

CarBook

carbookmagazine.com

MAGAZINE

Porsche 911

The 992 has arrived



Mercedes-Benz GLE

Fourth generation luxury

Ram Power Wagon

Maximum power

New BMW 7 Series

with plug-in hybrid





LONGINES®

Elegance is an attitude
Simon Baker
Simon Baker



The Longines Master Collection

CONTENTS



COVER STORY

2020 Porsche 911
The 992 has arrived

6



Feature

2020 Mitsubishi Montero Sport

12



First Drive

2020 Bentley Flying Spur
For the one-percenter who wants it all

16



First Drive

2020 Mercedes-Benz GLE
Fourth generation luxury

22



Road Test

2019 Ram Power Wagon
Maximum power

36

Dubai Duty Free

WORTH FLYING FOR

Over 40,000 sq. metres of spectacular shopping.
Thousands of limited editions and travel exclusives.
Hundreds of the world's most desirable brands.
But only one glorious destination: Dubai Duty Free.

SHOP AT DUBAI DUTY FREE

WIN THIS CAR

Dubai Duty Free



Full of surprises.

www.dubaidutyfree.com



Road Test
2020 BMW Z4 M40i review
Back and better than ever

30



Product features
EV terminology explained

36



News
ASTON MARTIN UNVEILS DBX
AN SUV WITH THE SOUL OF A SPORTS CAR

44



News
2020 Nissan Patrol
The legend continues

52

Publisher
Hares Fayad

Editor in Chief
Myles Mellor

Contributing Writers
Andrew Ling
Benjamin Yong
Sonia Akraa

Editor
Alex B. G.

Sub-Editor
Boutros C. Michael

Art Director
Ahmad Yazbek

Photographers
Andrew Ling
Benjamin Yong
Sami Abed



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

**For Inquiries
Editorials, Advertisements**
M.: +971 55 302 5550
+971 50 653 4050,
hares@carbookmagazine.com
info@carbookmagazine.com

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

www.carbookmagazine.com Publication of Al Badia

Agents Distribution

Lebanon: Al Nasheron Distribution Co. +9611277007	UAE: Dar Al Hikma, +97142665394	Bahrain: Al Hilal Corporation, +97317480800	Jeddah: Alkhazindar Co. +96626838025
Qatar: Arabian Establishment for Commerce., +9745518898	London: General Co. for the distribution, +447818088777	Muscat: United Agency for the media, +96892113295	Kuwait: United Distribution Co. +9652412820
Lebanon: 5,000 LL - UAE: 20 AED - KSA: 20 SAR - Kuwait: 1.25 KD - Oman: 1.5 OMR - Qatar: 1.5 QAR - Bahrain: 1.5 BHD - Morocco: 15 MAD - UK: 4 GBP - France: 4 EUR - Germany: 4 EUR			



ENJOY A DISTINCTIVE DRIVING EXPERIENCE

WINTER VALUE
WITH LOTUS CARS

FROM AED **294,400**
FROM AED **2,760** PER MONTH

- SAVINGS FROM AED 50,000
- 3 YEARS WARRANTY
- 2 YEARS SERVICE
- 1 YEAR FREE REGISTRATION





ADAMAS
MOTORS

LOTUSCARS.AE

Adamas Motors LLC, Lotus Cars,
Eiffel 1, Sheikh Zayed Road, Dubai, UAE
Tel: +971 4 321 1512

*Terms & Conditions Apply

2020 Porsche 911

The 992 has arrived



The redesigned eighth-generation “992” Porsche 911 has finally arrived, and the name of the game this time around is a combination of course additional power extracted out of the 3.0-litre twin-turbocharged flat-six motors, more tech and some special classic styling harkening back to models from a bygone era. First revealed in Los Angeles in late 2018, the sports car looks kind of the same, but doesn’t. The wheel arches have gotten wider, as has the body itself all around, the front growing a significant 45 millimetres. The luggage compartment lid gains a pair of grooves, echoing the original vehicle, and the door handles are fully electric

and sit flush against the surrounding panel. A bigger spoiler can be found at the back, and a thin LED light bar connecting the taillights is now included across all grades. In fact, the only differentiating visual element between trim levels is the shape of the exhaust pipes. The 379-horsepower regular variants use dual rectangular exits, as opposed to the quad rounds installed on the 443-horse Carrera S and 4S. Overall, the body is stronger and lighter than before. There’s significantly increased use of aluminum in the construction — the structure is comprised of just 30 per cent steel compared to 63 per cent previously —

yet rigidity is up five per cent. This change translates into a more precise handling, crisper turn-in and a better feel of the road beneath the massive staggered 19/20-inch (or 20/21-inch on S and 4S) alloys.

Mix of old and new

The nostalgic twist continues inside the cabin. The straight lines characterizing the dashboard are 1970s-esque, meeting a modern, nearly four-inch larger 10.9-inch high definition widescreen touch display, which is the command centre for the latest version of Porsche Communication Management (PCM). Not only taking care of infotainment duties, PCM also

POLICE



Model: Belmont
Jewellery: Semeru

www.policelifestyle.com

AVAILABLE AT POLICE KIOSKS



handles many onboard vehicle functions previously operated using physical buttons. Purists may gasp, but a full size cup holder is introduced sitting just behind the little nub of a gear lever in the centre console. An eight-speed PDK (Porsche Doppelkupplung) automatic dual-clutch transmission is standard, although optioning in a seven-speed manual transmission comes at no cost. In fact, those choosing such a route receive a compli-

mentary Sport Chrono Package bundling rev-matching capability and dynamic engine mounts minimizing the smallest oscillations and vibrations of the entire drivetrain enhancing both stability and comfort. In addition, the manual cars include a mechanical limited-slip differential and Porsche Torque Vectoring, instead of the electronic limited-slip diff on PDK-equipped offerings. Not all news is good for self-shifting enthusiasts,

however. Dual clutch examples can get from 0 to 100 km/h a few tenths of a second quicker, and have an ever-so-slightly higher top speed. Porsche Active Suspension comes standard. Essentially electronically variable dynamic dampers that automatically adapts to whatever the current road condition happens to be, drivers may toggle between Normal and Sport, the latter firming up settings for enhanced control under higher speeds.





Not slippery when wet

A new safety feature added to the 2020s is Wet Mode, helping maintain grip on slippery surfaces without

sacrificing performance. Utilizing acoustic sensors — or microphones in plain language — mounted in the front wheel housings, these fancy devices detect water and can

adjust engine output, as well as driver assistance systems like stability and traction management and active aerodynamics, to compensate at the push of a button.



2020 Mitsubishi Montero Sport



The Mitsubishi Montero nameplate has enjoyed a respected legacy globally since the 1980s. Having won the Dakar Rally 12 times, including having twice the highest number of Dakar Rally stage wins and seizing 80 per cent of the Dakar Rally podium finishes from 2001-2005, it is no surprise that the Montero or Pajero names have also been applied to other mechanically unrelated models as well.

Case in point, when the first generation pick-up truck based Mitsubishi Montero Sport first made its Japanese debut in 1996, it was known as the Mitsubishi

Challenger. However, now in its third and current generation, the vehicle is known as the “Montero Sport”, building on its big brother’s legacy and reputation for toughness and reliability.

In Brief

Mitsubishi Motors Corporation says that the new Montero Sport is their most advanced and capable full-size SUV ever, engineered for customers who need true off-roadability. The company goes so far as to say that the model is their new off-road flagship, delivering the latest in the company’s styling, while still offering gen-

uine off-road performance, advanced safety technology, as well as room for up to seven people.

It is no coincidence then that the Montero Sport features revised styling to bring it in line with the L200/ Triton pick-up truck. Known as the Japanese brand’s “Dynamic Shield Concept”, there are slimmer headlights, new foglamps, and a new grille design. The rear lighting elements also feature a shorter teardrop shape.

On the face of it, the Montero Sport’s place in the market is somewhat curious. With a high and low



gearing transfer case, lockable centre differential, and a separate body-on-frame design, the Montero Sport doesn’t do battle with newer school run trucks such as the monocoque Land Rover Discovery Sport. Instead, it is up against more rural staples such as the Toyota 4Runner or Land Cruiser.

But consider this. The full-sized Montero is on its last legs so Mitsubishi’s plan appears to be to push buyers into this instead without alienating them. With the shared name and the ability to tow up to 3.1 tons, the plan to please Mitsubishi loyalists seems to be quite sound.

Powertrain and Drivetrain

Sharing a significant chunk of its hardware with the Mitsubishi L200/Triton pick-up truck, the Montero Sport features the same basic ladder frame chassis and double wishbone front suspension. In place of the pick-up truck’s leaf sprung rear, there is a more modern

multi-link rear suspension with a solid rear axle.

Two engine choices are available in the Middle East. A 2.4-litre turbo diesel four-cylinder engine and a 3.0-litre petrol-powered MIVEC V6. The former is good for 178 hp at 3,500 rpms and 430Nm of torque at 2,500 rpms whereas the latter produces 216 hp at 6,000 rpms and 281 Nm of torque.

The only transmission choice is an 8-speed automatic transmission, the first from Mitsubishi Motors, equipped with steering wheel mounted paddle shifters. The Super Select II 4WD system fitted to the Montero Sport has modes similar to that offered from Land Rover. There is a rotary off-road terrain selector with settings for gravel, mud/snow, sand and rock. Low ratio transfer gearing is also selectable for when the terrain becomes demanding and this is complemented with a lockable centre and rear differential and Hill Descent Control.

Using the drive mode selector dial, the driver can

switch between 2WD (2H) and 4WD (4H, 4HLc, 4LLc). When the going gets rough, one can lock the centre differential by entering the 4HLc setting for rugged terrain or the 4LLc setting for inclines, mud and snow.

As table stakes these days, the Mitsubishi Montero Sport comes the ubiquitous standard driver and passenger airbags, ABS with EBD, three-point seatbelts for all seven occupants, and second row ISOFIX child seat anchors. Higher trim models also receive curtain airbags, a driver knee airbag, and Trailer Stability Assist.

Interior accoutrements

Inside, it feels rugged, tough, and spacious enough. The 502-litre cargo area has good and flat floor space. But, due to the body-on-frame design, the second and third rows of seats may leave some occupants looking for more headroom. The seats are generally comfortable if you fit though.

Mitsubishi has updated the Montero Sport’s interior



with a refreshed floor console and soft touch materials in order to stay competitive with its competitors. An AC power outlet has been added to the USB at the rear of the centre console and the storage tray that sits under the floor console has been redesigned to have better accessibility.

There's a new 8-inch LCD instrument cluster combined with a larger 8-inch multimedia infotainment display system called Smartphone-Link Display Audio, compatible with both Apple CarPlay and Android Auto for easier and faster mobile phone connectivity. For those who still wish to use the on-board GPS navigation system, TomTom is Mitsubishi's new navigation system partner for the 2020 model. Rounding out the in-car infotainment upgrades is a 360 surround view camera system as well as an upgraded 6 speakers audio system.

Like most seven seaters, the third row does lack child seat anchor points. However, the Montero Sport's second row does offer ISOFIX mounts for the outboard positions and top tether for all three.

There are two cupholders for each row of seats and a bottle holder in each door, in line with most parents'

expectations these days. At the very back, the electric tailgate available on higher grades now has hands-free operation via a foot motion sensor under the rear bumper or using the Mitsubishi smartphone app on the user's smartphone.

Speaking of the app, the available Mitsubishi Remote Control can remind the owner to lock the doors remotely when leaving the vehicle, setting the desired tailgate opening height, or opening/closing the tailgate automatically when approaching/leaving the vehicle.

Rounding out the upgrades is an enhanced safety assist suite, with lane change assist and rear cross-traffic alert available for the first time.

Final Thoughts

Let's get one thing clear first. If you like a seven-seat SUV with good on-road driving manners, look away now and rationalise those like the car-based Honda CR-V or the Mitsubishi Outlander.

But if you simply need outright interior space without caring about size and pickup-like underpinnings, then

you might consider reading on. Better, if off-roading is also on your agenda, read on.

