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The new BMW 8 Series Gran Coupe



2020 Toyota Supra
The Legend makes its return

2020 Kia Telluride
Kia's biggest, boldest utility vehicle to date

Cadillac Escalade 2021

Elevating its Extraordinary Majesty





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The new BMW 8 Series

Gran Coupe



A four-door sports car has been added to the new BMW 8 Series range. With its standalone body concept, plus powertrain and chassis technology designed squarely to engender supreme dynamic ability, the new BMW 8 Series Gran Coupe embodies a brand of sporting flair unique in the luxury segment. Joining the BMW 8 Series Coupe and BMW 8 Series Convertible as the third model in the 8 Series range, the Gran Coupe has a character all of its own, combining smile-inducing performance and design shaped by dynamism and elegance with significantly increased spaciousness for passengers in the rear seats. Meanwhile, exclusive equipment features and the latest innovations in the areas of control/operation, driver assistance and

connectivity represent a case study in modern luxury. The new BMW 8 Series Gran Coupe is the only model in its segment derived directly from a two-door sports car. Its resultant dynamic potential, plus a longer wheelbase and model-specific chassis tuning, create an unmistakable balance between sports performance and ride comfort. All of which means 8 Series Gran Coupe customers can look forward to high levels of everyday practicality and mile-covering ability. Three model variants are available from launch. The BMW M850i xDrive Gran Coupe (fuel consumption combined: 10.0 – 9.9 l/100 km [28.2 – 28.5 mpg imp]; CO2 emissions combined: 229 – 226 g/km*) is powered by a V8 petrol engine which delivers its 390 kW/530 hp

in imposing style. And the BMW 840i Gran Coupe (fuel consumption combined: 7.5 – 7.4 l/100 km [37.7 – 38.2 mpg imp]; CO2 emissions combined: 170 – 168 g/km*) and BMW 840i xDrive Gran Coupe (fuel consumption combined: 7.8 – 7.7 l/100 km [36.2 – 36.7 mpg imp]; CO2 emissions combined: 179 – 176 g/km*) enjoy the services of a high-revving six-cylinder in-line petrol engine with maximum output of 250 kW/340 hp. The world premiere of the BMW 8 Series Gran Coupe will be one of the highlights of the inaugural BMW Group #NEXTGen event in Munich. The worldwide launch of the new car will commence just a few months later, in September 2019.





Exterior design: sporting exclusivity, individual appeal.

The combination of precisely drawn lines and expansive surfaces that runs like a thread through the BMW brand's new design language helps the exterior of the new BMW 8 Series Gran Coupe to strike a unique balance between dynamism and elegance. The four-door coupe concept has been translated into a body of standout pomp and progressiveness. The four-door model has a 3,023-millimetre wheelbase – an increase of 201 millimetres over the BMW 8 Series Coupe – and measures 5,082 millimetres in length (+ 231 mm), 1,932 millimetres in width (+ 30 mm) and 1,407 millimetres in height (+ 61 mm). The Gran Coupe's front section is identical to the 8 Series Coupe's design up to the point where the A-pillars start. The wide, low-slung front end exudes sporting intent and a confident presence. Adaptive LED headlights are fitted as standard. The optional BMW Laserlight with Selective Beam produces a high-beam range of around 600 metres.

As well as its distinctive proportions, the design of the new BMW 8 Series Gran Coupe's flanks and rear end also clearly distinguishes it from its 8 Series stablemates. Because the windscreen frame is more upright, the roofline is also higher, meaning additional headroom in both the front and rear. The roofline merges into the tail in a graceful sweep, via a fin-shaped transition in the vicinity of the C-pillars that emphasises the elongated silhouette. The rear window, meanwhile, also follows a slightly steeper line in order to produce a larger boot aperture. An additional character line accentuates the sweeping elegance of the body and powerfully flared surfaces integrate pronounced shoulders into the overall effect. The side window graphic reaches its conclusion at the rear in another hallmark BMW design cue. On the new BMW 8 Series Gran Coupe, the counter-swing at the trailing edge of the side window graphic – the Hofmeister kink – is very upright in form, further emphasising the solidity of this area of the body.

The powerfully flared wheel arches and wide track also play a defining role in the form of the rear end. Horizontal lines and sculptural surface contours give the tail a broad but also light appearance. The slim all-LED rear light clusters extend deep into the flanks. And twin exhaust tailpipes with a trapezoidal contour are positioned either side of the rear apron's lower section.

Interior: dynamism and luxury in perfect harmony.

The distinctive style of the new BMW 8 Series Gran Coupe is also expressed in the design of its interior. The driving experience in both the front and rear is defined by a flawless symbiosis of dynamism and luxury. The extra length of the wheelbase and generously sized door apertures give passengers in the rear unprecedented leg-room for a BMW coupe – and they are able to get in and out more easily than ever as well. Those in the rear seats also benefit from substantially greater shoulder room and headroom than in the two-door version of the new BMW 8 Series, making the second-row seats

even more comfortable to travel in.

The optional panoramic glass roof helps to give the interior of the new BMW 8 Series Gran Coupe an exceptionally light-filled feel. It is particularly generous in width and its glass surface area measures around 1.5 square metres. The result is an unbroken glass surface extending from the windscreen to the rear window. The front section of the roof and the interior blinds open and close at the touch of a button or with the radio remote control, delivering a controlled supply of fresh air. The rear blind can also be opened and closed from the rear compartment. A four-zone automatic climate control system and electric sun blinds for the rear side windows and rear window are both available exclusively for the four-door variant in the new BMW 8 Series line-up.

Sports-car ambience in all seats.

The ambient lighting fitted as standard in the new BMW 8 Series Gran Coupe accentuates the forward-pointing lines inside the car to dramatic effect. Standard specification for the new BMW 8 Series Gran Coupe also includes an instrument panel and

door shoulders wrapped in full leather, electrically operated sports seats with head restraints integrated stylistically into the seat backrests, and Vernasca leather trim. The multifunction seats fitted as standard in the BMW M850i xDrive Gran Coupe come in Merino leather trim with extended appointments. Another option available for the BMW M850i xDrive Gran Coupe and in cars with the M Sport package are the new M Sport seats with highly distinctive bucket-seat styling. The extended centre console is exclusive to the new BMW 8 Series Gran Coupe model, as is the rear seat unit featuring outer seats styled as individual seats. The contours and seam patterns of the outer rear seats are modelled on the sports seats in the front. The rear seats likewise offer excellent lateral support and integral head restraints, allowing their occupants to also share in that undiluted sports-car feel. A third seat for use on short journeys nestles between the two outer seats and has a complete seatbelt system, making the new BMW 8 Series Gran Coupe a 4+1-seater.

The car's luggage-carrying setup can be varied with the greatest of ease courtesy of the 40 : 20 : 40 split/folding

rear backrest, whose individual sections can be folded down from the boot using a lever. With a capacity of 440 litres, the boot is big enough to accommodate three golf bags.

Optimised aerodynamics, minimised weight.

The aerodynamic properties of the new BMW 8 Series Gran Coupe have been honed by features including an almost completely sealed underbody, active air flap control, Air Curtains and the super-slender exterior mirror bases. An intelligent material mix, meanwhile, has helped to reconcile exacting demands on body rigidity with the goal of minimising weight. As well as the doors and the outer skin of the roof, the bonnet, front shear panel, engine subframe, front bulkhead and rear bumper support are all made from aluminium. The plastic boot lid, the magnesium cockpit support and the use of carbon fibre-reinforced plastic in the centre tunnel help to both reduce weight and distribute it to optimum effect. As a result, the four-door version's weight penalty over the BMW 8 Series Coupe has been limited to around 70 kilograms. Fitting the optional





carbon-fibre roof lowers the car's centre of gravity even further and there is also the option of an M Carbon exterior package comprising air intake bars, exterior mirror caps and a rear diffuser insert all made from CFRP.

Characterful V8 petrol engine, majestic straight-six units.

The imposing power delivery of the 4.4-litre V8 engine in the new BMW M850i xDrive Gran Coupe is accompanied by a character-rich soundtrack further amplified by the M Sport exhaust system. With its maximum output of 390 kW/530 hp and peak torque of 750 Nm (553 lb-ft), the new V8 engine in the BMW M850i xDrive Gran Coupe accelerates from 0 to 100 km/h (62 mph) in 3.9 seconds. Thrilling instant response and an unmistakable appetite for revs are the signature character traits of the new six-cylinder in-line petrol engine fitted in the BMW 840i Gran Coupe and BMW 840i xDrive Gran Coupe models. It produces maximum output of 250 kW/340 hp and torque peaking at 500 Nm (369 lb-ft). The

3.0-litre unit with BMW TwinPower Turbo technology weighs in at around six kilograms less than the engine it replaces and makes its mark with noticeably enhanced elasticity throughout the rev range. These are both key factors in the cars' agile, fleet-footed handling.

The new BMW 840i Gran Coupe powers from rest to 100 km/h (62 mph) in 5.2 seconds, the new BMW 840i xDrive Gran Coupe in 4.9 seconds.

Eight-speed Steptronic Sport transmission, BMW xDrive, M Sport differential.

All of the engines available for the new BMW 8 Series Gran Coupe meet the Euro 6d-TEMP standard. They link up with an eight-speed Steptronic Sport transmission, which comes with shift paddles on the steering wheel as standard so the driver can also change gears manually. The latest generation of BMW xDrive intelligent all-wheel drive ensures that drive power is channelled onto the road with supreme dynamism and assurance. The system's rear-wheel-biased setup

provides exceptional agility and precision in dynamic handling situations. The BMW 840i Gran Coupe sees the power generated by its six-cylinder in-line petrol engine sent to the rear wheels alone. The BMW 840i Gran Coupe's standard M Sport differential with active locking function at the rear axle adds an extra layer to the sense of BMW driving pleasure in its classical form. The M Sport differential is also part of specification on the BMW M850i xDrive Gran Coupe.

Chassis: unique repertoire of skills, from dynamic handling to long-distance comfort.

