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BACALAR SPEARHEADS BENTLEY

MULLINER'S RETURN TO THE PINNACLE OF COACHBUILDING



2021 GMC Yukon

The next generation

2021 Volkswagen Golf GTI

with new style and more power

The new McLaren 765LT

Lighter, more powerful, even more engaging – and uniquely





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Elegance is an attitude
Simon Baker
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BACALAR SPEARHEADS BENTLEY

MULLINER'S RETURN TO THE PINNACLE OF COACHBUILDING



Bentley Mulliner has revealed the all-new Bacalar at the home of Bentley in Crewe, England this morning. The rarest two-door Bentley of the modern era, and the ultimate expression of two-seat, open-air luxury, this definitive Grand Tourer spearheads a return to coachbuilding by Bentley Mulliner – the oldest coachbuilder in the world.

Just 12 examples of this striking, limited edition model are being created, guaranteeing rarity and exclusivity, and offering supreme luxury and breath-taking performance. Bacalar looks to the future of bespoke luxury motoring - each model will be handcrafted in Bentley Mulliner's workshop in Crewe, according to the individual customer's personal tastes.

This exceptionally rare car is appropriately named after Laguna Bacalar in Mexico's Yucatan peninsula, a lake renowned for its breath-taking natural beauty, contin-

uing Bentley's strategy of naming cars after remarkable landmarks which started with Bentayga in 2015. Bacalar has been brought to life by Bentley Mulliner, reviving its specialism in providing rare coach-built cars to only a few discerning customers. A roofless Barchetta design with all-new and highly muscular coachwork, embracing a myriad of options and materials, each Bacalar will be truly unique, the result of direct interaction between the Bentley Mulliner design team and the individual customer.

The most exclusive two-door Bentley of the modern era launches a new Bentley Mulliner operation, and forms part of a new strategy for the world's oldest coachbuilder that will see the division offer three different portfolios: Classic, Collections and Coachbuilt. Bentley Mulliner has an illustrious history and can proudly trace its roots back to the 1500s when the

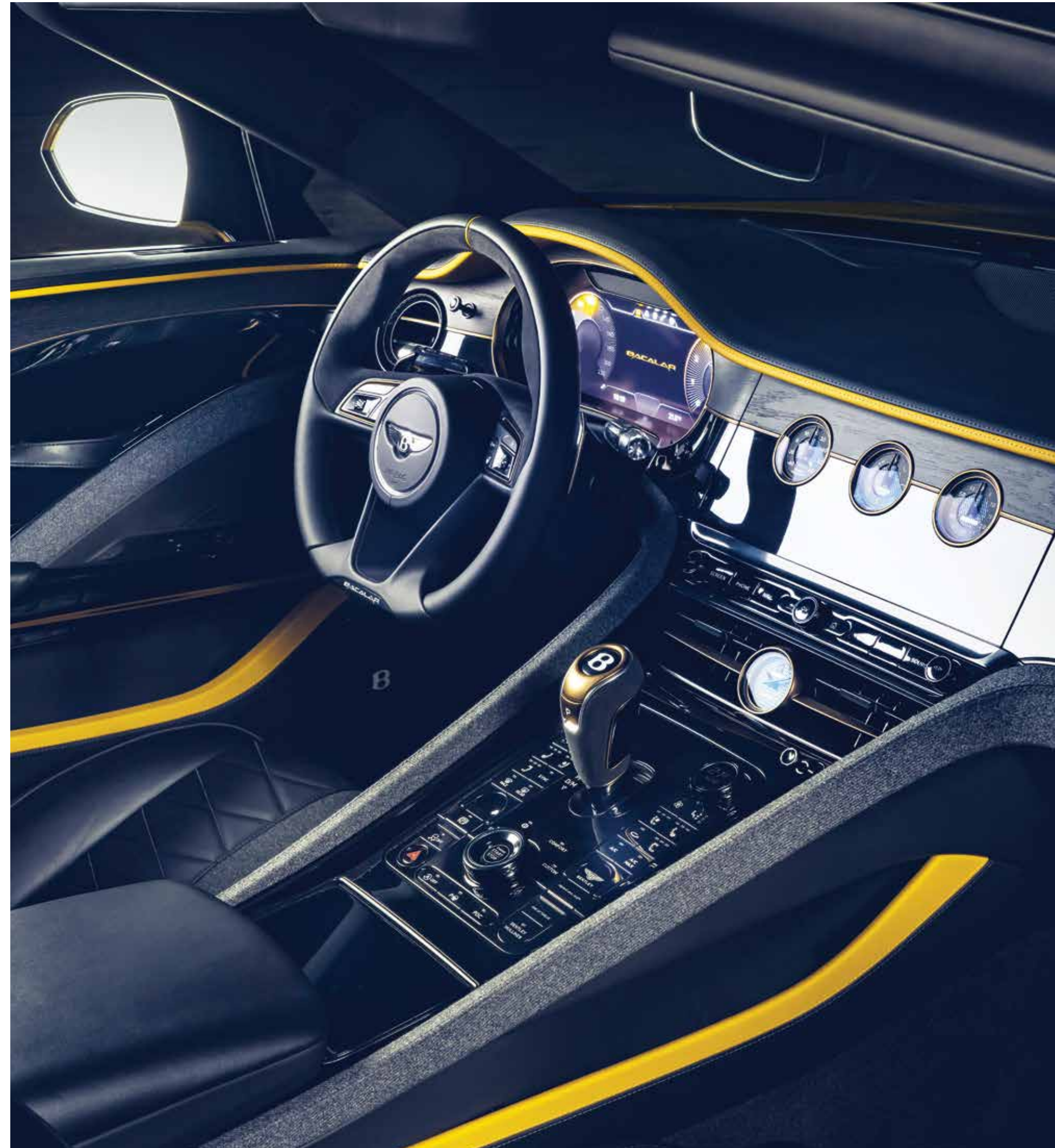
company's original focus was customising luxurious, horse-drawn carriages. The remarkable Bacalar is therefore the culmination of almost 500 years of expertise and heritage in the art of vehicle design.

Adrian Hallmark, Chairman and Chief Executive of Bentley Motors, comments:

"The Bentley Mulliner Bacalar is our ultimate expression of an open-top, luxury grand tourer, and of the immense capabilities of our team in Crewe.

"In Bacalar, we have created a fully bespoke Bentley, orientated towards a two seat open top experience, and carrying a number of the forward thinking elements of future luxury, first heralded in our EXP100GT as part of our Centenary celebrations last year

"Bacalar is a rare and remarkable Bentley, and whilst clearly defined, will be an extraordinary and collaborative experience for just twelve discerning people who



will now co-create, collect, drive and treasure one of twelve being built.

“Our customers are as excited as we are about Bacalar, as it brings our team and discerning enthusiasts together, to create the finest bespoke, hand-built cars, and push the boundaries of our imagination and capabilities”

A masterpiece of craftsmanship, the Bacalar is a seamless fusion of materials with an intelligent curation of technology. It draws on design DNA from the beautifully sculpted, award-winning EXP 100 GT which was recently crowned ‘Most Beautiful Concept Car of the Year’ at the prestigious French Festival Automobile International and ‘Concept Car of the Year’ by GQ magazine.

A statement of purpose for the future, Bacalar now propels Bentley into a new century of extraordinary, as the design team has envisaged the most dynamically sculpted model to date. The dramatic, tapered cowl at the rear hark back to the Barchetta sports cars of old, whilst underlining the promise of a dynamic, driver-focussed adventure in a cossetting, cocooned environment.

Pure in line and execution, the distinctive, wraparound cockpit flows from a new, steeply angled centre console seamlessly into the dashboard and doors. These then wrap rearwards towards the semi-enclosed luggage compartment behind the two seats.

Sustainable, ethically-sourced materials previewed in the EXP 100 GT concept car last year have now become reality in the Bacalar – just eight months after first being previewed. These include paint containing ash from rice husks, which provides a sustainable way of delivering a rich metallic finish, natural British wool and 5,000-year-old Riverwood sourced from the ancient Fenlands of East Anglia.

The Bacalar features an enhanced version of Bentley’s peerless 6.0-litre, W12 TSI engine. The most advanced 12-cylinder engine in the world, it produces 659 PS (650 bhp) and 900 Nm (667 lb.ft) of torque. An advanced Active All-Wheel-Drive System varies the torque split between front and rear wheels. It allows the Bacalar to use rear-wheel drive as much as possible during normal driving for optimum efficiency and dynamic performance. The drivetrain is at the heart of the Bacalar, creating the ultimate open-air, two-seat luxury Grand Tourer available in the world today.



All examples of the exquisite Bentley Mulliner Bacalar have already been allocated to customers from around the world.

Bentley Mulliner Returns To Coachbuilding

With the Bacalar, customers will again have the ability to work closely with a team of specialist designers to enhance their vehicle with a selection of unique materials and specially curated options. The Bacalar will be the first – but other new bespoke Bentleys will follow as part of the Bentley Mulliner Coachbuilt portfolio – one of three new divisions of the Bentley Mulliner organisation.

The Bentley Mulliner Classic offering was introduced last year with the announcement that Bentley’s 1929 Team Blower is to be reborn with a new build of 12

supercharged 4½-litre examples of the iconic car. These models, each individually handcrafted by a team of specialists from Bentley Mulliner, will form the world’s first pre-war race car continuation series. This subdivision of Mulliner also completed an immaculate restoration of the 1939 Bentley Corniche last year. The third arm of the business – Bentley Mulliner Collections - will continue to offer customers luxury-focused derivatives of the core Bentley range, such as the new Continental GT Mulliner Convertible, as well as the opportunity to personalise their new Bentley. An expansive number of options is available across the full line-up of current production cars – from unique colour-matched paint, hide and thread combinations, to bespoke feature content.

Tracy Crump, Bentley Mulliner’s Head of Commercial

Operations, comments: “While Bentley’s motto is ‘Be Extraordinary’, at Bentley Mulliner we look to take it one step further, ‘Beyond Extraordinary’. With the new Bacalar we have been able to do exactly that, providing a select number of customers with the opportunity to express their personal taste in a truly remarkable grand tourer. Meanwhile, Bentley Mulliner Classic will breathe new life into the most iconic cars from our past, while our Collections team continue their work to offer a bespoke service to each and every Bentley customer.”

Bacalar – A Dynamically-Sculpted Design For The Future

The new Bentley Mulliner Bacalar is a genuine ‘roofless’ Barchetta – a luxury, two-seat, open-air performance car, the likes of which has never been seen before. Handcrafted to the individual customer’s personal tastes, Bacalar is the ultimate expression of an open-top Grand Tourer: a spirited GT combining traditional handcrafted techniques with the latest cutting-edge technology.

The Bacalar shares no body panel with any other car in the Bentley model line-up and derives inspiration from the dramatic EXP 100 GT concept car conceived to mark the company’s centenary last year. Indeed, it only shares one exterior component with a Continental GT – the door handle, simply because it contains the keyless entry system.

Stefan Sielaff, Bentley’s Director of Design, comments: “You can clearly see echoes of the EXP 100 GT in the Bacalar, as well as the influence of the past. Bentley has a rich history of open-cockpit cars – the design of the Birkin Blower Bentley of the late 1920s was also an inspiration. We needed to push the boundaries as far as possible – customers were asking what Bentley’s take on a more expressive-looking car at this price point would look like. We were also tasked with starting to deliver on Bentley’s promise to use sustainable materials. Within less than a year of revealing our future-focused concept, we have already delivered on this promise.”