The Montero Sport has the right hardware to cope with demands such as towing, off-roading, and maintaining progress when it's a long way away from a paved road. With its low range gearbox and locking centre and rear differentials, it is just the thing for pulling loads up sandy or muddy banks.

If this is a situation that you often find yourself in, and or if you want to own a vehicle that shares a namesake with a former Dakar Rally winning vehicle, I suspect that you'll get on fine with the Montero Sport.

The body control is pretty much what you'd expect from body-on-frame vehicles. Capable, but not the most sporty, especially when compared to its competition.

In conclusion, the Montero Sport is still an acceptable choice for those who like an SUV filled with toys and priced attractively. It may not drive sure-footedly as some rivals on the sealed tarmac, but most buyers should find it doing a sufficient job under restrained driving conditions.



2020 Bentley Flying Spur

For the one-percenter who wants it all



Since 1958, the Bentley Flying Spur has been an on-again, off-again staple of the Bentley car line-up. The past model shared its parts and underpinnings with the Volkswagen Phaeton including its all-wheel-drive system and 12-cylinder W12 engine. Due to the platform sharing though, the predecessor sometimes looked a bit off. The hood was a bit too short and its

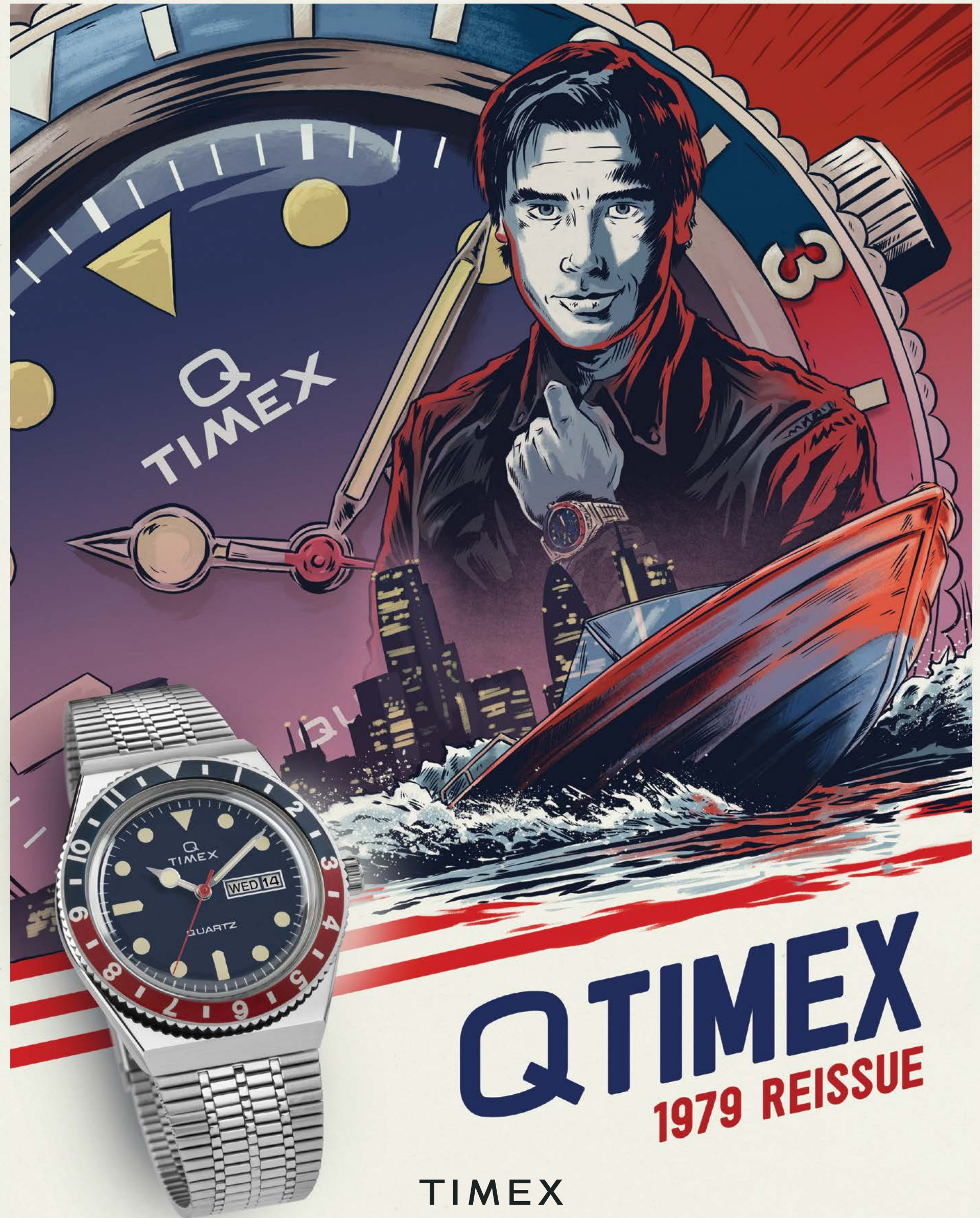
cabin too far forward.

Potential customers should be pleased that the all-new 2020 Flying Spur has rectified this largest and most glaring problem with an all-new design from the ground up. The new version rides on a 125.7 inch wheelbase, roughly five inches longer than the outgoing model. Much of this extra space has been

given predominantly to what Bentley calls the “prestige mass”.

The main point though is that this longer prestige mass combines with a shorter front overhang to make the Spur look more like a traditional rear-wheel-drive sedan.

While it still sits under the flagship Bentley Mulsanne,



the Flying Spur is perhaps the nicest “starter” sedan now, with more style, performance, and tech due to this latest redesign.

Posh styling but much much more

Now in its third iteration, the 2020 Flying Spur appears more imposing than earlier versions with its massive upright grille and the other signifier of old English class, a hood ornament. This nose candy features Bentley’s restyled “Flying B” logo and can even be lighted should you want it to gleam even more amongst the Ferrari, Lamborghinis, and Rolls-Royces that are vying for worship at the country club. The Flying Spur’s handsome grand English looks are also shared with the company’s latest Continental GT coupe, appropriately imposing and appropriately blockish. Both of these vehicles now look much more like that of Bentley’s own massive Mulsanne sedan. Even if you look closely at the Spur, you’d be hard pressed to tell that it shares the same basic MSB plat-

form as the Porsche Panamera, another member of the vast Volkswagen Group. Walking up to this 5.3 metre long limousine, you are struck by a sense of grandeur that you don’t get with any normal car, save for the latest Mercedes-Maybach or Rolls-Royce. Perhaps this is not unexpected given that Bentley has held a royal warrant to supply cars to the English Royalty for many years now. No doubt his and her highnesses continue to feel right at home in their Bentleys. Some of the Continental’s best looking familial cues remain, such as the strong character line, which extends from the headlights to just fore of the rear wheels. The bodywork is made from super-formed aluminium with Bentley claiming best-in-class torsional rigidity. In order to cater to the younger generation owners, Bentley now offers a Blackline Specification appearance package on the Flying Spur. This blacks out the headlight and taillight surrounds, side trim pieces, and front grille and gives the car a more aggressive overall

appearance, especially when paired with colours such as Verdant Green or White Sand.

Driver’s car or chauffeur special?

The interior is traditional Bentley in all the right ways. As expected, premium looking and feeling materials cover everything within reach from large sections of leather to etched metal buttons. There are 15 standard leather colours to pick from, including a standard two-tone theme. Don’t forget the wood trim either. There are eight optional dual-tone veneer colours to select from too. If you’re not satisfied with the standard menu items, the folks at Mulliner (Bentley’s in-house customizer) will be happy to take some of your additional cash and let you go wild. Want your car to include wood from your favourite trees at the country estate? No problem. The folks at Mulliner will be more than happy to play dress up. It’s easy to make the case for this latest Spur from the



back seat alone. Open the wide rear door and the smell of the rich leather hits your nose at the same time as the fluffy carpet, wood and metal trim dominates your view. Yes, the same sumptuous leather, metal and wood that have been the hallmarks of Bentley for 100 years are fully present. A new 3D leather option is also available for the door panels giving depth and curves to an otherwise flat surface. There is enough legroom to accommodate the average NBA player and the extra-pillowed headrests feel like they’ve been stuffed with feathers plucked from angels’ wings. It’s nothing short of blissful and the kind of plush you’d expect from the Shangri-La or the Ritz Carlton. It’s really easy to see why many five star hotel chains choose the Flying Spur as their chauffeur-driven vehicles.

Slip behind the driver’s wheel though and you’ll see just what you’ve been missing with Jeeves piloting the Flying Spur. Despite it being comically large for this venue, the new car is surprisingly willing to pivot and play. Part of this is due to the fact that the Flying Spur is now effectively rear-wheel-drive in most circumstances with the front wheels only receiving torque when rear slippage is predicted or detected. Yes, all previous Flying Spurs were all-wheel-drive too, but this is the first one that doesn’t split its torque evenly between front and rear axles. In order to given the car a more sporting demeanour with crisper steering response, the amount of juice sent forward is now dependent on the drive mode chosen.

In conjunction with the active all-wheel-drive system, two other systems have been added to improve the Spur’s handling. The move to a 48-volt architecture has allowed for fast acting adaptive anti-roll bars, similar to that which is found on the Bentley Bentayga SUV. Rear-wheel steering, a first for a Bentley car, allows for surprisingly nimble manoeuvrability at parking lot speeds while yet keeping lane change manoeuvres nimble and stable at higher velocities. Adaptive dampers and air springs allow the Spur to glide even while riding on the big 21- and 22-inche wheel options, delivering the hushed ride quality expected of a Bentley sedan. The suspension uses air springs with 60 per cent more volume than the



previous model and has four sensors that constantly are controlling the dampers. Bentley also claims the 16.5-inch front brake discs are the largest steel rotors ever fitted to a passenger car.

Power for Royals

Perhaps predictably, at launch, Bentley offers the Flying Spur with a twin-turbocharged 6.0-litre W12 engine producing 626 horsepower and 664 lb-ft of torque from just 1,350 rpms. This W12 engine now incorporates a cylinder-deactivation system to be kinder to the planet. Fuel efficiency is said to be improved by a claimed 15 per cent.

Like the Bentayga, it's speculated that the 4.0-litre twin-turbo 542 horsepower V8 will also be offered sometime in the future, but we don't know when yet if ever.

While a ZF eight-speed automatic transmission is the

expected choice, Bentley engineers have chosen to fit the Flying Spur with a dual clutch transmission, hilariously complete with a launch control mode. While dual clutch transmissions haven't been known to be silky smooth, such is not the case with the Flying Spur's which does a surprisingly good job of being unobtrusive in most circumstances.

Technology

While the cabin is big on tradition, it is also now big on technology. Yes, Bentley has been doing wood and leather for eons, but it has also found ways to incorporate both with technology like never before. For example, available is the Continental GT's centre rotating dashboard panel that rotates between a wood-en panel, the 12.3-inch infotainment screen, and a trio of beautiful analog dials. There are real bronze details on the clock and some of the switches, and more com-

ponents now have a diamond-knurled finish. The generational shift to the MSB platform has allowed for much more technology, including a battery of driver-assist features previously glaringly missing on Bentley vehicles. These include table stakes such as a heads-up display, blind-spot warning system, a 360 degree surround view camera system but also includes more exotic options such as night vision. Also on the table are three different audio systems including an audiophile's dream 19-speaker Naim setup.

When can you buy one?

We're told that the Flying Spur will be available to order now with deliveries beginning early in 2020. Unsurprisingly, prices have increased compared to the previous model, but for the target clientele that wants only the best of the best, that is unlikely to be a problem.



