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MAGAZINE

THE 2021 PORSCHE PANAMERA

SIGNIFICANTLY ENHANCED PERFORMANCE



All-New INFINITI QX55
Breakout Performer for Luxury Brand

Maserati Ghibli Hybrid
The First of a New Species

Ferrari SF90 Spider
Beyond Imagination





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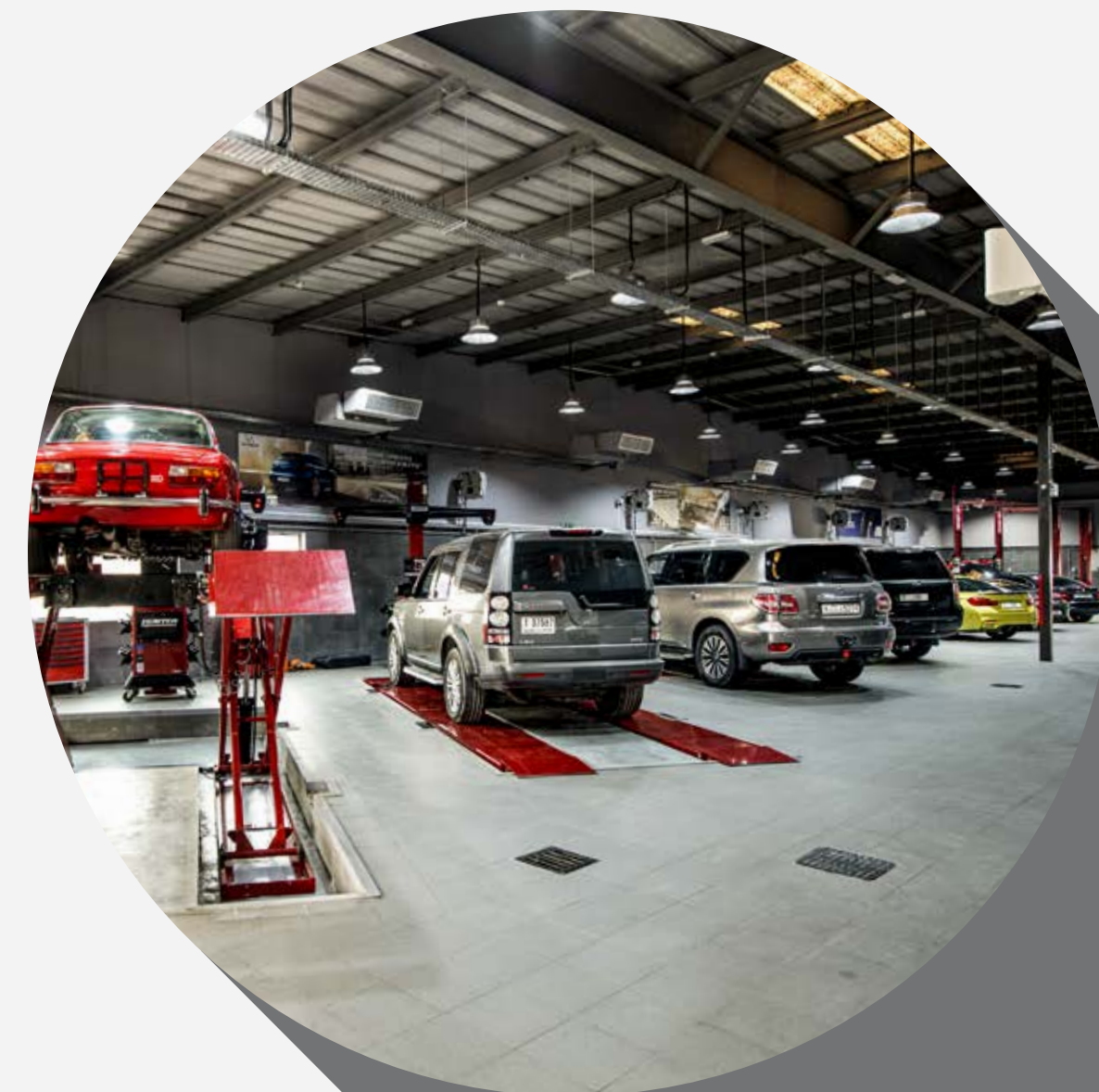
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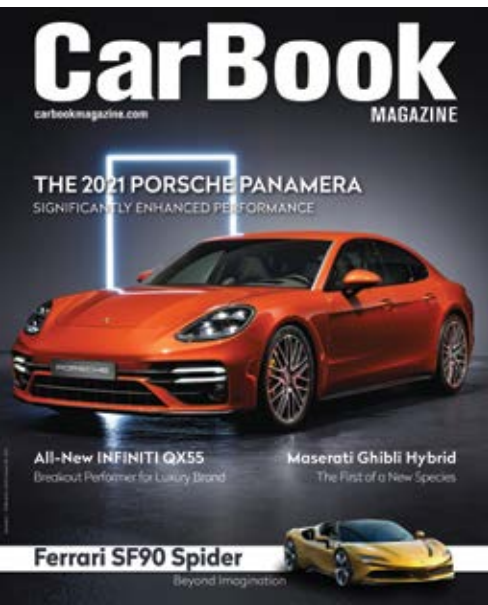
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Agents Distribution

Lebanon: Al Nasheron Distribution Co. +961 1277007
Qatar: Arabian Establishment for Commerce., +9745518898
Lebanon: 5,000 LL - UAE: 20 AED - KSA: 20 SAR - Kuwait: 1.25 KD - Oman: 1.5 OMR - Qatar: 1.5 QAR - Bahrain: 1.5 BHD - Morocco: 15 MAD - UK: 4 GBP - France: 4 EUR - Germany: 4 EUR
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The 2021 Porsche Panamera

significantly enhanced performance



Blending impressive performance with superior comfort, the Porsche Panamera is significantly enhanced and redesigned for the 2021 model year. Further improving performance was a key priority, and several new powertrains reflect that. Featuring changes to the crankshaft, connecting rods, timing chain drive and torsional vibration dampers, as well as new fuel injectors and a reduced compression ratio, an uprated 4.0 liter twin-turbo V8 making 620 horsepower and 604 lb.-ft. of torque is at the heart of the new Panamera Turbo S model, which replaces the previous Panamera Turbo (550 hp and 567 lb.-ft.). This new engine enables the Panamera Turbo S sedan and Sport Turismo models to run from 0 to 60 mph, using Launch Control, in 2.9 seconds (3.0 seconds for the Panamera Turbo S Executive), 0.5 seconds

quicker than the previous Panamera Turbo models. All Panamera Turbo S models reach a top track speed of 196 mph. The twin-turbo V8 in the sporty Panamera GTS (473 hp and 457 lb.-ft.) benefits from a 20 hp increase compared to the previous model, and its throttle calibration is tuned to resemble the responsiveness and finesse of a naturally aspirated engine even more closely. At the same time, Porsche is expanding its hybrid offering with a new plug-in hybrid model for the Panamera model range; the Panamera 4S E-Hybrid. An electric motor paired with a 2.9 liter twin-turbo V6 engine results in a system power of 552 hp and 553 lb.-ft. of torque. The Panamera 4S E-Hybrid sedan can reach 60 mph using Launch Control in 3.5 seconds,

and has a top track speed of 185 mph – offering similar performance to the previous 550 hp Panamera Turbo. For the 2021 model year, all Panamera E-Hybrid models now feature a 27 percent larger hybrid battery capacity (up to 17.9 kWh from 14.1 kWh previously) as well as recalibrated drive modes to maximize the performance and efficiency of the powertrain. The standard Panamera models now feature a 2.9 liter twinturbo engine making 325 hp, replacing the previous 3.0 liter single-turbo unit.

Subtle updates enhance styling of 2021 Panamera models

The new generation of Panamera is characterized by a number of styling updates. All Panamera models now feature the SportDesign front fascia (previously optional) as standard, further sharpening the front





design of the car. A redesigned SportDesign package, either with or without carbon fiber, will be available as an upgrade. A new continuous light strip spreads out across the rear of the car, seamlessly connecting the two tail lights, while the lower rear fascia sports new diffuser fins. A new 20-inch wheel design and two new 21-inch wheel designs are available.

The Panamera GTS stands out with an updated front and rear SportDesign fascia in Satin Black, along with the GTS-specific Satin Black 20-inch Panamera Design wheels and Exclusive Design tinted taillights, as well as black lettering and model designations. Standard on the GTS, the Sport Exhaust System has been designed to emphasize the emotional rumble of the V8 engine and is available on the Panamera Turbo S.

Underscoring their impressive performance figures, the new Panamera Turbo S variants are fitted with a model-specific front fascia that features larger air intakes and new Turbo S-specific front light signature. As before, most powertrains are offered in the sedan, Sport Turismo, and Executive body styles, the latter

providing a particularly extensive amount of rear seat room due to its 5.9 inch longer wheelbase. Also of note, two new colors – Cherry Red Metallic and Truffle Brown Metallic.

Interior with a high degree of comfort and connectivity

The interior of the new Panamera has also been updated with a newly-designed multifunction Sport steering wheel with shift paddles. The Panamera Turbo S comes standard with a new GT Sport steering wheel with shift paddles wrapped in leather, and is optional on other Panamera models. Following the GTS tradition, the GT Sport steering wheel, along with many other interior areas of the Panamera GTS, are covered in RaceTex .

Panamera and Panamera 4S E-Hybrid models come standard with 8-way electrically adjustable comfort seats with driver memory package, while the Turbo S models are equipped with 14-way electrically adjustable comfort seats with memory. Appropriate to its performance and enthusiast-focused nature,

the Panamera GTS comes standard with 18-way electrically adjustable adaptive sport seats. Both the 14-way comfort seats and 18-way adaptive sport seats are optional on other Panamera models.

The center console features the familiar 12.3 inch center touchscreen, and continues to offer extensive connectivity including online-navigation, real-time traffic information and a Wifi hotspot. The Panamera Turbo S is also fitted with a 14-speaker, 710 watt BOSE ® Surround Sound System with separate subwoofer as standard (optional on other Panamera models), while a 21-speaker, 1,455 watt Burmester 3D High-End Surround System with an active 400 watt subwoofer can be optionally ordered for all variants.

Recalibrated chassis systems, a new generation of tires and powerful brakes The latest Panamera has been fine-tuned specifically for each model; from sharp and composed on the standard model to performance-focused on the GTS and Turbo S. Standard on every Panamera, the adjustable Porsche Active Suspension





Management system features an updated calibration for its adaptive dampers, resulting in a further increase in ride quality. The steering is also recalibrated to sharpen feedback and further increase responsiveness. Matching its impressive engine performance, the Panamera Turbo S is fitted with the Porsche Dynamic Chassis Control Sport roll-stabilization system (PDCC Sport), PTV Plus (Porsche Torque Vectoring), rear axle steering, 21-inch 911 Turbo Design wheels, and Porsche Ceramic Composite Brakes (PCCB) as standard, all of which can be optionally ordered on other Panamera models. The PCCB rotors on the Panamera Turbo S measure 420 mm in front and 410

mm in the rear, and are fitted with yellow or black brake calipers based on customer request. Working in harmony with all of these updated systems is a new generation of tires that offer both increased grip and lower rolling resistance compared to the previous generation. For the first time, an Ultra High Performance Summer tire is available on Panamera models that allows all of the chassis and suspension systems to work at its highest level of capability.

Extensive available assistance features

All 2021 Panamera models are now equipped with

Lane Keep Assist including Traffic Sign Recognition as standard. Using a camera, the system detects divider line markings on the road and aids the driver to stay in lane by making corrective steering inputs (active at speeds above 40 mph). Traffic Sign Recognition also uses a camera and navigation data to detect road signs, and displays them in the instrument cluster. Like the previous model, the new Panamera can optionally be further equipped with a host of assistance systems, including a head-up display, Night Vision Assist, Lane Change Assist, Surround View, and Porsche InnoDrive with Adaptive Cruise Control.



Ferrari SF90 Spider

Beyond Imagination



The spider version of the SF90 Stradale, the SF90 Spider, was unveiled today during a dedicated digital event. Not only is the car the Prancing Horse's first production plug-in hybrid spider, but the SF90 Spider also sets new benchmarks for performance, innovation and the thrill of driving, not only for the marque's range, but for the entire sports car sector.

The new convertible has the same extreme supercar specification and record-breaking performance as the SF90 Stradale, yet also adds further excitement and versatility to the mix, thanks to latest iteration of Ferrari's signature Retractable Hard Top architecture

which first debuted on a mid-rear engined berlinetta in 2011. The SF90 Spider thus represents a fundamental revision of the supercar concept that makes it the ideal car for owners that demand the very pinnacle of Ferrari technology, but still want to experience the joy of open-top driving.

The SF90 Spider's plug-in hybrid system guarantees performance levels unmatched by any other production spider: the car's 780 cv turbo-charged V8 is augmented by three electric motors, one at the rear and two on the front axle, bringing its maximum power output to a staggering 1,000 cv. This state-of-the-art

system does not complicate the driving experience in any way as a sophisticated control logic autonomously monitors and adjust power flows to suit the conditions of use. All the driver has to do is to select one of the power unit modes (eDrive, Hybrid, Performance and Qualify) on the brand-new eManettino for a wonderfully exhilarating experience behind the wheel. Like the SF90 Stradale, the SF90 Spider also has AWD, which has raised the bar for standing starts to unparalleled new speeds: 0-100 km/h in 2.5 s and 0-200 km/h in 7.0 s.