The exceptional agility, precision and performance of the BMW 8 Series Gran Coupe's chassis are the product of the design principles underpinning it and a setup optimised using the racing expertise of BMW M GmbH. The Gran Coupe's wheelbase is 201 millimetres longer than its Coupe sibling's. This enhances ride comfort by enabling the chassis tuning to be modified without compromising its sporting instincts. All the standard and optional suspension systems –

along with the basic chassis components – have been tuned precisely to the fundamental characteristics of the new BMW 8 Series Gran Coupe defined by its dimensions and weight distribution. This has enabled the extraordinary performance qualities of the BMW 8 Series Coupe to be passed on to its four-door sibling. Standard specification includes Adaptive M suspension with electronically controlled dampers. Finely metered spring and damping responses ensure the driver is supplied with only relevant information about the road surface. The Integral Active Steering fitted as standard in the all-wheel-drive model variants and as an option for the new BMW 840i Gran Coupe makes even lighter work of manoeuvring, increases agility at moderate speeds and allows drivers to negotiate lane changes and high-speed corners with still greater poise and assurance. The active roll stabilisation feature included in the optional Adaptive M suspension Professional initiates particularly fast and precise body roll compensation when the driver explores the car's dynamic potential. Its electric swivel motors also counteract disruptive forces resulting from road surface imperfections on one side of the car, increasing straightline comfort. The braking systems available for the new BMW 8 Series Gran Coupe stand out with their immense stopping power, high thermal stability, fast responses and excellent feel. All versions combine four-piston, fixed-calliper brakes at the front and single-piston, floating-calliper brakes at the rear. Standard equipment for the new BMW M850i xDrive Gran Coupe includes powerful M Sport brakes, which are also part of the M Technic Sport Package available for the other model variants.

Setting the seal on the performance-focused chassis technology in the new BMW M850i xDrive Gran Coupe are 20-inch M light-alloy wheels, which are shod with high-performance tyres (front: 245/35 R20, rear: 275/30 R20) purpose-developed for the BMW 8 Series. The other models in the 8 Series Gran Coupe range also leave the factory on mixed-size tyres, with standard equipment including 18-inch light-alloy wheels.

Cutting-edge driver assistance systems further improve comfort and safety.

An array of cutting-edge driver assistance systems take the comfort and safety of the new BMW 8 Series Gran

Coupe to another level. Standard specification includes the Head-Up Display, the Driving Assistant, Collision and Pedestrian Warning with City Braking function, Lane Departure Warning and Lane Change Warning, Speed Limit Info, rear crossing traffic warning and rear collision warning. Among the systems on the options list are Active Cruise Control with Stop & Go function, Driving Assistant Professional (which also brings steering and lane control assistant, among other tech), and the BMW Night Vision system. Among the features of the likewise standard Parking Assistant are the rear-view camera and the reversing assistant.

Intuitive operation and seamless connectivity: BMW Operating System 7.0 and BMW Intelligent Personal Assistant.

The new BMW 8 Series Gran Coupe comes as standard with BMW Live Cockpit Professional. It comprises a navigation and multimedia system, plus a fully digital, high-resolution instrument cluster behind the steering wheel with a screen diagonal of 12.3 inches

and a Control Display measuring 10.25 inches across. The new BMW Operating System 7.0 stands out with modern, digital functions geared precisely to the needs of the driver. For intuitive operation, the driver can choose from the Control Display's touchscreen functionality, the iDrive Controller, the steering wheel buttons, voice control and gesture control.

The BMW Intelligent Personal Assistant has a key role to play in the operating system. The digital companion can be activated with the spoken prompt "Hey BMW" and helps the driver to use vehicle functions. What is more, he will keep acquiring new skills all the time thanks to updates transmitted seamlessly by Remote Software Upgrade. The BMW Intelligent Personal Assistant can also be used to select the three Experience Modes for the interior. These can be activated for as long as desired and adapt the functions of the interior lights, climate control system, degree of shade, seat heating / seat ventilation and music (depending on vehicle specification) perfectly to the driver's needs.



Cadillac Escalade 2021

Elevating its Extraordinary Majesty



Cadillac today unveiled the all-new Escalade 2021, which has been completely redesigned with new, pioneering technologies that add a new dimension to the luxury SUV.

The fifth generation of Cadillac Escalade, the class leader for more than 20 years, reinforces this name in the world of luxury SUVs by incorporating exclusive new technologies that are the first of its kind in the automotive industry, including a curved OLED

display, the first AKG audio system and X technology. Cadillac's flagship Cruze.

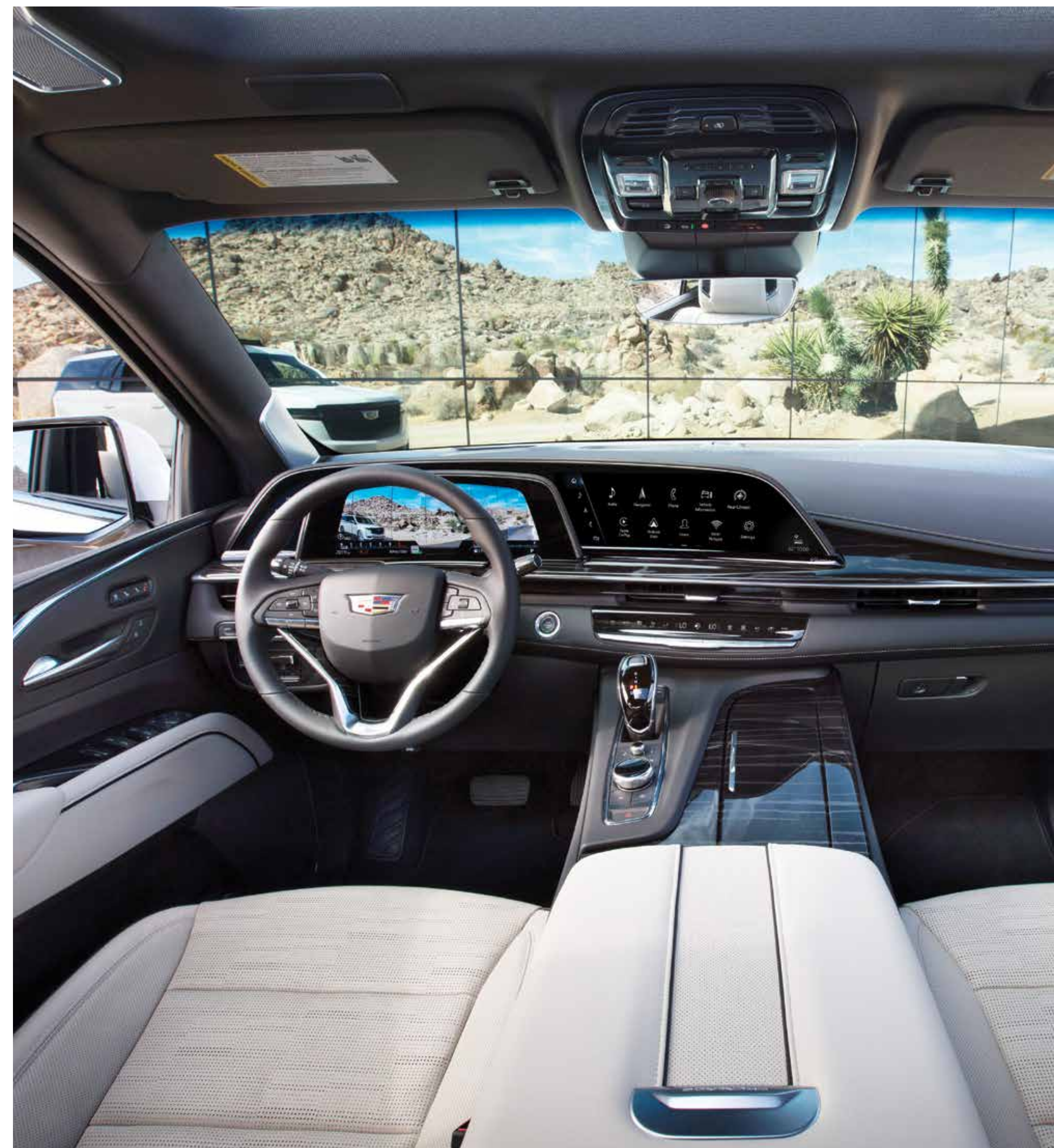
Steve Carlisle, Cadillac's president, said: "There's something special about driving an Escalade, it has a bold presence and exclusive technology that enhances the exceptional level it's always enjoyed, and gives its driver a special feel every time it drives."

Escalade 2021 will be launched in the third quarter of this year in North America and has been fully

redesigned to provide improved driving dynamics and greater capabilities both for passengers and cargo.

Carlisle added: "Escalade 2021 is pioneering this category of vehicles to usher in a whole new era, with upgrades and comprehensive improvements that radically change the driving experience. It's more than just a new Escalade, it's a new experience in every sense of the word."

The new Escalade made a ritzy debut in Los Angeles –





arguably the luxury SUV's home turf where it casually serves a cavalcade of celebrities, musicians, and well-to-do individuals of numerous industries as a luxurious-yet-anonymous transport.

Let's focus on that luxury part for a moment, because it's where the Escalade steps into a completely different realm from even the highest-spec GMC Yukon. As promised, the Caddy has its own interior that features over 38 inches of diagonal digital display space on the dash. It's not a single screen, but rather, three screens that span from the far left of the dash to nearly in front of the passenger.

A 7.2-inch touch screen left of the steering wheel is the driver information center. Behind the wheel is a 14.2-inch display for instruments and other vital driving information. Moving to the right is the big 16.9-inch infotainment screen. All utilize OLED technology with twice the pixel density of a 4K television that Cadillac says is an industry first for clarity as well as curvature of

the screens. And yes, it's standard-issue for all Escalade models.

The tech definitely doesn't stop there. The Escalade features navigation enhanced with augmented reality similar to what's available on some Mercedes-Benz models, using cameras to display real-time images of streets on the screen with various directional overlays to show the driver exactly where to go. The Escalade is actually packed with cameras for the back, sides, and front, and it can produce a two-megapixel "surround vision" birds-eye view outside the SUV. There are more displays, too — rear-seat passengers get a new entertainment system with a pair of 12.6-inch screens that can connect with the on-board systems or various media through HDMI and USB connections. Super Cruise also comes to the Escalade for the first time, new and improved with over 200,000 miles of compatible highways where hands-free operation is available. That's all monitored by LiDAR data,

GPS, cameras, and radar systems, and it also allows the Escalade to execute a hands-free lane change by engaging the turn signal. A driver attention system monitors the person behind the wheel very closely, kicking in with alerts when the Escalade determines more involvement is needed.

If the new Escalade is impressive from a visual and technological perspective, the automaker worked with AKG to create an optional 36-speaker sound system that Cadillac also says is an industry-first. It's powered by three amplifiers to create sound in 28 channels, and it's not just used for pumping up the bass. It can adjust volume settings independently in the front and rear, and it can also work with the navigation system to provide direction-specific audio prompts. If you're approaching a left turn, you'll hear the prompt just on the left side. If all this is overwhelming, the Escalade's standard-issue AKG sound system only has 19 speakers.



2020 Toyota Supra

The Legend makes its return



After years of teasing, the legend has finally returned after a hiatus of over two decades.

The Toyota FT-1 concept car was meant to showcase the handiwork of Toyota's CALTY design studio in Southern California. However, we now know that it was also a styling concept that previewed the all-new A90 Toyota Supra.

