are extremely healthy. For those with a sweet tooth, there's a luscious range of exotic Bentley branded chocolates.

# BAUME & MERCIER

## CELEBRATES INTERNATIONAL STARS



Baume & Mercier partnered the 61st Taormina Film festival and celebrated international stars with Promesse and Clifton creations. Mr Alain Zimmermann, Baume & Mercier CEO, and the brand director for Italy Mr Beppe Ambrosini, were honored to present awards to four highly successful stars at the renowned Teatro Antico: international actor Rupert Everett and Italian actor Francesco Scianna received timepieces from the Baume & Mercier Clifton collection, while feminine and elegant pieces from the Promesse collection have been offered to the Oscar winner Susan Sarandon and to the lovely Anna Valle.



# Fendi Timepieces

## Momento Fendi Bugs

In a bold move, Fendi Timepieces brings the much-coveted Fendi Bag Bugs to the forefront in a capsule collection of Momento Fendi watches. The whimsical new series is inspired by the tiny fur creatures known as Fendi Bag Bugs. Now they invade the watch collection with each Momento Fendi Bugs timepiece boasting the famed face expression. The daring and modern capsule collection further underscores Fendi's ability to surprise its clients time and again with unexpected twists.



# Manero Tourbillon

## Limited Edition 2015



The Swiss watch manufacturer Carl F. Bucherer launches its own Tourbillon with an exclusive limited edition of 188 pieces – the Manero Tourbillon limited edition 2015. With a new satin-brushed dial in a velvety brown color especially created for Carl F. Bucherer, the Manero Tourbillon shines in unique splendor – a masterpiece of watchmaking craft.

# “Pride of the Land”

## Toyota Land Cruiser arrives in the UAE

Al-Futtaim Motors, exclusive distributor of Toyota in the UAE, introduced the Pride of the Land Toyota Land Cruiser, the UAE's most renowned SUV and Toyota's longest running production vehicle. Coming with 13 exterior changes, a new interior layout dubbed 'Life Control Layout', a class-first 8-speed automatic transmission, Toyota's flagship Safety Sense P, and advanced tech features, the new Land Cruiser cements its position as the UAE's leading SUV in its class. The advanced design of the 2016 Land Cruiser

revolves around functional beauty. It is functional for urban driving yet reliable to endure harsh usages in any environment, with an imposing stance and a profile that projects unity, width and stability. Coupled with optional 20-inch machine finished alloys, the exterior of the new Land Cruiser exude a tougher, more confident look thanks to the redesigned hood and grille, while the rear of the vehicle expresses a more stable stance with redesigned tailgate and lights.



# Charmex - Jubilé

## 2006-1926 collection Swiss Watches



Charmex revealed its Special Edition Jubilé 1926-2006 collection Swiss Watches that emanate luxury and class like no other. Launched originally in 2006 to celebrate the 80th Anniversary of Montres Charmex SA and its relationship with luxury chronometry and watchmaking, this collection is now available for purchase as a 5-watch series of Réserve de Marche,

or Automatic movement chronographic and date indicative watches with an anti-reflective sapphire crystal front and back casing and a beautiful Guilloché interior pattern. They are available in silver or champagne dials set in gold, rose gold and silver bezels, along with genuine leather straps.

# The Longines

## Heritage Military COSD

The Longines Heritage Military COSD is based on a piece of equipment used by the British Special Forces during the 1940s. Each item of this equipment was marked with the initials COSD and intended for the sole use of the Combined Operations Command created by the British War Office during the Second World War. These timepieces were much appreciated by the paratroopers. The 40 mm steel case of the Longines Heritage Military COSD houses an L619.2 self-winding calibre. Maintaining its military look, it is mounted on a khaki NATO strap. Also created for the British army, these light-weight but robust straps were designed to meet the rigorous requirements of military

equipment. The Longines Heritage Military COSD also exists in a version mounted on a black leather strap. The opaline dial boasts a chapter-ring comprising large black Arabic numerals as well as a red 24-hour scale enhanced with blued hands. A railway-track minute ring serves to further emphasize the military style of the watch. The upper part of the dial bears a broad arrow, a symbol used in Britain at the time to indicate government property. It was thus to be found on various pieces of military equipment including the watches used by the British forces. The numerals and the hands are coated with Super-LumiNova® to help the user read the time under all conditions.