The rear clamshell and top deck of the Bacalar are crafted from lightweight aluminium, while the doors and wings are carbon fibre. Combined with the use of three-dimensional printing, it has allowed designers to create an even more distinctive car.

The Bacalar sits on extended haunches, with the rear

track 20 mm wider than a Continental GT, to provide a more muscular, sporting stance. They house bespoke, 22-inch tri-finish wheels with dramatic depth and contour on the road. The unique front and rear horizontal lights add the distinctive, dynamic character that was first seen on the EXP 100 GT.

Instead of a traditional badge, Bentley designers went the extra mile to find a special way to identify the car. Uniquely, the Bacalar name appears on the rear panel, ‘hidden’ behind the lacquer of sustainable rice husk paint, with the capital ‘A’s influencing the contours of the lower bumper area.

The exterior look of each model will be completed in collaboration with individual customers, who are able to further personalise their car, choosing from rare paint options, exterior treatments and design themes. The Bacalar represents a return to the exciting early years of Bentley, allowing owners to help shape the car of their dreams.

A Unique Wraparound Cockpit

Inside the luxurious cabin, Bentley craftspeople have created a cockpit like no other. The architecture of the Bacalar has allowed Bentley Mulliner designers to seize the opportunity to create a theme that not only blends the interior and exterior together but also emphasises the two-seater character with a ‘wraparound’ cockpit design.

Pure in line and surface execution, the wraparound design flows from a steeply angled centre console into the dashboard, before sweeping into the door panels. These then wrap towards a uniquely styled, semi-enclosed luggage compartment behind the seats.

This ingenious space is purposely designed for bespoke Schedoni fitted luggage, the Italian company that has designed luxury luggage for the automotive industry for almost 140 years. Created exclusively for the Bacalar, the optional luggage perfectly matches the trim and materials of the cabin. These two luggage ‘pods’ flow





from the interior into the exterior, enveloping the seats and creating a true two-seater cabin.

Uniquely designed details and features in the cabin emphasise the coach-built character of the car, with an almost infinite number of ways for customers to express their personal taste and commission a unique interior.

Every detail has been uniquely designed. A new, knurled pattern was created for the iconic ‘bullseye’ vents – a pattern that was repeated around the interior on areas like the steering wheel controls, media and climate controls and even the intricate speaker frets. Each element has a fine, Dark Bronze detail to further enhance the finish, with Midnight Black Titanium detailing.

The dark, anodised titanium finish on the main controls and a metallic dark bronze on the iconic Bulls-eye

air vents have been used to highlight further details. The interior can be finished in any number of ways, with each car co-created and commissioned in conjunction with the Bentley Mulliner team. Every car will be individually specified and finished using any of the many Bentley colours and materials available.

The finest Beluga leather is carefully sewn together with Bentley’s heritage semi-gloss leather and natural wool to create a dark ‘tone-on-tone’ character. For the first demonstration car, the use of Bentley Mulliner’s Khamun accent leather highlights the wraparound cabin theme and matches the new and unique Yellow Flame exterior paintwork perfectly.

Every element that falls to hand has been specifically designed for the Bacalar. A new D-shaped steering wheel features Alcantara inserts, with a contrast accent top marker. The gear-shifter is also finished in Alcan-

tara with Dark Bronze detailing. Unique leather strap door and seat releases, unique digital instrumentation and a unique key design enhance the luxurious cabin still further.

At the heart of the centre console is the now famous Bentley Rotating Display. This digital MMI display has been elegantly designed by Bentley with a custom-er-configurable home screen. The system involves 40 moving parts and revolves the Riverwood veneer when the engine is started to reveal the high-resolution touchscreen.

Three configurable windows are able to display the driver’s preferred functions, such as telephone, media and navigation. The interface is designed to operate like a modern smartphone, with menus that are structured and simple to follow. The third side of the Bentley Rotating Display presents three, elegant analogue dials

that display outside temperature, a compass and chronometer – providing an alternative to the touchscreen when the driver wants to digitally detox. Each car also features a unique clock face with individual one-of-12 badging.

Owning a Bacalar is the start of a journey of discovery for the owner. Every element has been carefully and meticulously designed with a depth so great that over the course of time, each customer will discover new and interesting details.

From the use of precious inlays and unique finishes to the driver controls, to the 148,199 individual stitches needed to embroider the unique Bacalar quilt on each seat, owners will find details and parts not seen before on a Bentley.

Sustainable Craftsmanship And Ethically-Sourced Materials

Bentley has entered into collaborative relationships with carefully selected industry experts to create the new Bacalar. Each one uses sustainable and innovative techniques that exemplify the best craftsmanship that the world has to offer, in many cases fine-tuned over centuries, and using ethically-sourced materials.

A focal point of the cabin is the wraparound dashboard cut from rare Riverwood, a sustainable wood from naturally fallen trees that has been preserved for 5,000 years in peat bogs, lakes and rivers found in the Fenlands of East Anglia, England.

This exquisite wood was chosen for its striking black aesthetic, the result of lying untouched in wet earth for thousands of years. The wood has been air-dried in a controlled environment over a long period of time to prevent damage and conserve its unique, natural characteristics. The straight grain enhances the Bacalar’s sweeping interior contours, giving it genuine soul and drama.

Once veneered, the dashboard is literally sliced in two, creating an upper and lower element divided by a 3mm chrome strip. The upper Riverwood is finished as open pore – a semi-matt finish that shows off the veneer’s grain and colour.

The lower panels are a high gloss finish but with a modern twist to the traditional process. The Bacalar’s lower dashboard blends seamlessly from veneer into a high gloss piano black, further underlining the unique and bespoke finishes that are available. Because the Bacalar has no roof, this stunning marquetry is clearly

visible from outside the car. Bentley Mulliner has also collaborated with a traditional British textile mill to produce bespoke natural wool cloth akin to a fine tailor’s suit. Bentley Mulliner has embraced the expertise and knowledge of these centuries-old methods to create an exclusive and unique woven cloth especially for the Bacalar, and customers will have the option to co-create their own bespoke fabric blend.

This traditionally-produced textile is used in the seat inserts, seat backs and the side of the head restraints. Following the interior styling lines, it also flows from the side of the centre console and lower instrument panel into the doors.

Further promoting sustainable craftsmanship and supporting a unique industry, the luxury overmats are precision woven on traditional Wilton looms in England using the finest natural yarns. These Wilton-woven pure wool deep pile carpets are hand-carved for the footwell and rear luggage compartment, following the embroidered pattern found on the seats.

Thanks to a partnership with another local supplier, based in the nearby Peak District, the Bacalar also offers customers the rare opportunity to create individual artisan piping, chosen to enhance the dynamic styling lines of the seat architecture. This piping can be designed and customised to feature unique patterns, colour combinations and personal embossed effects, such as a customer’s signature or special, individual customer motifs.

Even the paintwork on the Bacalar has been specially chosen for its sustainable characteristics. The pigment reflects an eye-catching transition of colour that intensifies the drama, form and contours of the sculpted exterior in different lights.

The pigment is synthetically-manufactured silicon dioxide platelet coated with iron oxide. This synthetic process uses rice husk ash – a by-product from the rice industry – to create 90 per cent pure silicon dioxide, thereby reducing rice husk landfill waste. Each Bacalar will be hand-crafted in Mulliner’s dedicated workshop at the Bentley factory in Crewe – the world’s first certified carbon neutral factory for luxury car production.

A Unique Driving Experience

The Bentley Bacalar combines bespoke, hand-crafted luxury with state-of-the-art technology to guarantee an

extraordinary driving experience. With all-new coachwork brought to life by Bentley Mulliner, at the heart of the Bacalar is Bentley’s renowned 6.0-litre, twin-turbocharged W12 TSI engine mated to a technically-advanced drivetrain. The Bacalar’s dual-clutch, eight-speed transmission offers faster, more efficient gear changes. An adaptive chassis uses Bentley’s intelligent, 48-volt Dynamic Ride System to ensure a responsive ride and exceptional handling and refinement in all conditions. The air suspension system controls ride comfort and lateral roll, cushioning passengers from excessive movement, as well as making the Bacalar feel effortlessly precise.

The Legend Of Mulliner

The legend of Mulliner is woven into the very fabric of Bentley. The tradition of bespoke craftsmanship has been passed down from generation to generation since the 1500s, when Mulliner was founded as a saddler. In the 1760s, the Mulliner family business refocused on coachbuilding and rose to prominence when it was commissioned to build and maintain carriages for the Royal Mail postal service. With the arrival of the motor car, the company stepped away from horse-drawn carriages and focussed on coachbuilding for mechanical propulsion.

The then independent Mulliner crafted a bespoke, 3-litre, two-seater Bentley for the 1923 Olympia Show in London, creating a bond between the two companies that would last for decades. Mulliner bodied over 240 Bentley chassis in the 1920s alone and became renowned as the very best of the new coachbuilding firms.

Perhaps the most famous was Mulliner’s design for the 1952 R-Type Continental, still considered one of the most beautiful cars of all time. The fastest, four-seat sports car of the era, the R-Type’s iconic beauty continues to influence design today through the Bentley Continental GT.

Mulliner cemented its partnership with Bentley in 1959 by becoming part of the business. It later moved into the old engineering experimental department at Bentley headquarters in Crewe and has remained there ever since. Today, around 40 employees, ranging from specialists with over 40 years of Mulliner experience to apprentices learning the skills that have been honed over decades of manufacturing, work for the company.

McLaren the new 765LT is revealed

Lighter, more powerful, even more engaging – and uniquely



Lighter, more powerful and with even higher levels of performance on both road and track, the McLaren 765LT is today revealed as the latest in a line of ‘Longtail’ McLarens and the most dynamically advanced and engaging LT model ever from McLaren Automotive.

The 765LT opens a new chapter in the ‘Longtail’ story that began with the McLaren F1 GTR race car in the 1990s and since 2015 has seen road-legal LT models introduced. The new car elevates to new levels the attributes that underpin every LT: driver engagement, track-focused dynamics, minimised weight, optimised aerodynamics and increased power are all amplified – particularly the first two. The LT promise of being ‘limited to the few’ is also fulfilled, with just 765

individually numbered cars available globally for customer order.

Advanced carbon fibre technologies and bespoke carbon fibre LT body panels and aerodynamic features are key to an 80kg (DIN) weight reduction over the 720S. Together with power of 765PS and torque of 800Nm from the 4.0-litre, twin-turbocharged McLaren V8 engine, transmission gearing optimised for scintillating in-gear acceleration and LT-specific suspension springs and dampers, this is the basis for the wholly immersive driving experience the new 765LT delivers.

“The 765LT is the most accomplished and exhilarating LT model ever from McLaren Automotive. Incredible performance and astonishing levels of driver

engagement – the result of hundreds of detailed engineering actions undertaken to ensure the purest possible connection between driver and car – are the stand-out attributes of an LT developed with single-minded determination to deliver a wholly immersive driving experience to those who secure one of the 765 available to customer order.”