In July 2018, a fully camouflaged long-hooded sports car with "A90" markings blasted up the world-re-

nowned narrow, curvy hill-climb circuit in front of tens of thousands of spectators at England's famous Goodwood Festival of Speed. For Toyota Supra fanboys, the A90 markings were an obvious giveaway that the Toyota Supra was coming back, as previous versions of the Supra were known as the A40, A60, A70, and A80. Officially known as the fifth-generation GR Supra, in January 2019, Toyota pulled the covers back for the world debut of the vehicle at the North American

International Auto Show in Detroit. This unveiling finally ended years of internet forum debates, speculation, and anticipation by sport car enthusiasts around the world.

A new era for collaboration

Yes, it's true that behind the new Supra is over half a century of unique Toyota sports and GT car heritage. There's no doubt that the GR Supra has pedigree. However, it wouldn't have happened without the help





from the most unlikely of sources, a company from Germany with the initials of B.M.W. You see, the Supra is a joint-engineering venture with BMW, which will be using the same platform for the revival of its BMW Z4 sports car. Unlike the Z4 though, which is a convertible, the Supra is only available as a coupe. For now anyway. Although both vehicles have unique tuning and stylistic characteristics as befits each brand, both also will be rear-wheel-drive and have a flappy paddle-equipped quick shifting eight-speed automatic transmission.

Power comes from BMW's lovely B58 twin-scroll turbocharged inline-six cylinder engine, producing 335 hp and 365 lb-ft of torque. Toyota projects the 0-96 km/hr acceleration run to be achieved in a quick 4.1 seconds.

What can we expect?

The 2020 Supra is going to be the first global Toyota GAZOO Racing model. In short, the car was developed by Toyota GAZOO Racing in collaboration with Toyota Motor North America and Toyota Motor Europe. Even Toyota President and Master Driver Akio

Toyoda tested the Supra on the Nürburgring and other racing venues to give his personal feedback as a Master Driver to ensure this new model would exceed the expectations of Supra fans across the globe. Toyota says that the Supra shows a particular kinship with the fourth-generation Supra built from 1993-2002, as well as the company's first supercar, the 1967 Toyota 2000GT. Not only does the GR Supra share stylistic cues, but also notable traits such as a short wheelbase, and a high-performance inline-six-cylinder engine. The double-bubble roof-design recalls the

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2000GT, but also reduces drag by shaving the roof centre to reduce the projected frontal area without sacrificing occupant headroom.

Similar to most BMWs, the Supra will feature a 50/50 weight distribution for optimized handling. Standard on Supra is Adaptive Variable Suspension. This system instantly adjusts damping force in response to driver input and road conditions. Two settings for the suspension are available - Normal and Sport.

Cockpit design

Toyota designed the 2020 Supra to be both an everyday sports car, but with the ability to be used as an occasional track car.

To that end, the cockpit had to blend the latest in ultra-modern functionality with traditional GT elements. Toyota's designers took a fresh approach in designing the centre console, giving it an asymmetrical shape designed to envelope the driver. The passenger's



side, in contrast, is open for a roomy feel, but also has knee pads for bolstering in corners.

There is definitely still a lot of BMW influence here, for example, with a Toyota-skinned version of iDrive. This is not necessarily a bad thing though, as it's arguably one of the best infotainment systems out there. The heated, leather seats with integrated head restraints were inspired by racing, but yet, there is also a smartly trimmed luggage area beneath the lightweight composite hatch, offering capacity for two people to pack away for a weekend trip. The compartment was even shaped to accommodate longer items, such as a track day toolkit.

Conclusion

Like its 1990s predecessor, the 2020 Toyota Supra will

be equipped as a premium GT, with a deft balance of function and premium comfort and convenience features. Supra devotees have waited a long time for the

next-generation model. They'll hopefully find the 2020 Supra worth the wait. A global citizen, the new Supra will be assembled in Graz, Austria.



2020 Toyota Corolla



Is the 12th time the charm? It's hard to believe that the all-new 12th generation 2020 Toyota Corolla launches the latest generation of a vehicle that Toyota has sold more than 46 million units of globally.

Despite automotive enthusiasts calling it the ultimate in beigeness, the Japanese aren't about to mess with a sure thing. Known for its bulletproof reliability, the Toyota Corolla is one of the most recognizable nameplates in the world. It is iconic in the sense that it has provided safe, reliable transportation for the masses across the planet.

Nonetheless, with the 2020 model having been

unveiled simultaneously in China and in the USA, Toyota is clearly serious about the big changes it brings to the company's compact sedan.

Riding on Toyota's New Global Architecture, otherwise known as TNGA, the scalable platform has already proven itself as it underpins other products such as the Toyota Camry, C-HR, and the Avalon.

The 2020 Corolla is actually slightly shorter than its predecessor. However, track width is up by 0.5 and 0.9 inches at the front and rear respectively. There are shorter front and rear overhangs for better proportions overall, and a lower height.

The overall looks are more dynamic than ever before, with sharp, thin LED headlamps, and optionally available 18-inch wheels.

To improve handling, a multi-link rear suspension replaces the torsion beam of the previous Corolla. Combined with the stiffer and more refined TNGA platform, the new Corolla has better handling and a quieter cabin.

Toyota is promising a more engaging Corolla thanks to a newly available and updated 2.0-litre four-cylinder engine in the top trim models with 169 horsepower, a significant bump up from its predecessor's 143



horsepower and 151 lb-ft (205 Nm) of torque.

Available transmission choices for the 2.0 include a six-speed manual transmission or a Toyota's new Direct Shift continuously variable transmission (CVT), complete with a fixed mechanical first gear to help launch the Corolla off the line with more authority. Toyota says that in sport mode, the Direct-CVT gearbox is able to simulate a 10 speed transmission. There is also an all-new Corolla Hybrid model, for those who want a Toyota Prius without the Prius-look. What Toyota has literally done is to take the Prius powertrain in its entirety and pop it under the new Corolla's body.

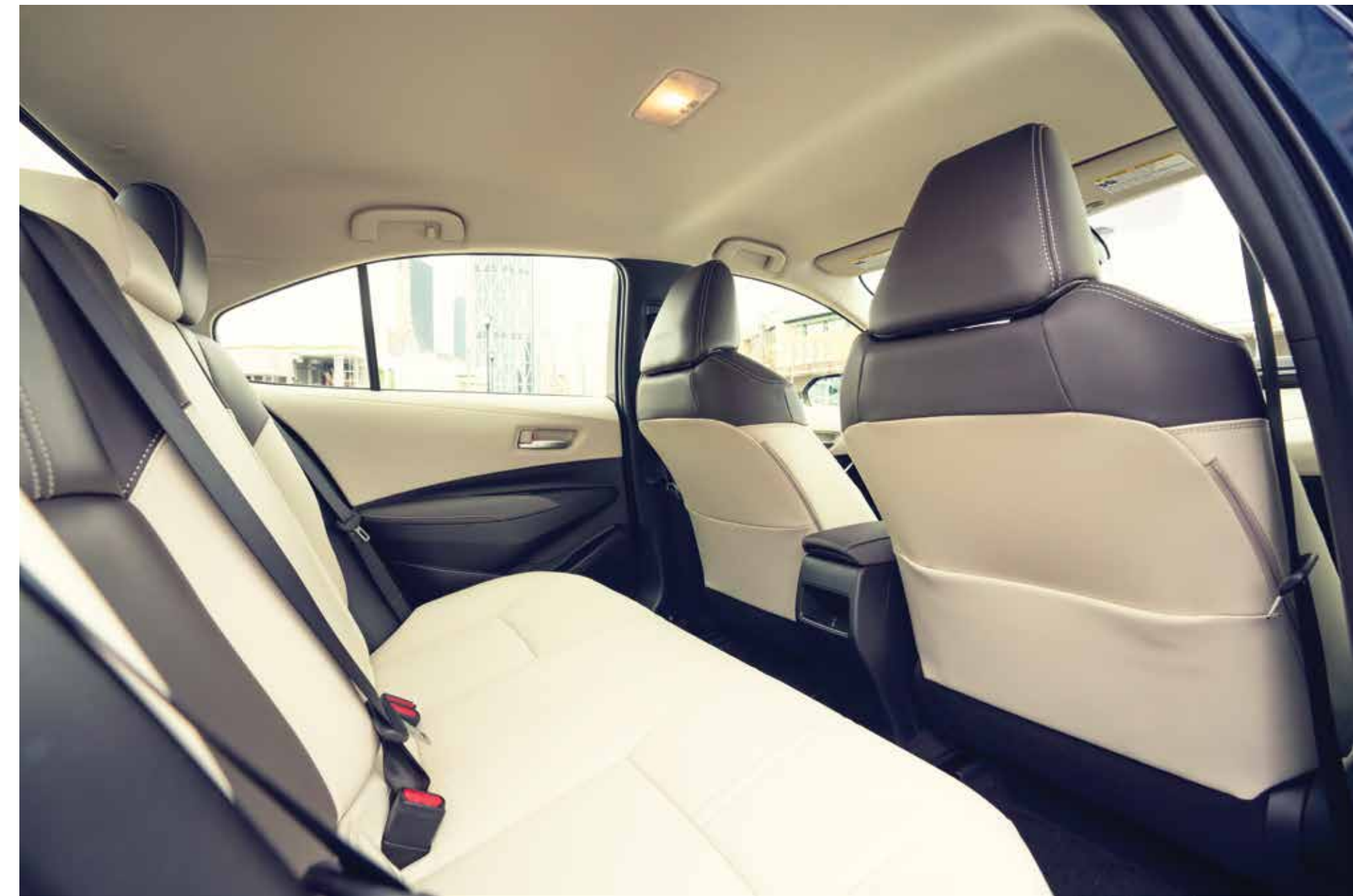
Like the Prius, the Corolla hybrid shares the smooth,

quiet, and unobtrusive hybrid powertrain with a 121 horsepower 1.8-litre Atkinson-cycle four-cylinder engine and a pair of electric motors, with the drive motor generating 71 horsepower. It is a proven Toyota set-up good for an impressive 52 mpg combined, nearly 20 mpg more than the already thrifty gas Corollas.

Aside from the higher price tag, there is little downside to choosing the Corolla hybrid. Due to the placement of the battery pack under the rear seats, there is no penalty in trunk space compared to the conventionally powered Corolla. The rear seatbacks still fold flat, creating a pass-through from the trunk to the interior for longer pieces of cargo.

Rear seat legroom is one of the few areas where the new Corolla doesn't beat the old one. While it is perfectly comfortable for two adults, rear legroom drops significantly by more than six-inches. Nonetheless, even six foot tall rear passengers will enjoy the nicely appointed cabin, with interior materials that are solidly average for the class. Cheap and scratchy plastic trim pieces are thankfully kept to a minimum.