2020 Mercedes-Benz GLE

Fourth generation luxury



Helping pioneer the idea of a premium SUV over two decades with the launch of the M-Class, Mercedes-Benz is redefining the segment once again by introducing the 2020 GLE. It's been less than five years since the platform took on the modern name when the third generation model was released, and this latest version is all new from the ground up, as product manager Daniel Gaglia explains. "It's completely redesigned inside and out. For the first time, we're offering a four cylinder engine in the 350 making a great entry point into the lineup starting at \$64,000, and the 450, which is the six cylinder, starts

at \$72,000," says Gaglia at a recent presentation of the fourth-generation crossover. **Space to stretch** "The new GLE is bigger than the previous generation, too. The wheelbase grew 80 millimetres and actually 64 of those are behind the front seats, significantly increasing rear legroom. The extra length has made space for an optional third row so now it can accommodate families that occasionally need additional seats, and it'll fit somebody probably up to 5'8" comfortably." The 2.0-litre four banger puts out 255 horsepower and 370 Nm of torque, while the 3.0-litre inline

six outputs 362 horses and 500 Nm. Both utilize turbocharging, a nine-speed automatic transmission and standard 4MATIC all-wheel drive. However the AWD system on the latter engine permanently distributes torque evenly at a 50:50 split, and the latter is electronically controlled and variable between 1 to 100 per cent front to rear, depending on road conditions and vehicle settings. Getting a chance to drive each variant, the 350 is disarmingly smooth and responsive without too much — but a little — noticeable lag at take-off. The 450 unsurprisingly gives more immediate oomph upon



application of the throttle, thanks in part to mild hybrid tech.

Partial electrification

Called EQ Boost, an onboard 48-volt Integrated Starter Generator (ISG) unit is capable of supplying a burst of enhanced performance, in the form of 21 horsepower and a whopping 249 Nm of torque, which helps bridge the acceleration gap as the turbocharger is spooling up. It also enables “gliding” under low load where the engine is actually automatically switched off and electric propulsion kicks in. Kinetic energy is recuperated and sent back to the battery during deceleration.

Yet another quirky feature of the ISG is to supply power to the optional AIRMATIC Air Suspension. The

springs and dampeners can be individually adjusted at each wheel allowing for a handful of neat functions. For example when activated, CURVE leans the GLE into the direction of a turn to counteract body roll and minimize occupant discomfort. When off-roading, a rocking mode causes the entire mid-size crossover to bounce up and down to reduce the ground pressure of the tires and improve traction. Not only does this create the potential for escape from being stuck in sand, snow or dirt, but looks absolutely hilarious.

As handsome as it is functional

We haven’t yet touched on appearance, and I’m happy to report the vehicle is gorgeous. The aforementioned long wheelbase, short overhangs, large upright twin-louvered grille and accoutrements

like chunky wheel arches and roof rails combine to provide a luxurious yet outdoor-adventure-approved aesthetic. The interiors of our test pilots were all class boasting plenty of leather, untreated wood and satin-finish aluminum. Dual 12.3-inch widescreen displays serve the role of visual centerpiece as well command centre for the instruments and the intelligent Mercedes-Benz User Experience infotainment system.

The 2020 Mercedes-Benz GLE 350 and 450 are in dealerships now. Interested in some more kick under the hood? An AMG-tuned GLE 53 4MATIC+ model is available, delivering 429 horsepower, unique styling and sportier AMG ACTIVE RIDE CONTROL suspension.



2019 Ram Power Wagon

Maximum power



Originally introduced as a weapons carrier during World War II, the RAM Power Wagon certainly has some history behind it. Although it's no longer providing troop support, the truck — based on the Crew Cab 2500 Heavy Duty — is all new for the 2019 model year and is being dubbed as “the benchmark for performance, capability, technology and luxury.” Is it? CarBook attended a media drive up in the beautiful Whistler mountains of British Columbia to find out. “It’s Canada’s most capable full-size off-road pickup, and is the only RAM with true rock climbing ability,” said Mike Szymkiewicz, senior manager of product

planning at FCA Canada, adding the vehicle also features the only factory-installed winch in the industry.

More than just a RAM 2500

So what makes a Power Wagon a Power Wagon, you ask? First of all, you'll notice that it sits higher than other products in the lineup thanks to a purpose-built suspension. Utilizing Bilstein shocks, modified control arms — with Articulink high-movement joints at the axle mount — higher spring rates and more than two inches of lift, the setup is designed to take abuse. When scaling over logs or small boulders, as we

did ascending to the top of a local mountain, a conventional sway bar is bound to get in the way. When in 4WD high or low at speeds below 29 km/h, the front unit can actually be electronically disengaged at the press of a button allowing more front axle flexibility. Several times throughout the day I was sure the pickup wouldn't clear certain obstacles yet we didn't encounter an issue even once.

Another handy new tool is a 360-degree camera. Setting it to a forward view is particularly useful when cresting a hill and the view from the windshield is just the sky. On-screen gridlines helps give spatial awareness.



As mentioned above, there’s an onboard winch, custom built by off-road equipment specialists Warn Industries, able to support up to 12,000-pounds, perfect for getting itself or others out of trouble. The line is made from a synthetic lightweight material that does not kink, fray or build up tension like conventional offerings.

Looks the business

The truck’s exterior has an appropriate level of aggressiveness to it. A good example is the big blacked out grille, resembling a pair of Storm Trooper goggles,

incorporating “RAM” in big chrome letters across the centre. The head and taillamps, bumpers, fender flares and 17-inch wheels are similarly finished in black. A full eight-colour paint palette selection is available (Bright White is my favourite), and bold Power Wagon decals are applied to the side of the bed and tailgate. For such a mean, all business appearance one might not expect a very premium interior. However, optional packages add leather upholstery heated and ventilated front seating, heated steering wheel and backbench, Uconnect infotainment system and a 17-speaker stereo.

While the 12-inch portrait layout touchscreen, when equipped, is gorgeous, navigating the menus may be a little tricky wearing gloves. All models are spec’d as 4x4 boasting the company’s proven 6.4-litre HEMI V8 engine, mated to an eight-speed automatic transmission. Pumping out 410 horsepower and 582 Nm of torque, getting going is certainly not a problem. Though the main purpose of our drive was to evaluate off-roading rather than towing, the powertrain is rated to haul a maximum of 10,620 pounds.



2020 BMW Z4 M40i review

Back and better than ever



If you are a car enthusiast - and you probably are if you're reading this review about a sports car - you've no doubt heard about the partnership that birthed the BMW Z4 roadster and the 2020 Toyota Supra coupe. While the Supra has received a lot of hype, much of which is fueled by nostalgia from the last-generation car, we must not forget that without BMW's engineering prowess and components, the Supra wouldn't exist. Nor would the Z4. And therefore, Mr. Sports Car enthusiast, this is a win-win for anyone who'd like to see sports car survive amongst the mix of car-based crossover SUVs, and the global love for trucks.

This latest generation BMW Z4 marks the end of a four year hiatus. As expected it's better than ever. Note that this time around, the Z4 is only offered as a convertible. Incidentally, it's BMW's least expensive two-seater. The previous generation car's heavy and complex retractable hard top has been shed for a more traditional power folding soft top. It doesn't give up much as far as an increase in NVH thanks to multiple layers and its tight interior seals. There's a load more trunk space too now that there is no metal roof to eat up precious cargo space. Despite the common rootstock, both the Supra and Z4 legitimately appeal to different audiences. The Supra is tuned and set-up differently from the Z4 and

plays to a different, JDM-infused vibe. **What's new for 2020?** My test vehicle was the 2020 BMW Z4 M40i, wEven on a tight and twisty track, the autobox rewards with snappy shifts, sharp responses, and smooth operation. It matches the smooth and refined power delivery from the engine, and the combo is good for a 0-100 km/hr time of just 3.9 seconds. In case you're keeping score, that's quicker than the latest 350 horsepower Porsche Boxster S. If you don't need the power, a tamer sDrive30i Z4 is also available with the brand's excellent turbocharged 2.0-litre four-cylinder engine producing 255 horsepower. The 30i is no slouch





either, sprinting from 0-100 km/hr in around 5.2 seconds.

M Sport bits and bobs

Every M40i gets fitted with an M sport suspension for better handling. This also includes larger 19-inch wheels and tires, and an optional Track Handling package sporting an M Sport e-differential and larger M Sport brakes.

On the road

If you want the short story, despite its sporty aspirations, the Z4 settles nicely into long-haul “work” or the daily commute. Nonetheless, BMW has billed the Z4 as having been engineered with a focus on maximum agility, dynamism, and steering precision. So here’s the long story: With its adaptive dampers tuned as well as they are, recreational track driving isn’t only the Z4’s pièce de résistance. In comfort mode, where I spent most of my time with the car, broken

surfaces are filtered out nicely although this is still a relatively short wheelbase sports car. Toggle into Sport mode and you’ll get much sharper turn-in and a much firmer (but not uncomfortable) ride. I particularly liked the Sport Individual mode which allowed me to configure my own a la carte menu of steering effort, transmission and engine responsiveness, as well as suppleness of the ride.

Particularly in Sport mode and on a race track, you can feel the e-differential working in the rear half of the Z4 as you hold onto the edge of traction past the apex of a bend. The steering is mega precise, but doesn’t offer as much sensation as what you might find from the Porsche Boxster. Nonetheless, there is enormous grip and the high geared steering acts so intuitively that you can aim the car with missile-lock-like accuracy to thread tight bends. Sport mode also enables the M40i’s crackling, burbling exhaust system, loosening the Comfort mode’s

shackles. You can really get to hear and see how visceral of a package the vehicle is. It’s seriously fun.

On the inside

The interior of the Z4 is a great place to spend some time. These days, all BMWs have such fantastic interiors that the Z4 doesn’t feel particularly more sporty than its brethren. As the vehicle is based on a shortened version of the CLAR chassis, which also underpins the BMW 5-Series, the cabin is a technological tour de force. As expected from modern German premium vehicles, the Z4 has been fitted with the latest driver aids. You sit down low and the M40’s standard M Sport seats support in all of the right places. BMW’s Live Cockpit Professional brings the latest digital gauges to the instrument binnacle and you’ll also find all the prerequisite active safety bits and bobs such as pre-collision mitigation braking and blind-spot warning.



The brand’s latest active cruise control system, complete with a semi-autonomous driving function, can also be fitted to the Z4. BMW’s adaptive cruise control that operates all the way down to a stop goes by the name “Active Cruise Control with Stop & Go”. One step beyond that, “Active Lane Keeping Assist” with Side Collision Avoidance constitutes hands-on, lane-centering steering that can work down to a stop in certain traffic conditions. At speeds below 60 km/hr, Extended Traffic Jam Assistant enables hands-free driving at low speeds on divided highways as long as you’re paying attention, something the car intuits with an optical/infrared driver-facing camera fitted to the instrument cluster. It makes BMW one of a handful of brands to offer provisional hands-free driving.

As this is 2019/20, the Z4 is also a fully internet connected car. In addition to being able to deliver and integrate the live traffic data into the GPS navigation system, the iDrive infotainment system also features a WiFi hotspot. Apple CarPlay compatibility is there, as is BMW’s own voice assistant which can be activated by saying, “Hey BMW”. Over-the-air map and infotainment system updates can also be pushed from BMW’s HQ. The Connected Drive mobile phone app allows you to control or access certain functions remotely such as remote start, lock/unlock, or activation of the horn and lights. It might not be anywhere close to as instantaneous as using the keyfob, but via the app, you can even have the climate control activate at a set time every day to “pre-condition” the vehicle.

The app itself is rather comprehensive as well and offers up the owner’s manual, a section for recalls and diagnostics, roadside assistance, and even allows you to send a destination from your mobile phone to the in-car navigation map. Cool beans.