Mike Flewitt, CEO, McLaren Automotive

The highest levels of driver engagement

The dynamic ability and precision of the 765LT on both road and track is simply outstanding, taking circuit performance to new heights and making every road drive a joy. Driver satisfaction is guaranteed by extraordinary levels of engagement between driver

and car, the result of absolute focus on delivering unparalleled feedback and connection.

The renowned McLaren Super Series chassis dynamics have been further enhanced in the 765LT, to provide the ‘communication and feel’ that allow a driver to fully exploit the extreme performance of the car when appropriate, but also enjoy it at lower speeds. The steering of the 765LT retains McLaren’s distinguished electro-hydraulic assistance but has been further honed with a quicker ratio and a stiffer torsion bar for even purer driver feedback. The state-of-the-art, linked-hydraulic Proactive Chassis Control II suspension introduced with the 720S features updates to both software and hardware to meet the dynamic requirements of the 765LT; advances made during the development of the McLaren Senna and Speedtail have

seen the suspension system algorithms revised to ensure even greater precision and control.

In comparison to the 720S, front ride height is reduced by 5mm (rear is unchanged) and front track is 6mm wider, changes that together improve both grip and balance. New lightweight main springs feature additional ‘helper’ springs to reduce unsprung mass and maintain load in the suspension on full rebound, while the use of two springs saves weight in comparison with one larger dual-rate spring. Roll stiffness is increased, further enhancing vehicle stability.

“The 765LT is faster, lighter and more powerful than any previous car with the LT badge and delivers almost telepathic driver engagement. The connection through the seat and feedback from the steering wheel is incredible, allowing a customer to fully exploit every

aspect of the ‘Longtail’ abilities or simply take pleasure from each drive. This car is the very essence of an LT.”

Andreas Bareis, Vehicle Line Director – Super Series, McLaren Automotive

The aerodynamic performance of the 765LT is key to the abilities of the car on track, but also influences higher-speed road driving behaviours. The extended front splitter and elongated active rear wing work in conjunction with the carbon fibre floor, unique door blades and the extended rear diffuser to deliver aerodynamic downforce 25% greater than that available to a 720S driver, adding a further dimension to already excellent aerodynamic performance.

The new, high-set static position of the ‘Longtail’ active rear wing aids powertrain cooling by drawing hot air out of the engine bay as well as increasing downforce,





while the airbrake functionality reduces dive sensitivity under heavy braking. This allows the front springs to be softer than would be required if they were solely responsible for maintaining the front ride height, which in turn enables improved front axle compliance characteristics, to the benefit on-road driving. The hydraulically actuated rear wing has three main operational positions, with deployment settings bespoke to the 765LT: Driver Downforce (active wing partially deployed, dependent on speed) is engaged when the Aero button is pushed in the cabin, increasing downforce levels during high-speed cornering DRS automatically delivers drag reduction functionality when accelerating in a straight line, up to the maximum vehicle speed High Speed Braking fully deploys the active wing in less than half-a-second, increasing rear downforce by more than 60% to improve high-speed braking stability and reduce braking distances The increased surface area and new static position of

the wing – 60mm higher than on a 720S coupé – ensure additional downforce is created even with the wing fully retracted. The increased performance of the rear wing and aerodynamic performance overall is particularly showcased on high-speed, high-downforce circuits where greater rear aero bias is beneficial. Gearbox and suspension characteristics are adjustable through Comfort, Sport and Track modes settings using the Powertrain and Handling settings within McLaren’s trademark Active Dynamics Panel. A new ‘limit downshift’ transmission function is introduced on the 765LT. Previously, a downshift would be refused by McLaren’s 7-speed Sequential Shift Gearbox if the resulting change would over-rev the engine; on the new LT, the transmission software will acknowledge the downshift request and change gears accordingly when the engine speed and road speed can be harmonised. This feature is designed to give a driver greater freedom on when to select gear changes as well as creating audible drama inside and outside the car by allowing

the engine revs to ‘bounce’ momentarily on the rev-limiter before the next gear engages. Braking performance is immense. Latest-generation carbon-ceramic discs, together with calipers from the McLaren Senna provide precise pedal feel and astonishing stopping power. Formula 1-inspired integrated caliper cooling – a technology introduced with 765LT – delivers cooling air to the front calipers and discs, reducing brake pad temperatures by up to 50 degrees during track driving and ensuring that both consistency of pedal feel and outright braking performance remain impeccable. 765LT buyers planning extensive circuit driving can specify a track brake upgrade that comprises the carbon ceramic discs fitted to the McLaren Senna and bespoke LT brake pads. Some 60% stronger than conventional carbon ceramic discs and with four times the thermal conductivity – and therefore heat management – the upgraded brake discs reduce brake fade and wear rates. A new 10-spoke Ultra-Lightweight forged alloy wheel has been created for the 765LT. Together with titanium

wheel bolts and bespoke Pirelli P Zero™ Trofeo R tyres, the wheels – which are standard specification – enable a weight saving totalling 22kg over the standard 720S wheel and tyres, further benefiting dynamic performance. The Pirelli tyres developed for the 765LT play a significant role in both ultimate grip and steering feedback. Engineers from McLaren and Pirelli worked closely together to ensure the bespoke tread and construction of the tyres heighten the sensations reaching the driver’s fingertips, as well as operating in conjunction with the revised chassis dynamics and increased performance to help enable the fastest lap times of any McLaren Super Series car.

LT power and performance taken to another level

The performance of the 765LT more than lives up to the expectations set by its looks. The engineering philosophies that underpin the car have their roots in the first-ever LT, the McLaren F1 GTR ‘Longtail’ race car, but push onwards in the 765LT well beyond the credentials developed with the previous road-legal modern-day models. The new 765LT is the most powerful and responsive road-legal McLaren LT to date. A 4.0-litre twin-turbocharged V8 McLaren M840T engine – which has a flat-plane crankshaft and dry sump lubrication, together with ultra-low inertia twin-scroll turbochargers and electronically controlled wastegates – features LT-specific forged aluminium pistons, a three-layer head gasket used in the McLaren Senna and ultra-efficient, carbon-coated followers in the valve train. An additional fuel pump and revised oil pump optimise flows and a recalibrated engine management system controls the increased power, with torque delivery and throttle response tuned for maximum driver engagement. Peak power is 765PS (755bhp) at 7,500rpm and maximum torque 800Nm (590lb ft) at 5,500rpm.

Transmission gearing is optimised for acceleration, delivering virtually instant response to throttle inputs and in-gear acceleration up to 15% quicker than the class-benchmark 720S, itself a remarkable car in this respect. The extraordinary performance of the 765LT is summarised by its benchmark acceleration statistics: 0-100km/h (62mph) in 2.8 seconds (0-60mph in 2.7 seconds) and 0-200km/h (124mph) in 7.2 seconds. Stiffer engine mounts are used not only to meet dynamic performance targets, but also to increase

the physical and emotive engagement with the V8 powertrain by transferring and radiating the engine’s low-frequency sounds into the cabin. Every change in rpm is amplified, not only to occupants’ ears but also as a feeling through the seats because low-frequency sounds can be both heard and felt. “Any ‘Longtail’ is a very special McLaren, a car that drives our designers and engineers to question how much more we can do, how far we can go. In the 765LT this has resulted in new McLaren carbon fibre technologies enabling vital weight savings, the most power and torque ever in an LT, the quickest acceleration and the highest levels of driver engagement. “ Filippo D’Adamo, Programme Manager – McLaren 765LT The highly intense, emotional connection is further

enhanced through the unique full-titanium, quad-exit exhaust. The ‘LT soundtrack’ the 765LT produces is not merely the result of the material choice, but also the design, diameter, angle and spacing of the four, centrally mounted round exhaust pipes. The pipe diameter increases the exhaust volume, while the relative position of each pipe to the others delivers the precise harmonic content required to create a high-pitched, engaging note that becomes sharper as it builds to an incredible crescendo at high engine revs. Tightly packaged and engineered to reduce weight, the exhaust system has no tailpipe finishers to add weight. Depending on where the vehicle is sold, two titanium valves are additional to the titanium exhaust pipes; standard-fit under EU legislation, this arrangement enables a quieter exhaust note at lower engine speeds, or a more engaging tone and sound at higher revs.



2021 GMC YUKON

THE NEXT GENERATION



More premium, more technology and more capable than ever – that’s how the Next Generation 2021 GMC Yukon signals a first-class experience even before you sit behind the wheel. Already the standard-bearer for large SUVs, Next Generation Yukon takes its premium quality to new heights. The bold exterior design, proud stature and meticulous craftsmanship of its refined interior all point to GMC’s precise attention to every detail. Un-

derneath are advanced technologies and purpose-built engineering – a hallmark of authentic GMC capability. These attributes were taken further for Next Generation 2021 Yukon Denali. As the vehicle to first introduce the Denali trim, Yukon created a unique position within the large SUV landscape by combining powerful capability with maximum levels of comfort. This premium experience has now been dialed up for the 2021 model year with an exclusive look and interi-

or options that create even more differentiation. The significant changes to this legendary SUV don’t end there because the 2021 model year also ushers in the First Ever Yukon AT4. Delivering credible off-road capability with an exceptional driving experience, AT4 joins Yukon and Yukon XL’s full trim lineup of SLE, SLT and the iconic Denali. This all-new addition to the GMC AT4 family is specifically designed for adventure-seekers by incorporating upscale amenities,





unique AT4 interior and exterior styling, and rugged capability to maneuver the road less traveled.

UNMISTAKABLE CONFIDENCE

No matter where it goes, Yukon is recognized for its commanding road presence. However, everything that you love has been taken to new heights in the Next Generation Yukon, culminating in an SUV that delivers the refinement you expect, without compromising on genuine capability.

The taller stance and higher hood line of Yukon's front underscores the large, strong look of a powerful SUV.

This proud appearance is amplified by a redesigned sculpted hood and new grille situated between updated signature C-shaped LED lighting elements.

The more sophisticated roofline is designed so the eye is directed to the back of the vehicle for an overall sense of motion. Chrome molding across the vehicle accentuates this overall feeling of movement.

For Next Generation Yukon Denali, this new design was taken above and beyond in terms of craftsmanship, attention to detail and integration of premium materials. For instance, the Denali exclusive grille features

over 10,000 surfaces, with each single piece created to be different from the rest but elicits a harmonious design. Other details that accentuate its premium appearance are bright roof rails, chrome accented door handles and body trim, available 22-inch bright-machined aluminum wheels with painted accents, and twin polished stainless-steel tips on the dual exhaust system.

FIRST-CLASS EXPERIENCE

As always, Yukon's interior possesses head-turning style, modern amenities and high levels of ride comfort. This

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is in addition to even more driver-oriented features, added premium appointments and an exclusive interior for Yukon Denali. The first thing you'll notice is about the Denali-Exclusive interior is its many top-of-the-line embellishments.