Technology-wise, the cabin takes a big step forward in terms of quality and amenities. Upper-end Corollas now have an eight-inch infotainment display that supports Apple CarPlay but not Android Auto. The system is easy to use, with volume and tuning knobs easily accessible.



Safety features in the 2020 Toyota Corolla include pre-collision warning with automatic front braking, lane-departure warning, lane-keeping assist, and automatic headlights.

Despite being such a massive improvement over its predecessor, the Corolla isn't an aspirational compact car like the new Mazda 3, or the Volkswagen Golf with its above-class refinement. The latest model has more visual punch, drives well, uses less fuel, and now there is a trim for just about every consumer.

No doubt it will be reliable beyond reproach and it's a little bit more exciting now. But yet, Toyota has kept the Corolla's recipe relatively logical and unchanged. It is a more pleasant, more refined, and significantly better executed compact car than before. While it may epitomise the "fifty shades of beige", it still remains an honest small car, just like it has been over the last few decades.



2020 Mercedes-Benz GLS



Revealed at the New York motor show, the GLS has been completely re-engineered in an attempt to improve on the refinement and efficiency of rivals such as the new BMW X7 and Range Rover. The entirely new-generation 2020 Mercedes-Benz GLS-Class was introduced with Mercedes' latest technology, softer new looks and a plusher, more luxurious interior. Mercedes knows how to make full-size vehicles. The S-Class is the leader among large luxury sedans, and the same was once true for the GLS in the big SUV

category. But an outdated interior and lackluster fuel economy have caused the GLS to lose some of its edge. The capable but aging SUV needed some much-needed TLC which it finally has received with the all-new 2020 model.

The new GLS arrives with electrified powertrains, upgraded technologies, and more luxurious second and third rows.

New exterior and architecture

The new full-sized GLS is based on Mercedes' Modular

High Architecture (MHA) platform, as is the new mid-sized GLE. This is heavily related to the Modular Rear Architecture (MRA) that underpins the C-Class, E-Class and S-Class.

Styled along similar lines to the new GLE, the GLS will also be produced alongside its smaller sibling in Mercedes-Benz' plant in Alabama, US.

The GLS has been updated on an evolutionary basis, retaining its predecessor's upright stance but omitting its prominent sharp lines. The grille is larger, as is the





massive three-pointed star. The rounder headlamps appear narrower compared to the outgoing GLS' more angular ones. The GLS does indeed look like a stretched GLE-Class when viewed from the side, hinting at the shared underpinnings between the two SUVs.

But take a closer look at the upright greenhouse and you'll notice the new GLS sporting much more 3D and high-tech looking headlamps, squared off exhaust tips, and different openings in the lower front fascia. Aerodynamic refinements are said to yield a drag coefficient of 0.32Cd, along with "dramatically reduced wind noise at speed", according to design boss Gorden Wagener. This compares with the previous GLS's 0.35Cd.

At 205 inches (5,207mm) long and 77 inches (1,956mm) wide, the new GLS is 3 inches (77mm)

longer and a little under 1 inch (22mm) wider than its predecessor. However, it is a considerable 10.9 inches (277mm) longer and 0.24 inches (6mm) wider than the GLE. In comparison, the full-sized long-wheelbase Range Rover L is 204.7 inches (5,200 mm) long and 78.3 inches (1,990 mm) wide.

To match the vehicle's new dimensions, Mercedes-Benz has also upped the wheel sizes. The GLS450 comes standard with 19 inch wheels, the 580 with 21 inch wheels, but you can get up to 23 inch wheels on this rig.

Interior design and technology

Most people will step up from the GLE to the GLS for its luxury, towing ability, or seating capacity. However, as it also wears the "S" moniker, Mercedes has seen fit to deliver on the S-Class comparison, making it a key point to keep rear occupants comfortable.

As such, the 2020 GLS's interior has also been thoroughly redesigned. The interior goodies seem endless, from 64 colour ambient lighting, to heated and cooled cupholders and a cabin fragrance system.

Considerably more spacious than its predecessor, the wheelbase has increased by 2.4 inches (60mm) to 123.4 inches (3,135 mm), giving second-row passengers up to 3.4 inches (87mm) more legroom, while the third row is also roomier than before and will now fit people up to 6-foot-4-inches.

When equipped with five-zone automatic climate control, third-row passengers even get their own electrically powered heat and air conditioning system.

For the first time, GLS buyers can now choose between six- and seven-seat configurations; the new six-seater has captain's chairs in the second row. All six or seven seats are electronically adjustable, and the rearmost pair





fold away to leave a flat extended boot floor.

An optionally available Executive Rear Seat package allows passengers in the back rows to control the infotainment system via a 7.0-inch tablet. This package also brings along headrests with pusher cushioning, among other upgrades. With the Plus version of this package, you will even get heated and ventilated multi-contour seats in the outboard positions.

Cargo capacity-wise, Mercedes says the maximum load space is now up to a whopping 2,400 litres or 84.76 cu.ft.

Like the all-new GLE, the new GLS features dual 12.3 in digital instrument displays. One for the driver, acting as the digital instrument cluster, and the other as a 12.3 in infotainment screen. The screens are flanked by multiple square-ish/circular vents, high-quality surface materials, and a single LED accent light bar that extends the width of the cabin (if equipped with the optional ambient light system).

The 2020 GLS eliminates superfluous buttons and replaces them with touchpads within the upper spokes of the steering wheel and a touchpad on the centre console in place of the old rotary controller. Mercedes' new Mercedes-Benz User Experience (aka MBUX) infotainment interface supports touchscreen control as well as a voice control in conjunction with the Mercedes Me smartphone app.

Mercedes says that MBUX can learn your individual preferences using Artificial Intelligence. For instance, the system may notice you tune in to a radio station at the same time every day, and a suggestion will pop up on the screen every day at this time. The system also recognizes hand gestures, and it can even tell whether a certain gesture was initiated by the driver or passenger to start functions like seat massage for the correct occupant. There's even a new car wash button that makes all the necessary preparations for the vehicle to enter an automatic car wash. The GLS also comes with

Mercedes' latest driver assistance systems, including Active Tailback Assist, which recognizes traffic congestion ahead via real-time traffic updates and can reduce the vehicle's speed as a precaution. In slower moving traffic, the GLS can autonomously stay within its lane and maintain a safe distance to the vehicle ahead at speeds up to 60 km/hr (37mph).

Powertrain options

Mercedes has announced two electrified powertrains with the new GLS being produced with a total of four engines - two petrols and two diesels - from the outset. Presumably, only the petrol versions will be available in the middle east.

The petrol line-up is headed by a new 48V mild-hybrid engine in the range-topping GLS 580. This combines Mercedes-Benz's twin-turbocharged 4.0-litre V8 with an electric integrated starter motor, delivering 482 hp and 516lb ft of torque, with a further 22 hp and 147lb ft for available for a brief period under acceleration.

The GLS 450 is also a 48V mild hybrid, using a turbocharged 3.0-litre inline six-cylinder engine and an integrated starter motor for 362 hp and 369lb ft, with an additional 22 hp and 184lb ft available under acceleration.

The electrified powertrains will help to ensure the GLS can compete in regions with strict emissions limits and allow Mercedes-Benz to significantly cut CO2 for the model. This is important to help it survive into the next generation of CO2 limit enforcement in different parts of the world. Key to this will be the 48V electric system that uses an electric booster compressor and integrated starter generator to enable mild hybrid running in non plug-in models.

All engines are paired-up with a nine-speed torque converter automatic gearbox and the latest version of Mercedes' 4Matic four-wheel-drive system, which provides fully variable vectoring of engine power between the front and rear axles.

Two AMG performance versions of the new GLS will

arrive in 2020, with the GLS 53 using a mild-hybrid petrol engine and the GLS 63 a twin-turbocharged 4.0-litre petrol V8.

Mercedes is also preparing to offer the SUV with an updated version of the petrol-electric plug-in hybrid powertrain used by the S560e with a significantly greater electric-only driving range.

Fuel economy has yet to be announced, but Mercedes says the integrated electric motor system promotes fuel savings. The "EQ Boost" helps acceleration, making it possible to drive without the combustion engine turned on, and it supplies the battery with power. Continuing the mechanical changes, the GLS comes with its latest-generation Airmatic air suspension with adaptive damping. Revised wheel suspension mountings promise better ride comfort. Combined with this suspension, E-Active Body Control feature is available for an even more comfortable ride.

Powered in part by the 48-volt battery, this feature can individually control spring and damping forces at each

wheel, keeping body roll in check. It can even recuperate energy on poor road surfaces.

Final Verdict

Mercedes-Benz has done exactly what they needed to do with the GLS: this is a state-of-the-art SUV that will easily exceed its buyers' expectations. With its new refinements, the 2020 GLS approaches S-Class status in SUV form.

Yes, the redesigned model sports an evolutionary design, featuring softer lines and more rounded corners than its predecessor. Although its overall profile hasn't changed much, the 2020 GLS-Class features enough updates that you won't need a magnifying glass to see what's different. The softer lines also don't take away from its imposing looks.

At this time, Mercedes isn't announcing information on a presumed AMG version and a Maybach version expected to cost around \$200,000 USD.

The 2020 Mercedes-Benz GLS will go on sale by the end of the year.



2020 Kia Telluride

Kia's biggest, boldest utility vehicle to date



Kia is undoubtedly on a roll at the moment, continuously releasing hot new products and gaining adulation at every turn. The latest development? A mid-size eight-seater SUV.

The US-created and built Telluride — named after the titular state and its big open skies and dusty mountain passes — debuted to the public at New York Fashion week on the runway of American fashion designer Brandon Maxwell. The theme was Texas, which fit the rugged flagship just fine, dressed up for the occasion featuring natural wood interior pieces and custom

saddle-inspired double-stitched leather upholstery.

“My Mom drove me to school in West Texas in a Kia Sedona, and my adoration for the brand runs deep,” says Maxwell.

“When I left Marfa, Texas, where I designed my SS’19 collection, I started talking with Kia. I wanted a partner who could help fill a need in Marfa’s public school system and Kia was looking to create a unique integration for their new Telluride. It was a natural fit as Kia has a long history of philanthropic initiatives that support education. Kia is not just funding

necessary technological purchases and educational programming to give the children of Marfa the quality education they deserve, but also providing a vehicle for local teachers’ use. I am honored to collaborate with Kia Motors.”

Adventure ready

Showing off a long broad hood, wide grille, upright windshield, muscular haunches, and skid plates front and rear, the SUV appears ready to tackle the great outdoors. Vertically mounted headlights and reverse L-shaped tail lamps give a unique signature look to the



exterior. The same can be said about the cabin, where there are a pair of grab handles integrated into the centre console.