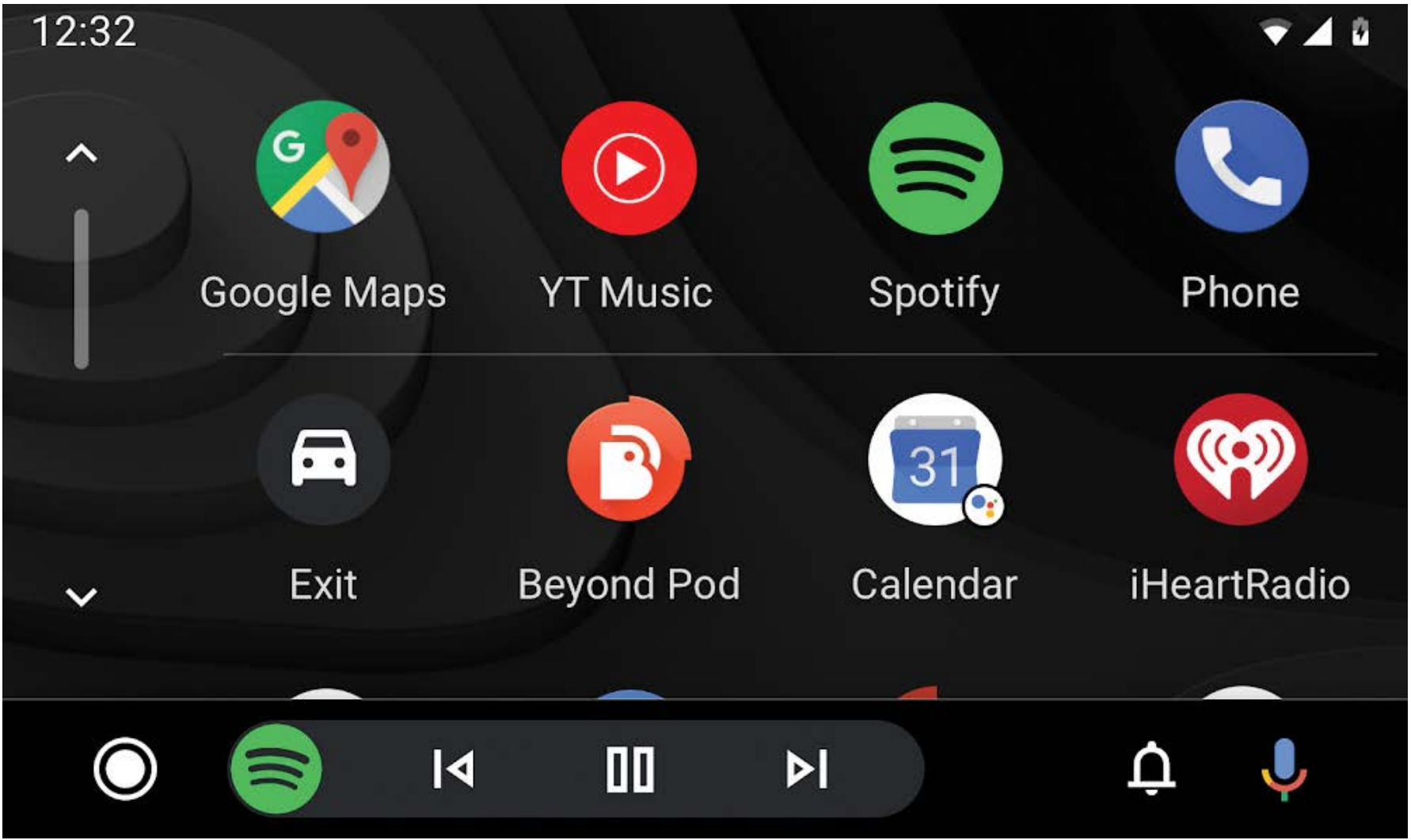
Final Thoughts

Having seen sales of the Z4 drop by almost 30 per cent since its birth in 2002, BMW wants a piece of the Boxster’s action. The only way to achieve this, it reckons, is to build a sports car that’s at least as compelling to drive as a Boxster, hence the far more thrusting dynamics of the new Z4. The Z4 is not only more aggressive than its predecessor to look at, but also to drive to, listen to, and in everything it does. With much more of a driver-orientated focus this time round, the car is a lot more rewarding to drive generally.



Android Auto update

The popular mobile app finally gets an overhaul



Half a decade after the initial launch of Android Auto, Google's answer to Apple CarPlay, the software is finally getting a major update. Designed to be a liaison between a smartphone and their vehicle with a compatible infotainment system, once connected a user can access many mobile functions directly via the dashboard such as hands-free calling and navigation.

Intuitive

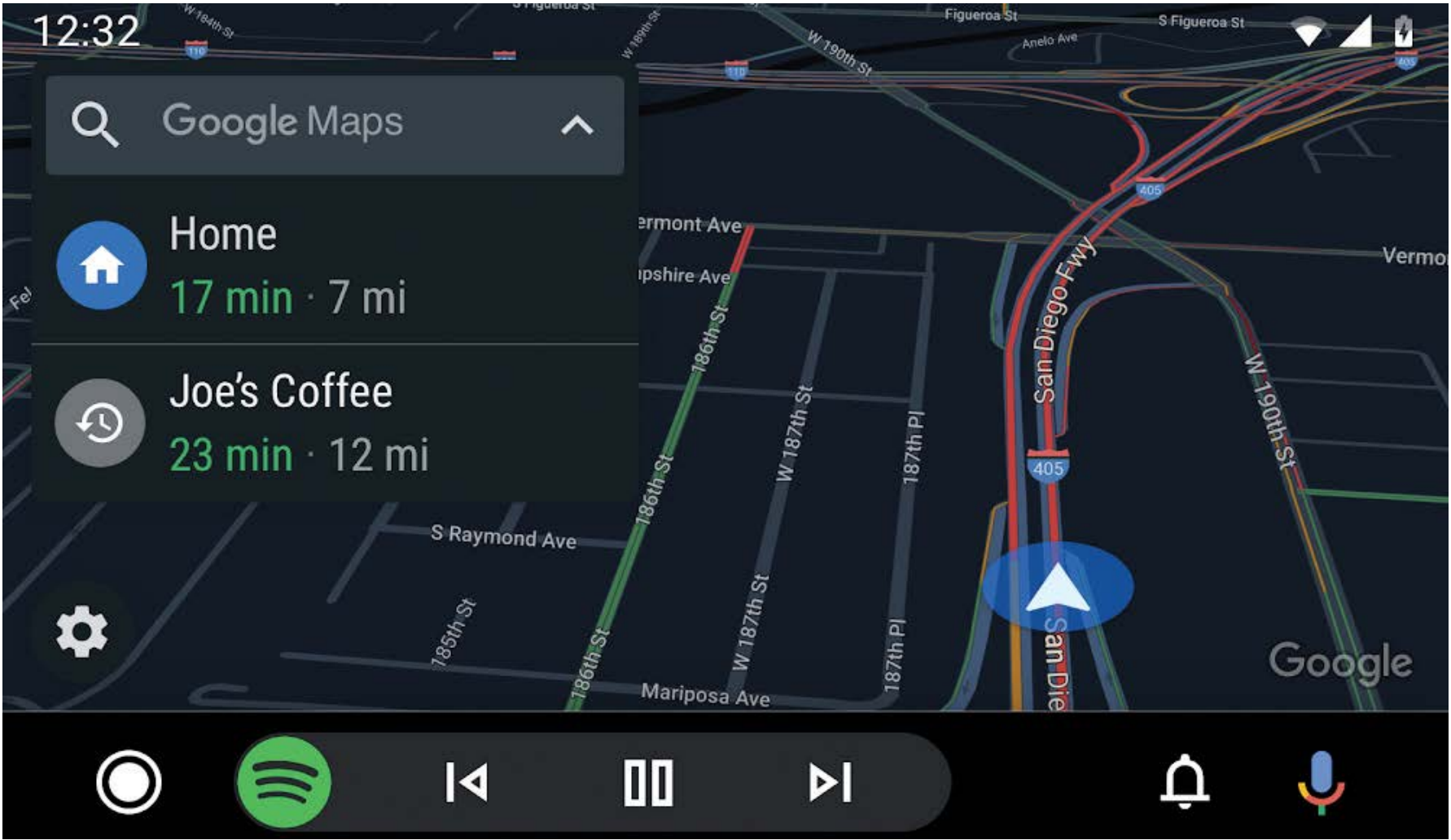
An immediately noticeable feature of the refreshed system is the default dark mode. Easier on the eyes, it looks more like an OEM piece of software blending in nicely with the menu layout of most cars. App selection is also a much easier process. Previously, choosing to launch Spotify for example involved first tapping on the small headphones icon at the bottom of the screen,

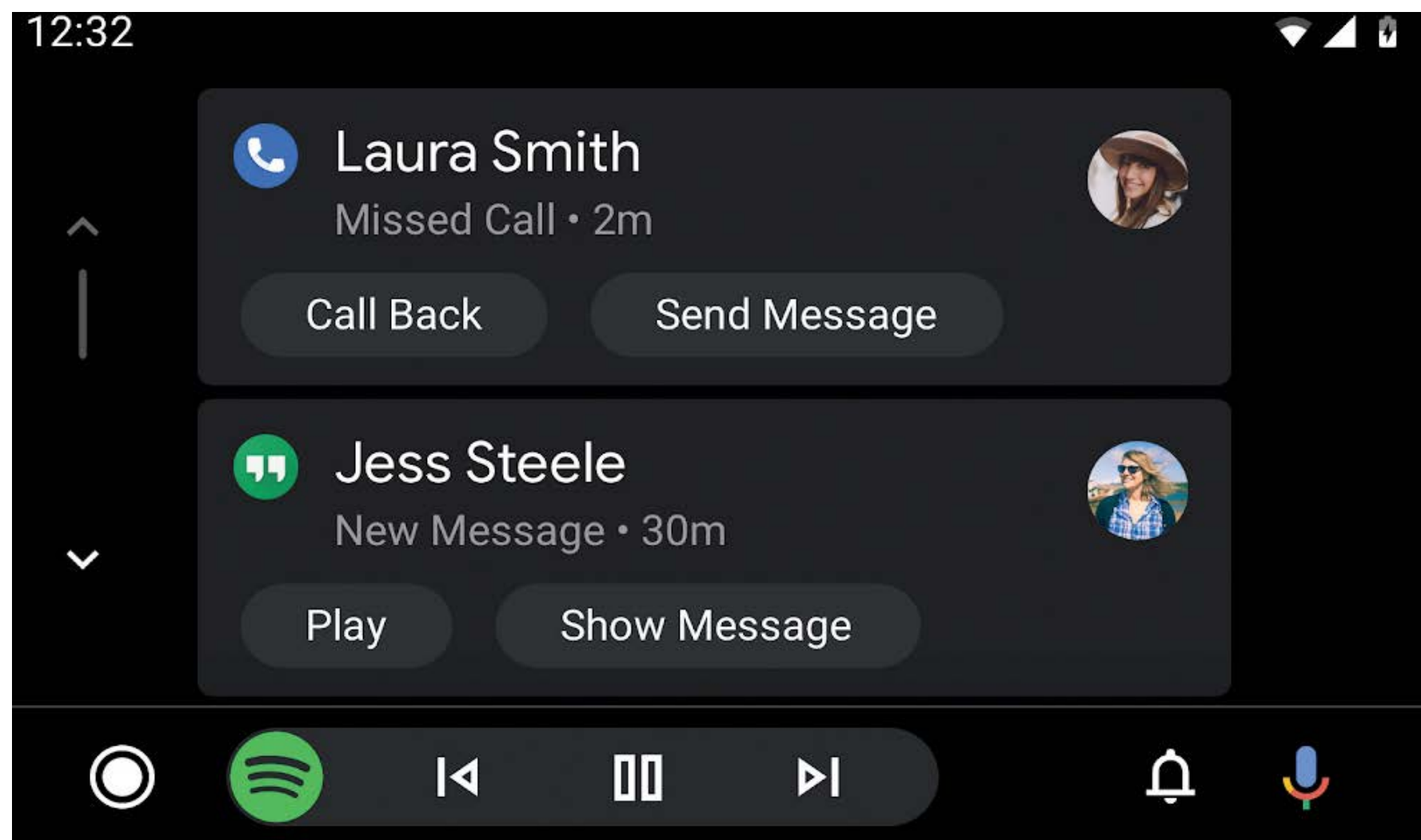
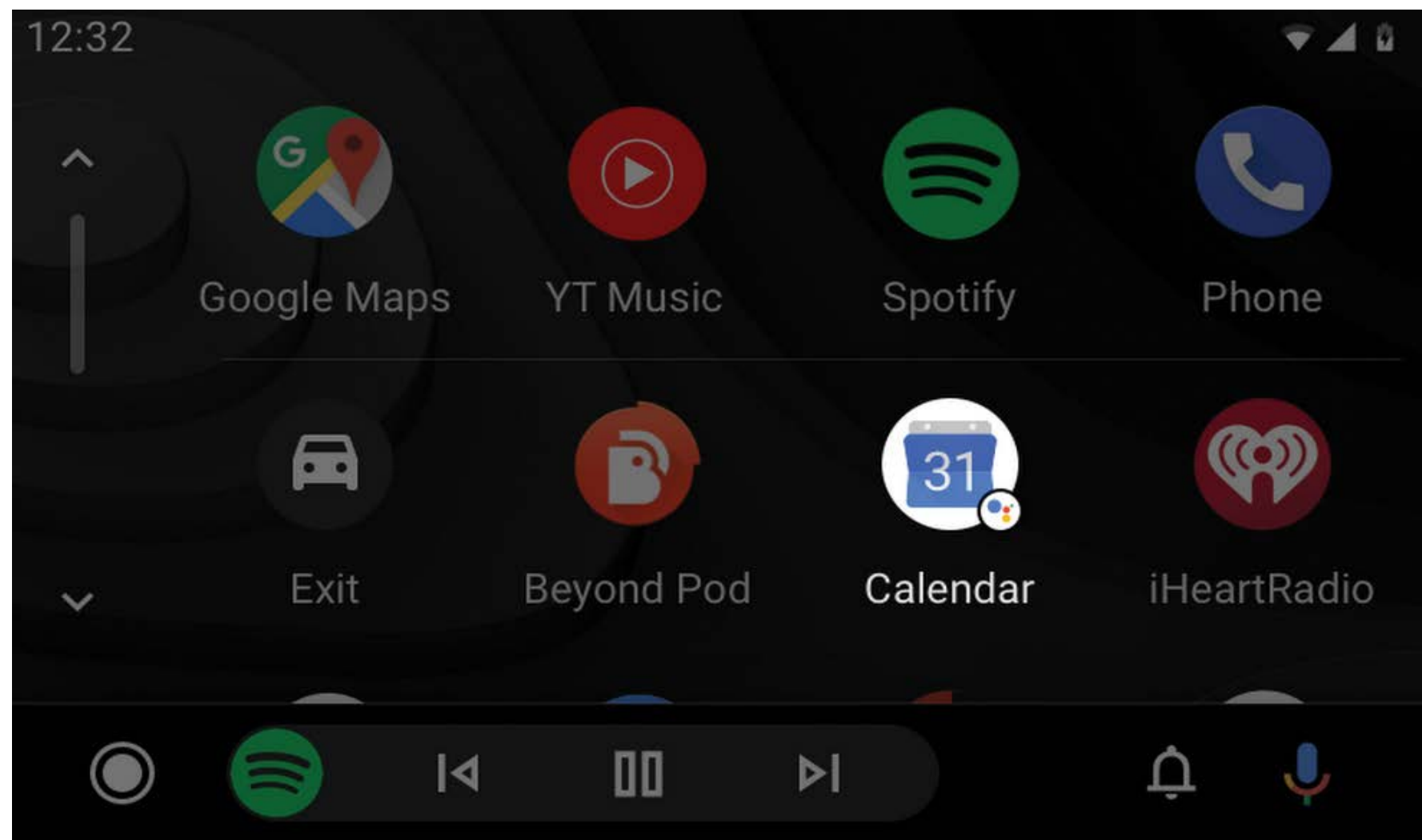
and then navigating through a drop-down menu. Now, simply tap the circular launcher button in the lower left corner of the navigation bar to bring up a screen resembling what's commonly seen on a phone with large bright icons, organized in order of recent use. Also along the bar — that is dynamic, showing things like navigation directions or media controls depending on what's onscreen — are shortcuts to a new notifications centre and Google Assistant. Pressing the notification bell is especially useful because it groups all recent calls, messages and other alerts in one place, rather than having a bunch of popups jumbled together in the middle of the display as it was before. Selecting Google Assistant provides the usual voice-controlled functionality, helping read out the news, give the weather report or sending out a text.