These include chrome accents that line the buttons and controls, as well as the Denali-Exclusive instrument panel that is punctuated with chrome accents. The first and second-row perforated leather-appointed seats feature a unique Fractal stitching. The Denali logo is

also tastefully displayed in areas of the cabin like the front seats, as well as the bright door sill plates and in chrome in the center of the steering wheel. In addition to these refinements, Yukon is now available with the class-leading power sliding center



console†. By pressing and holding down a switch, the console slides back up to 10 inches. When the vehicle is in valet mode, a drawer under the main console storage is rendered inaccessible. The sliding console not only provides enhanced flexibility for storing and securing contents, but also makes the back cupholders and rear console controls more accessible to passengers in the second row when it is slid backward. Another noticeable change is the spaciousness of Yukon's cabin, which has allowed for improvements like 40 percent more third-row legroom and best-in-class cargo volume behind the third row. This significant

architectural change was enabled in part by an independent rear suspension design that lowers the overall frame. **ADVANCED TECHNOLOGIES** Whether it's your daily commute or road trip getaway, the true measure of in-vehicle technology is evident in how effortlessly it can be used and enjoyed. That's why the forward-thinking innovation behind Yukon's smart, segment-first technologies offer true modern conveniences while helping you and your passengers stay connected. The class-leading 10.2-inch diagonal touch screen

with GMC Premium Infotainment System and available Navigation† now features wireless projection for Apple CarPlay®† and Android Auto®†. Wireless projection enables access to certain functions and select apps of your smart phone through the infotainment system without the use of a USB cord†. The class-leading available 15-inch diagonal multi-color Head-Up Display†, meanwhile, can help drivers keep their eyes on the road, projecting key vehicle information on the windshield like imbedded navigation, music, speed and more.

The new Audi A3 Sportback

Powerful TDI and TFSI engines with high efficiency



Audi established the premium compact class segment with the A3 in 1996. The fourth generation of the success model is now being introduced on the market – sporty, digitalized and fully connected. Beneath the progressive design of the body of the new A3 Sportback lie many innovations from the full-size class, for example the infotainment, suspension, and driver assist systems.

Distinctive: design and lighting

The new Audi A3 Sportback features compact proportions and a sporty design. The wide Singleframe and large air inlets at the front end accentuate the

dynamic character of the premium compact car. The shoulder of the body extends in a smooth line from the headlights to the rear lights. The surface below is curved inward – a new element of Audi's design that puts a stronger emphasis on the wheel arches. The digital daytime running lights of the Matrix LED headlights are a further innovation. They consist of a pixel array made up of LED segments in a three by five arrangement that create special light signatures and make the A3 immediately recognizable. The sporty and sophisticated design is continued in the interior with the new shifter, aluminum or carbon inlays, striking

door openers and an instrument panel with a black-panel look. Seat upholstery made of recycled PET bottles and adorned with stylish contrasting stitching are being used for the first time.

Digitalized: controls and displays

The cockpit of the A3 Sportback is wholly focused on the driver. It uses familiar elements from the brand's full-size models and is equipped with a 10.1-inch touch display as standard, which is integrated into the center of the instrument panel. This recognizes letters entered by hand, provides acoustic feedback and can be controlled using natural language. The instrument



cluster, which the driver operates via the multifunction steering wheel, is also digital as standard. The Audi virtual cockpit offers additional functions such as a large display of the navigation map. The plus version measures 12.3 inches and offers three different views, including graphics with a sporty look. A head-up display that projects important information onto the windshield in color can be installed upon request. The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.

* Information on fuel consumption and CO2 emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used. 1/4

Intensified: the infotainment

The MMI operating concept is powered by the new third generation modular infotainment platform. Its computing power is ten times higher than that of its predecessor, it performs all tasks relating to connectivity, including telephony and the Audi connect services with LTE Advanced speed, and also has an integrated Wi-Fi hotspot. Individual settings can be stored in up to six user profiles – from climate control and the seat position

to frequently selected navigation destinations and frequently used media. The DAB+ digital radio is included as standard and the online or hybrid radio is available as an option. Route guidance is even easier and more flexible. For example, the navigation offers predictions on the development of the traffic situation, high-resolution satellite images from Google Earth and detailed 3D models of many major European cities. Audi connect enriches points of interest with photos, opening hours and user reviews. The connect services also include the car-to-X services. They help with finding free parking spots on the roadside or allow the driver to surf the green wave by communicating with traffic lights. The A3 Sportback is connected to the smartphone via the myAudi app, Apple CarPlay or Android Auto, as well as via the Audi phone box. The latter connects the device to the car antenna and charges it inductively. The Audi connect key, which authorizes the customer to lock and unlock the car and start the engine via their Android smartphone, and Amazon Alexa will follow shortly after the market launch.

Sophisticated: the engines

The new Audi A3 Sportback is being launched in Europe with a choice of three engine versions – a 1.5 TFSI with 110 kW (150 PS) (combined fuel

consumption in l/100 km: 5.1 – 4.8*; combined CO2 emissions in g/km: 116 – 111*) and a 2.0 TDI that delivers 85 kW (116 PS) (combined fuel consumption in l/100 km: 3.6 – 3.5*; combined CO2 emissions in g/km: 96 – 92*) or 110 kW (150 PS) (combined fuel consumption in l/100 km: 3.9 – 3.7*; combined CO2 emissions in g/km: 103 – 98*). All engines impress with their powerful torque and sophisticated running characteristics. The engine versions at start of production will be combined with front-wheel drive. Power will be transmitted by a six-speed manual transmission or the quick-shifting seven-speed S tronic, the selector lever of which is now designed as a compact shifter. The driver can push and pull this to control the basic functions of the automatic transmission. Shortly after market launch, Audi will be gradually expanding the offer to include further engine versions, including electrified drive systems and versions with quattro drive.

Refined: the suspension

The suspension of the new A3 Sportback – with a four-link rear axle for engines from 110 kW (150 PS) – is sporty and balanced, combining pleasant ride comfort with good dynamics. Upon request, the suspension is available with adaptive damper control, which simultaneously lowers the body by 10 millimeters



(0.4 in). Each damper permanently adapts to the road condition, the driving situation and the settings in the Audi drive select dynamic handling system, creating a wide spread between highly comfortable roll motion and agile handling. With the sport suspension – standard in conjunction with the S line exterior, otherwise an option – the focus is clearly on the latter. Due to the tauter tuning of the suspension and dampers and the fact that the vehicle is lowered by 15 millimeters (0.6 in), the compact model conveys an even more direct contact with the road surface. Well versed: the driver assist systems Equipped with Audi pre sense front, swerve assist and lane departure warning, the A3 Sportback helps prevent accidents with other road users and offers a high level of safety as standard. Further assist systems, such as the lane change and exit warnings as well as the cross-traffic and park assist systems, are available as an option. The adaptive cruise assist, which customers

know from many of the full-size models, assists with longitudinal and lateral guidance. It maintains the speed and distance to the vehicle in front and assists with lane guidance by means of gentle interventions in the electromechanical steering. This increases the level of driving comfort during long journeys in particular. **Optimized: the space concept** The new A3 Sportback offers more space and functionality combined with compact external dimensions. Measuring 4.34 meters (14.2 ft) in length and 1.82 meters (6.0 ft) in width without the mirrors, the premium compact car has grown by just over three centimeters (1.2 in) compared with its predecessor. The height of 1.43 meters (4.7 ft) and the wheelbase of 2.64 meters (8.7 ft) remained unchanged. Depending on the position of the rear bench seat, the luggage compartment holds between 380 (13.4 cu ft) and 1,200 liters (42.4 cu ft), and the loading floor can be inserted at different heights. An electric tailgate, which

can also be controlled with a foot motion, is available upon request. **Scheduled: market launch and prices** Presales of the new Audi A3 Sportback start in many European countries in March 2020, with the first vehicles to be delivered to customers at the beginning of May. The 1.5 TFSI with 110 kW (150 PS) (combined fuel consumption in l/100 km: 5.1 – 4.8*; combined CO2 emissions in g/km: 116 – 111*) starts at 28,900 euros. The market launch will be accompanied by a special-edition model: the A3 Sportback edition one with exclusive features. From the outside, it can be recognized by attachments in matt platinum gray as well as darkened Matrix LED headlights and 18-inch wheels in titanium gray. The S line interior with newly developed sport seats including integrated head restraints, aluminum inlays and stainless steel pedals round out the dynamic look.



2021 GENESIS GV80



GV80 introduces a variety of firsts for the Genesis brand, including a six-cylinder diesel (Not available in the US Market), electronically controlled suspension with road preview, and Road Active Noise Cancellation. The launch event and media test drive took place at the Korea International Exhibition Center (KINTEX) west of Seoul.

“GV80 represents the essence of the innovative spirit of Genesis,” said William Lee, Executive Vice President and Global Head of the Genesis Brand. “As we launch

GV80, our first luxury flagship SUV, we simultaneously open a new chapter for Genesis.”

The “V” in the GV80 marque represents versatility that only a Genesis SUV can offer. The production GV80 realizes the vision of the GV80 Concept first shown at the 2017 New York International Auto Show.

Athletic Elegance Takes New Shape

The GV80 SUV joins the lineup alongside the G70, G80 and G90 sedans with more than a common thread of design identity. The interior and exterior styl-

ing of GV80 was the result of a collaboration between Genesis Design studios located in South Korea, the United States and Germany.

“We enjoyed the challenge to apply ‘Athletic Elegance’ design language to SUV architecture,” said Luc Donckerwolke, Executive Vice President, Chief Design Officer of Hyundai Motor Group. “The precise proportions and attention to every detail denote that GV80 is authentic to Genesis design principles.”

Signature Genesis design elements are immediately





visible on GV80, from every vantage point. The Crest Grille emphasizes gravitas consistent with the positioning of GV80. The Parabolic Line runs smoothly along the side with precise execution, accentuated by power lines above each wheel emphasizing stance and presence. The Quad Lamps, which flank the Crest Grille, are made possible with sophisticated lighting technology.

“The Quad Lamp graphic will become the most recognizable, unique signature of Genesis design, as the simplest of lines communicate a distinct identity,” Donckerwolke said. “Two lines will come to define Genesis.”

The G-Matrix pattern that appears in light fixtures throughout the exterior is inspired by beautiful orchids seen when diamonds are illuminated by light. The pattern also appears on the available 22-inch wheels. The body structure of GV80 is enhanced with hot-stamped, high-strength steel, as well as lightweight

aluminum used on the doors, hood, and tailgate that allow it to achieve competitive curb weight.

Luxury in Space

The interior of GV80 focuses on “the beauty of white space,” characteristic of the elegant South Korean architectural philosophy. The concept of “luxury in space” defines the open feeling of the cabin of GV80, with the G-Matrix pattern as a motif.

“We were able to express a luxurious feel for the interior of GV80 through reductive design and channeling the Korean roots of the Genesis brand,” said SangYup Lee, Senior Vice President, Head of Genesis Design. “The concept of the ‘beauty of white space’ is a hallmark of Korean design.”

The width of the interior of GV80 was emphasized through the design of sleek, thin air vents that run across the passenger compartment. A 14.5-inch, split-screen infotainment display sits front and center atop the dashboard. The number of hard buttons and

switches was intentionally kept to a minimum, both for aesthetic purposes and ease of use. In up-level variants, soft materials cover every surface, from the inside of the door handles to the quilted knee pads that line the lower sides of the console.

The ornate center control unit on the center console covers an electronic, shift-by-wire transmission base with dial-style shift. Handwriting recognition through the Genesis Integrated Controller helps users set a destination or enter data without having to operate a keyboard on the navigation screen—simply by using handwritten letters on the writing recognition control system.

