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MAGAZINE

THE NEW AUDI R8 A LEGENDARY RACE CAR TO OWN



The BMW 8 Series
Golden Thunder Edition

The new Mercedes-AMG E 63 S
More striking design, improved aerodynamics

NEW BENTLEY BENTAYGA

THE DEFINITIVE LUXURY SUV





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The new Audi R8

A legendary race car to own



“The R8 occupies a unique position for Audi in every respect,” says Michael-Julius Renz, Managing Director of Audi Sport GmbH. “It’s now even more powerful and faster,” adds Oliver Hoffmann, Technical Managing Director of Audi Sport GmbH: “Motorsports are part of our DNA. With around 50 percent shared parts with the R8 LMS GT3, no other automobile is as close to motor racing as the R8.”

Even more power and torque: the engines

Instant response, lightning-fast high-revving and a unique sound – the V10 naturally aspirated engine

is the heart of the Audi R8. With the basic engine, the 397 kW (540 metric horsepower) of power has been increased to 419 kW (570 metric horsepower) (combined fuel consumption in l/100 km*: 13.3 – 12.9; combined CO₂ emissions in g/km*: 302 – 293), the torque boosted by 20 Nm (14.8 lb-ft) to 560 Nm (413.0 lb-ft), which is on tap at 6,200 revolutions per minute. The Audi R8 V10 quattro accelerates from 0 to 100 km/h (62.1 mph) in 3.4 seconds (Coupé) and 3.5 seconds (Spyder) before going on to a top speed of 324/322 km/h (201.3/200.1 mph). The 5.2 FSI in the Audi R8 V10 performance quattro

generates 456 kW (620 metric horsepower) (combined fuel consumption in l/100 km*: 13.3 – 13.1; combined CO₂ emissions in g/km*: 302 – 297) instead of the previous 449 kW (610 metric horsepower), with a peak torque of 580 Nm (427.8 lb-ft) substituting the previous 560 Nm (413.0 lb-ft). The increase here is primarily the result of an optimized valve train with components made of titanium. The Coupé sprints to 100 km/h (62.1 mph) in 3.1 seconds, and the Spyder takes 3.2 seconds. The propulsive power ends at 331/329 km/h (205.7/204.4 mph). The two V10 naturally aspirated engines with 5.2 liters (0.2 cu ft) of





displacement come with a particulate filter.

Razor-sharp precision: the suspension

Modifications to the suspension provide increased precision and response. The assistance has been retuned both with the optional dynamic steering and the electromechanical power steering. The steering response is more direct and precise throughout the entire speed range. This ensures optimum steering sensitivity with continuously good road contact in every driving situation.

Dynamic steering uses a superposition gear to change the gear ratio between 10.5:1 and 15.8:1 depending

on the driving speed; the steering is very direct during maneuvering, while it is calm and smooth on the freeway. In Performance mode, the characteristic is on a considerably more direct level than the characteristic in the Comfort or Auto modes. To ensure particularly precise handling in the threshold range, the gear ratio is constant ($i = 14:1$) in Performance mode as from approx. 140 km/h (87.0 mph).

In addition to the well-known Audi drive select modes, the three additional programs dry, wet and snow form part of the Performance mode on the R8 V10 performance quattro. They adapt the key dynamic parameters to the friction coefficient of the

road. Thanks to the enhanced Electronic Stabilization Control (ESC), the Audi R8 V10 performance brakes from 100 km/h (62.1 mph) to a standstill up to 1.5 meters (4.9 ft) earlier; the stopping distance from 200 km/h (124.3 mph) is up to five meters (16.4 ft) shorter – in each case depending on the exterior conditions.

The new Audi R8 is equipped with factory-installed 19-inch wheels. 20-inch fully milled wheels in five-V dynamic design with new summer and sport tires, which convey even more precise handling, are available as an option. For the standard-fit steel disks Audi supplies red as opposed to black painted calipers as an op-





tion. The calipers for the ceramic brakes generally come with a gray or red finish. The stabilizer at the front axle is optionally made from carbon fiber-reinforced polymer (CFRP) and aluminum, which cuts weight at the front axle by around two kilograms (4.4 lb).

Sharper and tauter: the design

The honed character of the new R8 models also becomes clear visually. The Singleframe radiator grille is even wider and flatter. In combination with the dimmed headlights and adjoining design elements, the R8 looks even sharper. Winglets at the side divide the large air inlets and the flat slits above the Singleframe radiator grille are reminiscent of the Audi Sport quattro. The new front splitter is now wider, underscoring the sporty look. The air inlet grille spans the entire width of the rear end. The diffuser is even more dominant and frames the new oval exhaust tailpipes. The air filter is situated in the engine compartment under a new three-part cover. It is available in a choice of plastic

or carbon fiber. Depending on the engine variant, R8 customers can choose between three exterior packages. They place different emphasis on the front splitter, the sill trims and the diffuser. Standard specification for the R8 V10 quattro with 419 kW (570 metric horsepower) (combined fuel consumption in l/100 km*: 13.3 – 12.9; combined CO2 emissions in g/km*: 302 – 293) is high-gloss black; the top-of-the-line version R8 V10 performance quattro with 456 kW (620 metric horsepower) (combined fuel consumption in l/100 km*: 13.3 – 13.1; combined CO2 emissions in g/km*: 302 – 297) comes off the production line with a matte titanium look. The high-gloss carbon package is available for both engine variants. As an option, the Audi rings and badges on the exterior are painted in high-gloss black; the new metallic colors Kemora gray and Ascari blue are recent additions to the paint range.

The new look also includes the Audi R8 interior with its driver focus. New options here include the colors

pastel silver with rock gray contrasting stitching, palomino brown with steel gray stitching, and black with utopia blue stitching. The R8 performance design package with leather/Alcantara upholstery, highlights in Mercato blue and carbon-fiber trim is available for the top-of-the-line engine variants. The Audi exclusive range gives customers the opportunity to customize many details of their Audi R8 – inside and out.

New model designations

The models will go on sale in early 2019. The new Audi R8 models will be arriving at dealerships in Germany and other European countries in the course of the first quarter of 2019. Audi is introducing new model designations with the upgrade of the R8. The R8 Coupé/Spyder V10 will become the R8 Coupé/Spyder V10 quattro models; the Audi R8 Coupé/Spyder V10 plus are now called Audi R8 Coupé/Spyder V10 performance quattro – an analogy to the most powerful RS models from Audi Sport.



NEW BENTLEY BENTAYGA

THE DEFINITIVE LUXURY SUV



Bentley has today announced details of the new Bentayga – the definitive luxury SUV. With more than 20,000 Bentaygas handcrafted since the car's launch – more than any of its competitors – the new Bentayga is set to build on an incredible success story to date.

A new exterior design adopts the Bentley design DNA now prevalent across the entire model range, giving Bentley the freshest and most modern product family of any luxury car company. Introducing the very latest onboard technology and an even more cossetting cabin, the new model is significantly revised both inside and out.

Combining the abilities of a performance grand tourer, a luxury limousine, a spacious family car and an off-roader, the new Bentayga follows its predecessor's

mantle of having the broadest brief of any car on sale today.

The car that established the luxury SUV sector has been enhanced to create the ultimate in power, luxury and usability. Designed, engineered and handcrafted in Crewe, England, the extraordinary new Bentayga builds further on the outstanding success of its predecessor.

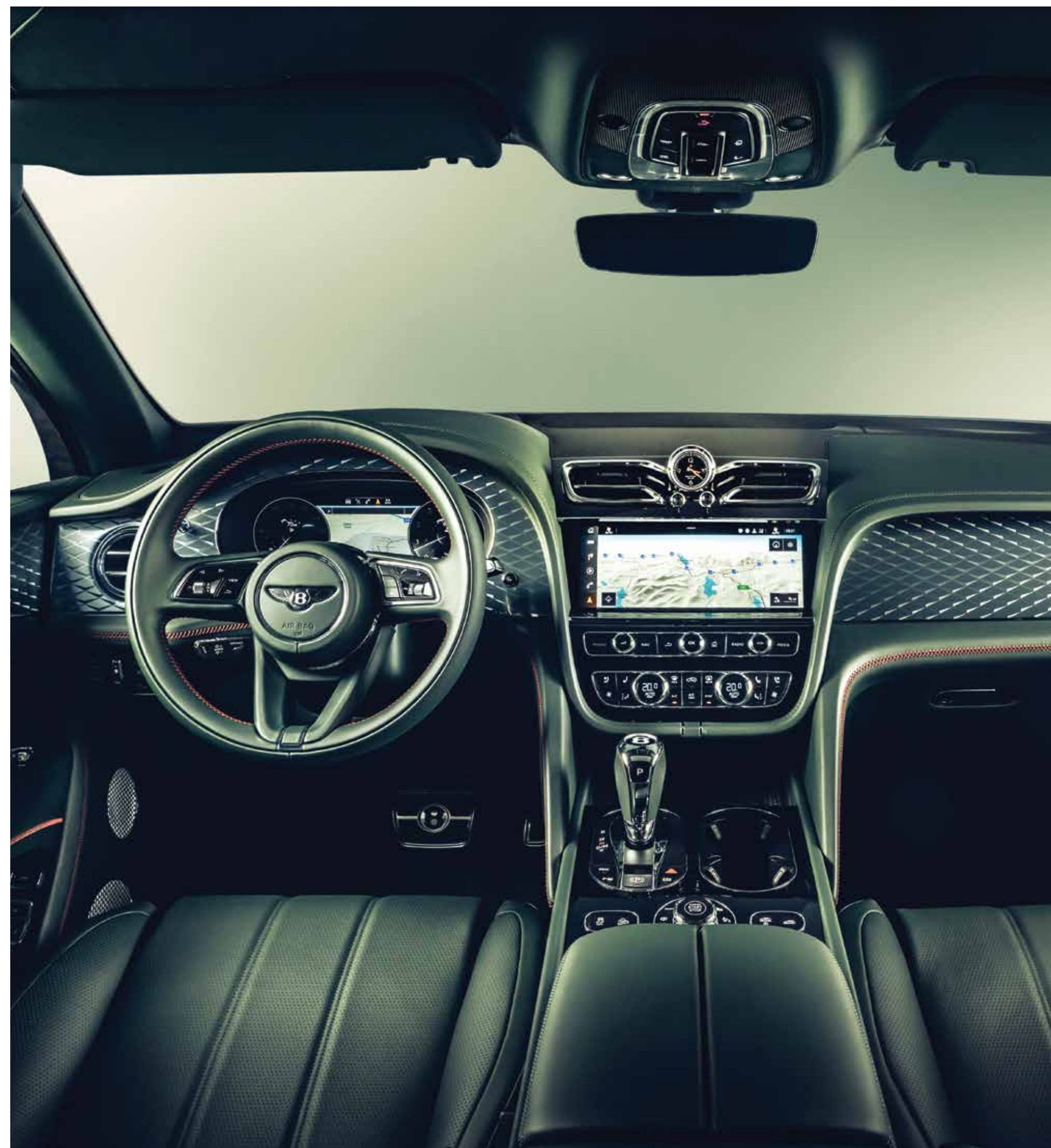
Adrian Hallmark, Chairman and Chief Executive of Bentley Motors, comments:

"From its moment of launch nearly five years ago, the Bentayga has been the very definition of the luxury SUV. Like the Continental GT, the Bentayga created an entirely new part of the market, and since we set the benchmark many others have joined the sector, but

no other car can offer a breadth of ability to rival the Bentayga.

"With the new Bentayga, we're repositioning the pinnacle of the luxury SUV segment to be even higher, even further away from the competition. We've listened to our customers and made improvements to the areas most important to them, and the new Bentayga is a thoroughly modern and beautiful extension of the original car's abilities and achievements."

Key to the new Bentayga is its strikingly dynamic look, which draws inspiration from the marque's new design language, introduced by the third-generation Continental GT and all-new Flying Spur. Together, the three cars form a new family that are more visually connected than ever before. The bold styling offers an





imposing road presence, with every panel at the front of the car redesigned for a cleaner, modern look. The larger, assertive matrix grille is now more upright, while new, intelligent LED matrix headlamp technology includes the signature Bentley design inspired by cut crystal glassware. A more aggressive front bumper emphasises the performance characteristics of the car. Heated, wet-arm windscreen wipers are introduced for the first time, with 22 washer jets in each arm.

At the rear, the new Bentayga has undergone a major transformation, with a total redesign of the rear

surfaces including a new full-width tailgate with new encapsulated lamps, while the licence plate has been moved down into the bumper for a cleaner appearance. Wide, split tailpipes leave no doubt that this is a powerful performance car. A 20 mm increase to the rear track width brings dynamic benefit and repositions the wheels in their arches to improve the car's stance. The wheels themselves are a new design, unique to Bentayga.

The Bentayga's highly praised interior has been significantly revised. Among the major changes are a new centre fascia and steering wheel, new door trims

and all-new seats – now available with ventilation in the rear of the standard five-seat cabin option. An optional four-seat layout, featuring two individual rear seats separated by a centre console, and three-row, seven-seat configuration are also available. Passengers in the rear enjoy significantly more space, with legroom increased by up to 100 mm depending on configuration.

