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MAGAZINE

MERCEDES-BENZ S-CLASS

LUXURY EXPERIENCED IN A COMPLETELY NEW WAY



Hyundai New Tucson
Best-in-Segment Features

Maserati MC20
New Super Sports Car

The all-new BMW 4 Series

sporty agility and stirring dynamics





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First Drive
Hyundai Dynamic New Tucson
 Best-in-Segment Features and Class-Leading Capabilities



First Drive
NEW JAGUAR XF
 BEAUTIFUL, LUXURIOUS, CONNECTED



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 The Brand's New Super Sports Car



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 Passion for quality and progressiveness

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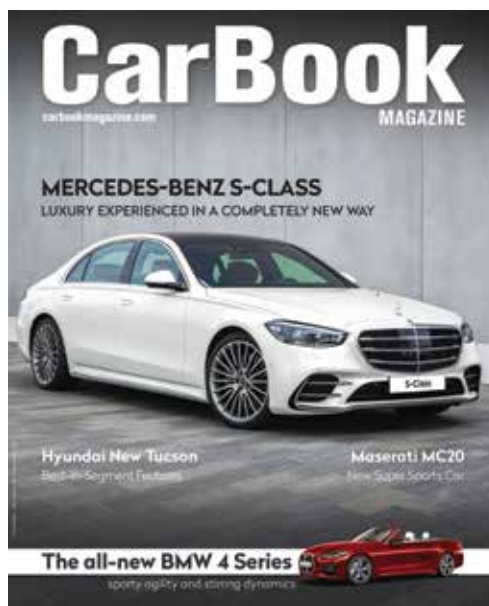
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ENSURING A SAFER DRIVE

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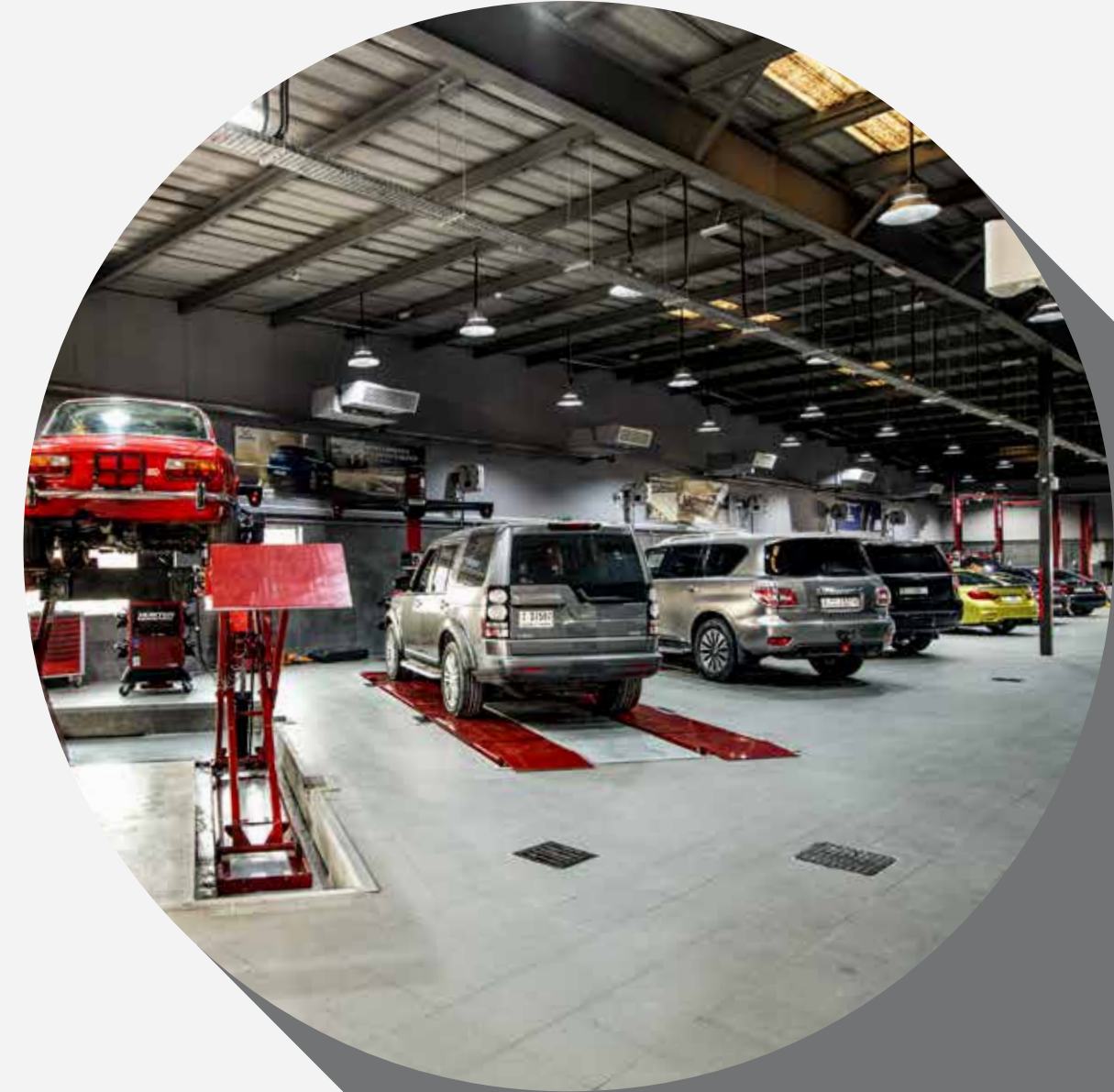
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The new Mercedes-Benz S-Class