Small but effective

One more subtle change is the relocation of the clock from the right to the left side. A small modification for sure, but this does make the time a little easier to read by separating the numbers from the all the other little symbols for Wi-Fi connection, cell signal strength and battery life.

It is salient to point out there are no changes yet to the Android Auto app on the phone, which will be coming later. In addition, how the in-car interface looks will vary slightly depending on make and model. Vehicles equipped with widescreen monitors like the 2020 Lexus RX, 2019 Jaguar F-TYPE and 2019 Mazda3 can squeeze in extra information.





DUBAI EXOTIC LIMO



Arrive in Style



Luxury experience for unique occasions



It's time for your grand entry

- CORPORATE EVENTS
- PROMS
- WEDDINGS



Simply travel in style

- CITY & NIGHT TOURS
- SHOPPING SPREES
- AIRPORT TRANSFERS



Dhs 400 / 10 Passengers
Dhs 500 / 16 Passengers
Dhs 600 / 20 Passengers

www.dubaixoticlimo.com

24 Hours

800 LIMO
5466

EV terminology explained



As electric vehicles continue to flood the marketplace, there's a whole new vocabulary of lingo associated with them that consumers should become familiar with in order to make the most educated decision. In today's blog post we break down a few terms commonly used in the industry.

HEV

The first type of mainstream electrified automobile to arrive in showrooms was the Hybrid Electric Vehicle. Think Toyota Prius, where a small electric motor assists the internal combustion engine (ICE). Under light load, for instance during initial acceleration, only electricity is consumed. The battery replenishes itself via energy generated by the ICE as well as regenerative braking, explained in further detail below.

PHEV

An acronym for plug-in hybrid electric vehicle, this type of EV is powered by both gasoline and electricity. Compared to a standard hybrid, however, PHEVs — as the name suggests — may be plugged into an outlet or charging station to recharge the on-board battery. In addition, it usually possesses the ability to run solely on battery power alone, as well as just gas or a combination of both. The Toyota Prius Prime is a perfect example, featuring a 40-kilometre PURE EV range or 1,035 kilometres when also involving the ICE. Fuel economy for the latter is rated at a thrifty 1.8Le/100 km. The downside? Compared to a pure EV, a zero-emissions mode is much more limited and really designed for around-town driving.

BEV

Battery Electric Vehicles typically do not have an ICE, fuel tank or exhaust pipe and rely only on electricity for propulsion. While easy on the environment (and the wallet), owners may suffer from range anxiety as they must ensure their BEV contains enough energy for travel — unless they opt for a model that has an optional gasoline-powered generator such as the BMW i3. Charging involves connecting to a standard 120-volt outlet, 240-volt household/public Level 2 or a Level 3 power source. Certain premium offerings, like the new Jaguar I-PACE, boast increased range of up to 500 kilometres due to larger and higher capacity battery packs.



FCEV

The new kid on the block, Fuel Cell Electric Vehicles run on compressed liquid hydrogen. When hydrogen is combined with air inside the fuel cell stack, the reaction powers an installed electric motor to drive the wheels. Similar to a BEV they are quiet, produce no emissions but the tank can be refilled in a few mere minutes. Provided there’s a nearby station, that is.

More electric vehicle terminology

Le/100 km

Fuel economy for regular engines is measured by the number of litres consumer per 100 kilometres travelled, abbreviated to the commonly seen L/100 km. In the

case of EVs, a “litre equivalent” is used taking the electric energy consumption of kilowatt hours per 100 kilometres and converting to a conventional format, where one litre of gasoline is equals 8.9 kilowatt-hours of electricity.

Regenerative braking

When a regular car decelerates, kinetic energy is lost



through heat dissipation in the act of friction braking as the pads come in contact with the rotors. On an EV, pressing the brake pedal causes the electric motor to run in reverse, consequently slowing down the wheels and at the same time recapturing that kinetic energy and sending it back into the battery. There are no bad EVs, only multiple types best suited for different purposes. Use the above as a guide to help make the most informed decision.



ASTON MARTIN UNVEILS DBX

AN SUV WITH THE SOUL OF A SPORTS CAR



A bold new chapter and a landmark moment in Aston Martin's illustrious 106-year history, Aston Martin has today unveiled its first SUV and a model that will propel the brand to new heights worldwide. That model, is DBX.

The culmination of an extensive development programme that began with physical testing in Wales last year and virtual development stretching back to 2015, DBX signals a new era in Aston Martin's pursuit to deliver exceptional performance, style and usability

in a segment previously unexplored by the world-famous manufacturer. Bringing both the versatility and indulgence expected of a luxury SUV with sports car levels of dynamic performance, DBX sets a bold new standard in this sector.

Aston Martin Lagonda President & Group CEO, Dr. Andy Palmer said: "I can't emphasise enough how incredibly exciting and significant DBX is for Aston Martin. Through its development alone, this beautiful SUV has already taken the company into

new territories and in inspiring directions. DBX also marks a key moment in the delivery of the third and final phase of our Second Century Plan, not only representing the promised expansion of our portfolio but also signaling the start of production at Aston Martin's second manufacturing plant. We have both delivered this model through our expertise, but also by garnering invaluable experience and knowledge from external counsel, including our Female Advisory Board. This is a real landmark for this great British brand and

I promise that DBX will reward all who experience it in their everyday lives."

Set to be built in Aston Martin's purpose-built manufacturing facility in St Athan, Wales, the foundation of DBX is a new dedicated SUV platform, something rarely seen across the sector. More than ever before, this clean sheet of paper has allowed all departments within Aston Martin to innovate and push the boundaries of what British design and engineering can create, resulting in a truly remarkable product.

Utilising bonded aluminium, a construction method Aston Martin has refined through the development of its sports cars, the body structure is both very light and incredibly stiff, assisting in the delivery of an overall kerbweight of 2,245kg. Right from its genesis,

it was designed to allow maximum room in the cabin, putting a premium on refinement and class leading spaciousness for both front and rear occupants. Meanwhile, the exceptional stiffness inherent in the design of the new platform has also enabled DBX to achieve exceptional dynamics both on and off-road. Adaptive triple volume air suspension has been combined with the latest 48v electric anti-roll control system (eARC) and electronic adaptive dampers to provide the new SUV with a huge breadth of ability. With its capacity to raise the ride height by 45mm or lower it by 50mm the air suspension gives any driver the confidence to tackle a wide range of terrain. While this of course provides benefits while on the move, the system can be further programmed to aid with ingress, egress and loading requirements, aiding on a practical

level.

The adaptive triple chamber air springs enable variable spring stiffness, giving both luxurious comfort and dynamic prowess. Extraordinarily the eARC – capable of 1,400Nm of anti-roll force per axle – can limit DBX's body roll for handling that is much more akin to that of a sports car than an SUV. This sophisticated system of adaptive air suspension, dampers and eARC allows for maximum ride comfort when transporting up to five occupants and their luggage, while maintaining a highly responsive and engaging dynamic capability.

Powered by a new version of the characterful 4-litre, twin-turbocharged V8 engine found in DB11 and Vantage, DBX features an impressive output of 550PS





and 700NM of torque, carefully tuned to meet the specific needs of this model. With a sound character that is unquestionably Aston Martin, the active exhaust system ensures this is a luxury SUV that can sound refined one moment and exhilarating the next. The engine's versatility isn't restricted to its vocals either; the turbocharged V8 has cylinder deactivation to enhance fuel economy, yet it can also propel DBX from 0 to 62mph in 4.5 seconds and on to a top speed of 181mph. Transmitting this power and torque to the ground is a nine-speed torque convertor automatic gearbox, allied to an all-wheel drive system with active differentials featuring an active central differential and an electronic rear limited slip differential (eDiff). This allows the torque to be moved precisely both fore and aft in the vehicle and also across the rear axle. When combined with the bespoke steering system that has been tuned

to deliver feel and sports car-like response, DBX imbues the driver with an overriding sense of control, whatever the conditions. Aston Martin's first ever full-size 5-seat model is not only exceptionally versatile in terms of the terrain that it can tackle, it is also extremely adaptable to a wide variety of lifestyle needs and owners. Designed to accommodate the world's 99th percentile male and 5th percentile female, DBX has been very deliberately created with instant familiarity and ease of use from the start. With 632 litres of boot space and 40:20:40 split folding rear seats DBX possesses all the flexible load capacity expected of an SUV with class-leading interior space. The load space offers a practical and cleanly designed space. A narrow load sill and broad aperture maximises the practicality for a variety of luggage, such as suitcases, golf bags and ski equipment.