At the same time, luxury is something the Korean manufacturer is focusing on too on this range-topping model. There's available Nappa leather trim, heating and cooling for the front and middle seats and a

630-watt Harman Kardon stereo as well as a reclining third row and ceiling-mounted climate control for passengers sitting in the back.

Under the hood lies a Atkinson-cycle LAMBDA II 3.8-litre V6 engine developing 291 horsepower and 355 Nm of torque, linked to an eight-speed automatic transmission. Complemented by an on-demand

all-wheel drive system, allowing users to select the power split between the axles for specific driving environments, and optional self-levelling suspension, the Telluride is ready for any situation be it snow, off-roading or something of a sportier nature.

Look for the 2020 Kia Telluride to arrive within the next few months.



2020 Jaguar F-TYPE

Taking the Chequered Flag



Jaguar is a brand that knows how to look backward in order to go forward. For example, in recognition of its 70th anniversary of sports car production - all started by the open two-seater XK 120 — a special 2020 F-TYPE Chequered Flag variant is being launched.

This limited edition vehicle is based off the R-Dynamic trim featuring a contrast black roof, polished 20-inch alloys, Windsor leather upholstery and aluminum centre console. Available in both coupé and convert-

ible body styles, there is also a choice of either the 296-horsepower 2.0-litre turbocharged or 380-horsepower 3.0-litre supercharged V6 engine, the latter able to be equipped with all-wheel drive.

Evolution

“Perfect proportions, design purity and visual drama: every Jaguar must express these qualities, and none more so than F-TYPE. In creating the Chequered Flag we’ve focused on details that enhance F-TYPE’s pres-

ence and promise of performance. And in doing so, made a fitting celebration of 70 years of beautiful, fast, Jaguar sports cars,” says director of design Ian Callum in a media release.

Details setting the latest creation apart from the rest of the regular lineup are the six-spoke “6003” wheel design, unique badging front and rear and in the interior, red illuminated sill plates, red brake calipers, dark finish on the aluminum console finisher, and slimline





seating with optional heating and cooling and the logo embossed on the headrests.

For those thinking of stepping up into an R grade running the 550-horse 5.0-litre V8 motor, the '20 models receive a suspension upgrade. Damping has been reduced by 24 per cent in the low range to improve ride comfort at cruising speeds, and the system borrows the rear upper ball joint from the top-of-the-line SVR and boasts modifications to the rear knuckle and upper control arm to increase performance and durability. In addition, all new F-TYPEs receive a backup camera and front parking sensors as standard. Apple CarPlay and Android Auto smartphone connectivity is making a first appearance, and will allow users to mirror core apps right on the InControl Touch Pro infotainment 10-inch high-definition display after connecting a USB cable. Two fresh exterior paint colours join the existing palette: Eiger Grey and Portofino Blue.

History lesson

The XK 120 providing inspiration for the Chequered Flag edition was born out of post-war England, and

represented a sign of sorts that the future of Britain would be a bright one. Built as a limited edition as well, the roadster showcased Jaguar's advanced six-cylinder motor with a dual-overhead camshaft and hemispherical combustion chambers. Like the F-TYPE, the XK had a long hood and an



aluminum body packing some seriously sleek curves. The 120 in the name was a reference to vehicle's top speed, in miles per hour. Only a handful were intended to be made, however demand increased production to somewhere around 12,000, many of which exported to the United States.

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2020 Jeep Gladiator

Jeep enthusiasts can finally rejoice. The Gladiator has finally arrived.



Building upon the success of its Wrangler SUV, Jeep has created the Gladiator pickup truck, ripe and ready for Jeep fans who fondly recall the company's past off-road ready trucks from the storied brand, such as the Scrambler and the Comanche.

Arguably, the Gladiator's timing couldn't have been more perfect as truck sales are red hot and the mid-sized pickup truck segment is expanding.

What is it?

In short, it's the four door Wrangler with a pickup

truck bed grafted on, but yet so much more.

Jeep has actually been teasing the idea of a pickup truck since the 2005 Gladiator concept. Since then a few aftermarket companies have also created Wrangler conversions, but all have been limited by the donor vehicle's original platform size.

And now, the actual product has arrived, and it essentially looks like what you'd expect - a Wrangler with an extended cargo bed. In order to create more of an integrated look, the designers have tried to create some

continuity through a sharp character line that carries forth from the doors through to the bed.

The 5-foot bed has tie-down anchors, under-rail lighting, and can also be fitted with a cargo cover, a 115-volt power outlet, a bed divider, and the requisite spray-in bed liner. For owners who intend on significantly modifying their Gladiator, Jeep has designed enough room to store a tire up to 35 inches beneath the bed. The tailgate is also nicely dampened, so it lowers slowly instead of crashing down. There are three

positions in which it can be stopped.

Modern take on a classic design

The Jeep design team kept the legendary seven-slot grille seen on Wrangler, but widened the grille slots for additional air intake to assist with the increased towing capacity. The top of the keystone-shaped grille is gently swept back to enhance aerodynamics. It's a modern take on an authentically Jeep design.

A four-bolt design at the top of the windshield's frame allows for the windshield to fold down quickly and easily. A header bar connects the A-pillars and stays in place even when the windshield is folded down. This allows the rearview mirror to remain in place even with the windshield folded.

Two-piece body-color fender flares with a black lower insert give a raised profile and are standard on Overland and available on Rubicon models.

Lightweight, high-strength aluminum doors feature the Torx bit size stamped directly onto the hinge to eliminate guessing which size bit is needed to remove the doors. A tool kit with the necessary Torx bits to remove the doors and lower the windshield is provided as standard equipment.

All Gladiators feature body-color sport bars, which are welded to the body and feature integrated grab handles for front occupants.

A premium Sunrider soft top provides a segment-exclusive easy open-air option, which helps to quiet wind noise and allows for access to partial and full open top positions. The soft top features retainers that slide into a track for easy rear window removal.

Gladiator Overland and Rubicon models share an available three-piece body-color hardtop option, offering a unique, premium appearance, while a black

three-piece hardtop, available on all models, offers even more options for open-air driving. The two Freedom panels and quick-release latches enable a fast removal and installation of the hardtop. All hardtops feature a manual rear-sliding window.

Dozens of different door, top and windshield combinations allow for endless configuration possibilities.

Mechanical bits and bobs

Jeep expects that most Gladiator owners will use their new toys for daily commutes, then haul their dirt bikes to weekend escapes. As such the vehicle has been designed with best-in-class towing and payload capacity in mind. The Gladiator can tow up to 7,650 pounds when properly equipped, and has a 4x4 payload of up to 1,600 pounds.

As the Gladiator is based on the Wrangler's body-on-frame design, the Wrangler's familiar 285 horsepower





3.6-litre V6 is also carried over, as is the eight-speed automatic transmission and the six-speed manual. A 3.0-litre EcoDiesel option is said to arrive sometime in 2020, paired with the auto gearbox. Unsurprisingly, the same off-road goodies as the Wrangler make their appearance on the Gladiator. This includes a limited-slip differential, front and rear electronic lockers, and an electronic sway-bar disconnect. A rear multi-link suspension makes for easy conversation and comfort, its design inspired by the smooth riding Ram 1500 pickup.

A Jeep interior for the 21st century

The Gladiator's cabin is essentially a carry-over from the Wrangler. Far from luxurious, but rugged and ready for adventure, there are wonderful touches such as a gear selector with a red trigger release and a classic Jeep image on top.

Functional features, including climate and volume control knobs, media charging and connectivity ports, and Engine Stop Start control are all sculpted for quick recognition and are easily within reach of the front-seat occupants. Inboard and outboard circular HVAC vents are surrounded by a platinum chrome bezel for a precise and premium yet rugged appearance with full functionality.

A push-button starter, featuring a weather-proof surround, is standard on the 2020 Gladiator and is easily located within the driver's reach.

Cloth or leather-contoured seats feature accent stitching and adjustable bolster and lumbar support. Available comfort features also include heated front seats and steering wheel.

The all-new rear seats feature high-quality premium materials giving the seats an athletic look that also

delivers comfort and support. These rear seats, exclusive to the Gladiator, feature segment-leading rear legroom and utilizes a unique design that can be locked in place to provide secure storage behind the seat back. The rear seats can be folded flat to access cab-back storage and provide a load floor for larger items.

With the rear seats folded flat, LED lights on the quarter trim panels illuminate the storage space behind the seats. Two storage nets on the cab-back wall provide even more secure storage.

Clever storage solutions are found throughout, including durable mesh pockets that extend the entire length of the doors and numerous phone storage areas.

The rear seat cushions can fold up into "stadium" position to reveal a standard open storage bin, which utilizes the space under the seat for stowing miscellaneous items. An optional lockable bin provides secure





storage space when the top or doors are removed. The available lockable storage bin features two different size doors that correspond to the 60/40 split rear seat cushion. Removable dividers can provide up to five separate compartments and uses the same lock as the glove box and center console.

A removable bolt bin fits in the under-seat storage space and makes it easy to secure bolts when the doors and top are removed, or the windshield is folded down. The bolt bin lid indicates the corresponding number of bolts and their location under the lid in Petroglyph style.

Electronic toys

The instrument cluster features a 3.5- or an available 7-inch information LED display. The 7-inch LED display allows the driver to configure information in more than 100 ways, including current media being played, tire pressure, tire-fill alert or digital speed readout. Integrated buttons on the steering wheel control audio,

voice and speed functions, allowing the driver to keep hands on the wheel at all times.

A 7.0- or an available 8.4-inch touchscreen houses the fourth-generation Uconnect system and sits prominently atop the center stack. The fourth-generation Uconnect system enhances the user interface and system performance with quicker startup times and improved screen resolution. A 5.0-inch touchscreen is standard on Gladiator Sport. Directly below the touchscreen are functional features, such as climate and volume control knobs and media connectivity ports. Exclusive to Gladiator Rubicon models, a clever forward-facing off-road camera allows obstructions ahead on the trail to be easily seen. The front camera sits behind the middle slot of Gladiator's seven-slot grille and can be accessed through the Uconnect system's Off-road Pages.

Two USB ports and a USB-C port up front and two in reach of occupants in the back seat connect to the me-

dia center. A 115-volt AC outlet is available to power select three-pronged home electronics.

For increased safety, the Gladiator will offer adaptive cruise control, blind spot monitoring, rear cross traffic alert and a backup camera with dynamic grid lines.