The mechanical layout adopted by the Maranello





engineers has allowed them to further advance the car's dynamic control system. The latter, now referred to as the eSSC, verifies the car's dynamic status in real time. Based on that information, it controls vehicle stability by delivering torque independently via the front electric engines to the inside and outside wheel (Torque Vectoring), significantly improving traction coming out of corners and making it much simpler and more intuitive to drive on the limit with confidence. From an aerodynamic perspective, the result of the development process is an extreme design which, with a maximum of 390 kg of downforce at 250 km/h, sets the absolute benchmark in terms of both downforce

and aerodynamic efficiency for the road cars in the range without aerodynamic appendages. The many innovative, patented solutions adopted include most notably the shut-off Gurney, an active system at the rear of the car which adapts to driving conditions, and the forged wheels with wing profiles which recall Ferrari's F1-derived blown geometry. The starting point for the SF90 Spider design was to ensure it remained as faithful as possible to the SF90 Stradale's signature styling. The Ferrari Styling Centre's meticulous crafting of the tonneau area has integrated it seamlessly with the rest of the car, an achievement that is even more astonishing because the V8 is still

clearly visible through the engine bay cover despite the inclusion of the RHT stowage. The V8 thus remains the star of the show and very much on display whether the RHT is deployed or retracted. The track-derived "eyes on the road, hands on the steering wheel" philosophy, which drove the ergonomics and styling of the interior, has produced an innovative new HMI concept that includes a new steering wheel with a touchpad that allows drivers to control virtually every aspect of the car without moving their hands. The central instrument cluster is now entirely digital with a 16" curved HD screen, which can be fully configured and controlled using the





controls on the steering wheel. On the central tunnel, the automatic gearbox controls are now actioned by a grille-style feature that references Ferrari's glorious and iconic manual gearshift gate.

Like all Prancing Horse spiders, the SF90 Spider sports a retractable hard top, which guarantees optimal noise insulation and protection from the elements when deployed, does not deform at high speeds and provides exceptional occupant space and comfort. The RHT is so compact, simple and light, it can be actioned in just 14 seconds and can be deployed when the car is on the move. The key to the success of the Ferrari RHT is

that it takes up just 100 litres of space rather than the 150-200 litres required by a traditional system. The use of aluminium in its construction also means that it is around 40 kg lighter than a conventional retractable hard top. An adjustable electric rear window guarantees superb occupant comfort even at high speeds when the RHT is lowered.

As is the case with the SF90 Stradale, the SF90 Spider is also available with a dedicated specification for owners that want to push its track car vocation to the extreme. The Assetto Fiorano includes a list of exclusive upgrades that set it apart from the standard

car, not least Multimatic shock absorbers derived from the Prancing Horse's GT racing experience and optimised for track use. Others include the adoption of high performance materials (such as carbon-fibre and titanium) that have shaved 21 kg off the car's weight, a carbon-fibre rear spoiler and road-homologated Michelin Pilot Sport Cup 2 tyres designed to improve track performance in the dry, thanks to a softer compound and fewer grooves. Lastly, the Assetto Fiorano offers an optional two-tone livery that further underscores the car's racing vocation.

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All-New INFINITI QX55

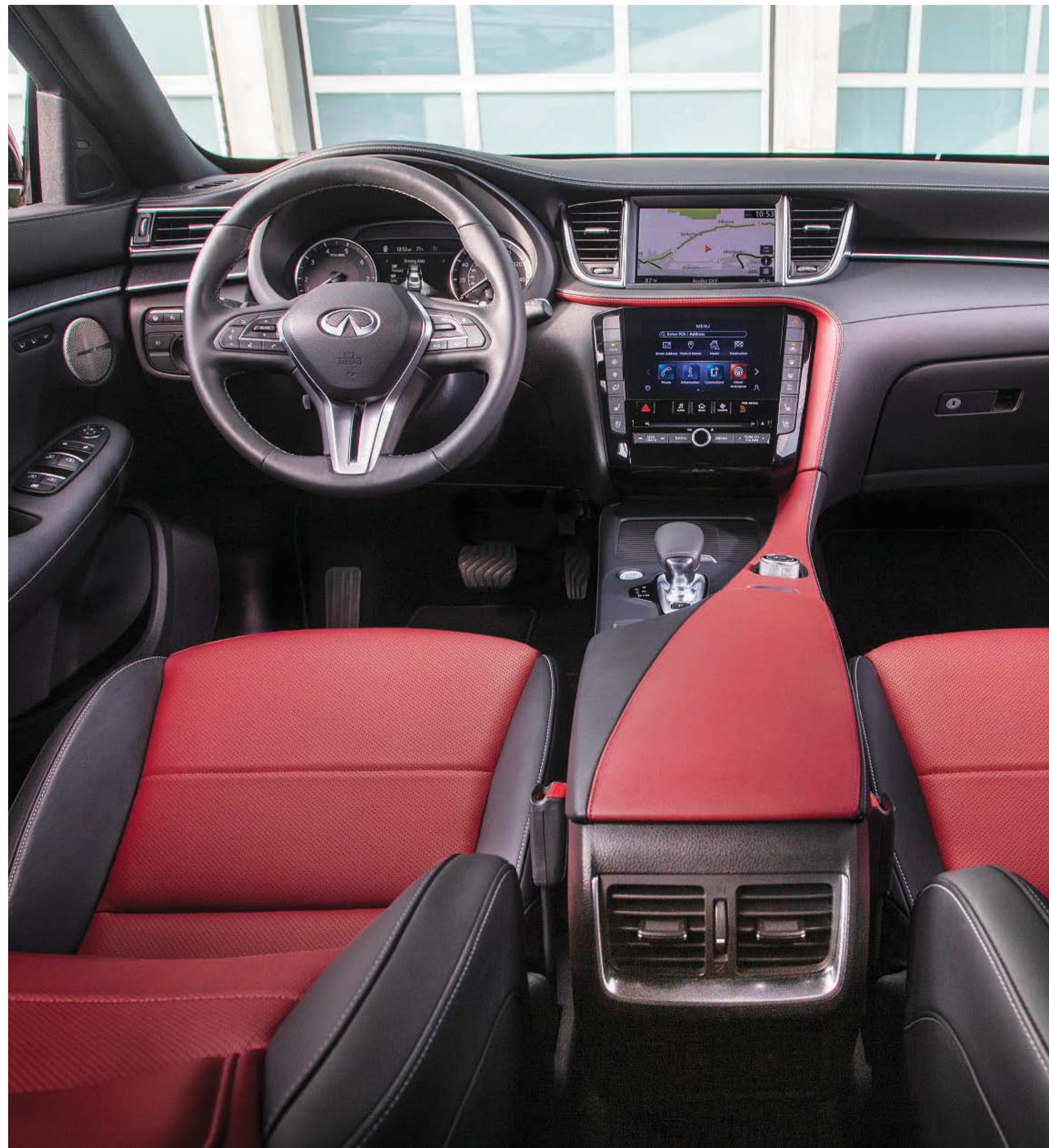
breakout performer for luxury brand



Lights up, cameras on, and sound rolling, INFINITI today launched the all-new QX55 SUV via a one-of-a-kind streaming concert experience from Los Angeles. The INFINITI QX55 is the spiritual successor to another one-of-a-kind moment: the INFINITI FX. Like its predecessor, the QX55's daring roofline and unapologetic shape are in tune with equally bold buyers; the QX55 doesn't have something for all people — it aims to be everything to some people. “The new INFINITI QX55 is a statement-maker, designed to deliver first-class comfort and stand out everywhere it goes. It's a unique fusion of style and substance” said INFINITI Chairman Peyman Kargar.

The show-stealing QX55 was unveiled by global superstar Aloe Blacc, whose music connects to INFINITI with its verve and unmistakable sound. Known for his standout hits, “The Man,” “Wake Me Up,” and “I Need A Dollar,” Blacc's performance set the table for a new era of exciting vehicle reveals. Blacc's performance in the iconic Belasco Theater in Los Angeles married to immersive discussions with Senior Vice President of Global Design Alfonso Albaisa and INFINITI's General Manager, Product Strategy and Planning Eric Rigaux in Tokyo, and brand chief Kargar's introduction to the star-studded night, produced with Live Nation.

“The all-new INFINITI QX55 is classy. It just looks sleek, and it feels like it's quality. Ultimately, the only thing I ever want to engage with is quality. From the musicians that I pick, to the food that I eat, to the car that I drive. I like to know that something is crafted with intention and purpose and that there's quality behind every measure of it,” Blacc said. The QX55's design retains all of INFINITI's daring design hallmarks, delivering a fresh interpretation of the FX silhouette. The QX55 inserts INFINITI back into a category it helped to create with an unapologetic style. The signature double-arch grille is complemented by a stunning, origami-inspired mesh pattern that





delivers visual depth and showcases modern Japanese-inspired artistry. Flanked by standard LED headlights that mimic the human eye, the QX55 announces its arrival in style.

Along the body sides, the QX55's alluring profile has plenty to say but doesn't speak out of turn. The elegant and flowing lines reach from the hood, over the front fenders, across the doors, and over the rear wheels. Twenty-inch wheels are standard on all QX55 models, which fill the wheel arches and assert the SUV's dynamic presence.

The rear of the QX55 accentuates the subtlety of the automaker's design and interpretation of Japanese minimalism by coupling an uncluttered liftgate with handsome, understated technology to deliver a lasting impression. Digital "piano key" taillights combine 45

separate LEDs in a single housing to create an elegant light signature, recently featured on the stunning QX60 Monograph design study. The INFINITI logo on the tailgate is similarly advanced and houses the power liftgate release, which further frees the rear end from clutter.

Inside, the QX55 features INFINITI's dual-screen, InTouch infotainment system with Apple CarPlay and Android Auto compatibility, and multiple USB inputs for charging. The upper 8-inch and lower 7-inch high-resolution screens inform the driver and entertain passengers with an available Bose audio system providing a concert like acoustic experience. Leatherette, leather, or semi-aniline leather appointments for the seats adorn the QX55's spacious interior, and its sliding second-row seats provide

flexible cargo capacity or increased legroom, depending on need.

Under the hood of every QX55 is INFINITI's award-winning and innovative Variable Compression Turbo four-cylinder engine that makes 268 horsepower and 380 Nm of torque. The dynamic engine imperceptibly changes its compression and displacement to deliver enhanced efficiency or on-demand power, based on the driver's needs. That power is shifted through a confident Continuously Variable Transmission with manual shift mode and delivered to INFINITI's Intelligent All-Wheel Drive system, which is standard on all QX55 models. A Drive Mode Selector empowers the driver with programmable settings (Standard, Eco, Sport and Personal) to tailor each drive.



Maserati Ghibli Hybrid

The First of a New Species



It seems only yesterday primitive lifeforms splashing around the universe; and here we are today, post-human, behind the wheel of the first hybrid Maserati: Ghibli Hybrid.

In the blink of an eye. Just 3.9 billion years ago, evolution began to take place. From a simple atom to an astronaut in search of answers, from the discovery of mutations to the acceptance of new horizons, we are all still evolving. Life is about embracing this ever-changing world and cherishing the singular moments it brings us. Now, this evolution has reached the Maserati Trident, sparking a new guiding light for all to follow. Today, we are invited to take part in a new chapter in Maserati: faster than diesel, greener than petrol. Ghibli Hybrid, as the name suggests, is something

new, electrifying and fearless. Known for its roar, our engineers and designers chose to maintain its predecessor's performance, voice, and design. From turbocharged 4-cylinder engine unleashing 330 horsepower, to anodised blue trims, this sports saloon is unmistakably a Maserati. Available in GranLusso and GranSport trims, its notoriously comfortable seats guarantee a luxurious ride into the future. It would take an X-ray to reveal the differences behind the surface. Though mechanically changes are almost indistinct, technologically we have revolutionised our customer's experience. With a new multimedia user interface, controlled via a larger, tablet-like high-resolution screen, we brought to our clients numerous customisation options. In addition to all

this, Ghibli Hybrid is set up to give real-time software updates, maps that accurately chart our changing world, emergency roadside assistance, and on-board diagnostics. Simply put, Ghibli Hybrid speaks your language. With the whole world at your fingertips, the virtual assistant will happily turn on your oven while you are still driving, or check your car's batteries while out for a run. After all, Maserati Ghibli Hybrid is the epitome of the brand's future: an audacious lifestyle inspired by tradition and powered by evolution.

New Ghibli Hybrid: the first electrified vehicle in Maserati's history

The spark of electrification ignites Maserati's future: with the new Ghibli Hybrid, the Trident Brand enters





the world of electrification.

The new Ghibli Hybrid represents one of the most ambitious projects for Maserati, which after the announcement of the new engine for the MC20 super sports car now sets the seal on another step forward towards the brand's new Era.

The choice to introduce the hybrid technology on the Ghibli sedan is no coincidence: this model, with over 100,000 units produced since its launch in 2013, perfectly embodies the Modena-based manufacturer's DNA.

In fact, the challenge facing Maserati was to enter the world of electrification without altering the brand's core philosophy and values. The result? The creation of the best possible hybrid. What's more, Ghibli Hybrid

will retain the unmistakable sound that has always distinguished every Maserati.

The arrival of the new Ghibli Hybrid thus expands the Maserati range, which is now even more competitive and responsive to the demands of the market.

Design

Ghibli Hybrid is immediately recognisable, thanks in part to the new design of both exterior and interior. The common denominator of the restyling, developed by the Centro Stile Maserati, is the blue colour, chosen to identify all cars with hybrid technology and the new world they represent.

On the exterior, the blue colour characterises the three iconic side air ducts, the brake calipers and the thunderbolt in the oval that encloses the Trident on the

rear pillar. The same blue colour reappears inside the car, in particular on the embroidered seams of the seats. The new Ghibli Hybrid also introduces new stylistic contents, starting from the new front grille, with bars redesigned to represent a tuning fork, a musical device that emits a sound of extreme purity, and which also evokes the Trident symbol itself. There are significant changes at the rear of the car, where the light clusters have been completely restyled, with a boomerang-like profile inspired by the 3200 GT and the Alfieri concept car.