A next generation infotainment system is integrated seamlessly into the handcrafted, Bentley 'wing' dashboard design and features a 10.9-inch display screen with edge-to-edge graphics. The all-new



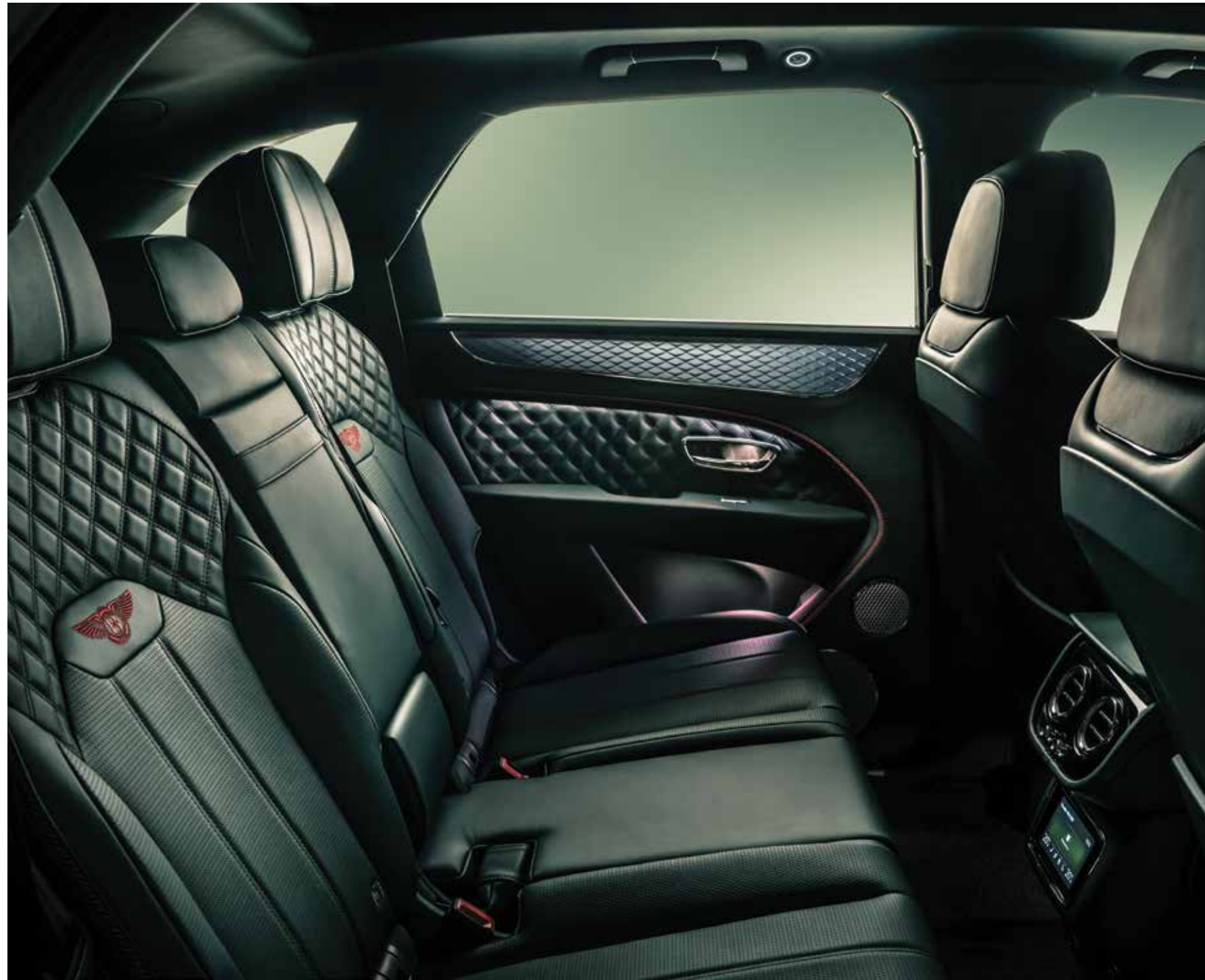
digital display includes super high-resolution and dynamic graphics which are configurable to suit driver preferences. Two levels of audio system are offered: the Bentley Signature Audio and an optional Naim for Bentley system with no less than 20 speakers. The latest hardware and software bring all-new navigation with satellite maps, online search and other features. Wireless Apple CarPlay is standard for the first time, alongside the existing wired system, along with Android Auto (market dependant). Rear seat occupants benefit from the introduction of a new, larger touchscreen remote control tablet, similar to that introduced in the all-new Flying Spur. Connectivity around the car has been significantly improved, with USB-C data ports and a wireless phone

charger now standard.

The luxurious interior can be further enhanced with the application of dark tint diamond brushed aluminium trim for the first time in a Bentley, as well as two straight-grained veneers new to Bentayga: Koa and Crown Cut Walnut. Mulliner Driving Specification adds a new quilting design, and micro piping detailing is a new option for the seats. The new model will initially be launched in Bentayga V8 guise offering supercar performance balanced with everyday usability, with a W12-powered Speed version to follow this year. The V8's 4.0-litre, twin-turbocharged petrol engine develops an impressive 542 bhp (550 PS) and 568 lb.ft (770 Nm) of torque. Mated to an eight-speed automatic gearbox, the V8

offers supercar performance, resulting in a top speed of 180 mph (290 km/h) and 0-60 mph in 4.4 seconds (100 km/h in 4.5 seconds).

The class-leading performance is complemented by a range of 397 miles (639 km), with CO2 emissions of 302 g/km. This refined efficiency (21.2 mpg / 13.3 l/100 km combined) is partly due to the ability of the engine to de-activate four of its eight cylinders in suitable conditions, without compromising the drive. New Bentayga offers the widest range of on and off-road drive settings of any SUV, courtesy of Bentley's Drive Dynamics Mode and the optional All-Terrain Specification, while the Bentley Dynamic Ride – the world's first electric active roll control technology – has been further enhanced on the model.



The BMW 8 Series

Golden Thunder Edition: Dynamic extravagance



Luxury sports cars of the BMW 8 Series are raised to collector's item status by means of exclusive BMW Individual design and equipment features – BMW 8 Series Coupé, Convertible and Gran Coupé available as edition models from September 2020 onwards. Fascinating dynamic performance is the striking quality of the BMW 8 Series models. The premium automobile manufacturer's luxury sports car is now

due to be enhanced with a touch of extravagance in all three body variants. Specific design accentuations in gold along with high-end BMW Individual equipment features for both the exterior and interior ensure an incomparable blend of sporty flair and luxury. The BMW 8 Series Edition Golden Thunder demonstrates once again the capacity of BMW Individual to turn special vehicles into unique

automobiles for customers with the very highest expectations in terms of style and quality. The exclusive design exterior and interior design features add unmistakable accentuations that give the edition models the character of a custom-built vehicle. The Edition Golden Thunder is available for all model variants of the new BMW 8 Series Coupé, the new BMW 8 Series Convertible and the new





BMW 8 Series Gran Coupé – from the BMW 840i and the BMW 840d xDrive through to the BMW M850i xDrive. The edition vehicles will be produced at the BMW plant in Dingolfing starting from September 2020. The M sports package is always a standard feature in these vehicles. A body finish in Sapphire Black metallic or Frozen Black metallic and carefully selected colour

accentuations in gold underscore the athleticism of the luxury sports cars. The dark look is supplemented by BMW Individual High Gloss Shadow Line with extended features and black brake calipers for the M sports brake system. Here, a striking contrast is created by means of golden accentuation lines running from the front apron to the side skirts and on into the rear apron. Other features finished in gold are the exterior

mirror caps, the M rear spoiler (exclusively available for the BMW 8 Series Coupé) and the 20-inch M light alloy wheels in double-spoke design. Sports car flair and individual luxury are also combined in the interior of the edition models to create an extravagant ambience. This is ensured not only by the extended BMW Individual Merino leather trim in black with the “Edition Golden Thunder”

inscription embroidered on the front headrests and the BMW Individual Alcantara Anthracite roof liner for the BMW 8 Series Coupé and BMW 8 Series Gran Coupé, but in particular by the interior trim

finishers in Aluminium Mesh Effect Gold. On the centre console, the finely structured and high-end shimmering surfaces are supplemented with an edition emblem. The edition models also feature

CraftedClarity glass applications for selected controls and the Bowers & Wilkins Diamond Surround Sound System.



The new Mercedes-Benz E-Class

Coupé and Cabriolet More brand identity, more sportiness, more individuality



The Mercedes-Benz E-Class Coupé and Cabriolet are the most emotionally appealing representatives of the luxury-class family of models. The styling has been sportily honed, with the front sections given a fresh look. The two-door models take on the key upgrade features of the E-Class family as part of the facelift. These include the next generation of driving assistance systems and the MBUX infotainment system (Mercedes-Benz User Experience). The E 53 4MATIC+ Coupé and Cabriolet have now also been thoroughly enhanced both on the exterior and interior. The E-Class Coupé and Cabriolet will make their debut in the Middle East in Autumn 2020. The allure of the E-Class Coupé and Cabriolet has been further reinforced by the model upgrade. The E-Class Cabriolet with the classic fabric top offers spaciousness and comfort on long journeys for up to four people. The Cabriolet is fitted with the standard AIRCAP electric draught-stop system and AIRSCARF

neck-level heating. The acoustic soft top is a standard feature that helps to optimise the level of noise experienced in the interior, its multi-layered structure reduces wind and driving noise. The occupants are therefore able to enjoy relaxed conversations in the vehicle, even at higher speeds. With its expressive coupé-esque proportions, clear and sensual design and comfort for four people, the new E-Class Coupé combines the beauty and classic virtues of a grand tourer with state-of-the-art technology.

Refined styling: diamond radiator grille with "A-shape" design

The design modifications undertaken, particularly to the front sections of the E-Class Coupé and Cabriolet, bring added refinement. The more dynamic impression comes courtesy of flatter headlamps, with standard MULTIBEAM LED headlamps. The inner workings of the headlamps are quite exceptional. Among the hallmark Mercedes-Benz design features are the torch-

flame effect and two lit pins. The "A-shape" design of the new diamond radiator grille, standard on all versions, adds a particularly dynamic touch. The grille also features chrome-plated dots, a single louvre and the Mercedes star in the centre. A new highlight of the muscular rear section is the completely redesigned inner workings of the two-piece tail lights, featuring LED technology. The star module with integrated reversing camera is inset into the boot lid. The four paint colours newly available for the E-Class Coupé and Cabriolet as part of the facelift go by the names high-tech silver, graphite grey metallic, mojave silver and patagonia red (designo). The wheel line-up has also been expanded and now includes aero wheels, as they are called, the special design features of which help contribute to saving fuel and thus to sustainability. As was already the case, the interiors of the Coupé and Cabriolet combine contemporary style with sporty luxury. The upper section of the dashboard

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appears to hover; it rests on generously proportioned trim elements that flow through into the doors. The exceptionally high-quality materials selected, together with the quality of craftsmanship employed, emphasise the car's sporty, stylish character and exude outstandingly high-class appeal. New-look trim options – open-pore grey ash wood and aluminium with light carbon-fibre grain – serve to enhance the interior. The integral-look sports seats feature prominent side bolsters and integrated head restraints. The seat contour follows the pronounced side bolsters and, depending on the specification, the centre section has sporty transverse or modern longitudinal seams. The colours of the centre sections of the seat backrest and cushion are coordinated with the overall sculpture of the seats. Numerous material combinations ranging from ARTICO man-made leather, embossed leather, nappa leather with diamond quilting and even sun-reflecting leather (for the Cabriolet) are all possible.

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

The new E-Class has the latest generation of Mercedes-Benz driving assistance systems providing cooperative

support to drivers. The hands-off detection feature of the steering wheel now works on a capacitive basis, thereby enhancing user-friendliness when driving in semi-automated mode. To inform the assistance systems that the driver still has control of the E-Class, it is sufficient for the driver to hold the steering wheel. Steering torque – that is to say a slight steering movement – was previously required as feedback in order for this to happen. The new steering wheel features a pad with the appropriate sensors in the rim. These register whether the driver is holding the wheel. If the system detects that the driver does not have their hands on the steering wheel for a certain time, a warning cascade is started, which finally activates Emergency Brake Assist if the driver continues to be inactive.

As standard, the E-Class 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 Driving Assistance Package, this is now also possible when turning off

across the oncoming lane. A range of further Intelligent Drive functions can optionally be added to the Driving Assistance Package.

Even more comfort in the interior: a new generation of steering wheels, plus MBUX

The E-Class is fitted with an entirely new, intelligent steering wheel as part of the facelift. This is available as a leather steering wheel and in a super sports variant. The control surfaces sport a high-gloss black finish, while the trim elements and surrounds have a silver shadow finish. The functions of the instrument cluster and media display are operated using touch controls, the physical principle of which has been changed from optical to capacitive.

The new E-Class is equipped with the latest generation of the MBUX multimedia system (Mercedes-Benz User Experience). As standard, it includes two large 12.3inch/31.2 cm screens arranged side by side for a sublime widescreen look. An emotive presentation with brilliant graphics underlines the comprehensibility of the intuitive control structure.

ENERGIZING comfort control networks various comfort systems in the vehicle, and uses musical and





lighting moods plus a number of massage modes to meet a wide range of individual requirements with respect to the occupants' wellbeing. New to the E-Class Coupé and Cabriolet is the ENERGIZING COACH. This function is based on an intelligent algorithm and recommends one or other of the programmes depending on the situation and the individual concerned. The aim is to ensure the driver feels well and relaxed even during long journeys.