Complimenting the incredibly high standard specification of DBX, which includes all available active safety systems, there are many optional accessory packages offered. These packages will tailor the car even further to customers' needs, sports or pastimes. For example, the Pet package will include, amongst other things, a portable washer to help attend to the needs of a muddy dog after a walk. Alternatively, the Snow package will deliver boot warmers to make a ski trip just that little bit more pleasurable. The luxuriously handcrafted interior of DBX has been designed to provide equal space and comfort whether sitting in the front or rear of the car. Class-leading headroom and legroom combines with a full-length glass panoramic roof and frameless door glass to offer a fantastically light and spacious cabin environment. The use of sports car seat packaging in the front not only provides the driver with exceptional support and long-

distance driving comfort, but also provides knee and footwell clearance for those sitting behind. Small touches throughout, including separate central armrests, glovebox design and the ergonomic positioning of the car's key control systems, have been guided carefully by the input of the brand's Female Advisory Board, dealership feedback and a variety of private focus groups held worldwide. Not limited to this area, the guidance provided has been key to the success of DBX's overall design. The seats are trimmed in sumptuous, full grain leather, sourced from long term partner Bridge of Weir. An industry first, both the headlining and electric roof blind are available in a luxurious Alcantara® finish, providing a harmonious design, light obscuration and solar attenuation without compromising headroom. Throughout the cabin, DBX maintains an authenticity of materials, with judicious use of metal, glass and wood throughout the cabin. Another design highlight includes the elegantly crafted bridged centre console allowing for both flexible storage below and a beautiful, architectural centrepiece.

This feature keeps valuables close to hand while not occupying the passenger seat and away from dirt on the car's floor mats. As part of 'Q by Aston Martin' – Aston Martin's personalisation service - optional features of this centre console can be machined from a solid piece of wood, such as Walnut, for added tactility. A contemporary range of exquisite wood, composite and metal veneers ensure that the cabin can be tailored to any taste. This includes a range of innovative materials and an industry first application of a fabric made from 80% wool. A new flax composite – derived from the same plant as fine linen – also provides an alternative to carbon fibre and a distinctive design aesthetic. Framed by these materials is an abundance of technology. A 10.25" TFT screen sits elegantly flush in the centre console, while a huge 12.3" TFT screen provides a wealth of information to the driver. Apple CarPlay comes as standard, as does a 360-degree camera system and ambient lighting that offers 64 different colours in two zones. DBX's exterior works as hard as the interior at bringing

the elegance of Aston Martin's sports cars into the world of the SUV. From the signature 'DB' grille at the front, through the sculptured sides and design feature line, to the tailgate with a flip that draws inspiration from Vantage, this is an Aston Martin from first glance to detailed inspection. Beautiful details like the hidden side glass seals on the frameless doors and glass B-pillar finishers add an elegant sleekness and confidence to the stance. Cutaway sills also assist in narrowing the stepover required to enter the sumptuous cabin, while reducing the risk of ruining a fine dress or suit on arrival to a dinner engagement. Aerodynamics were an important consideration within the design process and this included the novel experience for the team of running computational fluid dynamics (CFD) tests with a DBX towing a trailer with a DB6 on it. At the car's front, the daytime running lights (DRLs) have an integrated aerodynamic duct, which channels air through the front wheel arches and along the side, helping to reduce both drag and lift while also cooling the brakes. Air flows cleanly over the roof, through the rear wing, over the rear



window and on to the rear flip. This unique approach and design detail allows the rear screen to self-clear on the move. Aerodynamic design has also played a key part in passenger comfort because as one of only a few companies using computational aeroacoustics technology, Aston Martin's engineers have been able to keep cabin noise to a minimum at speed.

Aston Martin is incredibly proud that DBX, an SUV intended to expand the sales reach of the brand worldwide, will be built in Britain at the new manufacturing plant in St Athan, Wales. With its all-wheel drive system, DBX is a car that will allow the company to increase its presence in markets where

perhaps the weather or terrain is less than conducive to rear-wheel drive sports cars. The clear emphasis on a spacious and luxurious cabin – whether seated in the front or back – will also allow Aston Martin to better reach customers who prefer to be driven rather than drive.

Further adding to the desirability of DBX, the first 500 owners of this landmark model will benefit from an exclusive '1913 Package'. Fitted with a unique fender badge, sill plaques and an inspection plaque detailing its limited build-run, each of these first examples will be personally endorsed and inspected by Andy Palmer. In addition, each customer will also receive

a unique build-book signed by both Aston Martin's CEO and Chief Creative Officer Marek Reichman and an invitation to a regionally hosted Waldorf Astoria celebration cocktail party, hosted by a member of the Aston Martin Lagonda executive team.

Dr Andy Palmer said: "DBX is a car that will give many people their first experience of Aston Martin ownership. As such it needed to be true to the core values established in our sports cars, while also providing the lifestyle versatility expected of a luxury SUV. To have produced such a beautiful, hand built, yet technologically advanced car is a proud moment for Aston Martin."



Nissan builds EV test car

with twin-motor all-wheel control



Nissan revealed a high-power, twin-motor all-wheel-control test car equipped with new technologies being developed for the company’s next generation of EVs. The vehicle, based on the 100% electric Nissan LEAF e+, features an enhanced all-wheel drive system powered by front and rear high-power motors integrated with Nissan-developed chassis control technology. The result is an electric-drive all-wheel-

control system that will take the performance of Nissan’s electric cars to a new level. “Soon, Nissan will launch a next-generation EV that will be a true breakthrough,” said Takao Asami, senior vice president for research and advanced engineering at Nissan. “The new electric-drive four-wheel-control technology now being developed integrates Nissan’s electric propulsion and 4WD control technologies with

our chassis control technology to achieve a huge leap in acceleration, cornering and braking performance, on par with the latest sports cars.” This exciting EV technology is a key component of Nissan Intelligent Mobility, the company’s vision of how vehicles are driven, powered and integrated into society. Powerful, smooth high-output twin-motor drive

Using separate front and rear electric motors, the powertrain generates 227 kilowatts of maximum output and 680 Nm of maximum torque. This output is complemented by the ultra-high-precision motor control provided by Nissan’s advanced EV technology which offers highly responsive, yet uncommonly smooth, acceleration. Drivers can benefit from the all-wheel-control system on nearly any road condition, heightening driving performance and confidence.

Ride comfort for all

The test car’s precision control of both motors provides unparalleled ride comfort. Vehicle pitch and dive are minimized by adding regenerative rear motor braking to the usual front motor regenerative braking. When slowing down on city streets, for example, this helps keep passengers from being shaken back and forth.

This reduces the potential for motion sickness and related discomfort. Similarly, on rough, bumpy roads and when accelerating, motor control is optimized to maintain ride comfort by minimizing irregular movement. Independent brake control for top-level handling In addition to optimizing front and rear torque allocation, the system applies independent brake control at each of the four wheels to maximize the cornering force generated by each tire. This lets drivers enjoy cornering that faithfully follows their intentions with minimal steering. A beacon of Nissan Intelligent Mobility Despite being a test car with technology hidden inside, the bespoke exterior effectively communicates the advanced Nissan Intelligent Mobility technology within, and creates excitement for the new era of Nissan EV technology. Fitted with overfenders and

rally style wheels, this test car confirms it’s ready to take on the most punishing of road conditions. Inside, the test car sports a 12.3 inch display mounted in the center of the instrument panel that reports, in real-time, information on the vehicle control technology via a polished graphic interface. With the custom display, the driver can better understand vehicle movement, and judge the all-wheel-control technology’s performance at a glance. **Confidence on any road surface** Electric four-wheel-control technology increases driver confidence across a broad range of road conditions. When cornering on snow-covered roads, for example, the vehicle can faithfully trace the driver’s intended line thanks to ultra-high-precision motor and brake control. With the confidence to handle such a variety of road surfaces, driving becomes more enjoyable.



2020 Nissan Patrol

The legend continues



Nissan has had a storied history when it comes to building four wheel drive vehicles. The company's first such vehicle started with the Japanese domestic market-only 4W60, which had overall styling similar to the Willys Jeep.

In 1958, the first use of the "Patrol" nomenclature appeared with the Nissan 4W65 Patrol. The four wheel drive vehicle had a "Nissan" badge on the grille and "Patrol" badges now flanked the sides of the bonnet. Fast forward over 61 years and the iconic Nissan Patrol lives on, getting another boost with the arrival of its biggest facelift since this generation went on sale in 2013. Known for its durability, reliability, premium design, safety, comfort features and unmatched all-terrain performance, the Patrol remains the flagship of

Nissan's extensive 4x4 lineup.

Engineered from the wheels up to tackle the most demanding driving conditions on the planet, over the years the Nissan Patrol has more than earned its reputation, providing the same outstanding level of comfort cruising on the highway in Dubai or negotiating rocky mountain terrain.

Major updates to styling and cabin technology

In late September 2019, Nissan unveiled the new 2020 Nissan Patrol, with enhancements that offer customers even higher levels of sophistication, comfort, safety and connectivity.

Unsurprisingly, the 2020 model was revealed in the Abu Dhabi, United Arab Emirates, as the Middle East

is its biggest market.

The new Patrol features striking new design, enhanced luxury features and the latest advanced Nissan Intelligent Mobility technologies. At the same time, the new Nissan Patrol retains its exceptional on- and off-road "Go Anywhere" capabilities and class-leading power.

"The Patrol is one of our longest-standing and most cherished models, with a long and proud heritage," said Joni Paiva, regional vice president of the Africa, Middle East and India region at Nissan. The new Nissan Patrol represents the peak of luxury and ultimate capability and will continue to provide authentic experiences to its loyal customers in the Middle East and around the world."

Signature design changes for the new Patrol include Nissan's V-motion grille, interpreted in a new way for Nissan's SUVs. Along with the new boomerang-shaped LED headlights, the redesigned grille highlights the Patrol's strong, angular front.

At the rear, the Patrol's new taillights also sports the boomerang shape. They are seamlessly integrated along with a large chrome nameplate and sequential rear turn indicators, which have been added for the first time on a Nissan vehicle. The bumper has been squared off, too, highlighted by a chunky skidplate that wraps up from under the body.

Inside, the designers have eliminated much of the button clutter with a new centre console design. Similar to that which is found in Infiniti vehicles,

it now incorporates dual touchscreen displays and featuring Apple CarPlay and Android Auto connectivity. This is a welcome change as the previous infotainment system was rather antiquated and no longer competitive with the systems found in the Patrol's main rivals such as the Toyota Land Cruiser. The GPS navigation map and secondary vehicle information is shown on the upper touchscreen whereas the lower screen handles vehicle settings, map address inputs, and complements the information on the upper screen. The digital display in the instrument panel has also been updated to be full-colour, replacing the old school dot matrix styled monochromatic display that was in between both gauges. New diamond-stitch quilted leather seats with added

padding provides a luxurious feel, as does the new hand-stitched steering wheel. Climate control and powered lumbar support are optionally available for the front seats.

Drivetrain and NVH enhancements.

In addition to the styling changes and updates to the vehicle's onboard infotainment technology, significant reductions in noise and vibration have resulted in a quieter, more pleasant cabin. Improved cooling and air flow distribution systems lead to quicker cooling, ideal in hot climates such as the Middle East.

Two engine choices remain as before, a V6 and V8, both the strongest in their class segment. The base 4.0-liter V6 produces 275 horsepower and 394 Nm of torque where as the larger and more popular



5.6-liter V8 produces 400 horsepower and 560 Nm of torque. Both work through a seven-speed automatic transmission.

The new Nissan Patrol also stands out for its extensive suite of advanced safety and security technologies.

In addition to the Nissan Intelligent Mobility technologies already available, the new Patrol now

comes with Nissan's latest Intelligent Emergency Braking with pedestrian detection and the Intelligent Forward Collision Warning system.

Also unchanged is the Patrol's excellent all All-Mode 4X4 system with high and low range. As before, the advanced system lets the driver select various modes which have been designed to handle different on- and

off-road conditions. Hydraulic Body Motion Control, available on V8 models, ensures a more comfortable ride thanks to the improved suspension and vibration reduction.