Mild Hybrid

In perfect harmony with its DNA, Maserati has chosen a hybrid solution focused primarily on improving performance, while also reducing fuel consumption



and cutting emissions.

The hybrid technology exploits kinetic energy the car accumulates when in motion, recovering it and transforming it into electricity during deceleration and braking, and storing it in a battery.

The innovative powertrain, the outcome of in-depth engineering development work by the technicians and engineers of the Maserati Innovation Lab in Modena, combines an internal combustion engine (4 cylinders, turbo, displacement of 2.0 l) with a 48 volt alternator and an additional electric supercharger (e-Booster), supported by a battery. This solution is unique in its segment, and is the first in a new generation of powertrains, with the perfect trade-off between performance, efficiency and driving pleasure.

The battery is mounted in the rear of the car, with benefits in terms of improved weight distribution. This version weighs about 80 kg less than the Diesel. Thanks to maximum power output of 330 hp and torque of 450 Nm delivered from just 1,500 rpm, the new Ghibli Hybrid's performance data are very impressive: top speed of 255 km/h and acceleration from 0 to 100 km/h in 5.7 seconds.

Ghibli Hybrid occupants will still revel in the unmistakable sound that characterises all Maserati models, thanks to the optimised exhaust, which includes specially designed resonators.

Connectivity

Ghibli Hybrid also marks the debut of the new Maserati Connect program, which enables a constant connection with the car: the information exchange continues when on the move, to improve the services offered to the driver. As well as updating the software packages, the system performs checks on the car and monitors the Safety Security services in emergencies.

The Maserati Intelligent Assistant multimedia system is latest-generation, based on digital inputs from Android Automotive, software that delivers an innovative User Experience fully customisable to the driver's personal preferences. The multimedia system's HD screen, with new graphics, more user-friendly and without surrounds, is increased in size from 8"4 to 10"1. A new instrument panel with digital devices and new graphics is also introduced.

Electrification the Maserati way

The new Ghibli Hybrid represents the first step in a plan that will lead to the electrification of all new Maserati models. The Brand's first all-electric cars will be the new GranTurismo and GranCabrio, scheduled for 2021.



The First Ever BMW iX

ready to dominate the lifestyle pickup segment



A vision is turning into reality, as the BMW Vision iNEXT becomes the BMW iX. With a year still to go before its market launch at the end of 2021, the BMW Group is providing a first look ahead to the future BMW iX, which is currently still in the series development phase. The BMW iX is the first model based on a new, modular, scalable future toolkit developed by the BMW Group and focused on a fresh interpretation of design, sustainability, driving pleasure, versatility and luxury. Conceived from the outset for purely electric mobility, the iX sees BMW redefining the successful Sports Activity Vehicle (SAV) concept. With its completely newly developed,

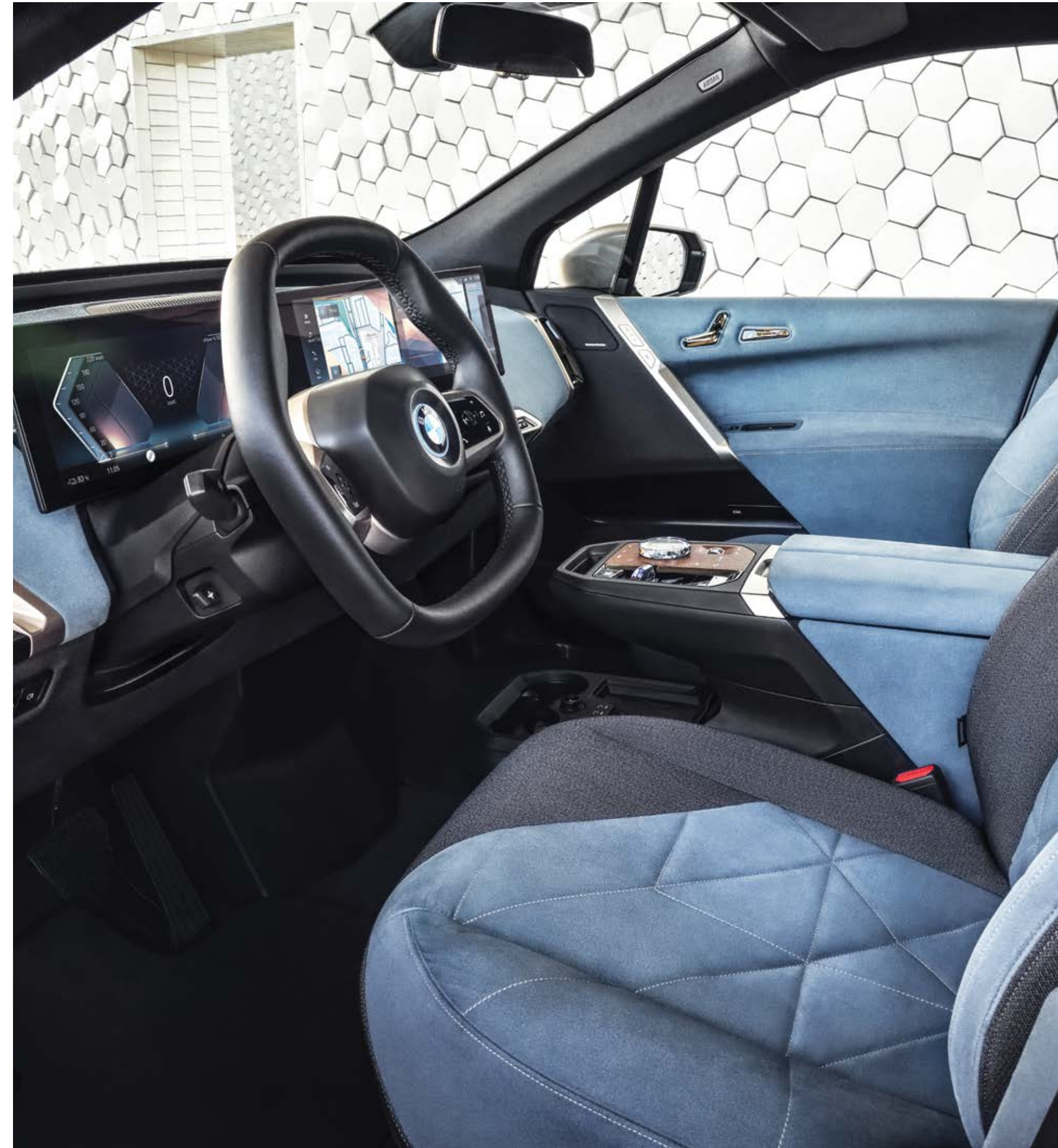
precise and minimalist design, the BMW iX is the first representative of a trailblazing generation of cars poised to redefine the driving experience, the feeling of space inside and the relationship between vehicles and those on board.

The BMW iX harnesses the latest innovations in the fields of electrification, automated driving and connectivity to deliver a mobility experience which puts people more than ever at its heart. To this end, its design has been developed from the inside out. The BMW iX has been created to provide quality of life and wellbeing for drivers and passengers. The clear and minimalist design of its exterior showcases a new form

of mobility geared squarely to the needs of the vehicle's occupants. Its interior offers those on board innovative options for using the time during a journey – and enjoying relaxation, safety, security, and a new form of luxury in the process.

The BMW Group's new technology flagship – courtesy of BMW i, the “workshop for the future”.

The design and technology of the BMW iX form an overall package that lays the foundations for what is in many respects a new kind of driving experience. In so doing, it comprehensively embodies the character





of the BMW i brand, whose mission is to transform personal mobility. BMW i plays a central role at the BMW Group as a “workshop for the future” and driver of innovation across the company.

“The BMW Group is constantly striving to re-invent itself. That is a central element of our corporate strategy,” says Oliver Zipse, Chairman of the Board of Management of BMW AG. “The BMW iX expresses this approach in an extremely concentrated form.”

The BMW iX will go into production at BMW Plant Dingolfing from the second half of 2021 as the BMW Group’s new technology flagship. It brings together the company’s latest developments in the strategic innovation fields of Design, Automated Driving, Connectivity, Electrification and Services. Added to which, the vehicle concept and design of the BMW iX are rooted in an allembracing approach to sustainability. This is reflected in areas of the car such as its optimised aerodynamics, intelligent lightweight design and extensive use of natural and recycled materials, which help to create a cutting-edge sense

of luxury and comprehensive feeling of wellbeing on board.

Fifth-generation BMW eDrive technology delivers outstanding efficiency and long range.

The fifth generation of BMW eDrive technology – which encompasses the two electric motors, the power electronics, the charging technology and the high-voltage battery – guarantees exceptional efficiency. The power unit developed by the BMW Group has been manufactured sustainably without the use of critical raw materials known as rare earths and will, by the most recent calculations, develop maximum output of more than 370 kW/500 hp. That will be enough to power the BMW iX from 0 to 100 km/h (62 mph) in under 5.0 seconds.

At the same time, the vehicle’s clear aim is to post an exceptionally low combined electric power consumption figure for its segment of less than 21 kWh per 100 kilometres (62 miles) in the WLTP test cycle. A gross energy content of more than 100 kWh

should enable the latest-generation highvoltage battery to record a range of over 600 kilometres in the WLTP cycle. That equates to more than 300 miles according to the EPA’s FTP-75 test procedure. (All figures relating to performance, energy consumption and range are predicted values based on the car’s current stage of development.)

DC fast charging: over 120 kilometres (75 miles) of extra range in ten minutes.

The new charging technology of the BMW iX enables DC fast charging at up to 200 kW. In this way, the battery can be charged from 10 to 80 per cent of its full capacity in under 40 minutes. Added to which, within ten minutes enough energy can be fed into the battery to increase the car’s range by more than 120 kilometres (75 miles). It takes less than eleven hours to charge the high-voltage battery from 0 to 100 per cent at 11 kW from a Wallbox.

The batteries fitted in the BMW iX are designed as part of a long-term resource cycle and enable an





exceptionally high recycling rate. The power used to produce the battery cells and the high-voltage battery as a whole come exclusively from renewable sources.

New technology toolkit underpins further advances towards automated driving.

The new technology toolkit making its debut in the BMW iX also provides the platform for significant progress in the areas of automated driving and digital services. For example, the level of computing power has been developed to process 20 times the data volume of previous models. As a result, around double the amount of data from vehicle sensors can be processed than was previously possible. “We are setting new industry standards with the technology in the BMW iX. The iX has more computing power for data processing and more powerful sensor technology than the newest vehicles in our current line-up, is 5Gcapable, will be given new and improved automated driving and parking functions and uses the high-performing fifth generation of our electric drive system,” says Frank Weber, Member of the Board of Management of

BMW AG, Development.
Fresh design for a new driving experience.

The BMW iX is leading the way for a future generation of cars with which the company is redefining sustainability, driving pleasure and what it means to be premium. This trailblazing character is clearly expressed in the car’s design. It provides the basis for a new kind of driving experience in which familiarity, relaxation and self-determination are the dominant themes. The exterior of the BMW iX represents a distinctive re-imagining of the powerful proportions of a large BMW SAV. The BMW iX is comparable with the BMW X5 in length and width, and is almost the same height as the BMW X6 on account of its flowing roofline. The size of its wheels, meanwhile, brings to mind the BMW X7. The minimalist use of character lines and generously shaped surfaces conjure an aura of supreme assurance. The crisp lines, clear structure and almost rectangular contours around the wheel arches contribute to an imposing body design. And the reduced design language steers the eye onto precisely constructed

details which accentuate the sophisticated character, brand identity and optimised aerodynamics of the BMW iX.

Front end: expressive, vertical kidney grille serves as an intelligence panel.

At the centre of the front end stands the prominent, vertically emphasised kidney grille. Since the electric drive system of the BMW iX requires only a small amount of cooling air, the kidney grille is completely blanked off. Its role has duly turned digital and here it functions as an intelligence panel. Camera technology, radar functions and other sensors are integrated seamlessly into the grille behind a transparent surface. Developed and produced at the BMW Group’s LuTZ lightweight design and technology centre in Landshut, the kidney grille for the BMW iX presents a technologically lavish advertisement for intelligent mobility. The grille has reinvented itself as an innovative and multifunctional high-tech interface for the advanced driver assistance systems with which the BMW iX paves the way for automated driving. Clearly designed surfaces, discreetly integrated

technology. The exterior design highlights of the BMW iX also include the slimmest headlight units ever to feature on a series-produced model from BMW, the flush-fitted door openers (operated at the press of a button), the frameless side windows, the tailgate – which has no separation joints and extends across the whole of the rear – and the likewise extremely slim rear lights.

The BMW kidney grille is not the only example of how the principle of shy tech has been integrated into the design of the BMW iX: an array of other cameras and sensors are likewise positioned discreetly, the door openers are flush, the filler neck for the windscreen washer fluid is concealed under the BMW logo on the bonnet and the rear-view camera has been integrated into the BMW logo on the tailgate. The technology stays in the background and only becomes apparent as and when the relevant functions are called into action. “The BMW iX shows how we can give new technologies a very modern and emotionally engaging design. The car is technologically highly complex, but it feels very clear and uncomplicated,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “The BMW iX offers a mobile living space in which people will feel at ease and the car’s intelligence is always available without becoming obtrusive.”

Interior design: people at centre stage.