# Al Tayer Motors Hands Over

## the new Jaguar XE to ‘Forward Thinker’ Anas Bukhash

Al Tayer Motors, the official UAE importer for Jaguar and Land Rover vehicles, has handed over the new Jaguar XE to Anas Bukhash an Emirati entrepreneur and motivational speaker. Anas Bukhash, has recently been recognized by Jaguar MENA as one of the region's contemporary innovators and progressive thinkers, will now have the chance, as part of his Jaguar ambassadorship, to experience the stunning Jaguar XE on a daily basis on the roads of the UAE.

This is an initial part of Jaguar MENA's 'Forward Thinkers' campaign, which will include a film series that features individuals from four different countries across the Middle East region, capturing each of their inspirational stories. Each individual 'Forward Thinker' personifies the Jaguar brand through their daily lives and like Jaguar they strive to stay one step ahead with their energy, determination and passion for life.



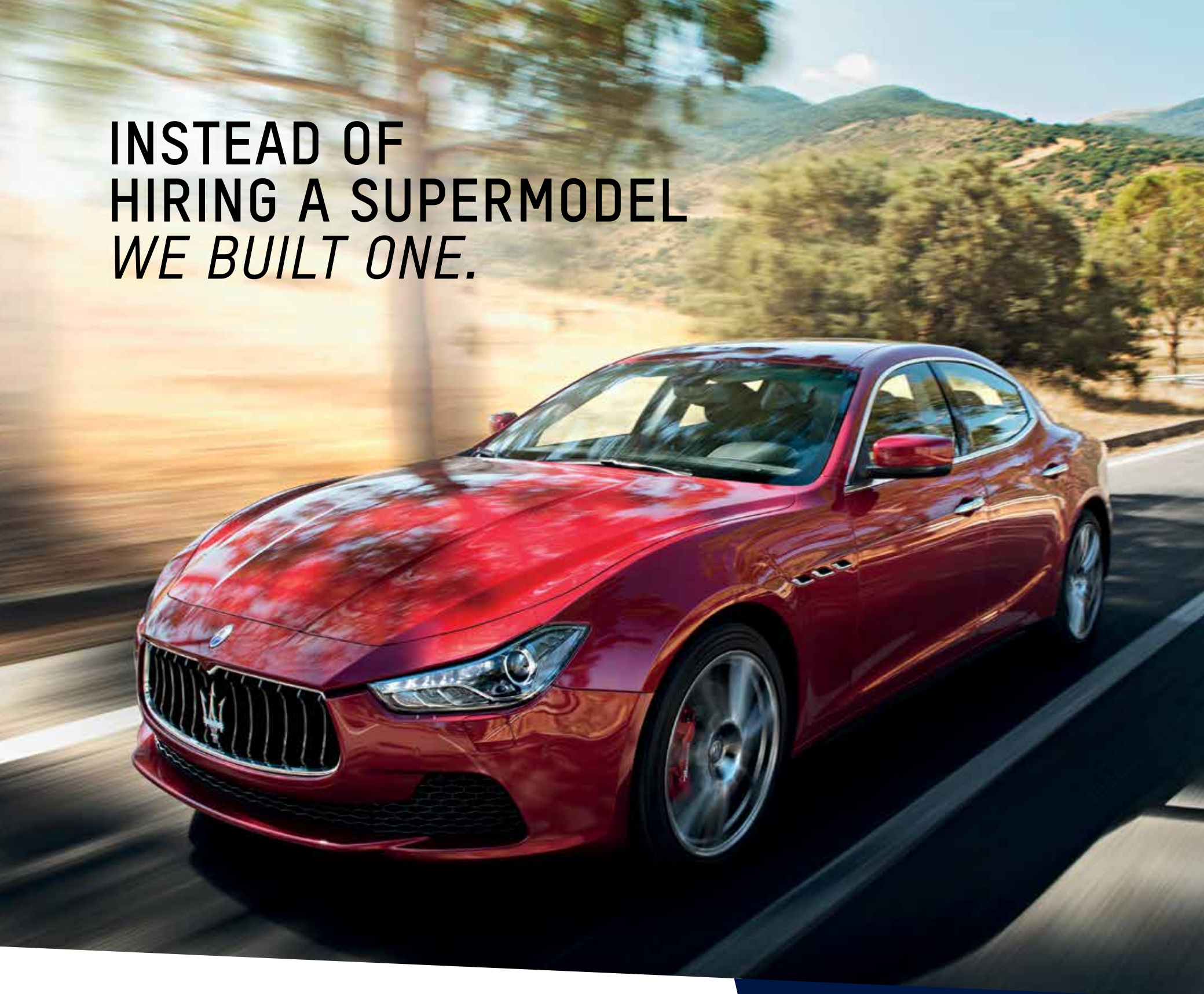


# Khalaf Al Habtoor

Officially Opens Bentley Café



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