A Mobile Oasis

All journeys in GV80 are intended to be as stress-free as possible, whether a commuting to the office or embarking on a weekend trip. In certain markets where equipped, augmented reality navigation utilizes virtual driving guidelines over actual driving images





to help drivers recognize roads. Video taken by the front-mounted camera will be displayed on the infotainment screen, and the optimal driving path will be displayed in a virtual graphic so that the driver can drive along the route easily and accurately. GV80 features the world’s first application of Road Active Noise Cancellation (RANC) technology, which dramatically reduces road noise while driving. Based on the science of digital signal processing, RANC overcomes the limitations of existing noise control technologies that rely on physical technology, such as materials and body structures, to quiet the cabin. RANC generates sound waves of opposite phases in 0.002 second by analyzing road noise in real time, dramatically reducing irregular, simultaneous road noise.

Another world-first technology is an active motion driver’s seat that contains seven air cells: a feature that reduces fatigue from long hours of driving. One-touch comfort control, adjustable from the front row, allows for limousine-level relaxation in the second-row seats. Heated and ventilated seats are available in the first two rows.

Innovation in Powertrain for Go-Anywhere Versatility

As an authentic Genesis, GV80 is based on a unique rear-wheel-drive platform; all-wheel drive is optional.

GV80 will launch in the home market of South Korea with a Genesis-exclusive, 278-ps 3.0-liter six-cylinder diesel engine. Maximum torque is 60.0 kgf.m (Not available in the US Market.). When equipped as a five-seat model with 19-inch wheels, the rear-wheel-drive diesel GV80 variant returns 11.8 km/l. Two turbocharged gasoline engines will be available in the GV80 in the US Market.

GV80 models equipped with all-wheel drive in the US Market will feature an electronically controlled Limited Slip Differential at the rear axle.

Electronically controlled suspension with road preview, another Genesis first, helps provide passengers with optimal ride comfort by recognizing information on the road ahead in advance via the front camera.

Advanced Safety Is Not an Option

Like each member of the Genesis lineup, GV80 provides an unmatched level of standard active and passive safety systems, as part of a brand-level engineering commitment to passenger security and comfort.

“When it comes to safety, GV80 is designed not only to offer protection to its occupants in the event of an accident, but also from accidents from happening at all.” Biermann said.

GV80 features the following advanced driver-assistance systems (ADAS), including several world-first

technologies: Smart Cruise Control with Machine Learning (SCC-ML): A world first, SCC-ML advances the science and engineering behind smart cruise control. It is an artificial intelligence-based intelligent navigation technology that helps enable GV80 to independently learn the driving characteristics of its drivers and implement autonomous driving similar to that of human drivers.

Highway Driving Assist II (HDA II): This system helps assist the driver in a wider variety of situations than before, including lane change when the turn signal is used, and helping to merge in congested situations.

Forward Collision-Avoidance Assist (FCA): This system is able to help automatically bring GV80 to a stop in certain situations where there is a risk of collision with an approaching vehicle on the left or right side of the intersection. GV80 is also able to help detect potential collision risks, if a pedestrian is in close proximity to the vehicle while in motion.

Blind-Spot Collision Avoidance Assist (BCA): BCA is essentially a Blind Spot Monitor with active capabilities. BCA helps reduce the chance of potential impact with a moving vehicle, upon departing a parallel parking spot as one example.

Rear Cross-traffic Collision-Avoidance Assist (RCCA): This system uses rear side radar to help detect and

prevent impact with obstacles. Driver Attention Alert Warning (DAW): This system monitors the driver’s attention when driving, by analyzing driving patterns and behaviors, including intermittent steering and unnatural deceleration, through vehicle signals, such as steering angle and steering torque and vehicle position in traffic lane. A forward-looking camera monitors the driver and will generate pop-up messages and warning tones when

fatigue or forward-looking neglect is detected. GV80 also includes 10 standard airbags, including a center-mounted airbag between the front occupants to mitigate interior impact. **Next-Generation Convenience** GV80 leverages the Genesis brand wide commitment to service and convenience with industry-leading remote technology. Genesis CarPay, a feature unique to the South Korean

market, helps to simplify out-of-car payments like refueling. It is a simple in-car payment service that allows drivers to easily pay through the navigation screen without the hassle of separately using cash or a credit card. Smartphone-enabled technology also allows GV80 drivers to remotely check on their vehicles and its surroundings.



NEW LAND ROVER DEFENDER

IT DOES ALL ITS OWN STUNTS



Land Rover's television commercial for the new Defender demonstrates its capability on tough terrain. The commercial features an exclusive, behind-the-scenes look at what to expect from the new Defender in No Time To Die.

The rehearsal footage included in the advert shows the new Defender launching into the air.

The Defenders are put to further extreme tests as the vehicle is driven at top speeds through swamps and rivers.

The chase sequence in the No Time To Die was led by stunt coordinator, Lee Morrison working alongside Oscar winner and special effects, action vehicles

supervisor Chris Corbould.

Lee Morrison stated: "We pushed the Defender further than we believed possible to generate the maximum excitement, and to give fans an insight into the uncompromising challenge of producing an incredible chase sequence which you can look forward to seeing in No Time To Die."

Nick Collins, Land Rover Defender vehicle line director said: "We developed a new test standard for Defender, the most challenging we've ever had and unique to this vehicle. Physical strength and durability is measured by a number of different tests including a bridge jump test which gave us confidence

to deliver what the stunt team needed to create for No Time To Die, with no modifications to the body structure except the installation of a roll cage." Putting these vehicles through their paces was the inspirational Jessica Hawkins, who Morrison handpicked from the Formula 3 W Series after spotting her potential and he wasted no time in giving her the opportunity to feature in No Time To Die, her first ever motion picture. Jessica commented: "It doesn't get any more exhilarating than being a stunt driver in a James Bond movie and it's an honour to be a part of this incredible movie driving the new Defender. "



The first-ever BMW 2 Series Gran Coupe.



Since the debut of the BMW 2 Series Coupe, there's been both rumor and speculation about a four-door version. Rumors changed over the years, as have expectations. But it's finally here — the BMW 2 Series Gran Coupe.

If you're a bit confused, that's okay. We're here to help. Despite wearing the "2 Series" name, this car has nothing in common with the 2 Series Coupe we've come to know and love. Instead, it's based on BMW's new FAAR front-wheel drive architecture. So the new BMW 2 Series Gran Coupe shares its underpinnings with the new 1 Series hatchback. However, obviously,

this car is not a hatchback but instead is sleek four door "coupe". In reality, it's a small sedan with a swoopy roof to take on cars like the Mercedes-Benz CLA-Class and Audi A3.

On the outside, there are quite a few interesting details about the new BMW 2 Series Gran Coupe. Up front, it looks similar to the 1 Series it shares its chassis with but with some tweaks. For instance, there are little notches in its headlights, which visually separates the two halos in the headlight. It's a subtle design but one that actually looks quite nice. Another nice bit, full-LED headlights are as-standard.

Seen here in M235i-spec, the 2 Series Gran Coupe looks very aggressive. It gets massive front air intakes and little vertical vents next to them. It also gets the typical M Performance brushed aluminum-look mirror caps and the new Kidney Grille insert pattern.

In profile, it's a sporty looking car, especially in M235i form. It looks low, aggressive and, surprisingly, almost rear-driven. Despite the fact that it's a front-wheel drive car, and its front overhang might and tall hood-line give it away, it doesn't look like it. Its aggressively raked roofline that leads into a sleek C-pillar and nice looking Hofmeister Kink both accentuate its rear wheels. So it





sort of looks rear-driven. It's actually quite handsome in profile. Out back, it's a bit interesting. It breaks away from a few small BMW norms. For instance, its taillights are skinny and wide, with a similar design and light pattern as the X6, of all things. There's also a bit of trim atop the taillights that spans the entire width of the rear end. The BMW M235i gets a little decklid spoiler that looks pretty cool. At the bottom, two rectangular exhaust pipes give it some M Performance familiarity. Overall, it's not a bad looking car but it is a bit different from what we've come to expect from BMW. It's also a bit chunkier than some of its competitors and looks a bit portly. But it does have some really nice angles and can be quite handsome. Is it as good looking as the CLA-Class or A3? We'll have to see it in person to make the final judgement. You can tell that BMW's marketing team had a word

with the interior designers and told them to attract Millennials. While the design overall is virtually the same as all other modern BMWs, its extensive use of ambient lighting and lighted patterns built into the interior trim are young-people bate. The seats from the BMW Z4 are a nice touch, though. They look much sportier than any other seats found in regular Bimmers and make the 2 Series Gran Coupe feel a bit more special than your average compact, as they're also offered in the standard BMW 220d Gran Coupe. So even the base model gets very cool looking seats. Having used them extensively in other cars, we can also say they're quite lovely to sit in. Aside from that, it's your standard modern BMW interior. The steering wheel is the same as every other BMW with an M Sport package, its iDrive screen is BMW's latest and it gets the new digital dials like every other Bimmer. That's not a bad thing, as it's a

handsome cabin and makes the 2 Series Gran Coupe feel more premium than some of its competitors but it's not going to blow anyone away with its aesthetics. We're sure it will feature BMW's typical bank-vault build quality as well. When it goes on sale, the BMW 2 Series Gran Coupe will be the entry-level Bimmer in the US. It will also be on sale in Europe and China but will sit atop the 1 Series in those markets. In total, there will be several variants of the four-door 2er, including both petrol and diesel models. As far as diesel models go, which will be the more popular European models, there's only a BMW 220d announced as of right now. It will come with a 2.0 liter turbocharged diesel engine that makes 190 hp and 295 lb-ft of torque. It will burn about 4.5 – 4.2 liters of diesel for every 100 kilometers (52-56 mpg US). There will be a handful of petrol models on offer when

the 2 Series Gran Coupe first launches. The starting point is the BMW 218i Gran Coupe, which gets a 1.5 liter turbocharged three-cylinder engine. That turbo-triple makes 140 hp and 162 lb-ft of torque. There's an overboost feature that can add an extra 7 lb-ft for a brief time in fourth gear or higher. BMW claims 0-62 mph in 8.7 seconds. It's said to burn 5.7 – 5.0 liters of petrol per 100 km (41-47 mpg US). Stepping things up a bit is the BMW 228i xDrive Gran Coupe, which is exclusive to the US market. It packs a 2.0 liter turbocharged four-cylinder with 231 hp and 258 lb-ft of torque. It will get an eight-speed automatic and xDrive all-wheel drive as-standard. The top-dog of the BMW 2 Series Gran Coupe lineup

will be the M235i xDrive, though. Just like the BMW M135i, the new M235i Gran Coupe will use a 2.0 liter turbocharged four-pot making 306 hp and 332 lb-ft of torque. Again, it gets an eight-speed auto as-standard, along with xDrive all-wheel drive. According to BMW, 0-62 mph takes 4.9 seconds. An optional M Performance package shaves a tenth of a second off of that time. Customers of the lesser-engined models will have a choice of two transmissions; either a six-speed manual or a seven-speed dual-clutch automatic. The idea of a BMW 2 Series Gran Coupe with a small, turbocharged petrol engine and a six-speed manual is actually kind of awesome.