A high level of spaciousness, a mixture of high-quality materials, newly developed seats with integral head restraints and an exceptionally large panoramic glass roof immerse all five seats of the BMW iX cabin in a luxurious, lounge-like ambience. The all-new architecture of the BMW iX cabin underpins a perfectly clear and straightforward functionality that revolves entirely around the needs and emotions of the driver and their fellow occupants. The drive concept means there is no centre tunnel, adding to the open, airy feel while also allowing extra legroom in the front and rear, sufficient space for storage facilities, and a centre console crafted to look like a highquality piece of furniture. The minimalistic design language and clearly structured surfaces shine an even brighter spotlight on the feeling of spaciousness inside the car. The displays and controls are all stripped down to the essentials, further reinforcing the impression of an uncluttered cabin offering a place of relaxation. The technology of the BMW iX is used intelligently and only becomes visible when it is needed. This

makes it intuitive to use rather than seeming overly complex. The interior design conveys a sense of safety and familiarity and engenders a new type of bond between occupants and vehicle. The shy tech approach for the interior can be seen in a number of features, including speakers integrated out of sight, intricately styled air vents, heated surfaces and the discreet recessing of the BMW Head-Up Display’s projector into the instrument panel so it is almost invisible. The hexagonally shaped steering wheel, a rocker switch for gear selection and the BMW Curved Display – which forms part of the next-generation BMW Operating System – clearly advertise the futuristic form of driving pleasure on offer.

Intelligent lightweight design and optimised aerodynamics increase range.

The energy and range of the BMW iX benefit from innovative solutions in the areas of lightweight design and aerodynamics. Its body structure, featuring an

aluminium spaceframe and innovative Carbon Cage, can claim extremely high torsional stiffness, which in turn enhances agility and maximises occupant protection, while minimising weight. The intelligent material mix, with a variety of materials employed exactly where their specific properties can be utilised to best effect, is unique in this segment. Together with the superb aerodynamics, the intelligent material mix helps to endow the iX with remarkably composed, relaxed driving characteristics combined with instant, precise response to every movement of the accelerator and turn of the steering wheel. Fully capitalising on the benefits provided by the all-electric drive system and meticulously implementing proven measures from the past in the front end of the car, the underbody section, the wheels and the rear end gives the BMW iX optimised aerodynamics which have a positive effect on both the performance and range of the purely electrically powered SAV. The BMW iX boasts outstanding aerodynamics for its class, with a drag coefficient (Cd) of just 0.25.



The New Lamborghini Huracán STO

Racetrack to road



Automobili Lamborghini presents the Lamborghini Huracán STO - Super Trofeo Omologata: a road-homologated super sports car inspired by the racing heritage of Lamborghini Squadra Corse's one-make Huracán Super Trofeo EVO race series, as well as its three-time 24 Hours of Daytona-winning and two-time 12 Hours of Sebring-winning Huracán GT3 EVO. With its V10 naturally aspirated 640 hp (470 kW) power plant producing 565 Nm at 6,500 rpm, the rear-wheel drive Huracán STO delivers exhilarating acceleration of 0-100 km/h in 3.0 seconds, 0-200 km/h in 9.0 seconds and a top speed of 310 km/h. However, its heart beats with the exhilaration and emotion of a race car. Superior aerodynamic efficiency,

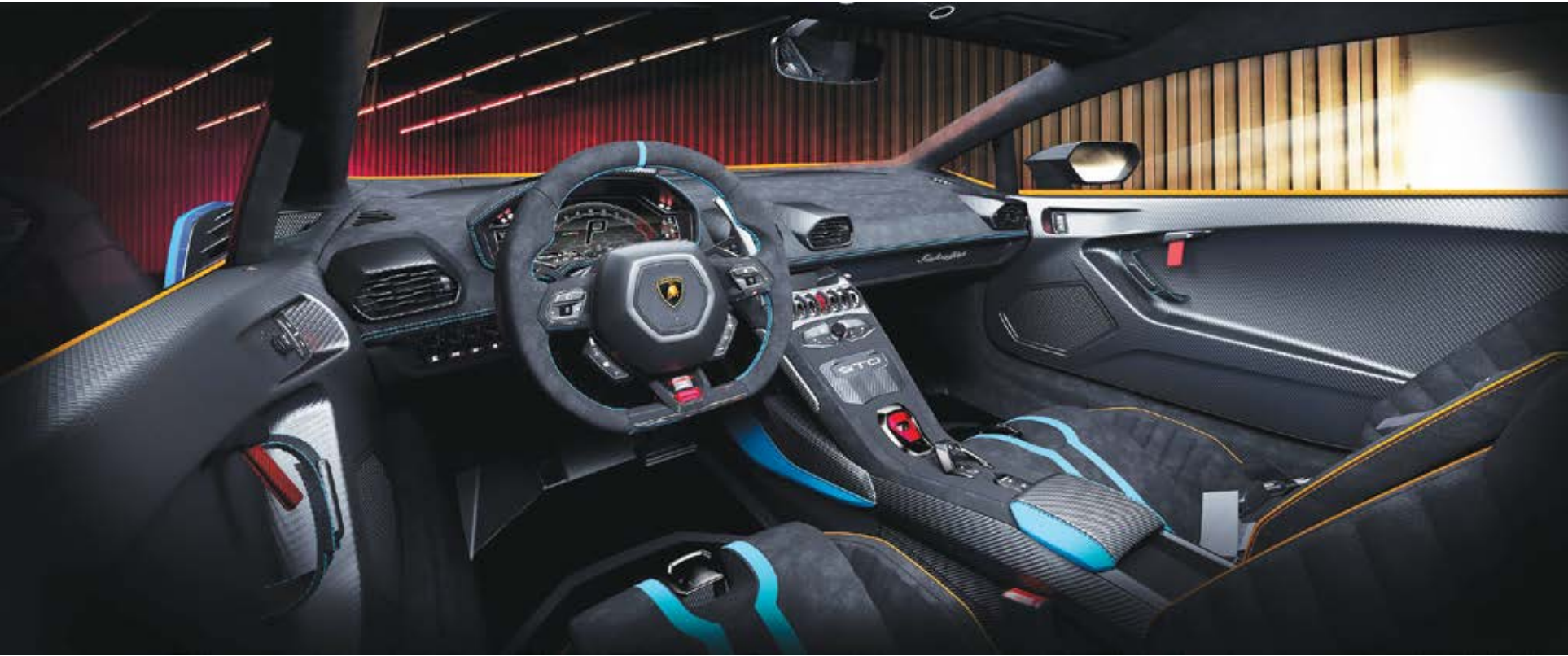
extensive use of lightweight materials, unfettered steering and first-class braking performance, ensure the Huracán STO delivers the emotion of a track experience on every road drive. "The Huracán STO is the purest incarnation of Lamborghini Squadra Corse heritage, directly transferring technologies from the Huracán Super Trofeo EVO and drawing on the Huracán GT3 EVO's unique accomplishment of winning three consecutive times in the Daytona 24 hours," said Automobili Lamborghini Chairman and CEO, Stefano Domenicali. Maurizio Reggiani, Chief Technical Officer added: "The Huracán STO delivers all the excitement of a beautifully balanced, lightweight and aerodynamically superior super sports car, mirroring

the driving feeling and exhilaration of Super Trofeo, and perfectly set up for the world's most demanding tracks but created for the road. The extensive technical solutions and intelligence gained from both our Super Trofeo and GT3 programs has been refined and embodied in the Huracán STO, allowing the pilot to experience the emotions of a racing driver, daily, in a road-legal Lamborghini super sports car able to take lap records." **Aerodynamic and lightweight superiority in super sports car design** The Huracán STO sports an entirely new exterior design, revising its inimitable Lamborghini profile to optimise airflow. Mitja Borkert, Head of

Lamborghini Centro Stile: "Racing cars are always a strong inspiration for our design. The Huracán STO exquisitely reflects the technology transfer from our successful Huracán race cars, displayed in every aesthetic detail." Every aspect of the Huracán STO draws on the aerodynamic efficiency and lightweight technologies demanded in motorsports. The Huracán STO embodies the principle that Lamborghini design always follows function: even more valid for a street-homologated car inspired by a race car. The Huracán STO is the result of the collaboration between Lamborghini's R&D, Squadra Corse and Centro Stile departments, with every line and every feature aesthetically outstanding while optimised to ensure the best driving performance. The comprehensive aerodynamic solutions inspired by Squadra Corse race cars maximise aerodynamic performance: the most important: **Cofango with air ducts, front splitter and louvers** The front bonnet, fenders and the front bumper are comprised of one single component: the 'cofango' created by Lamborghini engineers combines the 'cofano' (hood) and 'parafango' (fender) including the front bumper, inspired by the Lamborghini Miura and more recent Sesto Elemento. It is not only lightweight, but also a time-saving access feature in motorsports. New air ducts on the front bonnet increase the airflow through the central radiator to improve engine cooling

as well as helping generate downforce. The cofango also incorporates a new front splitter, directing airflow to the newly designed underbody of the car and to the rear diffuser. The cofango is shaped to push the airflow on top of the front fenders, which incorporate louvers to maximise airflow exiting from the wheelhouse, reducing pressure inside and increasing the front downforce. The side profile of the cofango directs airflow around the front wheels, reducing drag. Rear fender with NACA air intake A new rear fender derived from the Super Trofeo EVO achieves both reduction of the front area of the car and consequently the drag, while increasing rear downforce and the car's overall aerodynamic efficiency. A NACA air intake integrated into the STO's rear fender serves as an engine air intake, with the shortened duct allowing a 30% decrease in static pressure losses. **Rear engine bonnet with air scoop** The revised rear hood design features an integrated air scoop to improve air-cooling at the rear underhood. Dedicated air deflectors, integrated in the rear bonnet's frame, manage the significant incoming airflow from the snorkel according to the temperature regulation needs of the engine and exhaust outlet. **Shark fin** An integrated 'shark fin' on the rear bonnet improves the dynamic abilities of the STO, particularly when cornering: in such conditions the incoming airflow has a yaw angle, and the different pressure levels generated

by the two sides of the fin create a positive effect on yaw stability. The fin also helps straighten airflow onto the wing, increasing wing efficiency during cornering. **Adjustable rear wing** A manual, easily-adjusted aero set-up of the new rear wing optimises aerodynamic balance and drag resistance according to track characteristics. A single slotted wing with double airfoil allows the front part of the airfoil to rotate into three positions to enhance rear downforce. By reducing the gap between the front and rear airfoil, compression is increased on the upper side, upping the suction intensity and extension on the bottom of the front airfoil. The aero balance of the car can thus fluctuate by 13%, adapting the STO to different driving styles and conditions. **Brake cooling for the highest performance** New front brake cooling ducts are dedicated to cooling the discs and callipers of the new CCM-R brakes, working in conjunction with the cofango air-louvers that dispel hot air from the front wheelhouses. Additional air intakes including on the underbody, and optimised nolders, are located at the rear. **Aerodynamic result** The Huracán STO achieves the highest level of downforce in its class with the best aero balance for a rear-wheel drive car, with delivery of a superior aerodynamic load a key factor in its enhanced cornering performance. Overall airflow efficiency is improved by 37% and a significant downforce increase



of 53% is reached over the Huracán Performante.

Lightweight approach

The Huracán STO uses carbon fibre in more than 75% of its exterior panels, benefiting from complex structures produced as a single component for increased integrity while also reducing weight via less fixing points.

Using its expertise in lightweight technologies, for the rear fender Lamborghini’s R&D department has adopted a carbon fibre ‘sandwich’ technique utilised in the aerospace industry. Thanks to this technology, the Huracán STO uses 25% less carbon fibre material while maintaining the same structural rigidity. At a dry weight of 1,339 kg, the Huracán STO’s weight is reduced by 43 kg compared to the already lightweight Huracán Performante.

The Huracán STO incorporates a windscreen 20% lighter than the Huracán Performante, and features magnesium rims for the highest strength-to-weight ratio, saving further weight over aluminium alloys with the same load factor.

The magnesium rims are fitted with bespoke Bridgestone Potenza tires, available in two versions: one road-focused, the other more track oriented. Both designs combine innovative compounds with a finely-tuned footprint efficiency, thereby enhancing driving precision and adherence in a wide temperature range.

The Huracán STO – Lamborghini Squadra Corse at its heart

From the moment the engine is fired up, every aspect of the Huracán STO, inside and out, stirs the soul of a racing driver. The Huracán STO has at its heart the V10 aspirated engine of the Huracán EVO and Super Trofeo, outputting 640 hp (570 kW) and 565 Nm of torque at 6,500 rpm. With an increased wheel track, stiffer suspension bushing, specific anti-roll bars and Lamborghini’s MagneRide 2.0, the STO delivers all the emotion of a race car while providing a comfortable road experience. The engine has been calibrated for a very sporty and responsive racing feel, with a direct pedal-to-throttle feeling and improved engine sound sharpness at high revs. The gearchange speed has been further increased to provide a highly responsive and rapid gearshift.

A more direct and fixed steering ratio, including Lamborghini rear-wheel steering, has been designed for a race environment and a more intimate relationship between driver, car and track: the driver is fully in touch with the asphalt with feedback on the car’s behaviour at his fingertips. Every aspect of the STO’s





racing heritage and technology enhances its ability to corner faster, maximizing grip on exit: the Huracán STO is confirmation that races are won in corners rather than on straights.

Three new ANIMA driving modes

Three new driving modes exemplify the Huracán STO's racing spirit, focused on high performance driving environments: STO, Trofeo and Pioggia. The default STO mode is for road driving and fun on curving roads. Every aspect of the Lamborghini Veicolo Dinamica Integrata (LDVI) vehicle dynamics system is optimised for all road conditions and coupled with a road-oriented suspension setting. The fully-active ESC can be switched off for maximum driving fun while still supporting the driver.

In Trofeo mode, all systems are optimised for dry asphalt and the fastest lap times on track. The LDVI assures maximum performance through dedicated torque vectoring and performance traction control strategies for both straight sprints, in ESC ON mode, as well for lap timing, in ESC OFF. The new brake

temperature estimation algorithm (BTM) allows the driver to constantly check the braking system's temperature, and to manage wear of the system during its life cycle.

Pioggia (rain) mode optimises traction control, torque vectoring, rear-wheel steering and the ABS on wet asphalt. Traction control and the braking system are calibrated to minimise loss of grip and engine torque cut, with the LDVI system employing precise estimation to deliver only the torque needed in wet situations. The torque vectoring reflects the low adhesion conditions and ensures better cornering, while the suspension is calibrated to maximise grip and improve load transfer.