The new Mercedes-AMG E 53 4MATIC+ Coupé and Cabriolet

Mercedes-AMG continues to strengthen its brand identity with the new E 53 4MATIC+ Coupé and Cabriolet. The design of the front view is completely new and reinforces the AMG family affiliation. The key feature is the AMG-specific radiator grille with twelve vertical louvres. The design of the front becomes broader towards the bottom, and the flatter, sharper-cut all-LED headlamps create an especially powerful impression. The powerdomes on the bonnet also contribute to this effect. In the centre section, the front apron is drawn high into an A shape creating a further large air inlet grille with five vertical struts and provides a view of technical details such as the cooler. All the measures together create an extremely dynamic forward-oriented overall impression. The similarity to the AMG GT sports car family is evident. The key identifier on the tail end are the round twin tailpipe trim elements, which are available in silver chrome or high-gloss black (as part of the optional

AMG Night Package), harmoniously integrated into the rear apron. The design of the sides of the mud flaps improves the aerodynamics at the rear: as a result, this provides for better air flow around the wheel arches. The spoiler lip on the boot lid is painted in the colour of the vehicle but is optionally available in carbon fibre. Viewed from the side, the new 19-inch light-alloy wheels in the aerodynamically optimised 5-twin-spoke design catch the eye. As an option 20-inch light-alloy wheels in a 5-twin-spoke design are available, also aerodynamically optimised and with a wider rim edge, painted in a choice of matt black or high-gloss titanium grey. Graphite grey metallic and matt brilliant blue magno are available for selection as new paint colours, the latter having been previously reserved for the AMG GT family. With the optional AMG Night Package, the E 53 4MATIC+ Coupé and Cabriolet can take on an even sportier appearance. The outside mirror housings, window frames plus trim elements in the front and rear apron are styled in high-gloss black. There are also tailpipe trim elements in black chrome. The Carbon Package II adds individual highlights with mirror caps and a spoiler lip on the boot lid in carbon fibre. **Interior with autonomous appointments and specific displays** The interior welcomes the occupants with distinct appointments, luxurious materials and the current-generation MBUX infotainment system. The seats in ARTICO man-made leather/DINAMICA microfibre

in black with an AMG-specific design, red contrasting topstitching and AMG badge are characteristic for the 53-series models and combine sportiness with strong lateral support and comfort. Further interior features include red seat belts, trim elements in carbon fibre and upholsteries in nappa leather are optionally available. Nappa leather in black/titanium grey pearl with red contrasting topstitching is new. 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 perspective in the form of bars to the left and right of the rev counter and creating a spatial impression of depth. 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. **New AMG Performance steering wheel with seamlessly integrated buttons** With a fresh design and seamlessly integrated buttons the new AMG Performance steering wheel creates an even closer link between driver and machine. The three rounded twin spokes combine stability with lightness, and the steering wheel rim is a hallmark motorsport feature. The cover is selectable in leather, in

DINAMICA microfibre or as a combination of leather and microfibre.

The new switches integrated into the surfaces of the horizontal twin spokes have a very elegant look. Haptic sensing aids in the area of the symbols make control easier. The instrument cluster is operated via the left-hand sensor surface on the upper steering wheel spokes, the media display via the right-hand sensor surface. The lower spokes contain the controls for the cruise control/DISTRONIC (left) and telephone/hands-free system/volume control (right). The optional AMG steering wheel buttons for actuating the drive programs and further, individually definable functions include even more brilliant displays with new icons and are now both round.

Six-cylinder in-line engine with EQ Boost starter-alternator and electric additional compressor

The electrified 3.0-litre engine with twin turbocharging via an exhaust gas turbocharger and an electric additional compressor generates an output of 320 kW (435 hp) and produces a peak torque of 520 Nm. Its EQ Boost starter-alternator briefly provides an additional 16 kW of output plus 250 Nm of torque and also feeds the 48 V on-board electrical system. This innovation enhances the hallmark AMG performance and driving dynamics, while at the same time reducing fuel consumption and emissions. Supported by the EQ Boost starter-alternator when moving off, the electric auxiliary compressor builds up a high charge pressure without any delay, for a faster increase in torque for acceleration until the large exhaust gas turbocharger is deployed. As a result, the 3.0-litre engine reacts immediately, and provides a highly dynamic response without turbo lag.

The electronically limited top speed of 250 km/h can be increased to 270 km/h with the AMG Driver's Package.

Short shift times, high efficiency: AMG SPEEDSHIFT TCT 9G transmission

The 3.0-litre in-line engine is coupled with the AMG SPEEDSHIFT TCT 9G transmission, which impresses with extremely short shift times, fast response to shift paddle commands, a double-declutching function and multiple downshifts. Upshifts or downshifts are implemented instantly. Especially in the "Sport+" drive program and in manual mode, the transmission is very responsive. Dynamic acceleration

and very short shift times are also available, as is a fuel-efficient driving style, depending on the selected mode.

Characteristics at the touch of a finger: AMG DYNAMIC SELECT

With the five DYNAMIC SELECT drive programs "Slippery", "Comfort", "Sport", "Sport+" and "Individual". The modes modify key parameters, such as the response of the engine, transmission, suspension and steering. Independently of the DYNAMIC SELECT drive programs, the driver has the option of pressing the "M" button to switch directly to manual mode, in which gearshifts are executed exclusively using the shift paddles on the steering wheel. The suspension set-ups can also be selected specifically as needed. AMG DYNAMICS vehicle dynamics control is integrated into the AMG DYNAMIC SELECT drive programs. In the "Basic", "Advanced" and "Pro" levels, it influences the control strategies of the ESP® (Electronic Stability Program) or the all-wheel drive, for example. The intelligent pilot control anticipates the desired vehicle behaviour based on the driver's actions and the sensor data. The range spans extremely stable to highly dynamic, for a comfort-biased or particularly sporty driving experience. The AMG DYNAMICS functions can also be directly selected via the AMG steering wheel buttons.

Autonomous AMG RIDE CONTROL+ suspension for more dynamism

More agility, neutral cornering performance and greater traction come courtesy of the AMG RIDE CONTROL+ air suspension developed in Affalterbach. The multi-chamber air suspension with particularly sporty spring/damper set-up and continuously adjustable damping ADS+ (Adaptive Damping System) combines outstanding driving dynamics with high ride comfort. A harder spring rate, for example, when cornering and braking, effectively reduces body roll.

The damping at each wheel is adjusted to suit the current driving situation and the condition of the road. The damping characteristics can also be preselected in three modes, "Comfort", "Sport" and "Sport+", allowing a significantly more noticeable differentiation between excellent long-distance comfort and sporty driving dynamics.

AMG Performance 4MATIC+ fully variable all-wheel drive as standard

The fully variable AMG Performance 4MATIC+ all-wheel drive combines optimal traction for dynamic

driving fun with a high level of driving safety in all conditions: in the dry, in the wet or on a slippery surface. The transition from rear-wheel to all-wheel drive and vice versa is seamless, because the intelligent control is integrated into the overall vehicle system architecture.

Highlights in a nutshell

The new Mercedes-Benz E-Class Coupé and Cabriolet have been significantly upgraded, with a fresh new look for the front sections, featuring new headlamps and radiator grille design. The inner workings of the tail lights have also been redesigned. On the inside, the models have been enhanced with the MBUX infotainment system in a stunning widescreen arrangement which can be operated through a new intelligent steering wheel with capacitive touch controls. The new Mercedes-AMG E 53 4MATIC+ Coupé and Cabriolet strengthen the Mercedes-AMG brand identity, featuring an AMG-specific radiator grille with vertical louvres, round twin tailpipe elements and boot lid spoiler lip. The E 53 4MATIC+ models are powered by an electrified 3.0-litre engine with twin turbocharging, with EQ Boost proving a dynamic response without turbo lag, coupled with the AMG SPEEDSHIFT TCT 9G transmission. AMG DYNAMIC SELECT modifies the characteristics of the drivetrain to suit the driver, with AMG RIDE CONTROL+ offering exceptional ride comfort and outstanding driving dynamics.

The success story of the two-door E-Class models

The tradition of sedan models in the segment now occupied by the E-Class is a long one, extending back to the very origins of the brand. Further coupé models in this vehicle segment followed – for a while also under the name CLK. Each generation combined elegant design with agile sportiness and contemporary luxury at a high level.

The Frankfurt International Motor Show (IAA) of September 1991 marked the premiere of an elegant cabriolet model: this four-seater vehicle with fabric top formed part of the 124 model series, renamed the E-Class in 1993. The success of the A 124, of which 33,592 examples had been produced by 1997, was followed seamlessly by the CLK Cabriolets of the model series A 208 (1998 to 2003) and A 209 (2003 to 2010) as well as by the E-Class Cabriolets of the model series A 207 (2010 to 2017) and A 238 (since 2017).

2021 LEXUS

AGILITY AND ATHLETICISM EXPAND PURE DRIVING PERFORMANCE



Writing yet another chapter in the book of compact luxury sports sedans, the new 2021 Lexus IS was unveiled today via a unique and engaging online virtual reveal. Since its debut nearly 20 years ago in the U.S., the IS has thrived on creating exhilarating driving performance in the form of a true rear-wheel-drive luxury sports sedan. The IS has served as a whetstone to help sharpen Lexus driving performance across the lineup but, more directly, it has forged indelible bonds between driver and machine that reach into the hundreds of thousands. It's no wonder the IS has earned worldwide adoration for its extraordinary driving performance.

There may be no greater fan of IS than Toyota President Akio Toyoda, who notes the vehicle's special place in his heart during the introduction to the Art of Lexus book, where he credits the IS as "The car that really taught me what performance driving was, and it was the moment when my love affair with Lexus began." The new 2021 IS, which is expected to arrive in dealerships in late fall of this year, looks to expand upon the legacy it has carved out in the compact luxury sports car segment over the previous two decades. Truly a global vehicle, it will be available for sale in approximately 40 countries around the world, including the US, Japan, and other countries in Asia.

The Lexus Driving Signature Lives at Shimoyama

From day one, the IS has left a lasting impression in the compact luxury sports sedan segment, where dynamic capability and driving performance are mandatory attributes. The 2021 IS looks to further cement the bond between driver and vehicle by providing an enhanced linear driving characteristic that provides clear and direct feedback to the driver. In order to achieve this objective, Lexus engineers needed the proper tool with which to hone the vehicle's skills. Enter the Toyota Technical Center Shimoyama. More than merely a new test facility, this asphalt track signals

a change in Lexus' product development course and speaks to the brand's commitment to its human-centered nature. Since Lexus launched, the tactile feel, behavior, and execution for each model has been driven by the vision and efforts of the Chief Engineer. Moving forward, the efforts of the CE will be focused on elevating the vehicles to a new standard of performance and handling as developed by Lexus International President Koji Sato and Chief Branding officer Akio Toyoda. The ultimate goal is to deliver a new generation of Lexus vehicles that is more balanced, refined in control, and confident than ever before. Linear steering, brake responses, and optimized handling with exceptional ride quality is the result of heightened focus on tuning of the chassis and its interactions with the control surfaces through

diligent evaluation at a test facility unlike any other. By establishing a uniform Lexus Driving Signature across the entire lineup, the hope is to continue propelling the brand's evolution and reinforce its identity in the luxury space. This cultural shift within Lexus product development builds on the learnings and improvements seen on the F brand cars, and the latest models of the flagship vehicles (LC, LS, LX) that involve an "Always On" philosophy for continual, running enhancement. Over the past 30 years, Lexus has been defined by the detail-oriented and thoughtful nature of its products. The latest IS represents the first step down a path that has evolved into a uniquely Lexus tarmac testbed that will affect the trajectory of every Lexus product that comes next. "What we had foremost in mind in developing the

new IS was to make it a car that excelled in communicating with the driver regardless of the road conditions or driving situation," said Chief Engineer Naoki Kobayashi of Lexus International. "We aimed to make the new IS a Lexus compact sports sedan that provides high-quality riding comfort while offering a high level of vehicle control." Opened in 2019, the Toyota Technical Center Shimoyama in Japan's Aichi Prefecture is near Lexus's global headquarters. Its country road test course is inspired by Lexus's many years of experience driving on Germany's Nürburgring Nordschleife, famous throughout the world for its grueling driving conditions. Much like the IS itself, Nürburgring is near and dear to Akio Toyoda's heart since it played a key role in his quest to become a master driver. The 3.3-mile test course at Shimoyama





is designed to take advantage of the local topography, and it features a nearly 250-foot change in elevation, a wide range of curves and corners, and multiple types of road surfaces. Developing the new IS in such a severe driving environment made it possible to infuse an ever-higher dimension of vehicle performance.

Maturation of Driving Performance

With a new tool at its disposal, Chief Engineer Kobayashi's team worked tirelessly to make the new IS the best to date. The Lexus philosophy of continuously improving meant no stone was left unturned. Countless test hours at the Shimoyama track and other test facilities were conducted on various road surfaces and conditions to identify ways to increase responsiveness and reduce unnecessary movement from unsprung mass. The "relentless pursuit of perfection" has always been a guiding philosophy for the brand, but also at stake is the mission to create a uniform Lexus Driving Signature, and that objective begins with the new IS.