Automotive luxury experienced in a completely new way



The S-Class stands for the fascination of Mercedes-Benz: legendary and traditional engineering expertise which defines the luxury segment in the automobile industry. The new S-Class can be experienced with all the senses – seeing, feeling, hearing and smelling – while offering numerous innovations in the areas of driver assistance, protection and interaction. Mercedes-Benz is shaping the next generation of individual mobility with innovations that place the focus on people. The new S-Class uses digitisation for a car that responds empathetically to the needs and wishes of its driver and passengers.

«The S-Class is the world's best-selling luxury sedan. With the latest generation we want to offer our customers innovation, safety, comfort and quality as never before,» says Ola Källenius, Chairman of Daimler AG and Mercedes-Benz AG. «The new

S-Class underpins our claim to produce the best automobile in the world», states Markus Schäfer, Member of the Board of Management of Daimler AG and Mercedes-Benz AG; responsible for Daimler Group Research and Mercedes-Benz Cars COO. «This is where covetable luxury meets the greatest possible safety and highest level of comfort.» The market launch in the Middle East will commence in January 2021. Modern luxury attains the next level in the interior of the S-Class. The designers have created a feel-good ambience with lounge character marked by elegance, high quality and lightness. The dashboard with its new architecture, modern surface design and ergonomic display arrangement is a particular highlight. But the feel-good aspect goes even deeper: with high ride quality and low noise levels as well as an extensive range of ENERGIZING Comfort programmes, the

S-Class looks after the well-being of its passengers. They also stay fit thanks to the effective air filtering system, which signals its newly gained capability with the new name ENERGIZING Air Control. The new Mercedes-Benz S-Class has become more intelligent in many areas, and the driving experience is at the next level. Digital innovations such as in MBUX (Mercedes-Benz User Experience) are joined by innovations that increase driving enjoyment while making driving even safer: among them are rear-axle steering with a large steering angle and safety innovations such as the rear airbag. As a new function of PRE-SAFE® Impulse Side, the active E-ACTIVE BODY CONTROL suspension can raise the vehicle body (on both sides) just before an impending side impact. Following systematic further development, the driving assistance systems are a





further step towards autonomous driving. Thanks to improved environmental sensors, for example, the parking systems give the driver even better support when manoeuvring at low speed. The integration into MBUX means that the level of visualisation has now entered a whole new dimension.