The new CCM-R braking system

The motorsports DNA of the Huracán STO is as evident in its braking system. With CCM-R brakes drawing on materials expertise from F1 applications to deliver superior durability, the CCM-R discs provide four-times higher thermal conductivity. Stress resistance is 60% higher compared to traditional CCB,

with maximum brake power improved by 25% and longitudinal deceleration by 7%. This results in robust braking consistency in all driving conditions: braking feels sporty, can be perfectly modulated, and thus is optimised for track use.

The Huracán STO interior – designed for purpose

The interior of the Huracán STO reflects the lightweight persona of the exterior: extensive use of carbon fibre features throughout the cockpit, including sports seats in full carbon fibre; an Alcantara interior with Lamborghini's Carbonskin; carpets removed and replaced by floor mats in carbon fibre; and the fully carbon fibre lightweight door panels with a doorlatch as opener. A roll bar with four-point seatbelts and a newly designed front trunk for helmet storage, underline the Huracán STO's racing DNA.

New Human Machine Interface (HMI) graphics feature on the Huracán's touch screen, which manages the car's functions including drive mode indicator, the LDVI system, tire pressures and brake temperatures. A

fully-connected telemetry system allows pilots driving their Huracán STO on racetracks to monitor and record their performance and to analyze the data via the Lamborghini UNICA app.

Owners of the Huracán STO can fully personalise

both the exterior and interior of their race car-on-the-road via a rich Ad Personam personalization program, with limitless paint and trim combinations as well as race-style vinyls. The concept of a personalised livery is inherent in the design of the Huracán STO, just as

Huracán Super Trofeo race cars line up in their unique colours and designs on the starting grid. The launch livery of Blu Laufey and Arancio California exemplifies the Huracán STO's young and sporty racing spirit.



THE ALL-NEW GENESIS G80 DIGITAL REVEAL

LEADING DESIGN AND LUXURY-FOCUSED TECHNOLOGY



The All-new Genesis G80 made its Middle East & Africa digital reveal premiere today. It represents the third generation of the brand’s executive sedan.

A Luxury Competitor, Regarded for Quality, Safety

Genesis has expanded its presence in the global luxury car market to include the U.S., Canada, Russia, Australia and Middle East and Africa in addition to South Korea. Several recent accolades include:

Athletic Elegance Elevated

The story of the G80 begins with the brand’s emblem which inspires the crest grille and Quad Lamps, the distinctive face of every Genesis.

“The All-new G80 is the centerpiece of our lineup perfectly weighing athletic and elegant characteristics.

This represents the clearest interpretation yet of the Genesis brand identity,” said SangYup Lee, Senior Vice President, Head of Global Genesis Design. “Our goal is to offer unique, design-inspired experiences for our customers.”

On the side, the Parabolic Line, which begins at the front Quad Lamp and gradually runs lower to the rear through the top of the door, is inspired by the elegant look of several venerable classic cars. This elegant line is counter-balanced by athletic “power lines” emphasizing the strength of fender volume and the upfitted 18 and 19-inch wheels. In addition, the chrome trim beginning from behind the front wheels stretches out along at the bottom of the door, crosses the side sills and swells upwards to the rear, strengthening forward

visual motion.

The rear view features a dramatic, tapered look – highlighted by a sloping decklid and rear Quad Lamps which visually link to those in front. Chrome decor at the top of the trunk stretches the full-width repeating the theme of the Genesis emblem, while the dual exhaust finishers reference the Crest Grille design.

The steering wheel and sleek, thin air vents run across the passenger compartment splitting it into the panoramic area above and the control area below. The number of hard buttons and switches was intentionally kept to a minimum, both for aesthetic purposes and ease of use.

In the panoramic area, a heads-up display, a 12.3-inch 3D cluster and a 14.5-inch infotainment system

display necessary information while driving.

G80’s leading interior space has been further developed. Both headroom and legroom were increased by lowering the seating height of the second row, allowing for both more interior room and a more dramatic roofline. Completing the space, the G80 features leather seating, steering wheel surfaces, soft-touch fabrics and coatings as well as open pore wood trim finishes.

Dynamic Luxury Begins with a Solid Foundation, Powertrain Innovations

The G80’s platform represents a brand-exclusive, third-generation, rear-wheel drive platform with a design that lowers the body and the center of gravity to secure a wider cabin and improved driving stability.

“The All-new G80 brings all the existing strengths from the previous generations all the while upgrading

the powertrain, platform and communication system with the state-of-the-art technologies,” said Albert Biermann, President, Head of Research & Development Division at Hyundai Motor Group. “It is a true, authentic Genesis.”

The use of lightweight materials was a distinct focus. Aluminum is used for about 19 percent of the body, reducing the weight by 110 kg compared to the previous one, thus increasing fuel efficiency and performance.

Engineered for world markets and customer needs, the G80 features two powertrains in the Middle East & Africa:

2.5-liter turbocharged Inline-4: 304 horsepower (PS), 43. 0 kgf-m torque

3.5-liter turbocharged V6: 380 horsepower (PS), 54.0 kgf-m torque

And because performance doesn’t mean acceleration to everybody, acoustic glass is utilized for the windshield and all doors. Similarly, the G80 features improved door sealing, new engine compartment sound insulation and resonant sound-reducing glass to ensure indoor quietness and class-leading, low levels of noise (NVH). In addition, the Electronically Controlled Suspension with Road Preview, enhances ride quality by reducing road impacts using information supplied through the front camera.

Cutting-Edge Safety Technology

In keeping with the brand’s safety platform, G80 applies standard active and passive safety systems, as part of a brand-level engineering commitment to passenger security. State-of-the-art, advanced driver-assistance systems (ADAS) include:

Forward Collision-Avoidance Assist (FCA) : This





system may help automatically bring G80 to a stop in certain situations where there is a risk of collision with an approaching vehicle detected on the left or right side of the intersection. G80 may also help detect potential collision risks in certain situations where a pedestrian is detected in close proximity to the vehicle while in motion, for example.

Blind-Spot Collision Avoidance Assist (BCA) : BCA is essentially a Blind Spot Monitor with active capabilities. BCA helps reduce the chance of potential impact with a moving vehicle and may alert the driver if a vehicle is detected in the driver's blind-spot.

Surround View Monitor (SVM) System : Video images of the area surrounding the vehicle can be viewed to assist in safe parking.

Safe Exit Assist (SEA) System : This system detects vehicles approaching from the rear and cautions passengers about to open the door to exit the vehicle. In addition, it will activate the electronic child safety

lock feature to keep the doors closed until the approach vehicle has passed.

Lane Following Assist (LFA) System : This helps assist steering to keep the vehicle centered in its current lane. A complement of 10 air bags includes front and side airbags as well as a center airbag, between the front seat occupants, that helps prevent secondary contact between occupants in a side impact

In addition, the Genesis safety platform works to integrate communications between around 40 controllers in real time to help ensure the right response in various scenario.

Next-Generation, Technology-Enabled Luxury

The G80 offers a high level of convenience to drivers with a suite of new technology. Each new feature is focused on further and seamlessly integrating the G80 with its client's lives. A selection of highlighted features includes:

The Genesis Touch Controller, located on the center console allows users to control the various infotainment systems easily without having to repeatedly touch any buttons or screens. Its handwriting recognition system helps users set a destination or enter a phone number simply by using handwritings instead of typing into a keyboard.

The 12.3-inch 3D cluster recognizes the driver's eyes and provides various driving information and can also be converted to 2D screens on the driver's preference.

The touch-type climate control panel (including haptic feedback), which can control both front and rear seat air conditioning/ heating, features an air purification system that drastically reduces the level of fine-dust in the vehicle through sensors, prefilters and advanced combi filters.

A 14.5-inch touchscreen infotainment system.

With an eye toward the senses, luxury-focused items include:

The driver's seat is equipped with an ergo motion seat function featuring seven air cells, which enables optimum seating for each driving mode and reduces fatigue via a stretching mode and automatic posture correction functions.

Ambient mood lamps applied throughout the interior add sensitivity to the passenger space in various colors.

The Lexicon sound system allows passengers to enjoy the vivid sound effects of a concert, such as "Quantum Logic Surround Audience Mode/Stage Mode," adding

to the joy of listening.

The rear seats can slide forwards and backwards to adjustment while the seats' heating and ventilation system is linked to the vehicles speed, which automatically controls the blower speed to provide passengers with more meticulous care.

The driver can also easily control heating/ ventilation of all seats via the main climate control panel.

From a sound standpoint, Genesis has enhanced the engine's sound with its Active Sound Design

(ASD), standard on G80 gasoline engines, adding an additional level of customization.

The dual rear-seat touchscreen displays, allow right and left rear seat passengers to use video and audio inputs independently, enabling them to enjoy content that suits their preferences.

An automatic, twin-filter air purification system is applied to the G80 which activates an air cleaning mode when cabin sensors detect certain fine-dust thresholds.



NEW JAGUAR E-PACE

DYNAMIC, ELECTRIFIED, CONNECTED



With a refreshed exterior, enhanced interior, the latest Pivi Pro infotainment, new vehicle architecture and a choice of powerful and efficient engines – including an advanced Plug-in Hybrid Electric Vehicle (PHEV)***** powertrain – the new Jaguar E-PACE is more assertive, connected, refined and efficient than ever.

The new P300e PHEV powertrain combines the 200PS 1.5-litre three-cylinder Ingenium petrol engine and a 109PS (80kW) Electric Rear Axle Drive (ERAD) motor. It provides the ability to drive up to 34 miles (55km) in zero emissions EV mode, with combined CO2 emissions from 44g/km and fuel economy up to 141mpg (2.0 l/100km) (WLTP TEH combined).

Inside, customers benefit from the latest Pivi Pro infotainment, which provides intuitive control of the vehicle systems with simplified menus and enhanced connectivity, including Software-Over-The-Air (SOTA) updates.

Enhanced exterior

The exterior design enhancements give Jaguar's compact performance SUV a more assertive stance and luxurious appearance. At the front the changes include a revised lower aperture incorporating a distinctive blade element. A new grille mesh design with diamond detailing is influenced by the Jaguar heritage logo and features a contemporary Noble Chrome finish, while new side fender vents feature the iconic Leaper

emblem.

New all-LED headlights feature 'Double J' Daytime Running Light (DRL) signatures, which are available with optional Pixel LED technology, delivering increased resolution and brightness. Adaptive Driving Beam capability evaluates the road ahead and automatically adapts the high beam pattern by selecting different LED segments to mask oncoming traffic or traffic signs, to optimise visibility and reduce glare without distracting other drivers.

Advanced LED technology is fitted to S models, while Premium LED headlights with Auto High Beam Assist feature on SE and HSE vehicles. The technology uses the forward-facing camera to automatically switch





between high and low beam, to avoid dazzling on-coming drivers. Rear Animated Directional Indicators are standard on S, SE and HSE models with front Animated Directional Indicators fitted to SE and HSE derivatives.

At the rear, the lower bumper features a new mesh insert which sits between the integrated tail pipes that are standard with four-cylinder petrol engines. All other engine derivatives gain new slim horizontal blade finishers. The all-LED rear lights are inspired by the all-electric

I-PACE and feature Jaguar’s chicane graphic, showcasing the advanced technology and modernity of the overall design.

In purposeful R-Dynamic specification, the new E-PACE features a series of distinct design elements for a more performance-focused look, while all models are available with the additional Black Exterior Pack, which delivers an even more dynamic appearance with bespoke elements finished in Narvik Black.

Beautifully crafted interior

The interior of the new E-PACE features heightened luxury, enhanced connectivity and greater refinement. At the heart of the new interior is the integrated 11.4-inch curved-glass HD touchscreen at the centre of the dashboard, which controls the new Pivi Pro infotain-

ment system. Chemically strengthened, the glass screen features two coatings; one which is anti-glare and a second which resists fingerprints.

Julian Thomson, Design Director, Jaguar said: “New E-PACE features key design elements from across the Jaguar family, enhancing the exterior and introducing beautiful new details to the interior. All this ensures the latest model has a more grown-up appeal while retaining its compact performance SUV sensibilities.”

The driver focussed interior also provides easier access to the larger stowage area in front of the new Drive Selector that houses the 15W wireless device charger. Driver touchpoints around the cluster are now wrapped in soft touch materials whilst the knee side contact area has been sculpted to provide improved luxury and comfort.

The new Drive Selector – just one of the many beautiful details – is lower and wider and features an upper section finished with ‘cricket-ball’ stitching, the lower part being made of precision-engineered metal for enhanced tactility.

Focus on materials extends to the metallic speaker accents and metallic vent finishes which, along with elements such as the metallic rotary dials, exemplify the premium interior.

A new steering wheel, which is influenced by the

design in the all-electric I-PACE performance SUV, features hidden-until-lit switches and metal gearshift paddles.

Heightened attention to detail is provided by an embossed Jaguar Leaper on the headrests while ‘Est.1935 Jaguar Coventry’ upholstery tags reference the history and heritage of the brand. Additional beautiful details include Jaguar animal print pattern in the central cubby area and in front of the drive selector.

Plug-in power and performance

New E-PACE utilises Jaguar’s Premium Transverse Architecture, which has been designed and engineered to accommodate the latest electrified powertrain technologies. This includes the new three-cylinder P300e PHEV***** powertrain as well as the next-generation four-cylinder diesel and latest petrol Ingenium engines, which feature Mild Hybrid Electric Vehicle (MHEV) technology.

Advanced features include intelligent All-Wheel Drive and smooth-shifting automatic transmissions, ensuring the new E-PACE delivers the confidence-inspiring dynamics, traction and refinement expected from a Jaguar.

The advanced 1.5-litre three-cylinder petrol engine is the latest member of the modular, flexible Ingenium engine family, and is available in E-PACE with both

PHEV and MHEV technology.