One of the first things engineers targeted was enhancing body rigidity. This was done in key areas such as reinforcing the radiator side supports, increasing the number of front-side-member weld points, and optimizing reinforcement structures from the C-pillars to the sides of the roof. The increased rigidity not only helps reduce unwanted noise and vibration, but it also helps improve riding comfort and driving performance with enhanced response to steering input. For the first time, the new IS will be available with larger 19-inch wheels to improve cornering force and provide a greater contact patch with the road. Engineers revised the suspension layout and front pickup points to help accommodate the larger tire-and-wheel package. Overall two different 19-inch wheels are available on F SPORT models, including a unique BBS wheel specific to the F SPORTs equipped with the Dynamic Handling Package. Standard 18-inch wheels will replace the outgoing 17-inch wheels on all

other models.

aking a cue from the Lexus LFA supercar, engineers took rigidity enhancements one step further by employing lighter weight hub bolts to secure each wheel to the new IS. The use of hub bolts allows for improved fastening strength and therefore an increase to rigidity to further enhance braking and handling. What's more, the move to hub bolts sheds approximately 2 pounds of total unsprung weight. The new bolts also feature a black coating so as not to draw any attention away from the attractive new wheel designs. Complementing the enhancements to overall rigidity, multiple refinements were made to the suspension setup. For starters, engineers targeted a reduction in unsprung weight. The new IS features coil springs that are 20 percent lighter than the outgoing model. New A-arms are employed as well that feature a forged aluminum material versus the outgoing steel composition, resulting in an 18 percent weight reduction. Engineers

also opted for a new material for the suspension stabilizer bar to optimize the diameter and thickness to provide a 17 percent weight reduction. With unsprung weight reduced, engineers equipped the IS with new swing-valve shock absorbers equipped with ultralow-velocity valves in their pistons to manage oil flow in response to the most minor of road irregularities. Even when the stroke speed of the shock absorbers is low, the new velocity valves provide excellent responsiveness to apply appropriate damping force on all varieties of road surfaces. The result is consistently even ride quality. New bound stoppers are also employed to help manage the sprung weight more effectively for enhanced ride comfort.

Fast, Fun, Ferocious – Putting the "F" in F SPORT

The IS F SPORT lineup is restructured in the 2021 model year, as F SPORTs will only be offered on the IS 350 powered by the 311-horsepower 3.5-liter V6 engine. F SPORT features a host of visual and performance cues that immediately set it apart, including a unique front bumper with functional aerodynamic enhancements, rear bumper, grille surround, rear lip spoiler, rocker molding and more. Along with F

SPORT 19-inch wheels, a unique center cap and larger rear tires for added performance (265/35R19), they are also equipped with a cool air intake with sound generator and an F SPORT exhaust and diffuser. In addition, unique F SPORT badges adorn the sides and rear of the vehicle as well.

Inside the new IS, stainless-steel scuff plates adorn the door sills. Eyes are immediately drawn to the stylish F SPORT front seats, especially when dressed in the available new Circuit Red option. The front seats also offer standard heated and ventilated functions. A heated leather-wrapped steering wheel with unique center ornament, perforated leather-wrapped shifter and F SPORT combination instrumentation meter await the driver, as do unique F SPORT accelerator pedal, brake pedal and footrest. The distinctive front seats offer available two-way power adjustable lumbar support as well as four-way adjustable headrests. Unique F SPORT door accents are highlighted with black geometric film window switch surrounds. Active Sound Control has been improved to further enhance the exhilarating performance notes of the V6 engine while reducing unpleasant tones.

F SPORT models can be further augmented with the

addition of a Dynamic Handling Package (DHP) that includes Adaptive Variable Suspension (AVS). For 2021, engineers have optimized the damping force of the AVS system to help enhance performance. In addition, the DHP also includes lighter 19-inch forged alloy BBS wheels finished in matte black. Not only are they impressive looking, the 19-inch BBS wheels are approximately 4 pounds lighter per wheel compared to the standard 19-inch F SPORT wheel. The RWD F SPORT models with the DHP are equipped with a Torsen® limited slip differential (LSD) that improves handling and performance thanks to enhanced traction when cornering or exiting turns. The LSD helps maintain straight-line stability as well. F SPORT models equipped with the DHP also feature drive select mode Sport S+, which provides advanced engine and transmission mapping to enhance performance. Sport S+ also adjusts the amount of EPS steering assist and damping force to deliver sportier handling to match the updated powertrain settings. Custom Mode is available on DHP models, offering multiple combinations for powertrain (Normal/Eco/Power), chassis (Normal/Sport) and air conditioner (Normal/Eco).



The new Mercedes-AMG E 63 S

More striking design, improved aerodynamics and more comfort



Since the legendary “Hammer” of 1986, the E-Class with its superior engine has been one of the central models, which form the brand core of Mercedes-AMG. In the latest generation, the sporty vehicle dynamics of the performance models from Affalterbach are combined with considerably more comfort and supplemented by an extensive design update. The central cooling air inlet in the completely restyled front section is significantly larger than before and now also bears the AMG-specific radiator grille with twelve vertical louvres and larger central star. Together with the flatter all-LED multibeam headlamps, the model’s characteristic wheel arches flare further outwards and the contoured bonnet

with powerdomes, a completely new, considerably more dynamic appearance is created. The reshaped front apron in a jet-wing design with three large, functional air intakes and front splitter influence the overall vehicle proportions and also significantly reduces lift at the front axle. The interior is also thoroughly enhanced: the Widescreen Cockpit, the new AMG Performance steering wheel and the MBUX infotainment system with AMG-specific functions and displays underscore its membership of the AMG family. The new look of the E 63 S 4MATIC+, which catches the eye at first glance, is down to technical reasons to a large extent. In order to ensure optimum air

throughput around the 4.0-litre V8 biturbo engine including charge air cooling, the outer air intakes in the jet-wing are not only particularly large; they also guide the air to where it is required in a targeted manner with the aid of two transverse louvres. “Thanks to our efficient V8 engine and the fully variable all-wheel drive, the E 63 S 4MATIC+ offer not only outstanding performance and vehicle dynamics at the highest level, but with the latest revision of the Sedan we have also significantly increased comfort and yet still retained the hallmark AMG character. In conjunction with the extensive design update, which also helps the E-Class from Affalterbach achieve improved aerodynamics values, our customers are now

receiving an even more attractive overall package”, says Tobias Moers, Chairman of the Board of Management of Mercedes-AMG GmbH. Designers and aerodynamics experts worked closely together during development. Their insights not only resulted in the striking AMG bodystyling but also in the optimised aerodynamics – for agile handling characteristics on winding roads and optimum driving stability at high speed on the highway. The aerodynamics experts were also able to reduce the wind resistance even further. A further striking visual feature is the flowing A-wing and sizeable air inlets in high-gloss black that extend across the entire front apron, continuing into the outer edge of the jet-wing, rounding off outwards to the sides. The front splitter is either kept in Silver Shadow, in high-gloss black (with optional AMG Night Package) or in carbon fibre (with the optional AMG Exterior Carbon-Fibre Package I). More powerful-

looking and 27 millimetres wider, the wheel arches accommodate the greater track width and the larger wheels on the front axle – also a functional advantage. **New rear end design conveys more elegance and lightness** Two new, flatter tail lights now with two sections immediately catch the eye on the tail end. They now extend into the boot lid, where they are visually linked with a trim strip in high-gloss chrome on the top. The spoiler lip on the boot lid is painted in the colour of the vehicle or kept in carbon fibre with the optional AMG Carbon-Fibre Package Exterior II. The reshaped rear apron emphasises the broad effect and also has a positive effect on aerodynamics. The lower part is in high-gloss black and is elegantly structured with a trim strip in Silver Shadow running over the entire width of the car and takes up the contour of the reshaped twin-tailpipe trim elements. As an option this trim strip is available in high-gloss

black with the optional AMG Night Package or in carbon fibre (AMG Exterior Carbon-Fibre Package I). The rounded 90 mm trapezoidal twin tailpipes have a new design in titanium matt with fluting on the exterior and interior. The rear section is rounded off by the high-gloss black diffuser, also restyled, with two longitudinal fins. **Aerodynamically optimised wheels and individual Design Packages** As standard, the S-Model is fitted with new 20-inch 5-twin-spoke light-alloy wheels, aerodynamically optimised and with a wider aero rim edge, painted in a choice of matt black or high-gloss tantalum grey. As new body colours, graphite grey metallic, high-tech silver metallic and also brilliant blue magno are available for selection. The latter was previously reserved for the AMG GT family and is available as an AMG-exclusive colour shade in the E-Class family solely for the 63-series models.





Further individual focuses can be set with the optional AMG Night Package. The exterior mirror housings, window frames, waistline trim strips plus trim elements in the front and rear apron are kept in high-gloss black here. There are also tailpipe trim elements in black chrome. The AMG-specific radiator grille is also available in a darkened design. Exclusively available for the 63-series models, the AMG Exterior Carbon-Fibre Package I comprises a front splitter, waistline trim strips and the trim element in the rear apron in carbon fibre. The AMG Exterior Carbon-Fibre Package II adds individual highlights with mirror caps and a spoiler lip on the boot lid in carbon fibre.

Fine interior with sporty note and high comfort on long journeys

The interior combines a fine ambience and high-quality materials with the characteristic AMG performance. The AMG seats are upholstered in nappa leather, combining secure lateral support with high comfort on long journeys and have an AMG-specific seat upholstery layout with an “AMG” badge in the front seat backrests. Other leather

variants are optionally available. AMG Performance seats with integrated head restraints and even better lateral support can also be ordered on request. The product managers have further refined the interior of the S-Model, including a nappa leather trim for the dashboard and beldlines as well as seat belts in crystal grey. Nappa leather in black/titanium grey pearl with yellow contrasting topstitching is in the range as a new AMG-specific upholstery. Individually adjustable ambient lighting also comes as standard.

A further highlight is the MBUX infotainment system with a touchscreen and touchpad, the intelligent voice control plus AMG-specific displays and settings. The two 12.25-inch displays for the instrument cluster and multimedia displays blend visually beneath a shared glass cover to form the Widescreen Cockpit. For the instrument cluster’s display, the customer can switch between the three AMG display styles of “Modern Classic”, “Sport” and “Supersport”. The “Supersport” mode is particularly striking with a central, round rev counter and horizontal displays presented in perspective to the left and right of the rev counter and

creating a spatial impression of depth. Via the AMG menu, the driver can call up various special AMG displays such as Engine Data, gear speed indicator, Warm-up, Set-Up, G-Meter and RACETIMER. With individual AMG displays such as visualisation of the drive programs or telemetry data, the touchscreen multimedia display likewise underscores the dynamic configuration.

“Hey Mercedes” with additional functions

And needless to say, the trailblazing voice control activated with the words “Hey Mercedes” is also part of the standard specification. Thanks to artificial intelligence, MBUX recognises and understands nearly all sentences from the fields of infotainment and vehicle operation, even if they are expressed indirectly.

New AMG Performance steering wheel in twin-spoke design

With a distinctive twin-spoke design and seamlessly integrated buttons the new AMG Performance steering wheel creates an even closer link between human and machine. The three rounded twin spokes combine

stability with lightness, and the steering wheel rim is a hallmark motorsport feature. The cover is selectable in leather, in DINAMICA microfibre or as a combination of leather and DINAMICA microfibre, on request with steering wheel heating. In the steering wheel rim there is also a sensor mat to detect “hands-on”. If the driver does not have their hands on the steering wheel for a certain time, a warning cascade is started, which finally activates Emergency Brake Assist if the driver continues to be inactive.

Seamlessly integrated buttons

The new buttons seamlessly integrated into the surfaces of the horizontal twin spokes have a very elegant look. Haptic sensing aids in the area of the symbols make control easier. The instrument cluster is operated via the left-hand sensor surface on the upper steering wheel spokes, the media display via the right-hand sensor surface. The lower spokes contain the controls for the cruise control/DISTRONIC (left) and telephone/hands-free system/volume control (right). The AMG steering wheel buttons (standard in the S-Model, optional for base variant) for actuating the drive programs and further, individually definable functions include even more brilliant displays with new icons and are now both round.

The AMG SPEEDSHIFT MCT 9G transmission can be operated by hand via the aluminium shift paddles arranged on the left and right behind the steering wheel rim. For even more precise shift commands the paddles are now slightly bigger and positioned further down.

The centre console includes an AMG-specific control unit with additional switches that are used to regulate the drive programs, the media volume, the 3-stage ESP®, the manual transmission mode, the Adaptive Damping System, the optional AMG Performance exhaust system, the ECO start/stop function and the reversing camera. Alongside the AMG brushed stainless steel sports pedals with rubber studs, door sill panels and black floor mats with “AMG” lettering accentuate the sporty look. A wide range of high-quality interior trim elements is available for further individualisation of the interior. AMG trim elements in carbon fibre lend a particularly sporty touch to the interior.

AMG 4.0 litre V8 biturbo engine with twin-scroll turbochargers

The AMG 4.0-litre V8 biturbo engine in the E 63 S 4MATIC+ continues to achieve 450 kW (612 hp) and a maximum torque of 850 Nm. It is available across a wide engine speed range from 2500 to 4500 rpm, thus conveying the feeling of effortless superiority with every accelerator pedal position. It completes the sprint from 0 to 100 km/h in 3.4 seconds.

In order to ensure optimum output and response from the AMG 4.0-litre V8 engine, the two exhaust gas turbochargers feature twin-scroll technology. They reduce the exhaust gas back-pressure and optimise the gas cycle. Thanks to the standard cylinder shutoff and further measures the performance models are highly efficient. When the driver has selected the “Comfort” drive program, the cylinder deactivation system is available in a wide engine speed range from 1000 to 3250 rpm. A special display in the instrument cluster indicates whether the cylinder deactivation system is in use and whether the engine is presently operating in four or eight-cylinder mode. The transition between these two operating states is immediate, fast and torque-neutral, so the occupants do not have to relinquish any comfort.

The E 63 S 4MATIC+ is the only car in its competitive segment that is fitted with dynamic engine mounts. They solve the conflicting goals of achieving as soft a connection as possible to the powertrain for high comfort and as rigid a connection as possible for optimum driving dynamics. The dynamic mounts are quickly and variably able to adapt their stiffness to the driving conditions and requirements. These measures enhance the vehicle’s precision when driven dynamically, while the soft setting increases comfort tangibly.