**Interesting facts & figures:
sometimes numbers say more than
a thousand words**

The turning circle is reduced by up to 1.9 metres with rear-axle steering compared to a model without it. The maximum steering angle is 10°. 27 languages are supported by “Hey Mercedes” with Natural Language Understanding (NLU). 30 loudspeakers and eight exciters are included in the Burmester® high-end 4D surround sound system. 10 different massage programmes are available in the new S-Class. The display area of the augmented reality head-up display corresponds to a monitor with a diagonal of 77 inches.

With a Cd figure from 0.22, the S-Class is one of the world’s most aerodynamic cars. Its drag coefficient is therefore lower than before, despite a larger frontal area 200 sq. cm. The resolution of DIGITAL LIGHT per vehicle is over 2.6 million pixels. The computing power of MBUX (Mercedes-Benz User Experience) has increased by 50 percent compared to the system in the previous model. The memory bandwidth is 41,790 MB/s. When a side impact threatens, the vehicle body can be raised by up to 8 centimetres by the E-ACTIVE BODY CONTROL suspension within a few tenths of a second. This is a new function of PRE-SAFE® Impulse Side. 17 step motors control the temperature and air distribution in the Thermotronic system. The 4-zone climate control Thermotronic Rear even has 20 step motors. These electric motors operate the air flaps. In the Active Ambience Lighting system, there is an LED in an optical fibre every 1.6 centimetres. There are around 250 in all.

The new OLED central display measures 239.06 mm x 218.8 mm, and has an active screen diagonal of 12.8 inches. The screen area is 64 percent larger than in the preceding model. The driver display measures 291.6 mm x 109.4 mm and has a diagonal of 12.3 inches. The tubular structure of the innovative rear airbag is around 16 litres, while the total volume of the deployed bag is up to 70 litres. The control units of E-ACTIVE BODY CONTROL analyse the driving situation and adjust the suspension 1000 times per second. The designation “S-Class” was officially introduced with the 116 series in 1972. More than 98 kg of components made from resource-conserving materials are used in the S-Class. The number of components containing recyclates is now 120 – more than twice as many as in the preceding model. Another 40 kg or so are made from renewable raw materials. The S-Class is the centrepiece of the brand: legendary engineering expertise and a heritage of craftsmanship meet progressive digital innovation. The S-Class



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combines artificial intelligence with the experience gained from 135 years of automobile engineering. Around 70 years ago, Mercedes-Benz laid the foundations for this model series with the model 220. Since its market launch in 1951, more than 4 million S-Class Sedans have been delivered to customers around the world. The designation “S-Class” was officially introduced with the 116 series in 1972. In the last 10 years the S-Class Sedan has been particularly popular in China, the USA, South Korea and Germany. All in all, since the launch of the generation that is now in its runout phase, more than 500,000 S-Class Sedans have been sold. The loyalty rate for this model series is especially high. For example, in the region, more than 80% of customers who previously drove an S-Class once again opted for a Mercedes-Benz model. Around the world the S-Class Sedan is predominantly sold in the long wheelbase version: Around 9 out of 10 customers opt for the long version of the S-Class Sedan, which is standard in the region.

MBUX: a new dimension in personalisation and interaction

No other innovation in recent years has so radically changed the operation of a Mercedes-Benz as MBUX (Mercedes-Benz User Experience). The second generation of this learn-capable system now debuts in the new S-Class. The vehicle interior is even more digital and intelligent, as both the hardware and software have made great strides: brilliant displays on up to five large screens, in part with OLED technology, make the control of vehicle and comfort functions even easier. The possibilities for personalisation and intuitive operation have become far more extensive. This certainly applies in the rear, but also to the driver: For example, the new 3D driver display allows a spatial view at the touch of a button for the first time. A real three-dimensional effect is achieved without having to wear 3D glasses. Two different head-up displays (HUDs) are available on request. The larger HUD provides augmented reality (AR) content. When navigating, for example, animated turn-off arrows (“fishbones”) are virtually and precisely projected onto the road lane. For the assistance functions, information from e.g. Active Distance Assist is shown. The image appears virtually at a distance of 10 metres. The display area corresponds to a monitor with a 77-inch diagonal. The voice assistant “Hey Mercedes” is even more learn-