The BMW 2 Series Gran Coupe also gets some trick handling tech from the BMW i3. With the i3, BMW developed a new way of managing traction, called near-actuator wheel-slip limitation (ARB). Essentially, it adds a slip controller to the engine's ECU, which allows it to react to changes in traction up to three times faster than traditional traction control. It helps with cornering stability as well as poor traction from slippery conditions. This new BMW 2 Series will be built in BMW's Leipzig plant and will be making it public debut at AutoMobility LA in November 2019 with production starting in January 2020. Market launch in the United States is planned for March 2020.



2021 Volkswagen Golf GTI

with new style and more power



For more than four decades, the Volkswagen Golf GTI has been the standard for affordable, European-designed performance hatchbacks. Over seven generations, more than 380,000 Americans have taken home a GTI, enjoying the mix of driving enjoyment and everyday utility that few competitors even approach. Now, Volkswagen unveiled the eighth-generation GTI, with more power and more technology than its predecessor that's relevant to drivers worldwide. Don't worry: there's still a stick shift, a functional hatch and

all the other features that make the GTI so flexible – all demonstrating a commitment by the driving enthusiasts at Volkswagen to keep building cars other drivers can enjoy.

The new Golf GTI arrives with a power boost. In European trim, the GTI makes 241 hp and 273 lb.-ft. of torque, generated by an upgraded version of the 2-liter turbocharged, four-cylinder engine. That power hits the road through either a six-speed manual or seven-speed DSG automatic transmission.

The style of the eighth-generation GTI takes on a sharper, sleeker edge than its predecessor. Built off an updated version of the MQB chassis, the new GTI maintains the comfortable yet compact dimensions of the current GTI. The new look includes a more dramatic light signature with standard LED headlamps featuring a red and white illuminated strip across the grille, and optional fog lights integrated into the air intake in an "X" layout. New standard LED taillights, a more pronounced spoiler and the classic C-pillar shape



of the Golf complete the look. For improved handing, the GTI updates its suspension geometry but maintains the key basics, such as an independent, multilink rear suspension. The brakes and wheels have also been updated, with new designs up to an optional 19-inch wheel. The most dramatic changes to the GTI come from new technology. Start with the driver, who will control the road with the standard Volkswagen Digital Cockpit, available with an optional heads-up display. The

in-dash entertainment and control center now lives behind an updated touchscreen of up to 10 inches diagonally, with fully automatic Climatronic climate control below. The background lighting in the dash and passenger compartment can be customized in up to 30 colors. The updated Car-Net1 with available in-car WiFi2 and compatible wireless cellphone charging also now come standard. Beyond the interior technology, the GTI now comes with an updated Front Assist with Automatic Emer-

gency Braking and pedestrian monitoring as standard, along with a long list of available tech including Lane Assist, Adaptive Cruise Control and Park Assist.3 And yes, there's still a golf-ball shifter on the manual and a plaid design for the cloth seats – albeit in a new checked design called Scalepaper. Expect the new GTI to come to America sometime in the second half of 2021, as a model-year 2022 vehicle.



JAGUAR F-PACE GIVES NEW-GENERATION

CANON EOS SYSTEM CAMERA ITS FIRST HIGH-PERFORMANCE WORK-OUT



Jaguar has teamed up with Canon Europe to capture the F-PACE in cinematic 5.9K clarity using the latest camera technology. Dynamic footage of Jaguar's performance SUV was captured during the professional debut of the new Canon EOS C500 Mark II camera. The film captures the F-PACE range – including the 550PS, V8 supercharged SVR model – and its breadth of luxury and performance. The F-PACE SVR showcased its dynamic ability, courtesy of its specially tuned chassis, on the twisting hairpin bends of Velefique,

southern Spain. The powerful SVR accelerates from 0-100km/h in 4.3 seconds (0-60mph in 4.1 seconds). Jaguar worked with Canon to build the ultimate camera vehicle for the shoot. The crew rigged an F-PACE with a highly-advanced Russian Arm – a remote-controlled camera crane – fitted with Canon's new EOS camera. The vehicle was covered in a purposeful matte black body wrap to minimise reflections in the subject vehicles during filming.

Andy Hunt Cooke, Jaguar Global Brand Communi-

cations, said: "Filming a technologically advanced and powerful SUV like F-PACE calls for a state-of-the-art camera system. It's a privilege for Jaguar to be the first car manufacturer to put the new-generation Cinema EOS System to the test and this film really captures the dynamic character and luxurious interior of the award-winning F-PACE performance SUV."

Just as the professional-quality camera can be fine-tuned to suit a variety of complex filming tasks, customers can also personalise the driving experience





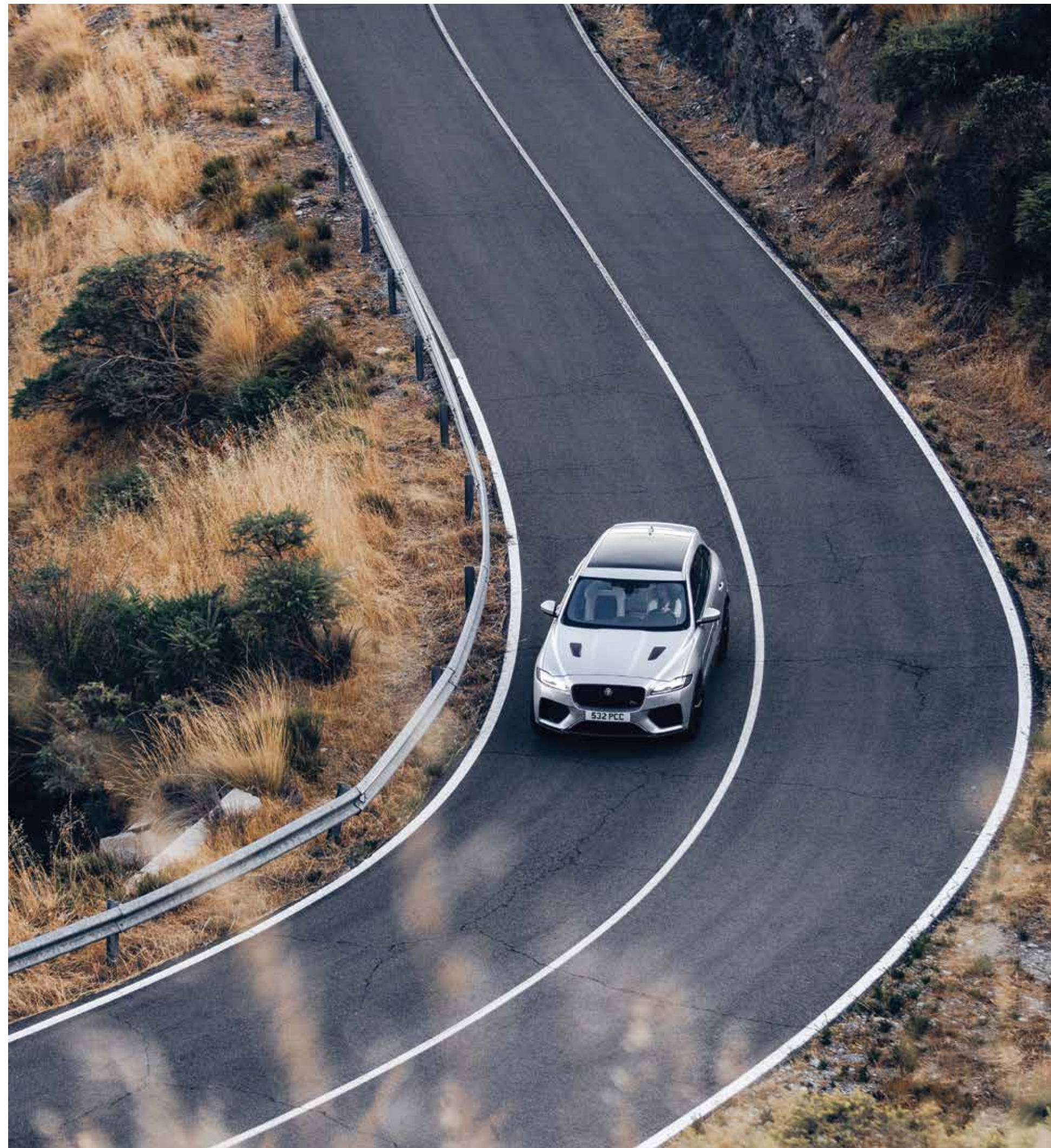
of F-PACE using Jaguar's Configurable Dynamics. The intuitive technology allows drivers to tailor the vehicle set-up to suit their personal preference by choosing Normal or Sports settings for the suspension, throttle response, gearbox and steering.

F-PACE features double-wishbone front and Integral Link rear suspension to provide dynamic handling and

comfort; attributes which helped the camera rig maintain its composure on the twisting mountain roads.

The Advanced Electronic Image Stabilisation of the Canon EOS C500 Mark II and Dual Pixel Auto Focus functionality ensured both SUVs remained perfectly in focus throughout, with the camera suspended from the highly manoeuvrable arm of the crane system.

The new camera shoots 5.9K quality footage at up to 60 frames per second. When travelling at its 283km/h (176mph) top speed, the F-PACE SVR covers 78.7 metres every second, which means the performance SUV would travel just 1.31m in the time taken for the advanced new camera to capture a single frame.



HRH The Prince of Wales

visits Aston Martin Lagonda St Athan



Aston Martin Lagonda today welcomed His Royal Highness The Prince of Wales to its new manufacturing facility at St Athan in Wales. The visit was also enjoyed by a group of Aston Martin apprentices and school children from the local area who came along to see the new facility. Aston Martin Lagonda, St Athan now also bears a plaque, commemorating today's Royal visit, which was presented to the team by His Royal Highness. During today's visit, Aston Martin Lagonda apprentices had the opportunity to talk The Prince

of Wales through the skills and knowledge they've gained during their time as apprentices. The group has a strong mixture of skills, coming from commercial roles such as marketing and communications, through to manufacturing and engineering. Aston Martin Lagonda currently employs 93 apprentices across its operating sites. The final step in the manufacture of every Aston Martin is the application of the marque's iconic wings badge to the car. Today a very special pre-production DBX received the Royal seal of approval when The

Prince of Wales applied its wings.

Aston Martin Lagonda Executive Vice President and Chief Creative Officer, Marek Reichman said: "It was an honour to welcome His Royal Highness to St Athan today. To have transformed St Athan from a former MOD site to a facility fit for a Royal visit makes us all feel extremely proud. It is well-known that The Prince of Wales is a fan of Aston Martin, so it was a pleasure to be able to show him around the future of the brand here today.

Secretary of State for Wales, Simon Hart said.





“Locating this world-class and globally-recognised brand in St Athan is a huge vote of confidence in the Welsh workforce. It is an example of how the UK and Welsh Governments can work together to secure the investment of companies like Aston Martin Lagonda driving economic growth and creating jobs. I look forward to the first made-in-Wales Aston Martins

rolling off the production line later this year.” St Athan is the home of Aston Martin’s first SUV, the DBX. Upon the commencement of full production at St Athan in the second quarter of 2020, the company will have created up to 600 new highly-skilled jobs, rising to 750. Since 2016, St Athan has undergone a three-year

transformation from Royal Air Force base to state-of-the-art manufacturing facility. The completion of the St Athan facility means that it joins the marque’s Gaydon headquarters and its Wellesbourne and Newport Pagnell facilities as a centre of the highest quality of British craftsmanship and engineering.