Short shift times, high efficiency: the AMG SPEEDSHIFT MCT 9-speed transmission

The AMG SPEEDSHIFT MCT 9-speed transmission is specially tuned to the requirements of the performance models. The autonomous software enables extremely short shift times and fast multiple downshifts while the double-clutching function makes for an emotive gearshifting experience. A wet multi-

plate start-off clutch replaces the torque converter. It saves weight and optimises response, especially when accelerating or coming off the power.

The highlights of the transmission include: adaptation of the shift characteristics to the selected AMG DYNAMIC SELECT drive program in manual mode “M” the transmission responds directly to manual shift commands by the driver – the powertrain responds precisely and executes the commands almost instantly the temporary M mode allows an immediate change to manual mode “M” – merely by using the shift paddles automatic double-declutching function when downshifting: this effect is automatically active in the drive programs “Sport”, “Sport+” and “RACE” (standard) the ECO start/stop function is automatically active in the “Comfort” drive program the “Gliding” function can be activated in “Individual” mode

Specially developed suspension for maximum lateral and longitudinal dynamics with enhanced comfort

The agility and the highly dynamic lateral acceleration of the new models are also thanks to the AMG RIDE CONTROL+ suspension with fully supporting multi-chamber air suspension and adaptive adjustable damping ADS+ (Adaptive Damping System) which ensures exceptionally high levels of camber stability, driving dynamics and steering precision. Enhancements to the comfort characteristics of the suspension have been increased thanks to retuning and revised elastokinematics.

A four-link front axle design uses forged aluminium components with wishbones, strut rod and spring link. Independent wheel control and wheel suspension elements enable high lateral acceleration with minimal torque steer – also a comfort feature. The rear axle is also autonomous and has been specially adjusted. The suspension thus ensures hallmark Mercedes E-Class comfort, combined with the high levels of precision and driving dynamics of AMG.

Thanks to a special spring and damper set-up and the Adaptive Damping System, the new three-chamber air suspension system combines exemplary driving



dynamics with excellent road roar and tyre vibration characteristics. The stiffness of the air springs can be adjusted over a wide range by activating or deactivating individual air chambers, making for perceptibly enhanced comfort and handling. There are three degrees of spring tuning, depending on the selected drive program and current driving status. The spring rate is hardened automatically in the event of sudden load changes, fast cornering, heavy acceleration or heavy braking, which effectively reduces roll and pitching while stabilising the performance model. The Adaptive Damping System can be set in three stages – “Comfort”, “Sport” and “Sport+” – to choose between relaxed comfort on long journeys and maximum sportiness. The rebound and compression levels are adjusted independently of each other, and the freely programmable maps permit a wide spread between minimum and maximum damper force. The difference between the comfortable and sporty

suspension settings is made more refined and is clearly perceptible.

AMG Performance 4MATIC+ variable all-wheel drive with Drift Mode

The E 63 S is equipped with the AMG Performance 4MATIC+ all-wheel drive as standard. This intelligent system combines the advantages of different drive concepts: torque distribution on the front and rear axles, which is fully variable for the first time, ensures optimum traction on any surface. An electromechanically controlled clutch connects the permanently driven rear axle variably to the front axle. The performance model can thus be driven in a continuously variable way from traction-oriented all-wheel drive to purely rear-wheel drive. It is still possible to drift thanks to fully variable torque distribution. The Drift Mode integrated into the S-Model as standard is ideal for this. This can be

activated in the “RACE” drive program using the shift paddles, provided that ESP® is deactivated and the transmission is in manual mode. When Drift Mode is activated, the E 63 S 4MATIC+ becomes a purely rear-wheel drive vehicle. Drift Mode remains engaged until the driver deactivates it again.

Rear-axle locking differential: optimum traction

For improved traction and driving dynamics, the performance models are equipped with an electronically regulated rear-axle locking differential. This reduces the slip on the inside wheel when cornering, without any control intervention in the braking system. The driver is able to accelerate out of bends earlier and more powerfully. The car remains more stable when braking from high speeds, the locking differential improves traction when moving off. The greatest benefit of the electronic rear-axle locking differential is the even more sensitive and proactive

control, which pushes the thresholds higher and makes it easier to drive at the vehicle's limits. The three-stage ESP® with “ESP ON”, “ESP SPORT Handling Mode” and “ESP OFF” settings works in precise unison with the rear-axle locking differential and the all-wheel drive, and is optimally tuned to the outstanding dynamics.

Direct and with clear feedback: the AMG speed-sensitive steering

The electromechanical speed-sensitive power steering has a variable ratio and impresses with its precise, authentic feedback. The steering servo assistance is reduced at high speeds, and continuously increases at lower speeds. This means that comparatively little steering force is required at low speeds, while the best possible control over the vehicle is maintained at high speeds. The steering assistance is assigned to the various stages of the AMG DYNAMICS system, from comfortable through to sportier steering tuning.

Good control and fade-resistant: the AMG high-performance brake system

The large-sized high-performance compound brake system is reliable, quick and fade-resistant, even under high loads. There are internally ventilated and

perforated compound brake discs measuring 360 x 36 mm with six-piston fixed callipers at the front, and measuring 360 x 26 mm with single-piston floating brake callipers on the rear axle. The S version is fitted with even larger compound brake discs on the front axle measuring 390 x 36 mm. In addition, there is an AMG Carbon Ceramic brake system available as an option, with brake discs measuring 402 x 39 mm on the front axle and 360 x 32 mm on the rear axle.

For a personalised experience: AMG DYNAMIC SELECT and AMG DYNAMICS

With the up to six DYNAMIC SELECT drive programs of “Slippery”, “Comfort”, “Sport”, “Sport+”, “Individual” and “RACE”, standard in the E 63 S 4MATIC+, the characteristics of the new models can be influenced at the tap of a finger. The available range extends from efficient and comfortable to very sporty. The modes modify key parameters, such as the response of the engine, transmission, suspension and steering. Independently of the DYNAMIC SELECT drive programs, the driver has the option of switching directly to manual mode, in which gearshifts are executed exclusively using the shift paddles on the steering wheel. The suspension set-ups can also be

selected specifically as needed.

AMG DYNAMICS vehicle dynamics control is integrated into the AMG DYNAMIC SELECT drive programs, and influences the control strategies of the ESP® (Electronic Stability Program) or the all-wheel drive for example. The intelligent pilot control anticipates the desired vehicle behaviour based on the driver's actions and the sensor data. The spectrum ranges from extremely stable to highly dynamic. Via the AMG steering wheel buttons, the AMG DYNAMICS functions can also be individually selected.

Parameters relevant to driving, such as the response of the engine and suspension, the control strategy of the all-wheel drive system and the control thresholds of the ESP® are intelligently adapted according to the drive program. The spectrum ranges from extremely safety-oriented to highly dynamic. The RACE drive program ensures optimum agility and brings out the high driving dynamics potential to optimum effect - for example through higher yaw rates and a faster response from the accelerator pedal, gearshift system, electronically controlled rear-axle locking differential or brake force distribution of the all-wheel drive system.



All-new Nissan Sunny 2020

Nissan announces the arrival to the Middle East



Following its regional showcase at the Dubai International Motor Show 2019, the all-new Nissan Sunny 2020 is now available in showrooms across the region. The fully upgraded model comes with an expressive exterior featuring Nissan's V-motion grille and combines a spacious interior design with harmonious materials and colors to give a fresh and renewed feel to the car. The all-new Sunny 2020 is the latest addition to the growing line-up of Nissan's renewed sedan models - and features a bold new look, advanced powertrains and technology features. The new generation car builds on this solid foundation and reinforces Nissan's presence in the increasingly popular B-Sedan segment that is loaded with technology and safety features not

usually found in the segment.

Design is also a key strategic advantage for the Sunny, as Nissan has reimagined the entry-level sedan with a design that leaves a lasting first impression and that owners can be proud to be seen in. The new design features lower, wider and longer exterior dimensions while retaining Sunny's roomy interior space. It is the latest in the makeover of Nissan's complete sedan lineup following the flagship Maxima and new Altima.

Thierry Sabbagh, Managing Director of Nissan Middle East, said

"The Nissan Sunny continues to be a favourite for the region - selling over 474,500 units in the GCC alone since its introduction to the region in 1994. The

all-new Sunny 2020 retains the essence of this sedan, while adding a sleek design lift and tech upgrades to provide an enhanced driving experience. The new look is striking and refined in equal measure, and we can't wait for customers in the region to try out the all-new Sunny experience."

Introducing an energetic and provocative exterior, Nissan Sunny 2020 uses key styling elements of Nissan's distinctive "Emotional Geometry" design language which include the new Sunny's V-motion grille, boomerang-shaped headlamps and tail lamps, kick-up C-pillars and floating roof.

A recent survey conducted by Nissan shows that the sedans segment retains a strong appeal - especially for

younger buyers, globally. Among drivers who don't own a sedan, 75% would consider buying one now or in the future. For millennials, the number rises to eight in 10. In the UAE, 80% would consider a sedan as their next car purchase.

"Safety and technology remain a top priority at Nissan, and the all-new Sunny features Nissan Intelligent Mobility technology that helps provide front, side and rear safety monitoring and intervention technologies to enhance awareness on the road. This model also makes for an easier and more confident driving experience with seamless smartphone sync options and driver assist technology. This is bolstered by mechanical innovations including an advanced engine design, upgraded Xtronic transmission and an electric power steering system - all of which comes at a highly affordable price, making it ideal for entry-level buyers," Sabbagh added. The all-new model comes in three trim-levels, models - S (MT or Xtronic), SV (Xtronic) and the sporty SL (Xtronic).

The all-new Nissan Sunny 2020 is available at Nissan dealers in the region at a starting price for 1.6 S CVT of AED 57,900, including VAT. Prices for each region will be revealed by the respective dealers and will vary from market to market.

"Emotional Geometry" Exterior Design

With the all-new Sunny, Nissan has reimagined the entry-level sedan with a design that leaves a lasting first impression and that owners can be proud to be seen in. The new design features lower, wider and longer exterior dimensions while retaining Sunny's roomy interior space. It is the latest in the makeover of Nissan's complete sedan lineup following the flagship Maxima and new Altima.

Under Nissan's "Emotional Geometry" design language, Sunny adapts key elements - such as the V-motion grille, boomerang-shaped headlamps and tail lamps, kick-up C-pillars and floating roof. The result is an entry-level car that the designers describe as an

energetic, provocative and engaging modern compact sedan.

"The wheels are pushed out, there's an imposing grille presence, everything about it says lower, wider, longer," said Giovanni Arroba, program design director, Nissan Global Design Center, Nissan Motor Co., Ltd.

The exterior dimensions are 3 mm longer and 45 mm wider (than the previous generation Sunny) - along with a 44 mm lower height. Contributing to the new Sunny's dramatic stance are reduced gaps between the fenders and tires.

The new dimensions also help provide easy ingress and egress through all four doors. In addition, the new body offers a wider, more user-friendly trunk opening and 14.3 cubic feet of cargo space.

Halogen headlamps with auto on/off feature are standard, with the Sunny SV and SL featuring LED low and high beam headlights, LED signature lamps and fog lights. Other available exterior features include heated side mirrors with integrated turn signals and body-





color exterior door handles and camera on SL grade. Color is another carefully considered element of the new Sunny's appeal. Seven exterior colors help accent the sleek body design: Electric Blue Metallic, Brilliant Silver Metallic, Gun Metallic, Super Black, Scarlet Ember Tintcoat, Aspen White TriCoat and Radiant Red.

A Fresh New Interior Design

The all-new Sunny's interior also represents a reimagining of the previous generation design with signature elements found in Maxima and Altima – including the “Gliding Wing” instrument panel that expands the feel of the space through use of a light and sleek “wingspan.” The effect of the design's spatial symmetry is an enhanced sense of togetherness. The horizontal architecture, open spaces and use of harmonious materials and colors add a fresh, up-level quality to the entire cabin.

Like the previous generation Sunny, the 2020 model features roomy 5-passenger interior with a comfortable rear seat with ample rear legroom and knee room. Its

large interior volume of 88.9 cubic feet is matched with 14.3 cubic feet of trunk volume (split rear seat). Other equipment, standard on SL grade and optional on SV, include a 7.0-inch color display with touch screen capability (resistive type), Bluetooth® Hands-free Phone System and Streaming audio via Bluetooth®, 12-volt power outlet, three USB ports (two charge only), interface for iPod® and other compatible devices, Siri® Eyes Free and AM/FM audio system with 6 speakers. The all-new Sunny 2020 also comes complete with a long list of standard convenience features, including front and rear power windows with driver's one-touch auto up/down, speed-sensing auto door locks, front map lights, front door map pockets with bottle holder, dual front and rear cupholders, and remote keyless entry with fobs

The Sunny SL grade adds Nissan's Intelligent Key System with Push Button Ignition, Around View Monitor and, Cruise Control.

Three interior colors are offered: Charcoal (S grade),

Graphite Premium Cloth and Grey Premium Cloth (SV & SL grade).

No-Compromise Performance

The all-new Sunny 2020 not only takes its dynamic styling, quality benchmarking and attention to detail from its Maxima and Altima sedan stable mates, it also offers confident driving and no-compromise performance.

Standard on all three Sunny grade levels is a next generation 1.6-litre 4-cylinder engine rated at 118 horsepower and a 149 Nm of torque – increases of 12 percent and seven percent respectively.

The new “Gen3” 16-valve DOHC HR16DE engine features a 10.4:1 compression ratio, spray-coated bore cylinder block, high thermal conductivity piston rings and sodium-filled exhaust valves. The advanced engine design, with its emphasis on enhanced fuel economy and emissions, also includes dual injector system that burns cleaner and uses less fuel than a conventional injector design, along with Twin CVTC (Continuously

Variable valve Timing Control) on both intake and exhaust cycles.