and dialogue-capable by activation of online services in the Mercedes me App. Moreover, certain actions can be performed even without the activation keyword “Hey Mercedes”. These include accepting a telephone call. “Hey Mercedes” now also explains vehicle functions and answers general knowledge questions. In the S-Class the voice assistant can also be controlled from the rear. Using cameras in the overhead control panel and learning algorithms, MBUX Interior Assist recognises and anticipates the wishes and intentions of the occupants. It does this by interpreting head direction, hand movements and body language, and responds with corresponding vehicle functions. As well as enhancing operating convenience, MBUX Interior Assist improves safety. Even before the journey begins, it notifies the driver if the camera has detected a child seat on the front passenger seat but seat belt is not fastened, for example. With the MBUX Smart Home function, the S-Class now also becomes a control centre for the home, because the homes of many people are increasingly intelligent: mobile intelligence ensures maximum operating convenience from afar. WLAN and sensors make the home capable of communication: temperature and lighting, roller blinds and electrical appliances can be remotely monitored and controlled. Motion detectors and window contacts inform the user of welcome or unwelcome visitors.

Dimensional concept and interior design: generous ambience with a lounge-like nature

The S-Class has always been a place for comfortable travel and relaxed working. With the new generation, the interior has fully evolved into a “third place”, a refuge between the home and workplace. Nearly all comfort-related dimensions of both variants, the S-Class with short and long wheelbase, have been improved in the front as well as on the rear seats. The sense of space is accordingly generous. The desired harmony between digital and analogue luxury results in a revolutionary interior design, including associations with interior architecture and yacht design elements. The sculptured look of the dashboard, centre console and armrests appears to float above an expansive interior landscape. The systematic reduction in the number of controls underscores the minimalist appearance of the interior. A fine divide between the upper section of the dashboard and the

large trim element structures the area and creates horizontal breadth. Alongside up to five screens, the highlights include the large areas of trim in the dashboard and in the rear (in the Comfort Seat variant). These flow around the passengers and are a systematic further development of the wrap-around effect. One particularly attractive version of the trim is an open-pored wood veneer shot through with inlays of real aluminium that follow the contours. New design elements include the flat, four-square centre vents with horizontal nacelles. Two slim, vertical side vents on each side round off the ends of the dashboard. The driver display and media display offer a comprehensive aesthetic experience. The appearance of the screens can be individualised with a choice of four display styles (Discreet, Sporty, Exclusive, Classic) and three modes (Navigation, Assistance, Service).

Seats: Plenty of high-tech for outstanding long-distance comfort

The seats literally invite the occupants to sit down and relax. The flowing, three-dimensional layer design theme gives an impression of lightness. Different finishes give the seats different characters. For example, the flowing longitudinal piping of Lugano leather lends them a noble, avantgarde look, while the progressive diamond pattern of nappa leather and Exclusive nappa leather is more classical and expressive. Up to 19 motors in the front seats make for comfortable seating – a number that indicates the complexity of the technology installed in the seats. Yet comfort is not enough: the seats also play a major part where safety is concerned. And of course, when it comes to luxurious wellbeing, all the seats available for the S-Class carry the seal of approval by the Healthy Seating campaign. Ten different massage programmes are available in the new S-Class. These use the vibration motors and can enhance the effect of a relaxing massage with warmth on the hot-stone principle. To this end, the seat heating is combined with the inflatable air chambers in the active multicontour seats. The air chambers are now closer to the seat surface and are therefore even easier to control and feel. Five different rear seat variants make it possible to configure the rear of the S-Class as a working or rest area. One new feature is the heated additional cushion for the head restraint, which is available for the two electrically adjustable rear seats. The adjustment range



and angle of the front passenger seat in the chauffeur configuration and the reclining seat behind it have been improved as well.