The new 2020 Nissan Patrol is now on sale in the Middle East as of October 2019.



Outstanding Life Cycle Assessment

of the New BMW 7 Series with plug-in hybrid



The plug-in hybrid models of the new BMW 7 Series combine luxurious driving pleasure with forward-looking sustainability. This means that their progressive character are not only evident from recent innovations in control, networking and drive assistance systems, but also from their life cycle assessment. Just how great the advances in efficiency are that are enabled by BMW’s eDrive technology for luxury sedans is evidenced by the environmental balance study, which is now certified in accordance with the ISO 14040 and 14044 standards for the new BMW 745Le (fuel consumption combined 2.3 – 2.2 l/100 km; electricity consumption combined 15.7 – 15.6 kWh/100 km; CO2 emissions combined 53 – 50 g/km*). According to the analysis confirmed by the independent inspectors from TÜV Rheinland, the so-called global warming potential** of the plug-in hybrid sedan is 33 percent below the

corresponding value for a conventionally driven model of the BMW 7 Series with a comparable output. When exclusive use is made of electricity generated from renewable sources, the climate-relevant environmental impact throughout the vehicle’s entire life cycle is even 58 percent lower. The ISO certificate for the life cycle assessment of the new BMW 745Le is further evidence of the efficiency of the BMW eDrive technology in reducing fuel consumption and emissions. This is taken care of in the new BMW 745Le and BMW 745e models (fuel consumption combined 2.2 – 2.1 l/100 km; electricity consumption combined 15.5 – 15.1 kWh/100 km; CO2 emissions combined 51 – 48 g/km*) and BMW 745Le xDrive (fuel consumption combined 2.5 – 2.3 l/100 km; electricity consumption combined 16.2 – 15.8 kWh/100 km; CO2 emissions combined 57 –

52 g/km*) by the intelligently controlled interaction between a high-efficiency, in-line six-cylinder engine with BMW TwinPower Turbo technology and an electric motor integrated into the extremely high-efficiency eight-speed Steptronic gearbox. The electrification of the drivetrain also makes it possible for luxury sedans to perform many typical everyday driving activities, particularly driving in city traffic, locally free of emissions. The range for purely electric driving is between 55 and 58 kilometres* for the new BMW 745e, from 52 to 55 kilometres* for the new BMW 745Le and from 51 to 54 kilometres* for the new BMW 745Le xDrive.

Local emission-free mobility in the city – and beyond.

This means that exclusively electric mobility in a luxury sedan can now be enjoyed far beyond the city

limits. In the standard HYBRID driving mode, the new BMW 745e, the new BMW 745Le and the new BMW 745Le xDrive achieve speeds of up to 110 km/h with the power of the electric engine alone. Only at higher speeds or with particularly intensive load demands does the combustion engine come into operation. By pressing the eDrive button on the centre console, the driver can activate the ELECTRIC mode, which raises the maximum attainable speed to 140 km/h, locally free of emissions. In SPORT mode, the electric motor is used to support the combustion engine. Together, the combustion engine and electric motor produce a system output of 290 kW/394 hp. The combined power and maximum system torque of 600 Nm are available for more spirited acceleration manoeuvres. The new BMW 745e is able to accelerate from 0 to 100 km/h in 5.2 seconds, while the new BMW 745Le achieves the same in 5.3 seconds The new BMW 745Le xDrive attains a speed of 100

km/h from stationary in 5.1 seconds. The BATTERY CONTROL setting serves to raise the charge state of the high-voltage battery to a level determined by the driver or to maintain this level. On longer journeys, the stored electric power can thus be deliberately reserved for use in locally emission-free driving in urban road sections. The plan is to offer automated electric driving on the basis of e-zones defined by BMW by the spring of 2020. Besides the intelligent driver system controller, the new high voltage storage system with the latest battery cell technology also plays a role in increasing the proportion of driving done on a purely electric basis, reducing consumption and CO2 values and attaining a favourable life cycle assessment in the new BMW 745Le compared with conventionally driven models. In the environmental balance study, the BMW 740Li (fuel consumption combined 7.4 – 7.2 l/100 km; CO2 emissions combined 170 – 164 g/km*) with a

250 kW/340 hp in-line six-cylinder engine was used to enable direct comparison with the plug-in hybrid model. The values determined for both models and subsequently set in comparison with each other refer to a use phase comprising a driving distance of 250 000 kilometres. Besides pure fuel and electricity consumption, climate-relevant emissions associated with the production and provision of the respective energy source were also taken into account. The plug-in hybrid model already achieves a reduction in global warming potential of 33 percent compared with the BMW 740Li when using energy from the EU-25 electricity mix, which considers all electrical energy generated in the European Union. When the electricity fed into the lithium-ion high-voltage battery of the BMW 745Le originates solely from renewable sources such as wind and solar power systems, climate-relevant emissions fall by as much as 58 percent in comparison with the conventionally driven model.



BMW 7 Series with plug-in hybrid drive: Certificated life cycle assessment and privileged status as electric vehicle.

The certification procedures conducted by TÜV Rheinland subjected both the methods and the findings of the environmental balance study to detailed inspection. Experts not only analysed the input data and environmental information, but they also considered the process of the study's compilation. Their certificate confirms that the life cycle assessment of the new BMW 745Le was issued in compliance with the requirements of the ISO 14040 and 14044 standards and that the methods applied correspond with the scientific state of the art.

Due to its long electric range, the new BMW 745e, the new BMW 745Le and the new BMW 745Le xDrive meet the criteria which have been stipulated for the classification as an electric vehicle and the associated preferential treatment in public road traffic. In addition

they also qualify for reduced company car taxation in Germany. Only half the gross list price is used as a basis when calculating the monetary benefit from private use of the company car. The specific series equipment of the three plug-in hybrid models of the BMW 7 Series also includes an acoustic pedestrian protection system. When driving solely on electricity at speeds of up to 30 km/h, a distinctive sound created especially for electric BMW models is emitted from a loudspeaker system. The sound design radiates a vibrant acoustic presence, though without impairing the acoustic comfort of vehicle occupants.

Auxiliary air conditioning system and hybrid-specific digital services as series equipment.

The series equipment of the plug-in hybrid models also includes an auxiliary air-conditioning system. This can also be controlled remotely by smartphone using the BMW Connected App. New eDrive services help make it more attractive and convenient to charge

the high-voltage battery when out and about. Digital services support the driver in his search and selection of public charging stations; they also enable control of the charging procedure via remote functions and transfer data relating to charge status, electric and combined range, and individual energy consumption to the driver's smartphone or other personal terminal device. The standard BMW Live Cockpit Professional not only comprises a fully digital composite display and interconnected navigation system but also includes the BMW Intelligent Personal Assistant, which, similarly, supports the search for parking and charging facilities as well the reservation of charging stations. The exterior design Pure Excellence and the M sports package are available as options for new BMW 745e, the new BMW 745Le and the new BMW 745Le xDrive. All driver assistance systems are likewise available, as is the full range of optional equipment items to enhance comfort and also, with the exception of the Executive Drive Pro option, all the suspension systems of the new BMW 7 Series.



EMPOWERED BY DESIGN

A red Mitsubishi Eclipse Cross is shown from a front three-quarter view, driving on a road. The car is positioned in the center of the frame, moving towards the viewer. The background features a city skyline with a prominent skyscraper, likely the Burj Khalifa, under a clear sky. The car's license plate reads "ECLIPSE CROSS".

ECLIPSE CROSS

1.5L POWERFUL TURBO ENGINE | PADDLE SHIFT | BLIND SPOT WARNING | FCM (FORWARD COLLISION MITIGATION SYSTEM) | LANE DEPARTURE WARNING | PANORAMIC SUNROOF | HUD (HEAD-UP DISPLAY) | ACTIVE STABILITY CONTROL

MITSUBISHI
MOTORS
Drive your Ambition

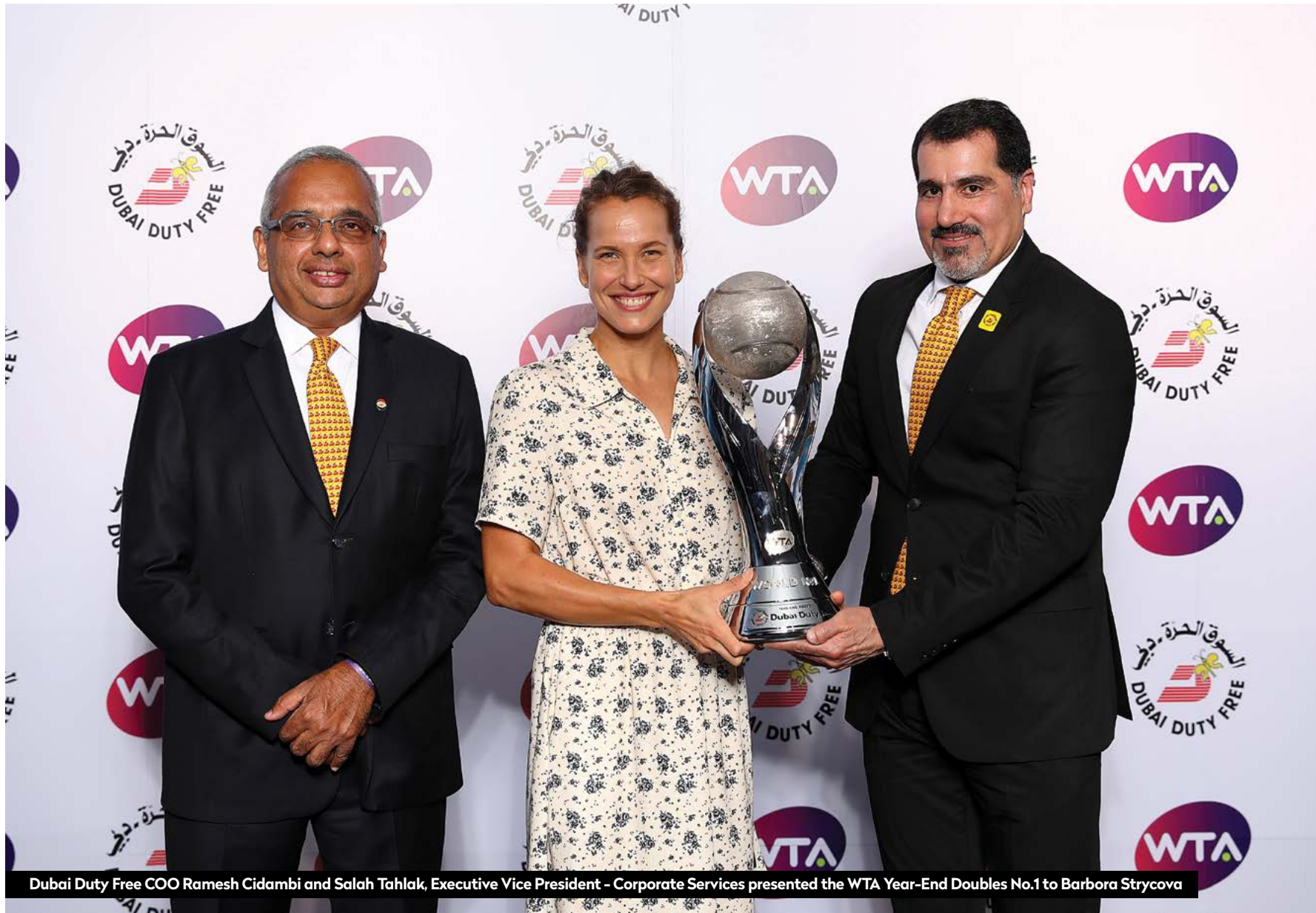
AL HABTOOR MOTORS

800 AL HABTOOR
254228667
SMS MAK2 TO 4881 FOR MORE INFO. Picture used is for illustrative purposes

ASHLEIGH BARTY & BARBORA STRYCOVA

SECURE WTA YEAR-END WORLD NO.1 RANKINGS

PRESENTED BY DUBAI DUTY FREE



Dubai Duty Free COO Ramesh Cidambi and Salah Tahlak, Executive Vice President - Corporate Services presented the WTA Year-End Doubles No.1 to Barbora Strycova