The Sunny S is available with a choice of a 5-speed manual transmission or an enhanced Xtronic transmission – which is standard on Sunny SV and SL grades. The new, compact Xtronic transmission with sub-planetary gear features revised D-step Logic Control for improved shift feel and responsiveness (versus the previous generation design). The Xtronic's gear range is 20 percent wider than conventional continuously variable transmissions, helping improve both acceleration performance and fuel economy.

Along with its improved power and torque, the new Xtronic design is lighter and more fuel-efficient. Fuel economy for Xtronic-equipped models is rated at 19.3 km/L combined highway and city. With the 5-speed manual transmission, fuel economy rated at 17.1 km/L combined. The new Sunny's enhanced ride and handling is provided by an independent strut front suspension with 21.0 mm stabilizer bar and twin tube shock absorbers, along with a torsion beam rear axle with twin tube shock absorbers. The rear suspension changes include polyurethane bump stops and a more rigid beam design. Roll angle has been reduced by 15 percent and crosswind stability has been improved due



to improved yaw rated, tire size increase and a 20 mm expansion of the front chin spoiler (versus the previous generation Sunny).

Body rigidity has also been enhanced (versus the previous generation) through a combination of structural modifications, increased thickness of select parts, and additional structural pieces. In addition, the electric power steering system features a high-rigidity shaft, up 30 percent from the previous design – providing a more responsive feel.

Braking is provided by standard power-assisted front disc/rear drum brakes with Anti-lock Braking System (ABS), Electronic Brake force Distribution (EBD) and Brake Assist (BA). All grade levels include standard Hill Start Assist.

The Sunny S grade comes with 15-inch steel wheels with full wheel covers and 195/65R15 tires, while Sunny SV and SL offers 16-inch aluminum-alloy wheels mounted with 205/55R16 tires.

Nissan Intelligent Mobility Safety Technology

Another area where the all-new Sunny stands out is with its available Nissan Intelligent Mobility technology. Standard on the SL grade are Intelligent Automatic Emergency Braking, Intelligent Forward Collision Warning, Intelligent Blind Spot Warning, and Intelligent Rear Cross Traffic Alert.

Safety features include driver and passenger airbags, standard LATCH (Lower Anchors and Tethers for Children) system, child safety rear door locks, Tire Pressure Monitoring System (TPMS), Vehicle Dynamic Control (VDC), Traction Control System (TCS), Nissan Vehicle Immobilizer System and Easy Fill Tire Alert System.

The all-new Sunny 2020 is assembled at Nissan's Aguascalientes, Mexico assembly plant.

Unbeatable Value

With its emotional design, unexpected roominess and advanced Nissan Intelligent Mobility technology, Sunny brings a new level of style, excitement and refinement to entry-level buyers at a highly affordable price.



The new MINI Countryman

Always stay in control



The biggest and most versatile member of the MINI model family generates fresh stimuli for driving pleasure and individual flair in the hallmark style of the British premium brand. Precisely refined design, attractive additions to the equipment range and innovative technology in the areas of operation and networking underpin the exceptional status of the new MINI Countryman within the premium compact segment. Its robust vehicle concept, an ample, versatile interior with five fully-fledged seats and the optional

ALL4 all-wheel drive system make it an unmistakable all-round talent that inspires typical MINI enthusiasm not just in day-to-day traffic but also on long-distance trips and even when venturing into unsurfaced terrain. The progressive character of the new MINI Countryman is reflected in a model variant with plug-in hybrid drive as well as in new digital MINI Connected services. What is more, the desire for individualisation is catered to more radically than ever before with the range of additional optional extras and Original MINI

Accessories.

With the new MINI Countryman, the tradition-steeped British brand continues to pursue its conquest of additional target groups. Even in its first generation, the MINI Countryman was a pioneer. As the first model with an exterior length of more than four metres, four doors, a large tailgate, five seats and all-wheel drive, it laid the foundations for the brand's highly successful advance into the premium compact segment. The MINI Countryman now accounts for

almost 30 per cent of the brand's new registrations worldwide.

The launch of the current model generation once again sees a significant optimisation in terms of space, versatility, functionality and ride comfort. In addition, the MINI Countryman has become a pioneering force for locally emissions-free mobility in hallmark brand style. The plug-in hybrid model MINI Cooper SE Countryman ALL4 (combined fuel consumption: 2.0 – 1.7 l/100 km; combined power consumption: 14.0 – 13.1 kWh/100 km; combined CO2 emissions: 45 – 40 g/km) combines groundbreaking efficiency

and hybrid-specific all-wheel drive with the option of purely electrically powered driving pleasure.

In addition to plug-in hybrid drive, the new MINI Countryman is available with three petrol engines and three diesel engines featuring the latest MINI TwinPower Turbo Technology. The engines have seen extensive further development and cover an output spectrum ranging from 75 kW/102 hp to 140 kW/190 hp (combined fuel consumption: 6.3 – 4.1 l/100 km; combined CO2 emissions: 144 – 107 g/km) as well as already meeting the emissions standard Euro 6d, which will not be binding until 2021. Four of them can be

combined with the all-wheel drive system ALL4 on request.

The new MINI Countryman: an overview of the highlights.

- Distinctive front design with newly designed radiator grille.
- LED headlamps and LED fog lights now as standard.
- LED rear lights in Union Jack design.
- New body finishes, new option Piano Black Exterior.
- New light alloy wheels.
- Latest generation of engines, all models comply with Euro 6d emissions standard.





- Additional models with standard 8-speed Steptronic transmission.
- New digital cockpit display with 5-inch colour screen as an option.
- Newly designed central instrument in Piano Black High Gloss design available as an optional extra.
- Sports leather steering wheel as standard in all model variants.
- New range of leather trims and interior surfaces.
- New version of the MINI Yours Interior Style.
- MINI Connected with new functions.
- Extended range of Original MINI Accessories.

Distinctive proportions, powerful charisma.

Thanks to its unmistakable proportions, the new MINI Countryman is instantly recognisable as the

brand's largest model. The three-part structure of the vehicle body that is typical of MINI is interpreted in a particularly striking way by the model-specific roof line. The car's upright stature and increased ground clearance are suggestive of generous interior space, robust character and inspiring driving characteristics – both on-road and off-road. The optional MINI ALL4 exterior look and the roof rails – also available as an optional extra – further underline the versatility of the new MINI Countryman. Meanwhile the aerodynamically optimised exterior features contained in the optional John Cooper Works package add an extra touch of sporty flair.

The precisely modified design of the car's front section lends even more intense emphasis to the powerful charisma of the new MINI Countryman. The new

structure of the bumper covering, now entirely in body finish, ensures a particularly clear-cut and high-quality appearance. The redesigned radiator grille has the hexagonal contours that are typical of MINI and is surrounded by a slim, one-piece chrome frame. Its air intake is subdivided by three horizontal struts in the MINI One Countryman, MINI Cooper Countryman, MINI One D Countryman and MINI Cooper D Countryman. The radiator grille of the new MINI Cooper S Countryman and the new MINI Cooper SD Countryman is characterised by a hexagonal grid pattern with a red "S" and a single chrome strut.

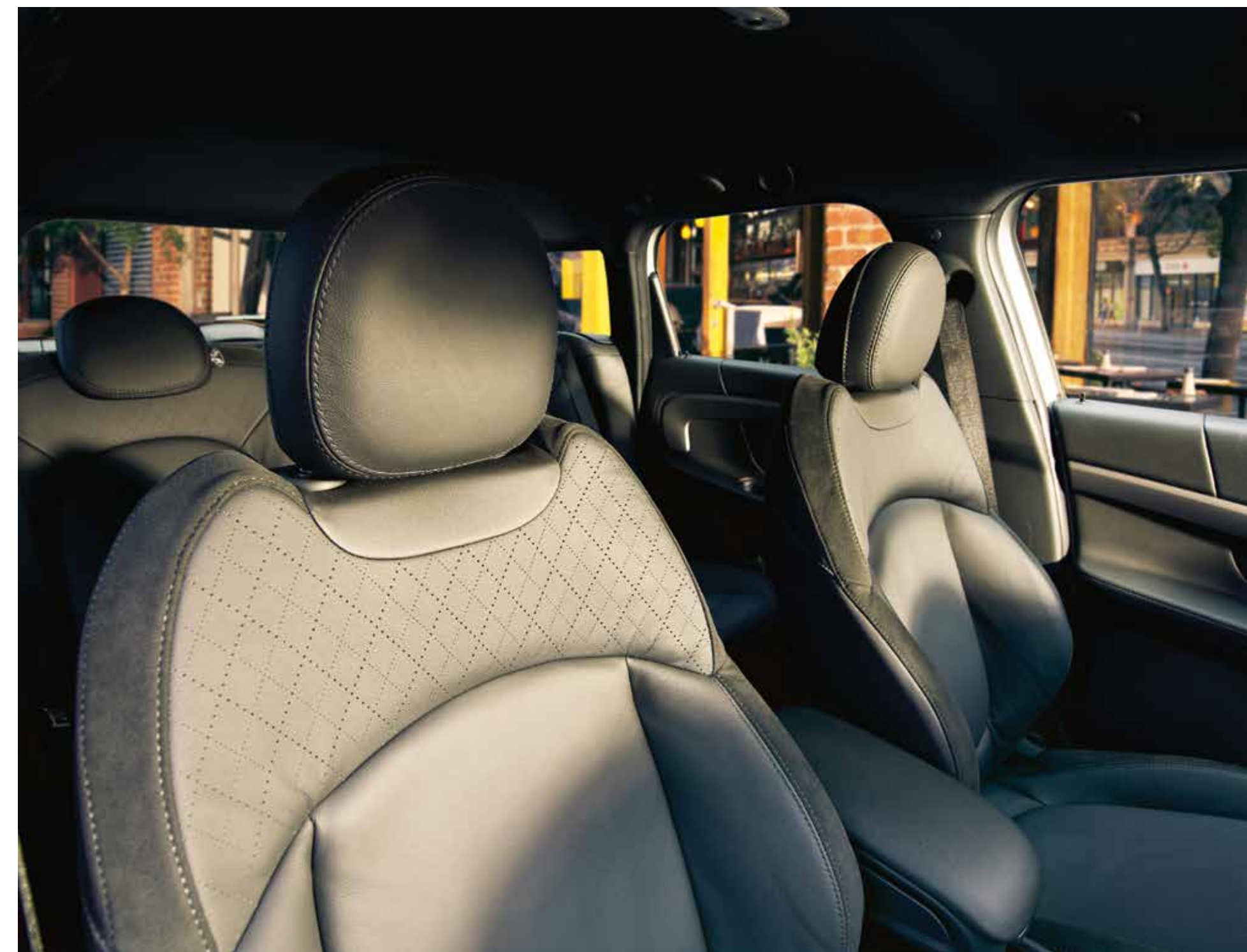
Bright spot: LED headlamps now standard.

The redesign of the front section adds LED headlamps to the standard trim in the new MINI Country-

man: here, the latest version of these lights features a particularly high-quality design that emphasises the technology used. The distinctive, slightly asymmetrical rounded contours of the headlamps are accentuated by a continuous band of light that takes on the function of both daytime driving light and turn indicator. The turning light included in the functional range of the LED headlamps provides intensive illumination of the side areas of the road when changing direction. The standard trim of the new MINI Countryman also includes LED fog lights, with a light band in the upper semicircle of each fog light serving as a parking light.

Adaptive LED headlamps with variable light distribution and matrix function for high beam are available as a newly added option. In addition to the turning light, they also provide bend lighting, automatically adapting their effect to the traffic situation and weather conditions. In urban traffic and when visibility is limited due to the weather conditions, the side area of the road is illuminated more intensely by adding the dimmed turning light. When driving on motorways it is possible to selectively increase the range of the high beam. What is more, the adaptive LED headlamps in the new MINI Countryman now feature an automatic selective

dip function for the high beam. For this purpose, the high beam is subdivided into four segments that can be activated and deactivated independently of each other and adapted to the situation on the road at speeds of over 70 km/h. As soon as the front camera of the new MINI Countryman detects an oncoming vehicle or a vehicle driving ahead, the space that vehicle occupies is only illuminated at low beam brightness, while the other high beam segments continue to illuminate the rest of the road in the normal way. As such, the matrix high beam is able to increase the range of vision while at the same time avoiding any dazzle effect on other





road users.

Redesigned rear apron and LED lights in Union Jack design.

With its redesigned bumper trim, the rear apron also contributes to the particularly powerful and contemporary look of the new MINI Countryman. The upright rear lights with chrome frame provide an exclusive, unmistakable accentuation that evokes the origins of the British brand. All lighting functions now feature high-quality LED technology as standard, while the graphic structure of the light source traces the pattern of the Union Jack. With its striking lines, the flag motif provides a distinctive form of identification – both during the day and in terms of night design.

Striking look: two new body finishes, Piano Black Exterior and new alloy wheels.

The range of body finishes opens up new possibilities for an individual look, including the newly added

colours White Silver metallic and Sage Green metallic.

Depending on the model variant, the roof and mirror caps of the new MINI Countryman can be finished in black, white or silver as an alternative to the body colour.

The Piano Black Exterior option – likewise new and available for all variants of the new MINI Countryman – ensures a particularly striking appearance: here, the headlamp surrounds, rear lights, radiator grille and side indicator elements – or side scuttles – are finished in high-gloss black instead of chrome, as are the door handles and the model lettering on the luggage compartment lid. Additional identification features in high-gloss black are available from the range of Original MINI Accessories, including the MINI logo and the “Cooper S” and “ALL4” inscriptions in Piano Black design. Matching exterior mirror caps and side scuttles with a grey-black flag pattern in Night Jack design are also available for retrofit.