Parting thoughts

As one of the year's most anticipated vehicles, the 2020 Jeep Gladiator seems to live up to its hype. It cleverly builds upon the Wrangler's character, creating a unique midsize pickup truck with solid off-road credentials and seemingly unlimited aftermarket support for customization. The Wrangler's shortcomings, such as excessive wind noise, a firm ride, and awkward entry and egress are carried forth as well, but Jeep buyers do know what they're getting into and count it as part of the enjoyment of the Jeep experience.

The 2020 Jeep Gladiator goes on sale during the second quarter of 2019 and be available in Sport, Sport S, Overland and Rubicon trim levels.



2020 Audi RS6 Avant



It's menacing, it's the German Incredible Hulk, it's the all-new 2020 Audi RS6 Avant. Since its inception in 2002, the car has developed a cult following. For years, the insanity that is the previous generation RS6 Avant has not been a global car, evading the shores of North America. The C5, C6, and C7 iterations were forbidden fruit, until now. The obsession ran even deeper when Audi thought it would be a smart idea to cram the 5.2L V10 engine from the Lamborghini Gallardo under the hood in

2010. What you got then, was a 592 horsepower Quattro-all-wheel-drive supercar-killing family estate wagon at a fraction of the price of a supercar. And now, Audi has just unveiled the fourth generation of the wagon. For the first time it will pretty much have global distribution, also being sold in North America. **What's new?** First and foremost, the all-new C8-chassis Audi RS6 has an updated powerplant and come-at-me good

looks. Painted in the matte dark grey featured launch colour, its menacing stance and colour combination looks like something Darth Vader would choose for his RS6. It's good to be bad, in a butch family estate car sort of way. Audi says that the RS6 Avant represents the "DNA of Audi Sport" and there have been extensive reworks done to showcase the latest design language of Audi's performance car division.





As such, the new RS6 has grown considerably when compared to the everyday A6 Avant that a real estate agent or sales manager may drive. It is 40 mm wider at each wheel arch and a whopping 80 mm wider overall. Audi Project Manager, Michael Binder, is particularly proud of the bespoke RS6 hood as it was a big investment; his team managed to convince the bean counters that it was worth it for the extra bragging rights.

Because it has the largest brakes Audi has ever fitted to a car, the wheels have to be 21 inches across. 22 inch wheels can be optionally fitted, and the standard steel brakes can be upgraded to ceramic units.

Swagger you say? This car has it in spades. In fact, the only body panels carried over from the standard A6 Avant are the front doors, roof, and trunk lid. Everything else is an RS-specific design.

The revamped front-end thinner LED headlights taken from the A7, and the gloss black front grille is an RS-only design and the air intakes built into the front bumper are styled after those on the R8 supercar. For the first time, the Audi logo is available in black as part of black and carbon styling packs.

More Powerrrrr

Under the hood is a newly fettled version of Audi's twin-turbo 4.0-litre V8. With an as-near-as-makes-no-difference 600 horsepower (592 to be exact) and 590 lb-ft of torque (up a massive 73 lb-ft versus the previous gen RS6 Avant), 0-100 km/hr runs explode by in just 3.6 seconds. Top speed is officially 304.1 km/hr (189 mph) when all the options are checked off. There is also a new eight-speed dual-clutch gearbox that has been redesigned to handle the additional horsepower and twist. Audi's Quattro system has been

complemented by an adaptive sport differential to shuffle around power between the rear wheels with the power split starting off at 40/60 between the front and rear axles.

To wrap this all off, the RS6 is now a mild-hybrid, paired with the same 48-volt-mild hybrid system to increase performance and efficiency. This belt-driven starter/generator system allows the engine to switch off completely when coasting between 54 and 159 km/hr (34 and 99 mph). The car's computer can also shut down four cylinders when cruising to further save on fuel.

Similar to the likes of the Lamborghini Urus is a new intelligent air suspension system that not only works to keep the RS6 Avant level in corners, but also lowers the body at highway speeds to reduce aerodynamic drag. Compared to the standard A6, the RS6 rides 20



mm lower and will automatically drop an extra 10 mm beyond 120 km/hr (75 mph).

What about the rest of the car?

The RS6 designers were given a brief that asked to “give maximum performance without compromise”. This is reflected in the 565-litre luggage compartment, unchanged from the standard A6 Avant’s, which expands to 1,680 litres with the 40/20/40 rear seats folded.

Climb onboard and in front of the driver’s seat you’ll find a leather sports steering wheel featuring RS aluminium paddle shifters. There are leather- and Alcantara-covered sport seats and Audi’s latest revamped instrument panel from the A6/A7 range has also been fitted.

What’s new are the details, such as the RS button on the steering wheel. The Drive Select function gains configurable RS1 and RS2 modes, which are activated

by the ‘RS mode’ button positioned on said steering wheel. As well as adjusting the engine and handling responses, they also enable bespoke information on the Virtual Cockpit system. For example, you even get a retro Audi Quattro-inspired ‘hockey stick’ rev counter graphic on the digital dash.

The RS6 Avant is due on sale in early 2020. Pricing has yet to be set, but expect a small increase over the previous model.



50 years of Jaguar XJ



Happy birthday, Jaguar XJ! The flagship full-size sedan turns a half century old, the first one rolling off the assembly line back in 1968.

“The Jaguar XJ story is one of design, desirability and performance and over the past 50 years it has become a true giant in the automotive world and it’s only right that we pay homage to it in this special way. When I started at Jaguar, the XJ was already an icon of car design, so to have been part of this story that has been told over half a century has been an absolute privilege,” says Jaguar director of design Ian Callum.

Company founder Sir William Lyons chose the Paris Auto Show to debut his creation, a saloon car that was as beautiful to look at and exciting to drive as the E-Type. Here is more on some of the most notable

iterations of the car over the last several decades.
 1968 Series I: two straight-six powerplants were provided in the initial offering, a 2.8 and a 4.2 litre, the former making 140 horsepower and 203 Nm of torque and the latter sold with optional air conditioning.
 1979 Series III: produced until 1992, one of its more notable highlights is possessing design influence from legendary Italian studio Pininfarina. The top-of-the-line model received a 5.3-litre V12 engine.
 1983 XJ-S Cabriolet: Released in limited numbers, this sleek and luxurious convertible packed a 2.9-litre, single overhead cam mill.
 1994 X300: After moving towards more angular exterior aesthetics, the X300 returned to a more streamlined appearance with dual round headlights

while under brand ownership by Ford Motor Company. Jaguar introduced supercharging in the XJR variant.
 2003 XJ350: One of the early adopters of utilizing an all-aluminum body, the XJ350 featured other technological advancements such as front and rear self-leveling air suspension, standard dynamic stability control and Bluetooth.
 2011 XJ: The most recognizable of the modern-era XJs, the 2011 version really shook things up. Following a new aesthetic direction at the company, the sedan grew significantly in size and swapped round headlights for teardrop-shaped units. A rotary transmission selection knob was installed in lieu of the traditional gated shifter. Engine choices, like currently, revolved

around a 5.0-litre V8 in different stages of tune depending on the trim level. In 2013, a base force-fed V6 became available. Today, the latest news is the arrival of the range-topping XJR575 performance

model. Pumping out a serious 575 horsepower via a supercharged 5.0-litre V8 — 25 more than the second highest grade — 0 to 100 km/h happens in merely 4.4 seconds and the car can achieve a maximum speed of

300 km/h. The 575 also boasts unique extras like two exclusive paint colours mixed up by in-house tuner Special Vehicle Operations, diamond-quilted leather seats and special badging.



1968
SERIES 1



1973
SERIES 2



1975
SERIES 2 COUPÉ



1979
SERIES 3



1986
'XJ40'



1994
'X300'



1998
'X308'



2002
'X350 ALUMINIUM'



2003
'X350'



2009
'X351'



2017
XJR575



2018
XJ50



The truth about worn tires

As good as worn

“This is not a normal event that Michelin puts on. Normally, we invite you out for a new product launch or a corporate announcement, but that’s not what this is about. We are just a voice in the industry here talking about something we’re very passionate about. And that’s safety,” says brand director Andy Koury. “Typically when the industry is testing tires it’s standard to test what? New tires. Rarely do we test anything that’s worn, so it’s something we’re going to highlight at this event. It’s truly important as most consumers, after they buy the tire and leave the shop,



they’re already driving on worn tires.”

Not fully utilized

Prior to participating in any exercises, the day began in the classroom where some statistics were laid out. Over 400 million tires a year are sent to the landfill prematurely, the owners not using them down minimum allowable tread depth limit of 1.5 millimetres, or 2/32nds of an inch. Michelin says even replacing at 3 millimetres or 4/32nds could mean losing up to 32,000 kilometres of potential life. Now of course, that’s not to say all tires are created



Brand comparisons between tires are probably nearly as old as the tire business itself. However, as Michelin pointed out during a recent program, how often do you see a head-to-head between two sets of well-used rubber?

The answer is probably not very. Which is why the French manufacturer invited media to take part in The Truth About Worn Tires hands-on demonstration at the Laurens Proving Grounds late last month, its own private test facility near its North American headquarters in South Carolina, USA.



equal, especially in a heavily used state. A lot of the time people buy a fresh set because the old ones don’t perform like they once did.

To the track

And to illustrate the point we were sent to the first of two activities of the day: doing three laps around a deliberately wet section of the test track in various Nissan Juke crossovers all spec’d the same, but on four sets of tires — “Tire A” and Tire B (all branding was removed prior) in both new and worn condition, the latter simulated by artificially shaving the tread to 3/32nds. Although we weren’t privy to the specific models yet, it was pretty clear from the get go A was



the more capable of the two, being able to better hold a consistent line around the turns at speed than B.

Wet braking

The next exercise proved to be most illuminating. This time we got behind the wheel of Toyota Camrys equipped with a similar setup and GPS tracking, except instead of lapping, we were to accelerate to 72 km/h an hour in a straight line, activate cruise control and then once entering a designated stop box — sprinkled in water of course as that is truly the best way to identify any hidden issues — slam on the brakes as hard as possible in order to measure stopping distance. Tire A again came through the winner, however I



wasn’t expecting B in its new state to take nearly five metres further to stop than A, worn. Afterwards, professional drivers then did the exact same thing in F-150 pickup trucks, yielding similar results. As Michelin explained, some tires are designed to wear better, keeping a proper contact patch (part of the rubber actually contacting with the road surface) as well as the grooves and biting edges that help maintain traction in slick conditions. As it turns out, Tire A was a Michelin (surprise!) passenger tire, and B a Goodyear equivalent.

You can read more about the event at michelinmedia.com/the-truth-about-worn-tires.

Wheel detailing

From ashy to classy



Do your wheels appear as though they were painted a dark gunmetal colour when they're supposed to be bright silver or chrome? Then it might be time for some easy DIY detailing at home to get them nice and shiny again.