The WTA (Women's Tennis Association) announced today that Ashleigh Barty and Barbora Strycova have earned the 2019 WTA Year-End World No.1 Singles and Doubles Rankings presented by Dubai Duty Free. Australia's Barty has clinched the year-end WTA singles No.1 ranking for the first time in her career, becoming the 14th WTA player since the inception of computer rankings in 1975 to achieve the accolade. Strycova has earned this season's year-end No.1 doubles ranking also for the first time, and 2019 marks the second year in a row a player from the Czech Republic

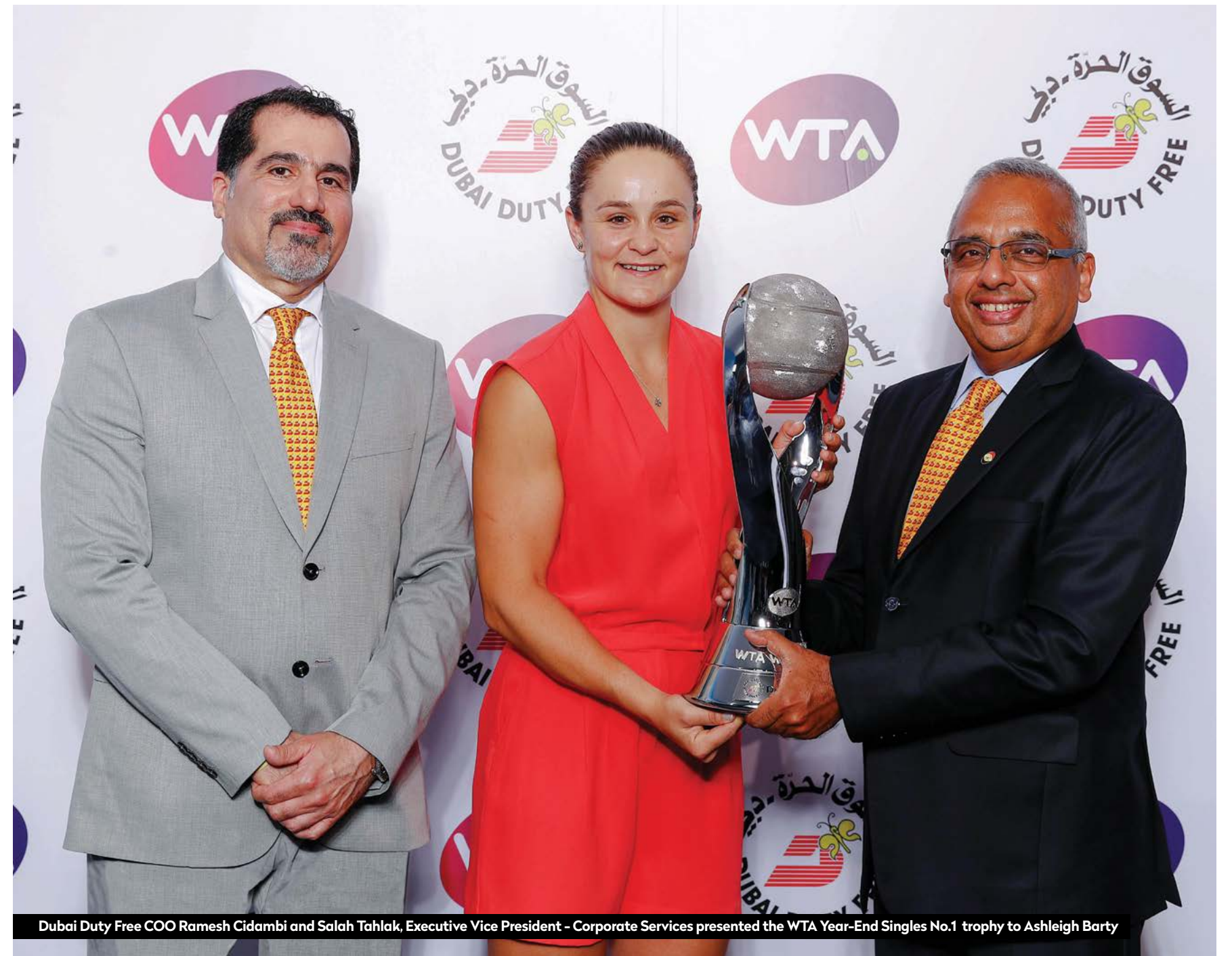
has achieved the honor, after Barbora Krejčíková and Katerina Siniakova ended 2018 as the co-ranked No.1 team. "On behalf of Dubai Duty Free, I'd like to offer our congratulations to Ashleigh Barty and Barbora Strycova on achieving the WTA Year-End World No.1 singles and doubles rankings for the first time in their careers," said Colm McLoughlin, Executive Vice Chairman & CEO, Dubai Duty Free. "Ashleigh and Barbora have written their names into the history books in 2019 following their debut Grand Slam titles at Roland

Garros and Wimbledon respectively, which was just one of many amazing achievements this season, and I look forward to welcoming them to the Dubai Duty Free Tennis Championships next year in February." Barty became the 27th player to reach the WTA World No.1 ranking on 25th June 2019 and including her triumphant week at the Shiseido WTA Finals Shenzhen, has amassed 15 weeks in the top spot. Her ascent to the World No.1 ranking over the summer also marked the first time an Australian woman had held the position since Evonne Goolagong Cawley reached

this historic milestone on April 26, 1976. "To be able to call myself the Year-End World No.1 singles player is one of the proudest moments of my career," said Barty. "This achievement is truly a team effort, and I would not be receiving this honor or had the best season of my life without the people around me who have supported me on this incredible journey." Barty has enjoyed a standout season on the WTA Tour, which saw her lift her career-first WTA Premier Mandatory title at the Miami Open presented by Itaú, her maiden Grand Slam title at Roland Garros, and subsequently became the first player to qualify for the Shiseido WTA Finals Shenzhen, where she lifted the trophy after defeating reigning champion Elina Svitolina in the final.

Strycova meanwhile also lifted her maiden Grand Slam title this year, partnering with Hsieh Su-Wei to triumph at Wimbledon. The team also lifted the trophy at the Dubai Duty Free Tennis Championships, Mutua Madrid Open and the Nature Valley Classic (Birmingham), and closed out their season with a runner-up finish at the Shiseido WTA Finals Shenzhen. She ascended to the World No.1 doubles ranking on Monday July 15, 2019, becoming the seventh woman representing the Czech Republic to achieve the No.1 doubles ranking, and is the 43rd woman overall to reach the top spot in doubles. "This is an incredible moment in my career, and I'd like to thank Hsieh Su-Wei who has been my partner for much of this season and helped me reach this goal," said

Strycova. "It's been a fantastic year for me and to finish the year as the top doubles player is an amazing feeling." "Ashleigh and Barbora have both enjoyed incredible seasons and we are delighted to see them receive their WTA Year-End World No.1 trophies," said Micky Lawler, WTA President. "I would also like to offer my ongoing thanks to Dubai Duty Free for their association with the WTA Year-End No.1 awards as well as their continued support for women's tennis." Both Barty and Strycova were presented with their respective WTA Year-End World No.1 trophies at the Shiseido WTA Finals Shenzhen by Ramesh Cidambi, Chief Operating Officer of Dubai Duty Free and Salah Tahlak, Executive Vice President-Corporate Services of Dubai Duty Free.



Dubai Duty Free COO Ramesh Cidambi and Salah Tahlak, Executive Vice President - Corporate Services presented the WTA Year-End Singles No.1 trophy to Ashleigh Barty

Colm McLoughlin receives the ABLF Lifetime Achievement Award



H.H. Sheikh Nahayan Mubarak Al Nahayan, Cabinet Member & Minister of Tolerance, UAE and Colm McLoughlin, Dubai Duty Free Executive Vice Chairman & CEO

Dubai Duty Free’s Executive Vice Chairman & CEO, Colm McLoughlin received a “Lifetime Achievement Award” at the Asian Business Leadership Forum (ABLF) at an awards ceremony held yesterday, 6th November at Jumeirah Emirates Tower in Dubai. Established in 2007, the ABLF operates under the

patronage and guidance of H.H. Sheikh Nahayan Mubarak Al Nahayan, Cabinet Member and Minister of Tolerance, UAE, and is recognised by the Federal Government through a long-term partnership with the UAE Ministry of Economy. The 12th edition of the ABLF Awards recognised

dignitaries from different regions and industries, across the spectrum of business, government, banking, finance, media, infrastructure and society in 12 categories, with all the awards being presented by H.H. Sheikh Al Nahayan himself. McLoughlin was recognised for his progressive and

sustainable leadership that reflects his admirable achievements throughout the years and which inspires many others across the globe. On receiving the award McLoughlin commented: “I’m absolutely thrilled and humbled to receive this Lifetime Achievement Award from ABLF. I thank all the judges and the people behind this award. I want to dedicate this to my Chairman His Highness Sheikh Ahmed bin Saeed Al Maktoum, and to my 6,100 team

of staff and, of course, to my wife Breeda.” The ABLF Awards process is guided by a published set of criteria that need to be met with the awards grand jury comprising a high-profile consortium of leaders from Asia who elect a winner in each category – a winner who represents Asian excellence in Business and Government. McLoughlin was accompanied by his wife Breeda, along with senior executives from Dubai Duty Free

including Salah Tahlak, Executive Vice President - Corporate Services, Sinead El Sibai, Senior Vice President – Marketing, Bernard Creed, Senior Vice President – Finance, Saba Tahir, Senior Vice President – Purchasing, Michael Schmidt, Senior Vice President – Retail Support, Sharon Beecham, Vice President – Purchasing, Zayed Al Shebli, Vice President – Loss Prevention & Corporate Security and Kumar Ananthan, Vice President – Finance.



Salah Tahlak Gets Fourth Term on ATP International Group Council



Dubai Duty Free Executive Vice President for Corporate Services and Tournament Director of the Dubai Duty Free Tennis Championships, Salah Tahlak, has been re-elected for the fourth time as a Member of the ATP International Group Council for an additional three-year term, in an election conducted by the official body that runs the men's professional tennis. A member of the ATP Global Tournament Council since 2010, Tahlak is the first and only Arab national to be re-elected for four consecutive terms. Tahlak, who has been involved with the DDF Tennis Championships since the beginning in 1993 served his first term on the ATP post from 2011 to 2014. He was then re-elected a second and third time to serve till 2019 and was inducted for a fourth time to serve till the end of 2022.

Tahlak was pleased with his re-election to the ATP post. "I am thankful for this opportunity to continue and serve as a Council Member of the ATP International Group for another three years. This is a great honour, and I am proud to represent Dubai Duty Free, Dubai and the UAE, as well as the wider Arab region in the world of tennis. I look forward to working closely with my fellow council members in the years to come."

Colm McLoughlin, Executive Vice Chairman & CEO of Dubai Duty Free, added: "On behalf of Dubai Duty Free, I want to congratulate Salah on his recent re-election as a Council Member of the ATP International Group, and we will continue to support him and all the future activities of the ATP."

Tahlak has been actively involved in the business of tennis since 1993, when Dubai Duty Free secured the first ATP tournament to be held in the UAE.

The ATP event which is held under the Patronage of H.H. Sheikh Mohammed Bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, will mark its 28th anniversary next year with the tournament taking place from 17th – 29th February 2020 at the Dubai Duty Free Tennis Stadium.

Technology loves you. The all-new SONATA.





BENTLEY



The new Bentayga V8.
Be Extraordinary.

Discover advanced technology, exquisitely crafted at [BentleyMotors.com/BentaygaV8](https://www.bentleymotors.com/BentaygaV8).

Please contact on 800-BENTLEY [800 236 8539]
or visit us at www.dubai.bentleymotors.com, www.abudhabi.bentleymotors.com for more information.
The name 'Bentley' and the 'B' in wings device are registered trademarks. © 2019 Bentley Motors Limited. Model shown: Bentayga V8.

100

EXTRAORDINARY YEARS

BENTLEY EMIRATES

PART OF AL HABTOOR MOTORS