The ENERGIZING Comfort programmes: Comfortable travel while staying fit

At the touch of a button or by voice command, the holistic “Fit & Healthy” approach of ENERGIZING Comfort provides a tangible experience of the different comfort systems in the S-Class, and features programmes that bundle them into worlds of experience. At the same time, the system creates a suitable atmosphere in the interior – for example, invigorating in case of monotonous stretches of road or relaxing in case of an elevated stress level. The ENERGIZING COACH even suggests an appropriate vitalisation or wellness programme based on vehicle and trip data. It also factors the information about sleep quality and stress level into its intelligent algorithm if the driver has a suitable wearable. Mercedes-Benz has fundamentally improved ENERGIZING comfort control in the new S-Class. Innovations such as a massage based on vibrating motors in the seat cushion and resonance transmission by the Burmester® high-end 4D surround sound system are integrated. This makes bass tones feelable. Direct reproduction of the sound resonance in the seats adds another level to the three-dimensional listening experience – 4D sound inspired by the acoustic massage. The perceived intensity of the sound can be individually adjusted for each seat. The

music becomes even more emotional thanks to this feelable component. Two exciters are integrated into the backrest of each seat for this purpose.

Automated driving and driving assistance systems: even more support for the driver

In the new S-Class, Mercedes-Benz comes another big step closer to its vision of accident-free driving. The driver is supported by numerous new or extended driving assistance systems. He/she thereby has a reduced workload in day-to-day situations, and is able to drive comfortably and safely. When danger threatens, the assistance systems are able to respond to impending collisions as the situation demands. The operating principle of the systems is made visible by a new display concept in the driver display. Thanks to improved environmental sensors, the parking systems give the driver even better support when manoeuvring at low speed. Operation is faster and more intuitive thanks to integration into MBUX. The optional rear-axle steering is integrated into the parking assistants, with the calculation of trajectories adapted accordingly. Emergency braking functions serve to protect other road users, too.

Exterior design: perfect proportions for a classical appearance

With a short front overhang, a long wheelbase and a balanced rear overhang, the S-Class is designed as a classical sedan with perfect proportions. The wide track and flush-mounted wheels with modern designs give the vehicle a muscular look. The so-called character

lines have been greatly reduced along the sides. Cleverly contoured surfaces with a sculptured look create special light effects. The front section impresses with its high-status radiator grille.

The headlamps characterise the front aspect of the car. They have the three-point daytime driving light signature that is typical of the S-Class, but this is flatter and somewhat smaller overall. The flush-mounted door handles are a completely new development. They are electrically extended when the driver approaches, or the outer surface of the door handle is stroked. Keyless access is provided by KEYLESS-GO.

The dynamic appearance of the car is continued at the rear. Thanks to precisely designed, highly detailed interior features and certain animated functions, the rear lights contribute to the impression of high quality. They make the new S-Class unmistakable in both their day and night design.

The lights: with innovative digital technology both inside and out

The optional DIGITAL LIGHT system enters series production for the first time at Mercedes-Benz. This makes completely new assistance functions possible: Warning of recognised roadworks by projecting an excavator symbol onto the road surface
Aiming a spotlight at pedestrians detected at the roadside as a warning
Traffic lights, stop signs or no-entry signs are pointed out by projecting a warning symbol onto the road surface
Assistance on narrow road lanes (roadworks) by



projecting guidelines onto the road surface. In each headlamp, DIGITAL LIGHT has a light module with three extremely powerful LEDs with light that is refracted and directed by 1.3 million micro-mirrors. The resolution is therefore more than 2.6 million pixels per vehicle. This allows highly precise light distribution. It makes Highbeam Assist over 100 times more precise than 84-pixel light when excluding oncoming traffic or road signs from the light beam. Light/shadow graduations and the light distribution of all the other adaptive light functions are also realised with considerably more precision, optimising illumination by e.g. fog light, motorway light or city light. Thanks to LED technology, the new S-Class has also taken a leap forward in its interior lighting: Mercedes-Benz has now realised interactive interior lighting for the first time. The active ambient lighting is now integrated into the driving assistance systems, and is able to reinforce alerts visually. This also makes corresponding feedback possible for the comfort systems. This applies to the climate control system or the ‘Hey Mercedes’ voice assistant.