Depending on the model variant, the new MINI Countryman is fitted as standard with light alloy wheels which are either 16-inch or 17-inch in size, with light alloy wheels in sizes up to 19 inches available as optional extras and as part of the Original MINI Accessories programme. 17-inch light alloy wheels in Channel Spoke Black design are new to the range of ex works options, as are 19-inch light alloy wheels in the design variant Turnstile Spoke 2-tone.

Interior: ample space and even greater scope for individual style.

The new MINI Countryman combines versatile driving characteristics with a versatile interior. Three fully-fledged seats are available at the rear. Alternatively, the second row of seats can also be used to expand transport capacity. By folding down the rear seat with a 40 : 20 : 40 split, storage space can be extended from 450 to up to 1 390 litres.

Selective customisation of the interior oriented towards



the customer's personal style has become even more attractive due to the addition of new options and a further developed product range. The leather variants Chester Indigo Blue and Chester Malt Brown have been newly added to the selection of seat upholstery options. The Colour Line for the lower section of the instrument panel and door trim, previously available as a single option, is now an integral part of the leather trim designed to match the relevant colour scheme. The MINI Cooper S Countryman, MINI Cooper SD Countryman and MINI Cooper SE Countryman ALL4 models now come as standard with Piano Black interior surfaces for the cockpit and door bezels. These are combined with accentuation strips in the variant British Oak dark. A new version of the highly exclusive

MINI Yours interior surfaces is optionally available for all model variants. The optional MINI Yours Interior Style Shaded Silver conveys stylish sporty flair. This is

ensured by combining an illuminated cockpit bezel in the variant Shaded Silver with door bezels in Dark Silver and accentuation strips in Hazy Grey.



Toyota's newest Hybrid SUV

Much awaited Highlander takes efficiency to new heights



Proving that large vehicles can also be eco-friendly, Al-Futtaim Toyota today brings a new level of efficiency and technology to the UAE's SUV market with the launch of its biggest Hybrid-Electric Vehicle (HEV) to date. Available exclusively with an HEV powertrain, the all-new Toyota Highlander takes its place at the pinnacle of Toyota's electrified SUV line-up. Toyota has combined its leadership in HEV development and extensive experience in the SUV market with its legendary Quality, Durability, and Reliability (QDR) to create the all-new Toyota Highlander HEV.

The innovative vehicle builds on a legacy of more than 23 years at the forefront of eco-friendly technology, 15-million satisfied HEV customers globally, and the most extensive HEV line-up in the region. After setting a goal of developing a vehicle that would provide both unrivaled family security and heightened driving pleasure in every situation, Toyota engineers turned their attention to establishing the highest standards for design and quality.

Saud Abbasi, Managing Director at Al-Futtaim Toyota said, "We are very excited to be expanding our HEV

offering with the launch of the much-anticipated Highlander. This car underscores our continuous commitment to play a leading role in constantly innovating and developing technologies that protect the UAE's environment. The all-new Highlander has been engineered to offer outstanding fuel efficiency while delivering first-class comfort, technology and performance. By continually striving to push the boundaries of our environmental technologies, our customers can experience cars such as the Highlander that are ecofriendly and fun to drive, while protecting our environment for





future generations to enjoy.

Electrification of vehicles has been a strong focus for Toyota since 1997. Since then, the company has successfully launched a variety of HEVs, leading the way to a steady growth in the adoption of its environment-friendly vehicles and pushing cumulative sales to over 15 million. Combined, this enormous sales record represents a reduction of more than 120 million tons of CO2 compared to the sales of equivalent conventional vehicles and underscores the tremendous support from Toyota's customers for this eco-friendly approach.

Technical attributes

The all-new Highlander combines all the familiar Toyota SUV attributes of comfort, drivability, and safety with low emissions, greater fuel efficiency, Intelligent All-Wheel Drive (AWD), space on demand, and an impressive 1,500 kg towing capacity.

The 2020 Highlander's sophisticated body is based on the brand-new Toyota New Global Architecture

(TNGA-K) vehicle platform. This robust foundation is complemented by a lightweight high rigidity bodyshell with a low center of gravity, which provides the SUV with exceptionally nimble handling and comfortable highway cruising characteristics.

The Highlander's thrilling drive personality is brought to life by a new electrified hybrid system that combines two power sources. The vehicle's 2.5-liter Atkinson-cycle petrol engine produces 183 hp and is paired with two electric motors that generate 191 hp. The system is mated to a direct-shift Continuously Variable Transmission (CVT), which contributes to a minimum fuel consumption value of 20.0 km/L in the model equipped with Intelligent AWD while delivering enhanced driving pleasure. Drivers can also select from ECO, NORMAL, and SPORT driving modes to suit their driving styles.

The all-new Highlander HEV can be driven entirely on electrical power with zero-fuel consumption and

tailpipe emissions, or by combining the power generated from the petrol engine and two electric motors, depending on the vehicle's speed and driver behavior. Its hybrid-electric batteries are continuously charged by either the petrol engine or when decelerating and braking, eliminating the need to plug in a power cord. Furthermore, the HEV features a host of advanced technologies, yet drives like any conventional vehicle and does not require special fuel.

A sculpted shape with chiseled lines gives the 2020 Highlander a powerful personality, yet it exudes a modern, sophisticated attitude that makes it ideal for family-friendly adventures. The SUV's wide, stable stance is expressed through a two-stage trapezoidal upper and lower grille, which is accented with chrome trim for a premium look.

The solid, rear-sloping cabin structure and upward-flowing rear flare contribute to a dynamic feel. At the back of the vehicle, the all-new Highlander's

width is emphasized through the distinctive shape that extends from the inside of the rear combination lamp toward the bumper corner. Meanwhile, the panoramic roof's large glass opening enhances the sense of openness and comfort for all occupants.

Moving inside, the 2020 Highlander offers a comfortable, premium quality environment with impressive flexibility. The seven-seat vehicle's second row of seats has a sliding range of 180mm to ensure spacious third-row accommodation for two adults, together with easy access. The cabin provides plenty of storage compartments, as well as five USB charger terminals for the front and second-row seats. Embracing a design philosophy that has created more space, more utility, and is more friendly, the all-new Highlander ensures that drivers and passengers enjoy maximum comfort and convenience throughout their journey, wherever they may be traveling to.

The car's cabin includes a range of advanced features, including a dual-zone automatic air conditioning system with rear control panel and Smart-flow (S-FLOW)

control that provides air conditioning to occupied seats only. The cluster gauge features a 7-inch color multi-information display (MID), which is complemented by an 8-inch display audio system, a large colored head-up display, Apple CarPlay®, and Android Auto™. Additional benefits for occupants include ambient illumination, a 6-speaker sound system, multi-adjustable power driver seat, 60:40 split-folding second-row seats, fully flat-folding third-row seats, power tailgate, and smart entry and start system.

As with any other Toyota model, safety remains a top priority for the all-new Highlander that comes with an advanced safety system. This is complemented by Toyota Safety Sense, an advanced safety technology package that includes Pre-Collision System (PCS), Dynamic Radar Cruise Control (DRCC) with All-Speed Range, Lane Tracing Assist (LTA), Lane Departure Alert (LDA), and Automatic High Beam (AHB). In addition, the car features a comprehensive array of safety features to protect its occupants, such as 7 SRS airbags, including side-curtain airbags for all three

rows, Vehicle Stability Control (VSC), Traction Control (TRC), Anti-lock Braking System (ABS), Brake Assist (BA), trailer-sway control, Electric Parking Brake (EPB) with brake hold function, Blind Spot Monitor (BSM), Panoramic View Monitor (PVM), Rear Cross Traffic Alert (RCTA), Hill-start Assist Control (HAC), Tire Pressure Warning System (TPWS), driver and front passenger seatbelts with pretensioners and force limiters, and a clearance sonar featuring eight sensors located in the front and rear bumpers.

Available in five distinctive exterior colors, the all-new Highlander provides customers the opportunity to express their individuality. These include brand distinguished colors such as; Precious Galena, Dark Blue Mica, a textured dark blue for an urban image. Meanwhile, the interior is available in a choice of Gray or Beige. The all-new Highlander comes equipped with new 18-inch or 20-inch alloy wheels, both of which are available in two designs and express strength and elegance.



ALL-NEW 2021 Nissan ROGUE

A Big Improvement



The Rogue has gone rogue. It's worlds beyond a redesign. Packed with cutting edge technology and a license to thrill. Get a sneak peek at the All-New 2021 Nissan Rogue.

The new generation of the Nissan Rogue is confirmed. The vehicle appears as X-trail outside the US. Although unofficial, we believe the 2021 Nissan X-trail will be an all-new crossover SUV. The 2020 Rogue Sport wears a new front fascia and a lamp backlight and a rear light that mirrors them from the Nissan Qashqai Europe. It's a more handsome and cohesive look that definitely enhances the visual appeal of the model.

PREMIUM INTERIOR

One-up your wishlist with available features like wireless charging, new digital displays, and quilted Nappa leather-appointed seats.



STANDARD SAFETY SHIELD® 360

A full suite of safety and driver assist technologies come standard on every Rogue.

INTELLIGENT AWD

Venture further with a new available Intelligent All-Wheel Drive system and smart drive modes. Accompany Rogue Sport's fresh exterior design is the adoption of the Nissan Safety Shield 360 Suite of active and passive safety features. Comprising of front and rear automatic braking, a departure-line warning system, a blind-spot monitoring system with rear-cross warnings, and an automatic high-beam headlight, the 360 shield safety comes standard on Every 2021 Rogue Sport, which continues to be available in S, SV, and SL trims.

The new crossover is going to attract more buyers, especially the young population, with its fresh styling. Spy photos are our only source of information since the company didn't confirm the new Rogue and X-trail yet. Still, there is a lot of time until the release date and the carmaker won't make big promises. With more basic safety features than ever before, the 2021 Nissan Rogue Sport crossover helps you stay connected to your world with the latest technology available from the Nissan Intelligent Mobility. The fresh Rogue Sport 2021 will be visible to you and your family with the safety features of the Nissan Intelligent Mobility. Standard Rogue Sports automatic emergency braking with pedestrian detection monitors your speed and distance between you and the car

ahead. It can tell you if you need to slow down and can automatically apply the brakes to help reduce frontal collision or impact. It can even stop you in your tracks when detecting a pedestrian.

Standard Rogue Sport Rear braking automatically monitors the area directly behind you for stationary items you may not see. If you fail to stop, it can automatically engage the brakes to help avoid the rear collision or reduce the severity of the impact. With a more technical feel, the 2021 Nissan Rogue Sport Exterior ensures an exhilarating presence on the road. The all-new front features new hood and the Nissan VMotion Grille, equipped with a signature LED Daytime Running Lights.



General Tire introduces

new technology for its Grabber AT3 range of off-road tires



General Tire, a sub-brand of leading German tire manufacturer Continental, has introduced the latest advanced tread technology on its Grabber AT3 tire, which is specially designed for off-road use. Launched in the Middle East in 2011, General Tire provides motorists with excellent quality and performance especially in 4x4 and off-road applications, forming a strong presence in the region. The company's flagship product, the Grabber AT3 is a versatile and robust tire developed for use on SUVs, pick-up trucks and off-road vehicles. It combines exceptional off-road capability and excellent grip on the road in all weather

conditions.

For over 100 years, General Tire has offered SUV and 4x4 drivers robust and durable tires for every application, and with this new technology provides improved grip and cut resistance to better deal with both dry and wet terrains.

Matthias Bartz, Business Development Manager for General Tire EMEA, said: "At General Tire, safety is paramount. Cut resistance is an important criterion for drivers using all-terrain tires, providing better grip. This is why we've worked on the technology to improve these performance elements of the Grabber AT3 and

enhance their already strong reputation within the all-terrain sector. The use of new technologies represents an opportunity to improve safety and quality even further and in turn provide quality products for our customers."

General Tire produces Grabber AT3 model tires for a wide range of vehicles, and recently added two new dimensions for rims with diameters of 21 and 22 inches with additional sizes expected to follow later in the year. The new sizes for high-performance vehicles have the dimensions 275/45 R 21 110V XL and 275/40R22 108V XL FR.



New MICHELIN Pilot Sport CUP2 CONNECT

Faster, longer-lasting performance, 100% Connect Ready



The new MICHELIN Pilot Sport CUP2 CONNECT tyre has been designed with an integrated container intended to receive a sensor, which make it the first 100% Connect Ready tyre on the market. Users then just have to insert the MICHELIN Track Connect solution sensors in order to take advantage of the multiple functionalities of the solution and optimize their performance even more during track days. Dedicated to 80% on track and 20% on the road, the MICHELIN Pilot Sport CUP2 CONNECT tyre remain versatile for an everyday use while offering high

potential on track.

New architecture for more stability and more security

To combine both excellent feeling and high efficiency, the new MICHELIN Pilot Sport CUP2 CONNECT tyre combines in its construction two polyester plies, two steel plies and a polyamide ply. It also benefits from several advanced technologies :

Wavy Summit Architecture: waving of the summit plies by addition of rubber under the structural steel cable of the tyre, giving the advantage of reducing

response time and increasing the feeling of sportiness behind the wheel.

Dynamic Response Technology: high density aramid and nylon hybrid belt which promotes driving precision and tyre behavior under load. This belt, which is located just below the tread, is both very resistant and light. Thus, at equivalent weight, the associated nylon and aramid are five times more resistant than steel.