The lightweight new aluminium engine – 33kg lighter than the four-cylinder – delivers strong performance and refinement with low levels of friction which contribute to excellent efficiency and fuel consumption. The exhaust manifold is integrated into the aluminium cylinder head, this contributes to the rapid warm-up times and minimises the distance from the exhaust ports to the turbocharger’s turbine wheel for improved responses.

The new P300e PHEV powertrain combines the 200PS 1.5-litre three-cylinder Ingenium petrol engine and a 109PS (80kW) Electric Rear Axle Drive (ERAD) motor. This ensures impressive performance and efficiency, with 0-60mph in 6.1seconds (0-100km/h in 6.5 seconds), CO2 emissions from 44g/km and fuel economy up to 141mpg (2.0 l/100km) (WLTP TEH combined).

The compact ERAD motor is powered by a 15kWh lithium-ion battery located under the boot floor. When fully charged it provides up to 34 miles (55km) of all-electric range, enabling the new E-PACE PHEV to complete the average UK daily commute, to and from work, of 18.8 miles (30.2km) in EV mode without requiring a recharge****.

On both the three-cylinder petrol, and four-cylinder petrol and diesels, the MHEV system uses a Belt integrated Starter Generator (BiSG) in the engine bay to harvest energy usually lost when slowing and braking, which is then stored in a 48V lithium-ion battery located beneath the rear loadspace. It is able to redeploy the stored energy to assist the engine when accelerating and delivers a more refined and responsive stop/start system.

With MHEV technology, the new 160PS 2.0-litre three-cylinder Ingenium petrol engine (FWD only) achieves CO2 emissions from 181g/km and fuel economy up to 35.2mpg (8.0l/100km)**.

Dirk Lorenz, Chief Product Engineer, Jaguar, said: “The new Jaguar E-PACE is available with a comprehensive choice of powertrains to suit any requirement while the new Premium Transverse Architecture ensures the exceptional performance, ride, handling and comfort expected from a Jaguar.”

The new E-PACE is also available with the next-generation 2.0-litre four-cylinder Ingenium diesel and the latest 2.0-litre four-cylinder Ingenium petrol

powertrains, paired with MHEV technology, AWD and nine-speed automatic transmissions.

The 204PS MHEV produces 430 Nm and is capable of covering 0-60mph in 7.9 seconds (0-100km/h in 8.4 seconds) while returning up to 43.9mpg (6.4 l/100km) with CO2 emissions from 169g/km**.

The latest powertrain features a selection of advanced engine technologies to enhance refinement and efficiency, including high strength steel pistons for the first time. They reduce friction while a variable vane turbocharger and the new 2,500 bar piezo common rail injection system, which delivers even finer control of fuel delivered into the cylinders, also optimise efficiency.

The 2.0-litre four-cylinder Ingenium petrol engine is available in three power outputs, all featuring MHEV technology. The 200PS version produces 320Nm of torque and will complete 0-60mph in up to 8.0 seconds (0-100km/h in 8.5 seconds), while the 249PS, 365Nm powertrain will complete the same 0-60mph benchmark in up to 7.0 seconds

(0-100km/h in 7.5 seconds).

Heading up the petrol engine range is the 300PS variant. Available exclusively in the 300 SPORT, it produces 400Nm of torque delivering 0-60mph in 6.6 seconds (0-100km/h in 6.9 seconds).

The advanced powertrain features the latest engine technologies including intelligent Continuous Variable Valve Lift (CVVL), which works alongside Variable Cam Timing (VCT) technology supported by a twin scroll turbocharger for a strong combination of refined performance and efficiency.

Chassis and transmission

Significant updates to the body architecture of the new E-PACE deliver enhanced dynamics, comfort and convenience. The new Premium Transverse Architecture features new engine mounts, which contribute to an improvement in throttle response.

The new architecture also provides improved front suspension attachment point stiffness, delivering a more comfortable ride while retaining trademark Jaguar agility. The structure reduces vibration and harshness across the whole cabin, making it a tranquil sanctuary for all occupants, while also reducing cabin noise for enhanced comfort and refinement.

The majority of models feature Jaguar’s intelligent all-wheel-drive system, with three-cylinder AWD

models mated to eight-speed automatic transmissions, four-cylinder models using nine-speed automatic transmissions. Ratios are closely-spaced for immediate response, with manual control facilitated by using the zinc-alloy steering wheel shift paddles for added driver engagement.

The new E-PACE’s AWD system utilises second generation ‘Standard Driveline’ technology, which automatically distributes the torque between the front and rear wheels to ensure traction is always maximised.

For the first time, Standard Driveline features Driveline Disconnect technology. During steady state cruising, the setup disengages the AWD system, sending power only to the front axle, delivering increased fuel efficiency.

Exclusive to the 300 SPORT, Jaguar’s second-generation Active Driveline AWD system delivers accomplished all-wheel traction with trademark dynamic capability.

Like the Standard Driveline setup, the Active Driveline AWD system is able to transfer torque between the front and rear axles. Further to this, at the rear axle, two independent electronically-controlled wet-plate clutches are able to distribute torque across the rear wheels, with the capability to direct 100 per cent of that torque to either rear wheel in 100 milliseconds (0.1 seconds).

All E-PACE models have Jaguar Drive Control featuring Comfort, Eco, Rain-Ice-Snow (on FWD models) and Dynamic modes, which can be chosen manually by the driver based on the road conditions. The settings, selected through a toggle switch next to the all-new Drive Selector, adapt the E-PACE’s steering, transmission, throttle and (when specified) Adaptive Damping calibrations.

Additionally, new Adaptive Surface Response, which replaces Rain-Ice-Snow mode on all AWD models, automatically determines the most appropriate of three separate settings by monitoring the surface conditions every tenth-of-a-second and reacting within half a second.

The E-PACE uses Jaguar’s sophisticated Integral Link rear suspension concept. The Integral Link architecture separates lateral and longitudinal forces, providing the optimum combination of responsive steering and handling with longitudinal impact absorption and refinement.



Cutting-edge connected technologies

The new E-PACE features Jaguar’s advanced Electronic Vehicle Architecture, dubbed EVA 2.0, which supports a range of new technologies to ensure the vehicle is always connected and always up to date. The latest Pivi Pro infotainment technology is accessed through a new curved glass 11.4-inch HD touchscreen. Key benefits include enhanced clarity – the screen is three times brighter and 48% larger than the previous screen – and the simplified menu structures allow drivers to access or view up to 90 per cent of common tasks from the homescreen in two taps or less. To enable almost instantaneous start-up, Pivi Pro has its own dedicated power source, so navigation is ready as soon as the driver is behind the wheel, while the embedded apps available – including Spotify, Deezer and TuneIn – provide full functionality even without your smartphone. Further connected features include

Google and Microsoft Outlook calendar integration which enables the driver to view work diaries and even join important calls through the hands-free system. Pivi Pro connectivity is provided by the latest dual-sim technology with two LTE modems enabling the system to carry out multiple functions at the same time, such as streaming media and downloading SOTA updates, without compromising performance. The cutting-edge connectivity also ensures minimal interruptions caused by coverage blackspots as it roams across network providers for the strongest signal. Advanced SOTA connectivity enables customers to download and install software updates without having to visit a Jaguar retailer. Updates are downloaded in the background, with customers notified by an alert detailing the key changes. For updates that require the vehicle to be switched-off, customers can schedule a convenient time for installation. Pivi Pro is fitted as standard to S, SE and HSE models and is optional on the core E-PACE derivative. Stand-

ard on this entry model is Pivi infotainment which supports navigation functionality via the driver’s smart-phone using Apple Carplay®. Pivi also features Android Auto™ as standard. Complementing the central 11.4-inch touchscreen is the latest 12.3-inch HD Interactive Driver Display with enhanced graphics and a configurable layout which can show full screen navigation mapping with turn-by-turn instructions, digital dials, media, contact list or infotainment details. The interactive driver display works in conjunction with the latest generation full colour TFT Head-up Display which is brighter, with a larger information area and enhanced resolution. Cabin Air Ionisation improves interior air quality through Nanoe technology, which removes allergens and unpleasant odours. The advanced system features PM2.5 filtration, which captures ultra-fine particles – including PM2.5 particulates – to improve occupant health and wellbeing and is activated by pressing the

‘Purify’ button within the central touchscreen. For enhanced convenience, the second-generation wearable Activity Key can be used to lock, unlock and start the vehicle without the need for the conventional key fob to be present in the vehicle. The rechargeable device incorporates a watch and has a battery life of seven days between charges. The new E-PACE also features Jaguar’s ClearSight Interior Rear View Mirror technology for the first time. The system brings improved convenience by ensuring the driver has an unobstructed view of the road behind. Using a wide angle rear-facing camera, the system feeds images to a high-definition screen within the frameless rear view mirror; unhindered by tall rear passengers, poor light or rain on the rear screen. The latest 3D Surround Camera technology delivers advanced 3D functionality using the latest camera

technology to provide more detail and a choice of real-time viewing options when manoeuvring the vehicle. The selection of settings includes Junction View, 3D Perspective View, and ClearSight Plan View. Jaguar’s Driver Condition Monitor technology is able to detect if the driver is beginning to feel drowsy and alert them to take a break. The technology uses inputs from thousands of data points, some of which are measured every one thousandth of a second – including steering, pedal inputs and general driving behaviour – to detect signs of tiredness. In addition, Adaptive Cruise Control maintains a set distance to the car in front, for more relaxed, enjoyable and less tiring long distance journeys. **300 SPORT** The new range-topping 300 SPORT is exclusively powered by the 300PS petrol engine and is capable of

0-60mph in just 6.6 seconds (0-100km/h in 6.9 seconds). It features a selection of the latest technologies for enhanced performance, including Active Damping, Adaptive Dynamics, Active Driveline and Configurable Dynamics. Available in all exterior colours, it features 20-inch five-spoke Diamond-turned with Black accent wheels, Black Exterior Pack and powered tailgate. On the inside, illuminated Jaguar treadplates, Meridian Audio, Ebony Suedecloth headlining and R-Dynamic Taurus Sport seats in Ebony, Cloud or Deep Garnet all help to set the 300 SPORT apart. Customers can choose from S, SE and HSE trim levels and all are available in R-Dynamic specification. Optional on all models is the Black Exterior Pack. Also available is the new 300 SPORT specification.



All-New Nissan X-Terra 2021

Joins Middle East SUV Lineup



Solidifying its strong presence in the SUV market, Nissan today unveiled the all-new Nissan X-Terra 2021 in the Middle East. Launched via a virtual event, the tough yet sophisticated vehicle promises to be an ideal partner for customers seeking exciting outdoor adventures.

The launch also takes forward the Nissan Next transformation journey, which began earlier this year with the global launch of the Nissan Ariya and continued with the unveil of the Nissan Z Proto in September.

Built on 70 years of unmatched Nissan SUV expertise, the all-new Nissan X-Terra 2021 reflects the evolution of four-wheel adventure travel and a growing consumer desire for connection. It effortlessly combines impressive strength with bold new design

and built-for-comfort roominess. Underlining this is breakthrough engineering and a suite of cutting-edge Nissan Intelligent Mobility (NIM) technologies to offer a superior driving experience and adventure-ready confidence for drivers to explore new places. Thierry Sabbagh, Managing Director, Nissan Middle East said: “At Nissan, we understand the value our customers place on staying connected to the people and places that matter to them – and we are committed to continue driving innovation within our SUV experiences. The all-new Nissan X-Terra 2021 is designed for adventures, with a roomy interior and advanced technologies to ensure safety and comfort, and empowers customers go anywhere, beyond boundaries.”

The all-new X-Terra delivers a robust four-wheel drive

system, including a four-wheel lock, brake limited slip differential and electronic locking rear differential – while leading the class in interior room and comfort. The SUV’s rugged frame facilitates its durability and practicality, while the future-forward aesthetics are exhibited in the quad LED projector lamps and a bold new V-motion grille. The revised rear and new LED taillights add to the all-new X-Terra’s athletic look, reflecting the Nissan Design team’s dynamic and modern philosophy.

“The all-new X-Terra demonstrates how sophistication and ruggedness can co-exist. We are proud to build a product that offers customers best-in-class riding comfort while also creating a relaxed and quiet setting for togetherness. We believe it will redefine what an SUV in this segment can do, and we are delighted to





expand the realm of possibilities for our customers,” Sabbagh continued.

A Design for Today’s Adventures

“The all-new Nissan X-Terra 2021 is a catalyst for new experiences, allowing our customers to connect with the people in their lives, and to confidently ‘Go Anywhere’ together,” explains Ken Lee, Senior Design Director for pickups and frame SUVs. “It addresses a variety of customer needs and all types of terrains as it is both good for city use, and great for an adventure with family and friends. Developed in line with the “unbreakable” frame vehicles design philosophy, it combines masculine solidity with sleek and modern execution.”

The styling of the all-new X-Terra was developed at the Global Design studio in Japan. Nissan designers work for various projects side by side allowing them to inspire one another. At 4.9m in length, 1.9m in height and just over 2.1m in width – with a ground clearance of 243 mm – the X-Terra looks right at home next to its bigger sibling, the Patrol, and borrows some design elements.

The front face resembles the Patrol with the powerful new V-motion grill, with its thick frame contrasting with the refined horizontal chrome bars within. The proportions of the all-new X-Terra are strong and bold. The hood is tall and horizontal, the body is muscular, and the driver sits up high for a commanding road presence.

The overall image is imposing and rugged, but designers have also added expressions of sophistication and technology. This is underlined by the unique

C-shaped LED signature headlamps, similar to those of the Patrol, but evolved and interpreted in a new way for the all-new X-Terra. The quad LED projector lamps, like ice-cubes, have a high-tech vibe. Each one is intricately framed in its own bezel, showing off an attention to detail.