Aerodynamics: extensive airflow simulations in the early development phase

With a Cd figure from 0.22, the S-Class is one of the world’s most aerodynamic cars, and especially so in the luxury sedan segment. Although the frontal area (A) of the new S-Class has increased slightly to 2.5 sq. m., the drag coefficient has been reduced even further compared to the preceding model. The product of Cd and A is 0.56 sq. m., which is 200 sq. cm less than for the previous model after its last facelift. Aerodynamic measures affecting the body, underbody and detachable parts allow a good showing in the wind tunnel and in real operation. Extensive airflow simulations were already carried out using high-performance computer clusters during an early development phase. The S-Class has also achieved further improvements in aeroacoustics. The previous generation already excelled with a very high level of interior noise comfort. The new model is even quieter. The high rigidity of the bodyshell provides the basis for outstanding noise

and vibration comfort, and this is enhanced with fine-tuning. For example, the apertures for the cable grommets in the firewall have double seals. To achieve an engine sound that is perceived as refined and unobtrusive in the interior, the firewall insulation has been extended into the side areas of the A-pillars and the floor area. Mercedes-Benz is also using acoustic foam in certain bodyshell sections for the first time.

History: setting the standard for the luxury class for many decades

The Mercedes-Benz S-Class follows a long tradition that extends back to the beginnings of the Mercedes brand in the early 20th Century. Each model has decisively influenced the automotive engineering of its era. Well before the official designation S-Class, the models in the executive and luxury class were the mainstay of the Stuttgart-based company’s portfolio and have always stood for luxury, comfort, safety and lifestyle. The continuous ancestry of the S-Class begins with the model 220 (W 187) of 1951. The designation “S-Class” was officially introduced with the 116 series in 1972.



The all-new BMW 4 Series Convertible.

sporty agility and stirring dynamics



The standout element of the models in the new BMW 4 Series range is the carefully judged enhancement of their sporting abilities. And now, this can also be combined with the pleasure of open-top motoring. With its sensational styling, brand new roof design, diverse line-up of engines, top-class chassis technology and innovative equipment features, the new BMW 4 Series Convertible packages driving pleasure in a particularly exclusive form.

Premiere for the new BMW 4 Series Convertible. New benchmark for dynamic driving pleasure combined with the allure of exclusive open-air motoring in the

premium midsize segment. A design conceived in the brand's current styling language that radiates sporting elegance, a new type of roof design and performance that has stepped up significantly compared to its predecessor make the latest generation of the open-top four-seater a highly compelling proposition. The design, vehicle concept and driving dynamics provide greater differentiation from the BMW 3 Series Sedan than at any time in the 35 years that BMW convertibles have graced the midsize class. Worldwide launch will commence in March 2021.

The range now peaks with an extremely sporty BMW

M440i xDrive Convertible flagship model (fuel consumption combined:

7.4 – 6.9 l/100 km [38.2 – 40.9 mpg imp]; CO2 emissions combined:

169 – 159 g/km) powered by a 275 kW/374 hp six-cylinder in-line petrol engine. The launch line-up also comprises two four-cylinder petrol units and a four-cylinder diesel, with two straight-six diesel engines set to follow later in 2021.

Standalone body design has dynamically stretched proportions and a low-to-the-road silhouette. Expressive front end brings together tradition-rich and modern





styling features. Prominent, upright BMW kidney grille references legendary sports cars from the brand's past and signals the high cooling air requirement of the powertrain technology. Extremely slim LED headlights are standard, BMW Laserlight optional.

Newly developed panel bow softtop roof marries the strengths of a retractable hardtop and the puristic appeal of a fabric hood, thereby combining the best of both worlds. Its sleek surface gracefully arches over the passenger cell of the new BMW 4 Series Convertible. Roof is 40 per cent lighter than the predecessor car's, acoustic and thermal comfort are far superior to those of a conventional design. Softtop comes in Black as standard and Anthracite Silver effect as an option.

Significantly enhanced performance capabilities resulting from an extremely stiff body structure with reinforced side skirts, additional convertible-specific bracing and a new aluminium shear panel in the front end. Low centre of gravity, perfectly balanced 50 : 50 weight distribution. Optimised aerodynamics, wider

tracks than on the outgoing model (+28 mm at the front and +18 mm at the rear).