These technical improvements allow higher cornering speeds and excellent stability at high speeds. On the track, this also results into better lap times (2) and

more safety on the circuit and on the road.

New tread for better control and longer life

Bi Compound Technology: the asymmetrical and non-directional tread pattern of the MICHELIN Pilot Sport CUP2 CONNECT tyre uses "Bi-Compound" technology with at the external side a specific elastomer whose rigidity is adapted to provide maximum grip on dry surfaces when cornering, and inside a more rigid elastomer which optimizes precision and control.

High Molecular Chain: the MICHELIN Pilot Sport CUP2 CONNECT tyre benefits from a new rubber compound with "functional elastomers", allowing to obtain a more homogeneous material and better rolling resistance (energy efficiency), but also a stronger grip on wet ground thanks to a higher dosage of fine silica.

Track Longevity Technology 2.0: reinforcements on

external shoulder make the tyre more resistant to wear on track and make it possible to increase performance and maintain it lap after lap.

Multiplied benefits on track, even more with MICHELIN Track Connect

Thanks to these technologies, the MICHELIN Pilot Sport CUP2 CONNECT tyre extend not only the driving experience from a subjective point of view (steering control and handling thanks to an optimized footprint) but also in an objective manner. It is indeed 7.29 seconds(2) faster after a serie of 10 laps than the previous MICHELIN Pilot Sport CUP2 tyre. Using MICHELIN Track Connect solution allows - thanks to the optimal pressure recommendations delivered through the app - to drive even faster and consistently with a gain of 7.40 seconds (3) after a serie of 15 consecutive laps.

The BMW M2 CS will be the first car fitted with MICHELIN Pilot Sport CUP2 Connect tyres (245/35 ZR19 (93Y) XL TL PILOT SPORT CUP 2 * DT1 MI for the front and 265/35 ZR19 (98Y) XL TL PILOT SPORT CUP 2 * DT1 MI for the rear), meaning that the MICHELIN Pilot Sport CUP2 is the first connect ready(1) tyre homologated as original equipment.

Also available for replacement market in 41 dimensions (95% market coverage) on sizes from 17 to 21 inches, the MICHELIN Pilot Sport CUP2 CONNECT tyre is compatible with the majority of sports cars on the market, from 200 to over 750 HP. It is aimed at beginners or experienced drivers, allowing them to increase their driving experience and improve their lap times on track.



Roger Dubuis

Official Timing Partner to “The Real Race”



Driven by a vision of the world in which excess is the norm, Roger Dubuis is dedicated to an exclusive tribe with which it shares a strong belief in living larger than life. When it comes to reinventing the Haute Horlogerie game, Roger Dubuis aficionados have come to expect the unexpected at every turn... Which is why becoming Official Timing Partner of Lamborghini “The Real Race” is a natural extension of the Manufacture’s unleashed creativity and unparalleled technical expertise. The most exciting way to experience Hyper Horology meets a 21st century game-changing approach to virtual motorsports. Of recent years, the brand has drawn inspiration from other cutting-edge industries with a penchant

for the same values. One of the outcomes of this approach has been the creation of an iconic alliance with quintessential Italian design icon, Lamborghini Squadra Corse. In 2020, the world is reinventing itself, and Roger Dubuis along with it. Thus, in keeping with the times, and as the next exploit in this emblematic partnership, the brand that dares to be different will line up alongside Lamborghini in creating an e-sport competition entitled the “Real Race”. To mark the occasion, Roger Dubuis is introducing a collection of code-shattering Excalibur Huracán timepieces inspired by the Huracán speed machines competing in “The Real Race events. These racing models feature clearly identifiable super car design

codes, along with a simulation on the strap of the pattern on Pirelli tyres used for the Super Trofeo. “The Real Race” is a Sim Racing championship artfully blending real and virtual racing with just a touch of madness. Unfettered fun is about to hit the track as this revolutionary concept gears up to feature five qualifier weekends, before culminating in a live final at Lamborghini’s Sant’Agata Bolognese headquarters. Super car and watchmaking fans of unique thrills should prepare to buckle their seatbelts from May 29th to August 2nd when Roger Dubuis is poised to serve as Official Timing Partner at the very heart of an event in which each second promises to become an epic larger-than-life moment.

UNITED WE STAND AMONG independents

through UNPRECEDENTED COLLABORATION



In this crowning expression of the ties binding H. Moser & Cie. and MB&F for more than ten years, Edouard Meylan and Maximilian Büsser have composed a duet recital in the form of an exceptional concerto for devotees of fine watchmaking. For the first time in its history, MB&F is contributing to a Performance Art endeavour flowing in both directions in an entirely reciprocal manner. Within this framework, the two Maisons are co-signing a pair of creations whose DNA blends the main characteristics of each. A story of friendship between two men against a backdrop of shared values, for the pleasure of building and sharing, and then of jointly presenting the results of this extraordinary project.

PROJECT ORIGINS

H. Moser & Cie. and MB&F are both independent, human-scale Swiss companies. They are run by two

passionate personalities, longstanding acquaintances who both appreciate and respect each other on both a personal and professional level. The brands have in fact been working together for more than ten years, with Precision Engineering AG – a sister company of H. Moser & Cie. – notably supplying MB&F’s balance springs. It is therefore not surprising that MB&F asked Edouard Meylan to take part as a “friend” to help create a Performance Art Piece. The latest aspect of this collaboration lies in its being a two-way street. Maximilian Büsser says: “When I called Edouard to tell him that I wanted to collaborate on a creation, I mentioned that I really liked the double balance-spring, the Moser fumé dials and the Concept watch series. Edouard immediately told me that he would let me borrow these features, but on condition that he could also borrow elements from our machines. After an initial

moment of surprise, I gave it some thought. Being 50% Indian and 50% Swiss, I am firmly convinced that mixing DNA creates interesting results, so why not try the experiment in watchmaking? I therefore agreed and suggested that he borrow features from the FlyingT model, which is particularly dear to my heart.” In a spirit of sharing and openness, while cultivating the notion of strength in unity, H. Moser & Cie. and MB&F have thus jointly created two models, available in several versions and issued in 15-piece limited series. This number is a nod to the 15th anniversary of MB&F as well as honouring the 15th anniversary of the relaunch of H. Moser & Cie. By pooling their strengths, these two competing yet friendly brands are working to harness the combined strengths of talented artisans, entirely in keeping with the philosophy adopted by MB&F.

Smartwatch Vitality

the 4th connected innovation from Frederique Constant



Frederique Constant is proud to introduce its latest connected watch, the Smartwatch Vitality, bursting with technology and featuring a digital dial revealed on demand. In addition to the features that were key to the success of its predecessors, the Smartwatch Vitality embraces a major innovation in the form of a new generation, integrated sensor developed by Philips Wearable Sensing, which can measure the heart rate directly from the wrist.

Back in 2015, Frederique Constant unveiled its Horological Smartwatch. More than a new timepiece, it created a new segment within the watchmaking industry. For the very first time, a Swiss manufacture had designed, developed and assembled a watch with a classic Swiss Made aesthetic (analogue dial and hands) endowed with onboard intelligence, and powered by a quartz movement supported by a connected module with two years of autonomy.

The Horological Smartwatch was followed by two other developments: the Horological Smartwatch Notify (2016) - based on the same principle, with

additional notifications for calls and messages - and the Classic Hybrid Manufacture (2018), the first model to combine a Manufacture movement with intelligent functionalities. Today marks a new chapter in this great saga: the Smartwatch Vitality.

A long tradition of innovation

As with previous iterations, the Smartwatch Vitality represents a major breakthrough, in line with the continuous innovation championed by Frederique Constant. And yet, at first glance, none of this is visible; once again, the Manufacture has committed itself to a classically elegant and timeless looking watch, but one that harbours the ultimate connected technology... without giving anything away.

One dial, two displays; the best of both worlds

The Smartwatch Vitality has a dial with two faces – a first at Frederique Constant. The first is characterised by Roman numerals and hand-polished hour and minute hands... chic and contemporary classicism for those who appreciate sophisticated timepieces with a refined look.

When pressing the crown, the dial reveals a digital display on its lower part that allows the user to access numerous information like the heart rate, the activity tracker, a second time zone and even the last five messages from your favourite apps, among other things.

The dial lets the light of the digital screen placed behind it, shine through. The latter displays connected functionalities - itself connected to the watch's micro-processor.

Since the Smartwatch Vitality model is connected to the Frederique Constant Smartwatch App (available for iOS and Android), all the functionalities of the watch may be configured directly via the application. The user can choose to display all the timepiece's connected functions on the screen or configure a selection of information only. For an even more personalized usage,

the order in which the information can be passed can also be determined.

To move from one function to another, all the user needs to do is push the crown: simple, intuitive, immediate. As soon as the latter has taken note of the desired information, the digital screen returns to standby mode and is once more invisible to the eye. The Smartwatch Vitality then regains its classic and elegant appearance in an instant.

A real technological leap

The Smartwatch Vitality benefits from technological advances made by the Manufacture over the past five years. It is powered by the FC-287 calibre (men's models) and FC-286 calibre (ladies' models). Once again, Frederique Constant is leveraging quartz technology for the user's benefit.

The battery of the Smartwatch Vitality is rechargeable and lasts up to 7 days for the ladies' models and 11 days for the men's models, depending on the usage. What is more, advances in miniaturisation allowed the 36 mm diameter ladies' model to offer the same functionality as the 42 mm model.



ASTON MARTIN

BREATHES LIFE INTO A NEW V6 ERA



Aston Martin has revealed further details of its in-house designed V6 engine, which has been created initially for deployment in a new range of mid-engined sports cars, starting with the Aston Martin Valhalla from 2022.

Codenamed TM01 – celebrating Aston Martin's illustrious engineer of the 50s and 60s, Tadek Marek – the engine has already undergone a series of extensive testing on the dyno, as the team make progress towards creating the luxury British brand's first in-house designed engine since 1968.

Confirmed today as a 3.0-litre turbocharged V6, the full powertrain will be electrified – an aspect that has been key to the engine's development from day one. In parallel to the tests shown today, Aston Martin is developing a new range of hybrid systems that will ensure that the complete unit will become the most powerful in the Aston Martin range when on sale. The final power and torque figures for each application

of this powertrain will be determined by the desired characteristics of each product it serves and confirmed at the time of launch.

Following the Aston Martin Valkyrie - the brand's first mid-engined hypercar - many key learnings have been directly applied to this project. As a result, the decision to develop the engine with a 'hot V' structure was clear from the start, with the configuration allowing for this compact engine to weigh less than 200kg. Higher engine speeds, in combination with the benefits of electrification, will offer the performance characteristics of a mid-engined sports car on an extreme level. Naturally, the engine will be positioned directly behind the driver's cabin and equipped with a dry sump system to guarantee the lowest possible centre of gravity. The system will also deliver exceptional lubrication performance during on-limit, high-speed cornering. Despite the overt nature of this powertrain, the engine is designed to meet all future

emission requirements for Euro 7.

Joerg Ross, Powertrain Chief Engineer said: "This project has been a great challenge from the start. Putting a team together to deliver what is going to be the future power of Aston Martin has been an honour. From the very beginning, we have had the freedom to explore and innovate in a way that we have not been able to do so in a very long time. Most importantly, we wanted to create something that is befitting of the TM01 nameplate and create something that would have impressed our predecessor and pioneering engineer, Tadek Marek".

Aston Martin President and Group CEO, Andy Palmer said about this engine: "Investing in your own powertrains is a tall order, but our team have risen to the challenge. Moving forward, this power unit will be integral to a lot of what we do and the first signs of what this engine will achieve are incredibly promising."

BMW support iPhone Digital Key

A secure and easy way to use iPhone as a car key to lock, unlock, drive, and share keys with friends



At today's Apple Worldwide Developer Conference it was announced that BMW will become the first car-maker to enable its customers to use iPhone as a fully digital car key. BMW was the first to integrate iPod in their vehicles, first to offer wireless CarPlay and now first to introduce support for BMW Digital Key stored securely in Apple Wallet for iPhone.

BMW Digital Key for the iPhone.

The upcoming BMW Digital Key for the iPhone will enable customers to just tap to unlock and easily get going by placing the iPhone in the smartphone tray and pushing the start button. Setup of the Digital Key can be done through the BMW Smartphone App. The car owner can also share access with up to 5 friends including a configurable car access option for young drivers which restricts top speed, horse power, maximum radio volume and more. Management of access

can be done from inside the car as well as through Apple Wallet.

Additional features of the new Digital Key include:

- Storage in the Secure Element of your iPhone and access through Apple Wallet
- Power reserve for iPhone where car keys will still function for up to five hours if the iPhone turns off due to low battery
- Ability to share access with up to 5 friends via iMessage
- Apple Watch compatibility

BMW is a leading contributor to the Digital Key standard.

The BMW Group was quick to recognise the potential of smartphones as digital keys – if done right. Standardizing the Digital Key contributes to user experience, security and availability in smartphone models all of

which were key to the BMW Group strategy for the Digital Key right from the start. Apple and BMW have been working closely with the Car Connectivity Consortium (CCC) to press ahead with the establishment of global standards. The Digital Key specification 2.0 for NFC has been released in May 2020 while the next generation of Digital Key using Ultra Wideband technology is already well underway.

Broad availability for BMW models and iPhones.

BMW is excited to announce the availability of Digital Key for iPhone in 45 countries for a broad range of models: 1, 2, 3, 4, 5, 6, 8, X5, X6, X7, X5M, X6M and Z4 if manufactured after July 1st 2020. Compatible iPhone models will be iPhone XR, iPhone XS or newer and Apple Watch Series 5 or newer.

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