CONTINENTAL GT MULLINER CONVERTIBLE

DEFINING OPEN-TOP LUXURY



Bentley Mulliner - Bentley's bespoke commissioning division - is today announcing the introduction of the new Continental GT Mulliner Convertible: the luxury pinnacle of the Continental GT family. Mulliner has gone above and beyond the industry-leading craftsmanship so synonymous with Bentley and the world's definitive Grand Tourer to create the Continental GT Mulliner Convertible and redefine the pinnacle of roof-down automotive luxury.

The new Continental GT Mulliner Convertible has been created to appeal to those customers wanting an even greater focus on beautiful details. Taking pride of position between the cut-crystal inspired, precision-made headlamps, Bentley Mulliner introduces a bold new Double Diamond front grille which is further complemented by bespoke Mulliner branded side vents that continue the unique silver on black diamond theme.

The new Double Diamond design has been inspired by Bentley's exclusive Diamond-in-Diamond interior quilting design concept, which adorns all four seats, the door casings, rear quarters and now for the first time furnishes the tonneau cover. The Diamond-in-Diamond interior quilting itself has been tailored to include contrast stitching in two complementary colours to accentuate the thread against the quilting. It takes almost 400,000 stitches to deliver this quilting across





the cabin of the car, with each diamond containing exactly 712 individual stitches – each one precisely aligned to point to the centre of the diamond it creates. Developing the embroidery process to deliver this process alone took 18 months.

Furnishing the sleek and muscular profile of the Continental GT Mulliner Convertible are all-new 22” 10-spoke painted & polished wheels with floating, self-levelling wheel badges that remain upright as the wheel rotates.

The ultimate handcrafted Continental GT Convertible interior offers eight custom-made three-colour combinations. A new Mulliner-designed colour split defines the eight colour ways, including a third accent colour to the interior in the form of a distinctive design line.

The hand-stitched hides are embellished with unique Mulliner branded embroidery.

Bentley Mulliner has combined traditional and modern coachbuilding techniques to introduce new contemporary and bespoke features. A contrast diamond milled technical finish has been applied to the centre console, which is finished with a new and exclusive brushed silver Breitling timepiece set within a quartet of chrome bullseyes to provide stunning interior jewellery. The same theme carries from the physical to the digital, with the precision-rendered gauges of the LED-display driver’s instrument panel using the same brushed finished and Mulliner branding.

The new Continental GT Mulliner Convertible features mood lighting comprising of seven different

themes, uplifted by illuminated Mulliner tread plates and LED welcome lamps that project the famous Bentley wings to the ground from the door mirrors.

The Continental GT Mulliner Convertible is available with the top of the range Naim for Bentley audio system. The state of the art setup features eighteen speakers and two Active Bass transducers driven by a 2,200-watt, 20-channel amplifier and eight DSP sound modes with Active Bass.

Customers of the Continental GT Mulliner Convertible will receive a leather key in a sumptuous, Mulliner-branded handcrafted presentation box., which matches the three-colour interior configuration of the car. The two keys are provided in similarly colour-matched cases with contrast stitching.

The Continental GT Mulliner Convertible will be available with Bentley’s V8 and W12 powertrains.

When equipped with Bentley’s 6.0-litre, twin-turbo-charged W12, the Continental GT Mulliner Convertible accelerates from 0-60 mph in 3.7 seconds (0-100 km/h in 3.8 seconds) and is capable of a top speed of 207 mph (333 km/h). The new-generation 4.0-litre, twin-turbocharged V8 delivers a top speed of 198 mph (318 km/h) and 0-60 mph in 4.0 seconds (0-100 km/h in 4.1 seconds).

Available in the extended Bentley Mulliner paint range of 61 colours, customers wishing to specify their Con-

tinental GT Mulliner Convertible in a bespoke shade can commission Bentley’s artisan paint specialists to colour-match to any item or sample.

The first example of the exquisite Continental GT Mulliner Convertible will make its global debut at the Geneva International Motor Show on 3 March 2020

Bentley Mulliner

Bentley Mulliner is renowned throughout the automotive world for crafting some of the most individual Bentleys ever created. Bentley Mulliner is the birthplace of coachbuilding – the oldest automotive coachbuilder in the world.

As Bentley’s personal commissioning division, Bentley Mulliner is able to respond to the requirements of Bentley’s most discerning customers’ requests for further bespoke features on the Continental GT Mulliner Convertible.

The experienced team, supported by in-house engineers and designers at Crewe, prides itself on a long history of fulfilling the desires and demands of Bentley’s most discerning customers worldwide. The exciting three-portfolio future of Bentley Mulliner will be revealed on 3 March 2020 at the Geneva Motor Show.



The Chiron's production

run enters its second half



The 250th Bugatti Chiron is ready to leave the legendary Atelier

A big day for the little village of Molsheim – a traditionsteeped place and home to the production site of the most exclusive hyper sports cars in the world. Three years after the first client received their brand new Chiron1, production has reached its second half. After several weeks of meticulous craftsmanship, the 250th Chiron is ready to be sent out into the world. Furthermore, this Chiron Sport “Edition Noire Sportive” will be given a place of honor at the International Motor Show in Geneva. To the brand's president Stephan Winkelmann, this event also holds special significance: “After a year full of records, this 250th Chiron represents the cornerstone for another year of extraordinary accomplishments. Every single Chiron has proven that we are rightfully

standing at the pinnacle of automotive craftsmanship.” The French luxury brand astonished car enthusiasts all over the world with the Chiron in Geneva 2016 – and the hyper sports car still remains in great demand. With 250 cars produced and more than 150 already paid for, fewer than 100 units are still available for sale. The iconic 8.0-liter 16-cylinder engine with up to 1,600 hp represents the highest level of engineering artistry. Beside its impressive performance, the Chiron offers the utmost comfort and ease of driving as well as perhaps the strongest representation of true luxury: peerless exclusivity. In the heart of the same site where once Ettore Bugatti, founder of the emblematic brand, sought inspiration, every car is created as a unique specimen, thanks

to the engineers' great expertise, attention to detail, and impressive technical sophistication – the Haute Couture of the automotive industry. Christophe Piochon, member of the board at Bugatti Automobiles S.A.S, is proud of this milestone in the history of the brand: „I feel honored to lead such an excellent and dedicated team, and I thank each and every member for their amazing work. One never gets used to the incredible feeling of seeing another Chiron leave our Atelier. Each vehicle is unique, in no way comparable to a fellow member of the Chiron family.“ Only at Bugatti, elegance meets power, tradition meets technical excellence, and uniqueness meets worldwide admiration. “Every Chiron that has left our Atelier in the past three years is a technological masterpiece.

This also applies to the 250th specimen. Reaching this mark in such a short amount of time is an amazing accomplishment that fills me with pride. I am looking forward to the second half of the production cycle”,

says Stephan Winkelmann.

This 250th Chiron is not only distinctive due to its role in marking the end of the first half of the production cycle. It will also adorn the Bugatti stand at the

Geneva International Motor Show in the beginning of March, where clients and invited guests will have the opportunity to admire it in the configuration room for the duration of the event.



Electric Vehicle Road Trip

Announces World Regeneration Challenge, As Vehicle Manufacturers Gear Up To Join The Line Up



EVRT Dubai 2020, the eagerly-anticipated Electric Vehicle Road Trip, is charging into the Middle East with the announcement of a series of first-of-its-kind initiatives designed to put electric vehicles through their paces and the first set of vehicle manufacturers participating in the upcoming edition. Over a hundred participants are gearing up for the World's Greatest Electric Vehicle Road Trip, with the UAE Minister of Climate Change, His Excellency Dr Thani set to join part of the trip. The Road Trip will see 15 electric vehicles take on the 1,000km journey designed to inspire transformation to smarter mobility

and electric vehicles.

Ben Pullen, Co-Founder & CEO at Generation.e, said: "This year is more creative than ever before. World first challenges and drag races will provide a major opportunity to gather the latest and greatest electric vehicles together from around the world to put them through their paces on home turf in the UAE. It's a unique opportunity for manufacturers to showcase their line up in an environment that truly flies the flag for electric vehicle adoption in the region. We can't wait to reveal more details about the event as we gear up for the world's greatest electric vehicle road trip!"

A world first taking place, the World Regeneration Challenge is set to demonstrate just how powerful regenerative braking is, and how much of a game-changer it is for automotive industry. The challenge is simple: electric vehicles, from a range of brands, will drive up to the top of the 1,934 metre (6,345 ft) Jebel Jais Mountain to find out how much energy their vehicles can regenerate on the way down. The Challenge is set to highlight how regenerative braking takes place when the vehicle is rolling down an incline or in free slow, with electric vehicles engaging their motors in reverse to generate electricity, resulting in



their battery getting charged on their way back down the mountain. Another eagerly-anticipated challenge that is set to take place is the classic Electric Vehicle Drag Race – another opportunity to truly put the vehicles through their paces in a competitive environment. Hyundai Motor Company and One Moto are the latest car manufacturers to pledge their support, with the brand's seizing the opportunity to showcase their

fully electric ranges to put them to the test, as they travel across the UAE in an expedition over six days from 25th– 30th March 2020. Bangsun Jeong, Head of Operations, Hyundai Motor Company M. East & Africa HQ said: "We are excited to showcase for the first time in the region the Hyundai KONA and IONIQ models at EVRT Dubai. Hyundai aims to become a global automotive leader in eco-friendly vehicles and we are currently planning a

full line-up of 21 electrified models, including battery electric vehicles, hybrid electric vehicles, plug-in hybrid and fuel cell electric vehicles. Being part of EVRT Dubai offers us a great connection between Hyundai's global efforts and UAE consumers, promoting the transition to more eco-friendly motoring in the Middle East."

Suliman Al Zaben, Director, Juma Al Majid Est added: "We have been proud partners of Hyundai for over three decades and we are delighted to be a part of this great initiative. We believe the EVRT Dubai will make UAE customers more aware of the advantages of affordable electric vehicles and encourage more consumers to invest in EVs when making their next new-car purchase. With Dubai offering generous incentives for EV owners, we see a huge potential for electric vehicles in the market."

The 2020 edition is organised by Generation.e, the entity supporting the acceleration of electric vehicles and smarter mobility adoption across the world, will be launched on 25th March, 2020 at The Sustainable City in Dubai. Generation.e's mission is to inspire transformation to smarter mobility for the creation of better connected and sustainable societies.



Aston Martin Vantage V12

Zagato Heritage TWINS by R-Reforged confirms specification and UK production



Bespoke automotive manufacturer R-Reforged has announced plans to produce its Aston Martin Vantage V12 Zagato Heritage TWINS by R-Reforged in-house at its new facility in Warwick.

R-Reforged will now hand build the 38 Coupé and Speedster TWINS that celebrate the centenary of the Zagato Atelier (1919-2019) and 60-year long partnership between the Milanese 'Signature' and British sports car manufacturer.