The front bumper with its unique layers overlapping each other creates an overall protected, yet sophisticated feeling. Combined with sleek, high tech headlamps and a powerful grill creates a distinctive front face that looks tough, modern, and upscale. In the rear, the width of the vehicle is highlighted by the strong horizontal movement of the tail lamps. The wide LED signature rear lamps and the characteristic chrome center finisher further emphasize its strength and width. Like its Patrol sibling, the rear bumper uses squared-off shapes to show that the all-new X-Terra is well protected.

Taking a closer look at the wheels, the titanium grade models will come equipped with 17-inch alloy wheels, while the platinum grade will come with a set of 18-inch machine cut alloys. Chrome side steps and a chrome auto folding mirrors complement the overall look, alongside the fender vent and smart roof rail. The all-new X-Terra will be available in seven exterior colors, including bright brown and burgundy. The upscale exterior is matched by premium black and light grey interior colors that add to the richness of the vehicle, along with a choice of cloth or leather seat fabrics, depending on the grade.

The instrument panel has a full-width horizontal design, with its movement stretching from door to

door to emphasize the spaciousness of the cabin. The shapes are bold and strong yet finished in comfortable soft-touch materials. The big 9-inch intuitive touch-screen display screen dominates the center, with big, user-friendly dial controls for audio and ventilation functions while the layering of the different materials, including the dynamic silver finisher, adds an extra level of sophistication.

Go Anywhere Capability

While it was important to make the all-new Nissan X-Terra look rugged, it was vital that the capability underneath the skin lived up to its design. It is indeed the most capable in its class in a number of categories including acceleration, while achieving a competitive fuel economy of 11.4km/L.

The all-new X-Terra is equipped with a versatile ladder-frame chassis, reinforced to give it greater rigidity for an authentic off-road drive. It also features a five-link coil spring rear suspension system and rigid rear-wheel axle, ensuring that comfort and convenience are not compromised by its strength and durability.

Powering the all-new X-Terra is a 2.5-liter four-cylinder petrol engine with a seven-speed automatic transmission. The petrol engines deliver 124kW /165 hp and 241Nm of torque that ensures an exciting drive of speed and acceleration.

The SUV also features a dial on the system that allows drivers to quickly shift from two-wheel drive to a 4x4 drive – providing maximum fuel efficiency on the highway to confidence and control during adverse weather conditions.

To give you full control and maximum confidence, a number of features have been included in the all-new X-Terra including Hill Start Assist and Hill Descent Control.

Additional Smart features like Brake Limited Slip Differential, and Electronic Locking Rear Differential will give drivers the courage to start any adventure.

Sophisticated, Tech-Forward Interior

Having a strong and dependable SUV doesn’t mean passengers miss out on comfort and modern features. From the Zero Gravity seats to the stadium seat layout of the second and third row, families and large groups can ride comfortably with best in class interior volume.

The first-class treatment continues with individual climate controls for each row to help passengers always

stay cool, along with the subtle glow of ambient lighting. At high speeds, the cabin stays quiet thanks to significant sound deadening efforts around the engine compartment, while wind and road noise is kept in check due to acoustic glass on both the windshield and side windows.

It was also important to make it as easy as possible for young and old alike to get in and out of the rear seats with a remote fold-down second row feature, while the third row has a single action fold-down to easily convert to more cargo space.

The all-new X-Terra’s 60/40 split-folding second row and a 50/50 split third row give plenty of cargo-carrying options, while folded-down second and third rows creates a completely flat cargo floor.

Drivers are treated to an upscale center console and dashboard with brilliant displays. A 7-inch TFT Meter is located in the center of the instrument cluster and allows for access to navigation, audio, car settings and five other information screens including an off-road meter that helps the driver quickly see the tilt of the vehicle and tire angle. The TFT also displays English and Arabic languages. Across the region, an 8-inch center display screen and infotainment system are standard for the Titanium grade, while a 9-inch infotainment system with navigation is available for the

Platinum grade.

The all-new X-Terra provides seamless connectivity to your smartphone, equipped with go-to apps such as Apple CarPlay and Android Auto. Passengers can keep all their gadgets powered up with wireless charging as well as USB ports including USB-C. Additionally, NissanConnect brings Bluetooth, navigation, voice recognition and more to the driving experience, while the Bose Premium Audio System takes advantage of the unique interior acoustics of the X-Terra to provide every passenger with the ultimate listening experience. An Intelligent Rearview Mirror is a class-first for the all-new X-Terra. A camera system creates an uninterrupted view of behind the vehicle to reduce stress for the driver when reversing, no matter how many passengers or how much cargo is taking up space inside the vehicle.

The ever-resourceful all-new X-Terra is also packed with features to keep the entire family entertained for hours. An optional 11-inch flip down monitor turns long road trips into a premium movie theatre, with HDMI connectivity to mirror your smartphone.

Safety-Minded

A number of active safety systems in the all-new Nissan X-Terra also make it stand apart from the competition. Lane Departure Warning, Blind Spot

Warning, Intelligent Forward Collision Warning, Rear Cross Traffic Alert, Intelligent Driver Alertness and Intelligent Emergency Braking are all available for the vehicle’s Platinum grade.

These features tell the driver when there is a possible danger — chiming when they stray out of their lane or when another car is in their blind spot or approaching while the vehicle is reversing. They also help to actively prevent issues by braking the vehicle when a possible collision is detected while driving.

Nissan’s Intelligent Around View Monitor with Moving Object Detection is another class-exclusive feature in the all-new X-Terra. It gives a bird’s-eye view of the X-Terra’s surroundings which is perfect for backing up and parallel parking and to determine any moving objects.

These advanced safety features along with the all-new X-Terra’s on-and off-road capability, comfort and the latest technology are a perfect match for today’s adventure-seeking SUV buyers.

Additional accessories available to purchase with the all-new X-Terra include an air purifier, welcome light, LED seat belt indicators, rear seat entertainment system, blind spot detection, door visor, trunk net and exhaust pipe finisher.



New Lincoln Nautilus

Brings Serene Design, Elevated Technology to Midsize SUV Category



In a world filled with noise and distraction, Lincoln introduces the new Nautilus showcasing the brand’s signature design, elevated technology and a new interior that brings a sense of calm and sanctuary to the midsize luxury SUV segment.

“Our focus continues to be on long-term, healthy growth, and despite the many challenges we’ve all faced this year, the Lincoln brand continues to build momentum and outperform around the world,” said Joy Falotico, president, Lincoln Motor Company.

“Global sales rose 17 percent year-over-year in the third quarter, we had our best October in 34 years, and we’re excited to keep building on that success with the new Nautilus.”

With the signature design elements inspired by the

horizon, Nautilus offers clients a serene, sanctuary-like interior. Nautilus’ smooth ride and handling enhance the midsize SUV’s effortless performance, while, intuitive technologies bring new levels of simplicity and connectivity. The 2021 Nautilus bring the new SYNC® 4* system on a 13.2-inch screen to the Lincoln portfolio.

“Nautilus plays a critical role in bringing new clients to the brand, especially those who are looking for the flexibility of a larger midsize SUV and appreciate the luxurious features and design that set Lincoln apart,” said Michael Sprague, North America director, Lincoln. “The intent for the new Nautilus was refinement, rounding out our distinct lineup of SUVs – truly creating sanctuary.”

Lincoln SUV retail sales again posted big gains in the third quarter of this year, with a 5.8 percent lift to 22,591 vehicles in North America.

In China, the luxury market is seeing a strong recovery, and Lincoln has delivered five consecutive months of year-over-year and month-over-month increases. Nautilus will be Lincoln’s third locally produced vehicle in China for the China market.

Horizontal lines and neutral tones bring modern elegance to Nautilus

With a coast-to-coast view from the cabin that mirrors a classic view of the horizon, the new interior design of the 2021 Nautilus provides a calming environment, consistent with Lincoln’s Quiet Flight DNA.

“As we worked to design the new interior, we wanted





to focus on creating elements that could complement each other,” said Robert Gelardi, interior design chief, Lincoln. “We felt that a horizontal emphasis added a sense of calm to the interior – linear, but not disruptive – and a greater sense of harmony overall.”

Accentuating the horizontal lines, Nautilus receives the new SYNC® 4 system on an all-new 13.2-inch center stack screen – the largest available across the Lincoln brand and among the largest in the segment, while adding the brand’s signature piano key shifter.

Sophisticated colors and materials serve to complement the design in the new Nautilus. Two new standard interior colors in addition to two Lincoln Black Label themes – Chalet and Flight – provide elegant choices for the discerning Nautilus client.

Sandstone, a new color family across the portfolio, showcases neutral tones with higher color contrasts varying from light to dark. Black Ebony returns with new Roast accents on the seats, doors and console armrests, as well as the mid-horizontal instrument

panel, and luxury brown tones harmonize with black contrasts, real wood finishes and bright chrome accents.

The Black Label Chalet theme evokes contrasting pleasures of mountain slopes and the warm comfort of an après-ski lodge, with Espresso and Alpine Venetian leathers and deep Silverwood appliquéés, while Flight, available next year, harmoniously combines rich leathers and other materials to give the sensation of taking to the skies.

“It has been a collaborative process from the beginning between the color and materials team and the design team to ensure that that the new themes really sweep the cabin with color in all the right areas and round out the design in a harmonious way,” said Ronni Celoto, Lincoln color and materials design manager.

With a more polished, refined front end, three new exterior colors are available for Nautilus – Asher Gray, also available in a sleek Monochromatic Package, Green Gem and signature Lincoln Flight Blue.

Intuitive technology for effortless connectivity

Making its Lincoln debut, SYNC® 4 arrives with even more simplicity and connectivity on the 13.2-inch horizontal center stack screen designed to inspire confidence and help keep clients connected. Phone As A Key technology, now available across the 2021 Lincoln lineup, comes new to Nautilus and is activated through the Lincoln Way™ app*, allowing clients to start and drive their Lincoln using their compatible smartphone – no traditional key necessary.

With a new, Lincoln-exclusive Constellation theme inspired by the night sky, new SYNC® 4 brings together blue hues with beautiful pops of orange to mimic the horizon.

Removing the need to plug-in a mobile device, SYNC® 4 provides clients with a curated listening experience with SiriusXM** with 360L and a digital owner’s manual. Combining conversational voice recognition with internet search, clients can seek the latest

information using their natural voice. This new system also enables secure, Over-the-Air Updates to bring the latest technologies and improvements to SYNC® 4 and the modem with little-to-no action from clients.

Smooth, gliding power

An available 2.7-liter twin-turbocharged V6 engine offers a blend of power and refinement, delivering 335 horsepower and 380 lb.-ft. of torque***. The 2.0-liter turbocharged four-cylinder remains standard, with

its 250 horsepower and 280 lb.-ft. of torque***. Both engines include standard Auto Start-Stop capability and an 8-speed transmission for smooth acceleration and an effortless drive experience.

The new Nautilus comes standard with Lincoln Co-Pilot360™**** and available Lincoln Co-Pilot360™Plus which features a 360-degree camera with a front sensing system, Adaptive Cruise Control with stop-and-go and lane-centering technology, Distance Alert/

Distance Indication and Enhanced Active Park Assist and Evasive Steering Assist.

Nautilus debuts with a unique 360-degree digital experience – available at Nautilus2021.com – inviting clients to find a moment of calm and immerse themselves in the sanctuary of the new Lincoln Nautilus creatively set in serene settings.



New 2021 Toyota Fortuner

Pairs stylish design and advanced con-nected technology with off-road capabilities



Introducing a refreshed design and upgraded features that promise a more refined experience for drivers and passengers, Al-Futtaim Toyota, the exclusive Toyota distributor in the UAE, has today launched the new Toyota Fortuner. The seven-seater Sports Utility Vehicle (SUV) builds on the model's heritage as a stylish yet durable SUV with four-wheel-drive powered off-road capabilities.

The new Fortuner's exterior design has been notably enhanced, with its large front grille and silver bumper strips creating a stronger sense of rigidity and dependability. The SUV's appearance also benefits from newly designed Light Guiding Headlights with Daytime Running Lights, together with a pair of stylish LED Guiding Taillights that make it stand out after dark.