Before diving into the how-to portion, it's pertinent to know why your alloys turn soiled. Some of it is due to natural dirt picked up off the ground by simply driving overtop, and the rest is likely brake dust.

Dreaded dust

Whenever we brake, a semi-metallic pad comes in

contact with a cast iron rotor that results in a dispersion of fine metal shavings coming from both components. The shavings find themselves onto pretty much every part of the wheel front and back.

This may sound harmless enough, but if these particles are left alone for a long period, over time they rust and can potentially corrode and damage the material underneath, not to mention become next to impossible to remove. The corrosion often takes the unfortunate form of pitting.

Lets talk remedies. In most cases, the soap you use

to wash your vehicle is fine for the wheels as well. Choosing an applicator is up to you, although be weary the aluminum is probably covered in a clear coat similar to painted areas on the vehicle. Both tire and wheel brushes are available on the market, the latter featuring supple, non-scratching bristles so choose appropriately. Otherwise, a cloth or sponge should do the trick.

Instructions

Gather two buckets and fill one with soap and water (add enough soap to make plenty of suds, which will



create a lubricating effect during cleaning) and the other with just water, to act as a rinsing station. A good practice is to pre-soak any brushes in the plain water bucket first to really soften them up.

To start, give the face a gentle scrubbing, making sure to get in all the nooks and crannies. Obviously, not all models are designed equally, some having the

classic five spoke look and others possessing many thin spokes. Here's a pro tip: an old toothbrush works great for those tight, hard-to-reach spots. Same goes for a small paintbrush.

Dunk the applicator into the rinse bucket following each pass to keep the wash water as clean as possible, cutting down on grit coming back in contact with the

wheel. In the event you accidentally drop the cloth, sponge or brush onto the ground, give it a thorough spray-down to prevent the aforementioned.

Extra help

Has it been awhile since you've tended to your car's rollers? You may notice that brake dust and grime continue to stubbornly cling on even after the initial wash. In this case, it might be necessary to move up to a more powerful cleaner.

Prior to choosing a product, ensure to read the label to see whether it's designed to be used on your particular type of wheel. For example, Mothers has a lineup of various sprays like the Chrome Wheel Cleaner specifically formulated to work on chrome-plated surfaces.

If you're unsure, the safest route is to pick one intended for all-purpose use, like Meguiar's Hot Rims All Wheel & Tire Cleaner. The foam-based agent is described as being OK to use on all factory clear-coated and painted wheels, helping to break down road residue. As a bonus, you can apply it to dirty tire sidewalls as well.

To use, simply hose down the wheels and tires with cold water, and then coat them while holding the bottle about six inches away. Let sit for 15 seconds — if there's heavy build-up, using a brush can quicken the process. Afterwards, rinse thoroughly with water and dry with a clean cloth or microfiber towel.



BENTLEY EXP 100 GT CROWNED

'MOST BEAUTIFUL CONCEPT CAR OF THE YEAR'



Bentley Motors is starting the year with special recognition for its futuristic centenary concept car: the EXP 100 GT. Exploring how grand touring could look in 2035, the concept claimed the prestigious 'Most Beautiful Concept Car of the Year' at the iconic French Festival Automobile International during its 35th annual event.

Festival Automobile International is known as the world's 'Automotive Fashion Week' and takes place on an annual basis in the heart of Paris. Members of the public will be able to see the radical EXP 100 GT in the metal, as the concept car will be on display under the UNESCO world heritage site, Hotel des Invalides. Commenting on the recognition, Stefan Sielaff, Director of Design at Bentley Motors, said: "The EXP 100 GT is more than a concept car, it is a vision for the future of sustainable luxury mobility. It offers an inspiring blend of performance, technology and craftsmanship, while at the same time presenting a beautiful, immersive and emotionally intelligent experience. We are delighted to receive such special recognition at what is a very prestigious and admired

festival."

Amongst the guests for the award ceremony will be the leading figures within the automotive industry, design and fashion. The jury, consisting of the most prominent ambassadors of the design world, unanimously selected the EXP 100 GT for its future vision of luxury, balanced with sustainability. Bentley EXP 100 GT is borne from pure Bentley DNA and inspired by the company's deep understanding of the desires of its intelligent, forward-thinking customers. Beautifully styled, it embraces Artificial Intelligence (AI) as a means to reassure the car as a place for creating, experiencing and capturing extraordinary human experiences and emotions. Designed from the inside out and taking advantage of an all-electric platform, Bentley EXP 100 GT reimagines the Grand Tourer for the world of 2035. This is a world of shared luxury experiences where passenger and driver enjoy equal status in their enjoyment of their extraordinary journeys. The cars' presence and impressive exterior proportions are reminiscent of many of Bentley's historic Grand

Tourers but take these luxury hallmarks into the future. The result is a future vision commensurate with Bentley's status as the world's most sought after luxury brand.

The meticulously sculpted cabin is luxuriously tactile, helping to create a harmonious environment designed around the well-being of its passengers. This is seamlessly integrated with the unique AI, known as the Bentley Personal Assistant, which helps the car's occupants enhance and curate their Grand Tour experiences.

Sustainable innovation is also at the heart of the Bentley EXP 100 GT experience. The car is engineered to create a greater awareness of the world outside, with an intelligently-curated collection of materials including 5,000 year old Copper Infused Riverwood; Compass exterior paint made from recycled rice husks; 100% organic leather-like textile from wine making; British Farmed Wool carpets and embroidered cotton interior surfaces which all create sustainable future luxury, adding to the enhanced reality of the grand touring car of the future.

Bentley Emirates

Opens New Showroom in the Heart of the Capital, Abu Dhabi



Bentley Emirates has officially opened the doors to a brand-new flagship showroom in the heart of the capital on Zayed Road in Abu Dhabi. The new Bentley Emirates Abu Dhabi showroom will cater to the growing demand from its loyal customers for the British luxury automaker's extraordinary cars, delivering the highest level of customer experience expected by residents of the nation's capital.

Having moved its showroom to a larger space in the heart of the capital, Bentley Emirates Abu Dhabi boasts a display of 15 exquisitely crafted Bentley vehicles across 2,050 sqm. An experience beyond that of a typical luxury retail environment, the Bentley Emirates Abu Dhabi and Dubai showrooms are the only Bentley showrooms in the world to feature a luminary façade lit by tens of thousands of LED lights.

The new showroom is an amalgamation of the bold and contemporary vision of Al Habtoor Motors and Bentley Motors. It is a realisation of the most exclusive customer experience, which redefines the luxury retail environment, blending traditional craftsmanship and contemporary design to showcase the best of British luxury performance.

The Mulliner Room is a brand new feature that offers

customers an exclusive, tactile and sensory experience to personalise their car. In addition to presenting a range of more than 100 paint colours, this central area of the facility exhibits some of the unique features

commissioned by Bentley owners in the past. Another essential touch point is the VIP Majlis: a hospitality suite that offers a blend of luxurious materials alongside traditional Arabic patterns and perfectly illustrates the space where modern meets traditional hospitality.

The new customer environment offers a space with a bespoke, uniquely British feel and a focus on personal commissioning, executed with Bentley's signature craftsmanship and painstaking attention to detail. The high quality materials carefully selected for use in Bentley models (notably leather, wood and polished metals) have been integrated into every feature in the showroom which showcases Bentley's entire range of exquisitely crafted cars and the latest merchandise from the Bentley Collection; giving visitors a clear window into the World of Bentley.

The new Bentley Emirates Abu Dhabi showroom will showcase the entire range of Bentley vehicles including Continental GT, Bentayga, Mulsanne and the much awaited New Flying Spur.

The showroom is officially open to customers from 22nd January 2020 and is located on Zayed Road, 1st street, Al Khalidiya, Abu Dhabi.



Aston Martin Valhalla

Makes UAE premiere



Valhalla, Aston Martin's third mid-engined hypercar, made its UAE premiere during a private event at the Aston Martin showroom in Downtown Dubai on Wednesday 22nd January.

Named after the warrior's paradise celebrated in ancient Norse mythology, the all-carbon fibre hypercar follows Aston Martin Valkyrie and Valkyrie AMR on Aston Martin's journey into the highest realm of road car performance. Employing lightweight construction methods and radical aerodynamics pioneered in Aston Martin Valkyrie, Valhalla will be propelled by the combination of a high-efficiency, high-output turbocharged V6 petrol engine and battery-electric hybrid system.

Valhalla remains true to uncompromising engineering ethos, extending state-of-the-art F1TM technology developed by Red Bull Racing and Adrian Newey

into a car built in larger numbers – but will be strictly limited to 500 coupes worldwide – and making a design statement that's second to none.



LAND ROVER AND ZENITH

CREATE 'DEFY 21 EDITION' WATCH TO CELEBRATE NEW DEFENDER



Zenith has worked with Land Rover to create a special edition watch celebrating the reimagining of the Defender as a motoring icon for the 21st century. Like the legendary SUV that inspired it, the Defy 21 Land Rover Edition is modern, durable and highly desirable. Timed to coincide with the arrival of New Defender, it is limited to only 250 pieces.

The Defy 21 Land Rover Edition is the latest result of a four-year partnership between Land Rover and the historic Swiss watchmaker.

Professor Gerry McGovern OBE, Land Rover Chief Creative Officer, said: "For the next chapter in our partnership with Zenith we wanted a timepiece that captured the essence of the new Land Rover Defender: modern, durable and highly desirable. With subtle details that capture the character of new Defender, this for me is the best timepiece we have created with Zenith." The Defy 21 Land Rover Edition represents a complete makeover of Zenith's resolutely 21st century chronograph with a raw and minimalistic look. Crafted in a special micro-blasted titanium case that absorbs light from all angles to better accentuate its faceted surfaces, it is both eye-catching and stealth-like. Julien Tornare, CEO, Zenith, said: "Like the El

Primer and its numerous versions through the years, the Land Rover Defender now enters a new era with a bold and distinctive character. Zenith's Defy 21 Land Rover Edition chronograph also reinterprets the past in a forward-looking way, with an emphasis on durability, precision, comfort and bold design."

The Defy 21 Land Rover Edition's dial appears as one with the case with its muted matte grey color, offering a very different look to the open-dial standard versions of the Defy 21. Orange and white painted markers add legibility and contrast to the display, as do the specially shaped skeleton hands. A first for the Defy 21, the power reserve display for the 1/100sec chronograph is executed in the form of a liner window instead of a hand. Through the specially engraved case back, the display offers a view of the El Primero 21 1/100sec movement with a custom oscillating weight, in the form of a miniaturized five-spoke Land Rover wheel. Like the different modular packs offering Defender the perfect adaptability to different driving needs, the Defy 21 Land Rover Edition comes with two straps: the 'Adventure' strap with an all-terrain textured rubber, and the 'Country' featuring a grey rubber strap with a fabric effect and orange



stitching. Zenith and Land Rover have previously collaborated to create the El Primero Range Rover, Chronomaster El Primero Range Rover Velar and Defy Classic Evoque watches.