Offered solely in pairs to just 19 customers (with the majority already sold), the sculpted Aston Martin Vantage V12 Zagato Heritage TWINS by R-Reforged were created by Zagato and R-Reforged to combine

the best of two automotive worlds: a sporting Speedster in its purest form and a timeless Coupé, redefining the 2011 Aston Martin Vantage V12 Zagato. Each features iconic Zagato design cues synonymous with the Carrozzeria, notably the 'double bubble' roof on the Coupé and, exclusively, the 100th anniversary gold Z badging. Now derived from the later V12 Vantage S, the 19 Coupés and 19 Speedsters feature a reworked version of its 5.9 litre 48 valve, naturally aspirated engine to produce 600bhp (85bhp more than the original). Clothed in an all-carbon fibre body, both incorporate an active aero and deployable rear wing to improve stability at high speeds whilst maintaining

the clean surfaces and pure lines of the Zagato design. Combined with a number of other design tweaks such as new, centre locking 19" bespoke alloy wheels designed by APP Tech, the overall effect is muscular, purposeful yet graceful and unmistakably Aston Martin.

As part of the 'R-Experience', the customer is at the very heart of the journey that starts with a bespoke gift box once an order is placed. Owners will then specify every element of the Aston Martin Vantage V12 Zagato Heritage TWINS by R-Reforged with the designers at Aston Martin St Gallen in Niederwil, Switzerland, before being invited to witness the team





of skilled craftspeople at R-Reforged's newlycreated 30,000 sq. ft facility in Warwick, UK, produce their cars.

Here, they will see first-hand a blend of traditional and contemporary processes, ranging from Bridge of Weir leather trimming to the latest in additive manufacturing. Options include an 'infinity' colour palette with the opportunity to match the interior and exterior to any colour sample provided by the client. "The Aston Martin Vantage V12 Zagato Heritage TWINS by R-Reforged are undoubtedly a highlight of our centenary celebrations," says Andrea Zagato, "A beautiful, bespoke and intrinsic part of our history and creative association with Aston Martin. To own these collectible cars will be a very personal and emotional experience." Aston Martin VP and chief marketing officer, Peter Freedman said: "Aston Martin's relationship with Zagato stretches back 60 years and together in that time we have created a series of very special cars.

The Aston Martin Vantage V12 Zagato Heritage TWINS by R-Reforged project is a fitting tribute to the Zagato centenary anniversary."

Marella Rivolta Zagato, who co-runs the Italian design house, specified the first two cars. She explained: "When I was selecting the body colours, I looked for something that would simultaneously represent our 100-year heritage and our future. The most symbolic colours are gold and platinum, which are precious metals. Gold, an emblem of purity and distinction, is in my mind a tribute to our first century. Platinum is resistant to corrosion and has great catalytic capabilities, which is what I wish for our next 100 years!" "Plants, sources of life that have continually renewed themselves since ancient times, are also woven into this idea," adds Zagato. "Take for instance the colour for the Speedster, which I have named Oro Angelica. Angelica is an edible plant thought to guarantee long life. It also symbolises inspiration, the driving force of

the first 100 years of Zagato's history. For the Coupé, I chose Platino Acanto. The leaves of the acanthus inspired the ancient Greeks to create the Corinthian capital. This plant represents purity and immortality, embodying Zagato's vision for the future." These cars will be unveiled in summer 2020. Customer vehicle production will begin in the fourth quarter of this year. The Aston Martin Vantage V12 Zagato Heritage TWINS by R-Reforged was the first project announced by R-Reforged in 2019. R-Reforged forms part of the AF Racing Group, an organisation working closely with Aston Martin as project partners on the Aston Martin Valkyrie. Underlining its ambitions, RReforged's second project, the Aston Martin Vanquish 25 by CALLUM, announced shortly after, also enters production this year. Ambitious, rigorous and responding to a customer demand for bespoke, limited production vehicles with a purchase experience unlike any other, R-Reforged is set to announce further exciting programmes in 2020.



The new E-Class Family

More intelligent and sportier than ever before



The E-Class Sedan is the first of the thoroughly updated model series and will celebrate its première on March 3 2020. The model will arrive in showrooms across the region in Q3 2020. The Coupé and Cabriolet variants will follow soon thereafter. Also updated for 2020 is the Mercedes-AMG E 53 4MATIC+, which features a more sporty and striking design. Its electrified 3.0-litre bi-turbo six-cylinder engine, with an electric additional compressor, generates an output of 320 kW (435 hp) and produces a peak torque of 520 Nm. With over 14 million models delivered since 1946, the E-Class is the best-selling model series in the history of Mercedes-Benz. It is perceived by many as the “heart

of the brand”. The tenth generation of the E-Class set trends in 2016 with its clean yet emotionally appealing design, exclusive, high-quality interior and wealth of innovations in driving assistance systems. This emotionally appealing and at the same time intelligent combination is extremely successful: to date, more than 1.2 million customers around the world have bought a current-generation E-Class.

More dynamic design

The enhanced dynamics and the upgrade of the E-Class Sedan are reflected in the model range: the entry-level model already comes with the sporty Avantgarde Line exterior. As a result, the base model of the E-Class Sedan features a central star at the front

for the first time. The new front end with increased chrome content plays a role in the fresh appearance. The redesigned AMG Line with a new bumper in the style of the AMG Performance models looks even sportier. In addition, the Avantgarde and AMG Lines will feature a bonnet with power domes as standard. The E-Class Sedan features all-LED headlamps as standard. MULTIBEAM LED headlamps including ULTRA RANGE high beam are available as an option. The three new paint colours available as part of the refresh are high-tech silver metallic, graphite grey metallic and mojave silver metallic. The wheel line-up has also been expanded and now includes aero wheels, which also contribute to saving fuel and thus to

sustainability.

New upholstery colours and materials upgrade the interior. These include the new colour combinations magma grey/neva grey (Avantgarde), black/nut brown (Exclusive) and magma grey/macchiato beige (Exclusive), and trim in open-pore silver ash wood, burr walnut fondant, brushed aluminium and aluminium with a carbon grain.

Next generation driving assistance systems: better assistance in tailbacks and when parking

The new E-Class Sedan is equipped with the latest Mercedes-Benz driving assistance systems providing cooperative support to drivers. This results in an especially high level of active safety: the E-Class Sedan reacts if the driver does not. The hands-off recognition now works on a capacitive basis, which enhances user-friendliness when driving in semi-automated mode.

As standard, the E-Class Sedan comes with Active Brake Assist, which in many situations is able to use autonomous braking to prevent a collision or mitigate its severity. The system is also able to brake for stationary vehicles and crossing pedestrians at typical city speeds and even to prevent collisions, depending on the situation. As part of the optional Driving Assistance Package, this is now also possible when

turning off across the oncoming lane.

Some Intelligent Drive functions can optionally be added to the Driving Assistance Package. They include Active Distance Assist DISTRONIC with route-based speed adjustment, where the E-Class Sedan is now even able to respond to data from LiveTraffic Information.

Active Parking Assist with PARKTRONIC and 360° camera makes it possible to enter and leave parking spaces automatically. The system facilitates the search for and selection of a parking space as well as entering and leaving (if the vehicle was parked automatically) parallel and end-on parking spaces or garages. For the first time, the new E-Class Sedan is able to recognise and use marked areas as parking spaces. The 360° camera transmits an even more realistic image to the media display, which includes an expanded side view. When leaving a parking space, the system is able to warn of traffic crossing behind the vehicle and can apply the brakes in case of doubt.

Two powerdomes and round twin tailpipe trim elements

The dynamic appearance is rounded off by restyled 19-inch light-alloy wheels in an aerodynamically optimised 5-twin-spoke design. 20-inch light-alloy

wheels in a 5-twin-spoke design are optionally available, also aerodynamically optimised and with a wider rim edge, painted in a choice of matt black or high-gloss titanium grey.

With the optional AMG Night Package the new E 53 model takes on an even sportier appearance. The front splitter, mirror caps, trim strip in the rear apron and tailpipe trim elements are styled in high-gloss black. In conjunction with the Night Package, the darkened AMG radiator grille is available as an additional optional extra. It adds a final individual touch to the front design.

Interior with innovative MBUX infotainment system

Visually the two displays for the instrument cluster and multimedia displays blend beneath a shared glass cover to form the Widescreen Cockpit. The customer can choose between the three AMG display styles “Modern Classic”, “Sport” and “Supersport” for the instrument cluster. The “Supersport” mode is particularly striking with a central, round rev counter and additional information presented in the form of bars to the left and right of the rev counter. Via the AMG menu, the driver can call up various special displays such as Engine Data, gear speed indicator, Warm-up, Set-up, G-Meter and RACETIMER.



Ulysse Nardin FREAK X ICE and FIRE

LET YOUR HEARTBEAT WILD AS THE FREAK X GOES “ICE & FIRE”



The unique engineering and design of these two models take the Freak concept to a new level, the lifeblood of Ulysse Nardin's pioneering innovation pumping through each piece. Reflecting, respectively, the stoic polar ice floes and the majestic volcanos that regenerate the earth, they are an appetizing preview of the upcoming Ulysse Nardin novelties. Like Homer's fearless hero, Ulysse Nardin has once again gone to Xtremes to visit the furthestmost forces of nature with its two new Freak X timepieces. The FREAK X ICE in titanium and the FREAK X MAGMA in lava red carbon fiber and titanium black DLC will make you fear the cold and crave the burn.

Made from a seismic combination of ultra-light carbon fiber and red, marbled epoxy resin, each FREAK X MAGMA is unique. Stripped down to its essential components, it is ultra-light, scratch-resistant and streamlined. Volcanic, vigorous and virile, the combination of red and black is mesmerizing and energizing. Masculine, angular and lava red, Ulysse Nardin's FREAK X MAGMA is a force of nature, a watch of style, action and elegance. With a red point-de-bride and a black leather strap - equipped with a folding clasp – it is evocative of obsidian volcanic rock and the lava flow at its origin; the combination of sandblasted and polished-effects on the bezel and

a satiny smooth dial reflects a volcanic environment. The Superluminova applied on red color allows the wearer to read the time even in the pitch of night. The open case back of this boutique-only edition lays bare the UN-230 self-winding movement – a masterpiece of Ulysse Nardin's legendary watchmaking. To embody this volatile life force, Ulysse Nardin is partnering with Carsten Peter, a nature photographer and storyteller of the Xtreme. His Xplosive images take the viewer to places most would never dare to go; over glaciers, into tornadoes and right up to the intense heat present around volcanoes. Carsten is an award-winning regular contributor to National Geographic Magazine specialized in capturing never-before-seen images of some of the most remote and dangerous places on the planet. Using innovative techniques, he pioneers himself, he brings toxic caverns, thermal caves and lava lakes to life before sharing them with the world. Photographer, filmmaker, biologist and adventurer, Carsten embodies the Ulysse Nardin spirit and the desire each one of us has within us to embark on our own Odyssey.

Ice and fire join forces in this new incandescent FREAK X ICE model. Reminiscent of prehistoric glaciers, this fresh model will make your heart beat wild hot and cold with the call to go insane as ice catches fire and burns. Never has there been a better time to release your inner Ulysses, embrace risk and chase your dreams with the FREAK X ICE as the perfect tool to accompany you into uncharted waters. The titanium alabaster watch case will give your winter lips a feverish touch. Inside the FREAK X ICE beats the UN-230 self-winding movement, visible through the open case-back. The sturdy, adjustable, white leather strap with rubber coating is equipped with a folding clasp while navy blue indexes, point-de-bride and Superluminova evoke the polar ice floes, making each watch a call to adventure on your wrist.

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