Drivers and passengers can enjoy a range of intelligent features designed to increase convenience and safety that not only make for a highly comfortable drive, but also a more elegant way to get out there and explore. These include an 8-inch touchscreen infotainment system that comes with Apple CarPlay and Android Auto compatibility, as well as the T-Connect app by Toyota with Connected Service. The innovative T-Connect app creates a seamless connection between the vehicle and driver to offer peace of mind in all driving conditions and make car maintenance a much simpler task. The driver can also view vehicle information such as mile-age, warning, fuel consumption and cruising range on the T-Connect Smartphone APP. The Fortuner is available with a choice of highly effi-

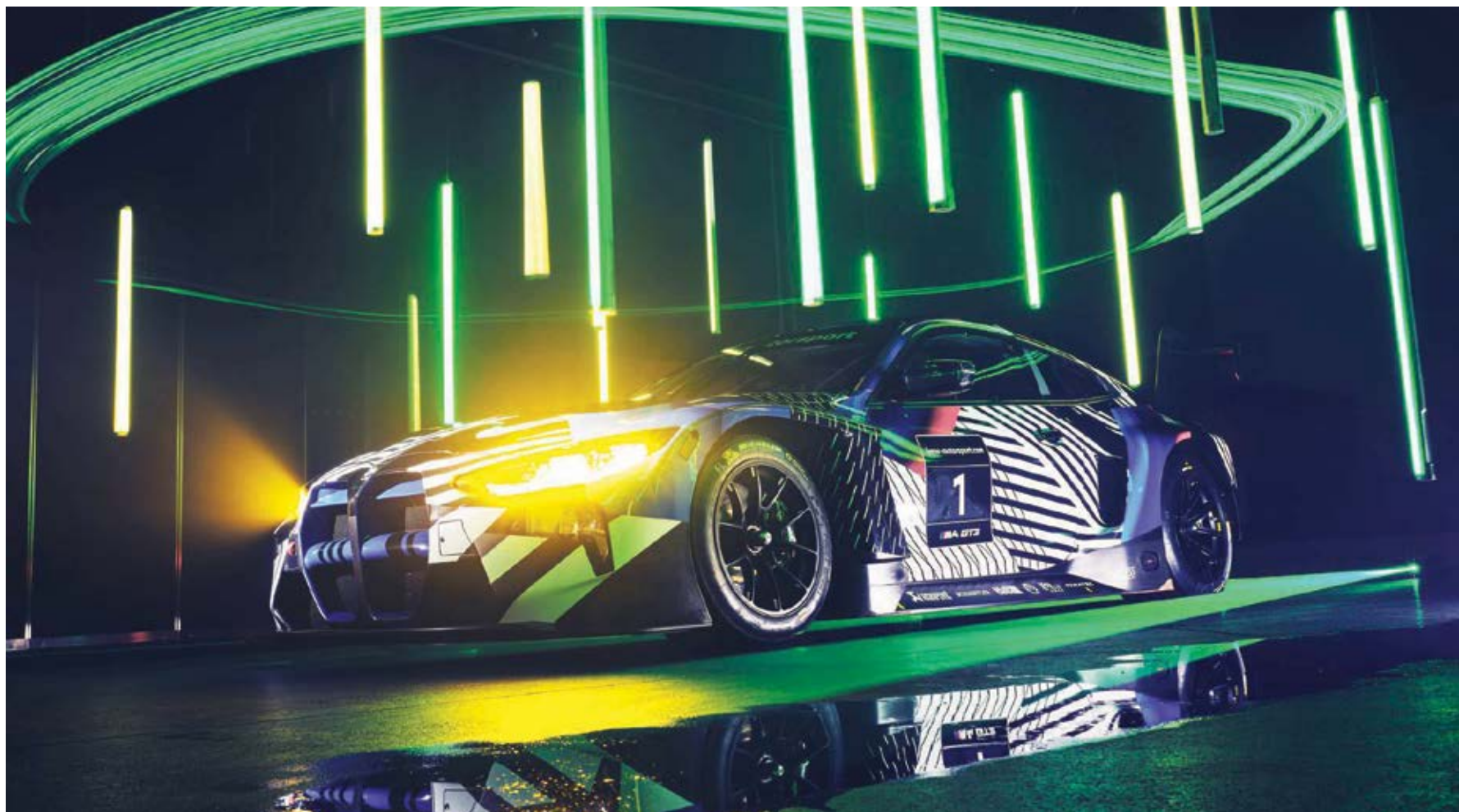
cient petrol engine options. The petrol engines include a 2.7-liter four-cylinder engine, which produces 164 hp and 245 nm of torque, and a 4.0-liter V6 engine that churns out 235 hp and 376 nm of torque. The Fortuner's 6-speed automatic transmission maximizes engine potential and features multi-stage gears that are optimized to improve drive force in the low-speed range. The gear ratios have been set to provide a strong acceleration with powerful torque, making the car highly capable for off-road adventures. As with any other Toyota model, safety remains a top priority for the new Fortuner, which incorporates a comprehensive array of features designed to protect its occupants. These include SRS airbags for the front seats along with a knee airbag for the driver, Vehicle

Stability Control (VSC), Electronic Brakeforce Distribution (EBD), Tire Pressure Warning System (TPWS), Hill-start Assist Control (HAC), among many others. Available in eight distinctive exterior colors, the new Fortuner provides customers with the opportunity to express their individuality. These include the new Sparkling Black Pearl CS, which offers a classic stylish look while emphasizing the SUV's commanding presence. Meanwhile, the interior is available in Chamois creating a warm atmosphere and contributes to the vehicle's premium feel. Further expressing its elegant yet sporty character, the new Fortuner comes equipped with a choice of 17-inch or redesigned 18-inch alloy wheels.



Strong and innovative technology

Partners for the new BMW M4 GT3



The development of the new BMW M4 GT3 is in full swing – and BMW M Motorsport can count on the support of a number of proven, strong technology partners. They are contributing components for various areas of the new GT3 flagship. The collaboration with these technology partners is set to run for several years. “We can all hardly wait to see our teams in action with the BMW M4 GT3 at racetracks around the world from 2022,” said Markus Flasch, CEO of BMW M GmbH. “We want to provide our racing customers with a car with which they can seamlessly follow on from the success they have enjoyed with the BMW M6 GT3. We also want to impress more customers with the BMW M4 GT3 and win them as teams. The new car offers state-of-the-art technology, thanks in no small part to our technology partners. They are among the best in their respective fields, and we are delighted that they are supporting us in the development of the BMW M4 GT3 with their specific expertise and components. This is the perfect basis for a successful

new race car.” Shell and Akrapovič are among the long-term technology partners of BMW M Motorsport, and are also involved in the BMW M4 GT3. As ‘Premium Technology Partner’ of BMW M Motorsport, Shell Lubricants contributes state-of-the-art lubricants and transmission oils, and also provides the fuel for tests. Slovenian company Akrapovič is the leading manufacturer of premium exhaust systems and has its roots in motor racing. Akrapovič has been an established name in international motorsport for almost three decades and, with its innovative exhaust systems, has been instrumental in countless titles and race wins for its motorsport partners. Endless Advance Co. Ltd. is ‘Official Partner’ in the field of brake technology. The Japanese company, its European subsidiary Endless Brake Technology Europe AB, and BMW Motorsport have already worked together for several years. Endless plays its part in the BMW M4 GT3 project with the development of

sophisticated racing brakes and also provides technical support. Another innovation in the BMW M4 GT3 is the new hydrostatic modular clutch actuator from Schaeffler. This technology, which heralds the next generation of clutch automation, has recently been introduced in production vehicles and has impressed from the word go. The Schaeffler clutch actuator is now finding its way to the racetrack in the BMW M4 GT3 and, with its innovative technology, will allow far more dynamic starts. When it comes to the chassis, BMW M Motorsport is also extending its collaboration with two proven technology partners to include the BMW M4 GT3. Special springs from H&R and racing dampers from chassis manufacturer KW automotive will ensure that the new race car holds the road perfectly in any conditions.

Groundbreaking passenger protection

40 years ago, Bosch launched the electronic airbag control unit for cars



A collision, a loud bang, and the worst-case scenario has been avoided – that’s the easiest way to describe the benefits of an airbag. Playing a key role in this protective “detonation” is the airbag control unit. It functions as the control center for the lifesaving inflatable cushion. Forty years ago, Bosch joined forces with the Daimler-Benz AG to start production of the world’s first electronic airbag control unit – giving a decisive boost to passenger protection. “Bosch is a pioneer in automotive electronics and safety,” says Bosch board of management member Harald Kröger. “The electronic airbag control unit shows what we mean by ‘Invented for life.’” Since the start of full-scale production in December 1980, Bosch has manufactured more than 250 million airbag control units, constantly refining the technology all the while. The company’s accident researchers estimate that since the market launch of Bosch’s airbag control units, the front, side, and head airbags they deploy have helped save some 90,000 lives around the world. This makes them a key component of vision zero: no fatalities or serious injuries in road traffic. The right decision in milliseconds Using internal and external acceleration, yaw-rate, and pressure sensors, a state-of-the-art airbag control unit identifies the type of accident as well as its severity and deploys the airbag and belt tensioner as needed. In just ten milliseconds – ten times faster than a person can blink – the trigger algorithm interprets the sensor

data to determine whether the driver has simply hit the brakes, bumped into a parked car, jumped the curb, or if the vehicle has had a severe collision or is at risk of rolling over. If the situation is dangerous, the system ignites the pyrotechnic gas generator. Within 30 milliseconds, the airbag is fully inflated and can protect the driver and passengers. Today’s vehicles come with as many as nine airbags installed, which can be deployed individually depending on the accident scenario. Following a collision, the system also sends a signal to cut off the fuel supply, or, in electric vehicles, to disconnect the high-voltage battery. In addition, the system forwards information about the accident to other vehicle systems – for example eCall, which automatically calls emergency services after an airbag has been deployed. Since 1977, Bosch engineers have worked with automakers on the first electronic airbag control unit, putting it through more than 6,000 crash tests in 60 vehicle models. Today, more than 1.8 million crash simulations are necessary to prepare an airbag control unit for large-scale production in a vehicle model. The first airbag system, which went into production in December 1980 and then had its market launch in the Mercedes-Benz S-Class, consisted of three components – a voltage converter, an energy reserve, and a control unit – with a total of 170 parts. These controlled only an airbag and belt tensioner for the driver and

optionally for the front passenger. Today’s twelfth-generation airbag control units have just half as many parts and can manage up to 48 restraint devices, including various front and side airbags, knee airbags, and belt tensioners. Airbag control units and automated driving In the future, as the number of sensors in vehicles rises, applying the information they gather could ensure that airbags, belt tensioners, and other vehicle functions interact even better. Such an interaction might look something like this: the system swiftly recognizes an impending accident and, for example, automatically puts the occupants into a sitting position that reduces their risk of injury before the actual collision. It can deploy airbags and belt tensioners to provide the best possible crash protection for every person in the vehicle. Increasingly automated driving is one area where these possibilities are relevant, since at higher levels it opens up entirely new interior concepts and more room to move about, even for drivers: they may swivel their seat, turn to face the passengers, or get cozy in their seat. As seating arrangements in the vehicle become more flexible, it is ever more crucial to have very specific control of airbags and belt tensioners. In turn, this increases the complexity of the demands on the airbag control units that Bosch is already working on today. Even after 40 years, this particular bag of tricks is still far from empty.

Dubai Duty Free Anniversary

Marks it's with Sales Close to Dhs70 million (US\$19.175 million) in sales



Dubai Duty Free marked its 37th Anniversary in style as it welcomed passengers travelling through Dubai with a special 25% discount on a wide range of merchandise over three days from 18th to 20th December. The 72 hours anniversary sale, which was also extended to it Home Delivery customers, resulted in sales of Dhs69.990 million (US\$19.175 million). From a category point of view, Perfumes was the highest selling category with sales of Dhs17.613 million (US\$ 4.825 million) during the three-day period followed by Liquor with sales of Dhs8.624 million (US\$

2.363 million). Sales of Cosmetics reached Dhs8.179 million (US\$ 2.241 million) while sales of Watches topped Dhs7.891 million (US\$ 2.162 million). Sales of ticket for the Dubai Duty Free Millennium Millionaire and Finest Surprise promotions combined reached a staggering Dhs7.373 million (US\$2.020 million) over the 3-day period, making it the 5th most popular category. Commenting on the response to the 37th anniversary, Colm McLoughlin, Executive Vice Chairman & CEO of Dubai Duty Free said: “We are happy to see such a

positive result during our annual anniversary sale both in store and online. This is very much a “thank you” to our customers and while there have been less travelers than usual at Dubai International Airport, it was great to see them respond to this special offer. “I would like to thank everyone for marking this special occasion with us and a special thanks to our staff, who did a great job in serving the passengers and online customers alike,” he added. Over the three-day period a total of 104,698 sales transactions were recorded in store. Meanwhile online



sales doubled during the same period with the ‘Click & Collect’ service, which offers travelers the chance to order goods in advance of their flight, generating over Dhs6.944 million (US\$1.902 million) in the 72-hour period. A total of 6,331 orders were received in advance of customers travelling, with the most popular categories including Perfumes & Cosmetics, Liquor, Watches and Technology. Dubai Duty Free’s Home Delivery Service, which was launched in June of this year and is available for UAE residents, recorded Dhs3.964 million (US\$1.086 million) in sales with a total of 2,398 orders made. 12,917 units were sold to Home Delivery customers with the best-selling categories including Perfumes & Cosmetics, Fashion, Food, and Watches. The Dubai Duty Free Anniversary offer was first introduced when the airport retailer marked its 20th Anniversary in 2003 and continues to be popular over what is traditionally a busy travel period.



Dubai Duty Free Receives

its 14th Consecutive “Best Duty-Free Shopping in the World” at the 17th Global Traveler - GT Tested Reader Survey Awards



At the virtual award ceremony for the 2020 Global Traveler – GT Tested Reader Survey Awards, Dubai Duty Free was named as the “Best Duty-Free Shopping in the World” for the fourteenth consecutive year. Organised by FXExpress Publications Inc., the awards ceremony was hosted by Francis X. Gallagher, CEO & Publisher of Global Traveler and announced the winners for the 2020 FXExpress awards, including the GT Tested Reader Survey awards, The Trazees, the Wherever Awards and the Leisure Lifestyle Awards. Voted by the readers of Global Traveler, the monthly and AAM-audited magazine written exclusively for frequent business and leisure travelers, Dubai Duty

Free came out tops in the publication’s 17th Annual GT Tested Reader Survey Awards conducted between January-September 2020. More than 22,000 people responded to the survey that honors airlines, airports, duty-frees, hotels, loyalty programs and travel-related products in more than 80 categories. Commenting on the award, Dubai Duty Free’s Executive Vice Chairman & CEO, Colm McLoughlin said, “It is a great honor to receive our fourteenth “Best Duty-Free Shopping in the World” award from Global Traveller magazine and be recognised as the leading duty free in the world. This award is a testament to all the hard work that our team has undertaken, even dur-

ing these difficult times. Thank you to all the readers who voted for us.” Each year, Global Traveler conducts a survey that honors airlines, airports, duty-frees, hotels, loyalty programs and travel-related products in more than 80 categories. The GT Tested Reader Survey Awards are conducted based on an independently verified online survey of the readers of Global Traveler magazine, representing frequent travelers who average between 9 international and 11 domestic round-trip flights a year, with 72 percent regularly travelling in first and business class as well as staying up to 60 nights in hotels, mostly 4- and 5-star properties.



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