Dubai Duty Free

Annual Sales Soar to Dhs7.406 billion (US\$2.029 billion)



The New Year began on a high note for Dubai Duty Free with the operation announcing record annual sales of Dhs7.406 billion (US\$2.029 billion) for 2019. It was clear that a remarkable year was coming to a close in December when the retailer crossed the US\$2 billion milestone on 26th December. The operation's 36th Anniversary Day on December 20th, when customers were offered a 25% discount on a range of products, resulted in a huge surge in sales with 190,208 transactions recorded on the day amounting to sales of Dhs111.65 million (US\$30.59 million) in the 24-hour period. Reflecting on the year at Dubai Duty Free, Colm McLoughlin, Executive Vice Chairman & CEO said: "Overall, it has been a fantastic year for the operation and I would like to thank H.H. Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority and Chairman of Dubai Duty Free for his ongoing support. I also join His Highness in thanking our great team of staff, our suppliers and of course our customers, for their contribution to our growth and success."

In 2019, the operation recorded over 24.284 million sales transactions which is an average of 66,500 sales transactions per day, while a total of over 64.578 million units of merchandise were sold.

The top five selling categories for the year included Perfumes followed by Liquor, Cosmetics, Tobacco and Electronics. Sales of Perfumes, which rose by 2% over 2018, reached Dhs1.124 billion (US\$307.85 million) and accounted for 15% of the total annual sales. Liquor in second place recorded sales of Dhs1.110 billion (US\$304.24 million) and accounted for 15% of total annual sales.

Cosmetics, the third best selling category with Dhs848.74 million (US\$232.53 million) in sales and contributing 11% towards the total revenue, showed an impressive increase of 11% over 2018.

Tobacco came in fourth place with sales amounting to Dhs817.16 million (US\$223.88 million) and accounted for 11% of total revenue followed by Electronics in fifth place with sales of Dhs558.05 million (US\$152.89 million).

Meanwhile, sales in Departures across the operation reached Dhs6.6 billion (US\$1.808 billion) and represented 89% of total annual sales, while Arrivals with Dhs664.23 million (US\$181.98 million), represented 9% of total annual sales.

In addition to its record annual sales, Dubai Duty Free's Executive Vice Chairman & CEO Colm McLoughlin also commented on the retailer's

many projects that were completed in 2019 and said: "We have continued to develop our retail offer in all the terminals and that included the opening of a Chanel boutique, a Maison Christian Dior shop and a Gucci boutique. We are also looking forward to the opening of the new 1,100sqm retail space in Terminal 3 Arrivals this month. The new arrivals shop is much more visible to passengers in the baggage area and has a fantastic Liquor retail offer. In addition, we will continue the second phase of the refurbishment of the two FoodPlus shops in Concourse B and Dubai Duty Free will continue to enhance its retail offer within the Fashion category in the second half of the year.

"We continue to develop our DDF Leisure business - the Jumeirah Creekside Hotel continues to do well and The Irish Village in Garhoud celebrated its 23rd birthday in October. We opened the third Irish Village in Dubai Studio One Hotel and we will be opening a fourth Irish Village at the EXPO grounds this October," he added.

Looking ahead, Dubai Duty Free will continue to maintain its busy events and promotional calendar which includes the Dubai Duty Free Tennis Championships to be held from 17th – 29th February at the Dubai Duty Free Tennis Stadium.

Dubai Duty Free

Celebrates 36 Years of Retailing Service



Announced 5 lucky Dubai Winners in Dubai Duty Free Millennium Millionaire and Finest Surprise Promotion

Dubai Duty Free marked its 36th anniversary in style as it welcomed passengers travelling through Dubai International with a special 25% discount on a wide range of merchandise over three days which began at midnight on 18th December and will continue until the operation's anniversary day, tomorrow, 20th December. The anniversary discount over 72 hours saw a spending spree at Dubai International and at Al Maktoum International airports and is sure to signal a good end to the year.

Commenting on the success of 36th anniversary, Colm McLoughlin, Executive Vice Chairman & CEO of Dubai Duty Free said: "The anniversary celebrations spread over three days are fantastic, and we are glad to see such positive sales results across all the concourses. Extending a 25% discount to our customers is our way of saying thank you for their support throughout the year." The Dubai Duty Free anniversary promotion is now a highly-anticipated event with many travelers choosing to travel on the days when the 25% discount is offered. The first anniversary sale Dubai Duty Free introduced was on its 20th Anniversary in 2003. The 36th anniversary also saw a series of celebrations in various locations over the past few days led by Mr. McLoughlin and members of the senior management team. The activities attracted a few well-known faces such as Noha Nabil, a Kuwaiti style icon and social media influencer who joined the Dubai Duty Free

team to celebrate in Concourse A, while Wimbledon Champion and World No. 4 tennis player Simona Halep joined the Dubai Duty Free group in Concourse D. As part of today's celebration, the group announced two winners of US\$1 million in the Dubai Duty Free Millennium Millionaire in Series 318 and Series 319, and three winners in the Finest Surprise promotion. Mr. Vikrant Biswakarma, an Indian national will be pleasantly surprised when he learns that he just became a US\$1 million winner in Series 318 with ticket number 4411, which he purchased online. Mr. Biswakarma is currently not available for immediate comment. Meanwhile, Christmas and birthday (27th December) gifts came early to Mrs. Melody Curitana, a 33 year old Filipina based in Dubai when she won US\$1 million in Series 319 with ticket number 1875. A Dubai resident for four years and soon-to-be a mother of two, Mrs. Curitana tried her luck for the first time when she purchased her ticket online. She was hoping to win the million dollars so that she can become a full time mother to her first child and the second baby. Mrs. Curitana, who works for an insurance company, was very emotional on hearing about her win and commented, "Thank you so much Dubai Duty Free, this is an answered prayer. This is a big help for my family here in Dubai and in the Philippines. Thank you also for this early Christmas and birthday gift to me, I will never forget this day!" Mrs. Curitana is the 12th Filipino national to win the promotion since its inception in 1999. The draw was conducted by Colm McLoughlin,

Executive Vice Chairman & CEO, Ramesh Cidambi, COO, Salah Tahlak, EVP – Corporate Services, Sinead El Sibai, SVP – Marketing and Anita Mehra, SVP - Communication & Reputation of Dubai Airports. Following the Millennium Millionaire., three luxury vehicle winners were also unveiled at Dubai Duty Free Finest Surprise draw.

Mr. William Duncan, a 60 year old British national based in Dubai became the owner of a Mercedes Benz S560 (Diamond White) when his ticket number 0509 in Series 1739 was drawn today.

A Dubai resident for over 30 years, Mr. Duncan, who works for Dubai Petroleum bought his ticket when he travelled to Bangkok in November.

A long-time participant to Dubai Duty Free for 10 years now, Mr. Duncan was delighted to learn of his win and said: "Thank you very much Dubai Duty Free, I'm very fortunate to have finally won."

The second car winner is Mr. Raif Synowzik, a 50 year old Dubai-based German national, who will be driving away in a Range Rover HSE 360PS (Fuji White), for ticket number 0657 in Series 1740 which he also bought online. A resident of Dubai since 2010 and a regular participant to Dubai Duty Free promotions for 5 years now, Mr. Synowzik works as a facility manager for a logistic company in Dubai World Central and is thankful of his luck.

"Thank you so much Dubai Duty Free for this surprise and I hope to win US\$1 million next time!"

Lastly, Mr. Mohammed Momin, a Dubai-based Indian national who won an Aprilla Tuono RR (Grigio) motorbike in Series 391 with ticket number 0504, is unavailable for immediate comment but will surely be surprised by his win.

Also present at the draw was Bernard Creed, SVP-Finance, Saba Tahir, SVP – Purchasing, Mona Al Ali, SVP – HR and Zayed Al Shebli, VP - Loss Prevention and Corporate Security.

The Dubai Duty Free staff also enjoyed a special 'Staff Surprise' draw. Dubai Duty Free currently employs 6,100 staff and of the original 100 staff who joined in December 1983, 25 remain in active service and are referred to as the 'Pioneers'.

5 Car Insurance Myths

to Steer Clear Of



How many of us actually stop to think about our car insurance? It is one of the things we spend a substantial amount of money towards year after year, yet it's not until we need to make a claim do we realize how restrictive our insurance is. If you are going to spend thousands of your precious dirhams on your car insurance, why not learn a thing or two about it? In this article, the Souqalmal.com team aims to dispel some of the most common myths about your car insurance and help you make sound purchase and claim decisions.

Myth 1: Third Party Insurance is cheap

Many people mistakenly believe that their third party car insurance policy always comes out to be cheaper than a comprehensive plan. However, this is not always true. In fact, since many high-risk drivers choose third party insurance, the insurance companies in most parts of the world charge a higher premium on these policies. You may even end up paying more out of your own pocket if your car is covered with third party

insurance.

Myth 2: The driver pays for the damages

Even though this should ideally be the case, your insurer begs to differ. You must know that your insurance coverage is for your car, which makes the car owner liable to pay for all damages and not the driver. If you frequently lend your car to your friends, you may want to think twice before doing so! If someone else ends up damaging your car in a road accident, it is unfortunately going to be your responsibility.

Myth 3: My car and everything inside it is covered

There are many people who try to claim for damages to the items inside the car via their insurance. However, your car insurance only covers damage to the car incurred in an accident and repairs demanded by break-in attempts. The items inside the car are never usually covered in a typical auto insurance policy. Insurers these days offer car owners the option to pay an additional premium to cover their personal items up to a certain value. So if you have something valuable in your car that you would like covered in your insurance

policy, then be sure to keep that in mind when comparing and buying your next car insurance plan.

Myth 4: Insurance premium is influenced by the color of the car

We often hear people worrying about buying a flashy red car, thinking it will increase their premium. However, this is not the case. The color of your car does not influence your premium. Car type, on the other hand, affects the insurance premium you will end up paying. So if you are buying a red Honda and not a red Ferrari, then you need not worry about your premium getting bumped up.

Myth 5: Cheaper the car, cheaper the insurance cover

You may think that buying a cheap car will automatically translate into paying a lower car insurance premium. Sadly, that isn't always the case. Insurers also take 'loss history' of a car into account when calculating your car insurance premium. Therefore, a sports car that costs AED 100,000 can attract a higher premium than an SUV worth AED 200,000. This is because a sports car may have a history of costlier claims and high loss.



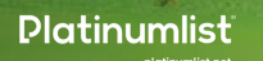
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