Mild hybrid technology for the six-cylinder in-line petrol engine and all diesel units results in even sharper response and optimised efficiency. 48V starter-generator assists the engine with its additional 8 kW/11 hp of power. All model variants comply with the Euro 6d emissions standard.

Eight-speed Steptronic transmission standard on all model variants for the first time. Optional eight-speed Steptronic Sport transmission with new Sprint function for instantaneous and dynamic acceleration.

Range-topping petrol and diesel models fitted with BMW xDrive intelligent all-wheel drive as standard. Carefully modified chassis geometry, mounting and set-up for added agility, precision and dynamic prowess. Specially tuned lift-related dampers as standard. Even stiffer M Sport suspension including variable sport steering as an option. Other items on the options list: adaptive M suspension with electronically

controlled dampers, M Sport brakes with a choice of blue or red brake callipers, M Sport differential with electronically controlled, fully variable locking effect in the rear differential.

M Sport model offered as an alternative to standard specification. Also available: M Sport package Pro including 19-inch M light-alloy wheels and a sporty engine soundtrack in the cabin. M Carbon exterior package and M Performance Parts available from the launch of the new BMW 4 Series Convertible.

Modern premium ambience and characteristic blend of sporting flair and sophisticated elegance in the interior. Driver-centric cockpit design, electrically adjustable sports seats in the front with automatically extending and retracting belt feeders, Vernasca leather trim and seat heating, plus leather sports steering wheel as standard, knee pads on the centre console as an option. Two rear seats clearly styled as individual seats. Harmoniously designed surfaces of the instrument panel, door panel trim and rear passenger compartment create an

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enveloping environment. Continuous shoulder line framed by a high-class trim strip. Optimised functionality for both everyday journeys and longer distances. Variable softtop compartment allows luggage capacity to be increased from 300 litres (80 l more than predecessor) with the roof down to 385 litres (15 l more) when closed. Storage package, folding rear backrest and through-loading facility all standard. Top-class equipment features make open-top driving an even more pleasurable experience. Optional wind deflector can be stored behind the rear backrest, optional neck warmers are integrated into the front head restraints. Three-zone automatic climate control is standard, ambient lighting with Welcome Light Carpet, Harman Kardon surround sound system and auxiliary heating system controlled via smartphone or the BMW Display Key are available as options.

Far wider range of driver assistance systems than the outgoing model. Front collision warning with brake intervention, Lane Departure Warning including lane return with steering assistance and Speed Limit Info system now standard. Optional Driving Assistant Professional adds a number of features including the Steering and Lane Control Assistant with the new Active Navigation and Emergency Lane Assistant functions. Innovative 3D visualisation of surrounding area in the digital instrument cluster. Park Distance Control with sensors at the front and rear as standard. Optional Parking Assistant now includes the Reversing Assistant. Latest generation of BMW Head-Up Display and BMW Drive Recorder also available as options. BMW Operating System 7 provides the platform for individually configurable, personalised content in the Control Display (measuring up to 10.25 inches) and

the optional 12.3-inch fully digital instrument cluster. Intuitive, multimodal operation using the Control Display touchscreen, iDrive Controller, steering wheel buttons or voice control. BMW Intelligent Personal Assistant with new graphics in the Control Display. New, cloud-based navigation system BMW Maps is standard. Fast, precise calculation of routes and arrival times, real-time traffic data updated at frequent intervals, facility for entering any word when searching for destination. Standard smartphone integration with Apple CarPlay and now also Android Auto, wireless connection via WiFi, information shown in the Control Display, the instrument cluster and the optional Head-Up Display. Remote Software Upgrade allows improved vehicle functions and new digital services to be imported into the car over the air.



ROLLS-ROYCE REVEALS

NEW ghost EXTENDED



The most rear legroom in a four-seat sedan with the exception of Phantom Extended
 170mm longer than Ghost, offering greater space and legroom for rear-seat occupants
 Provides enhanced rear comfort with no compromise to driving dynamics
 Presents own identity within minimalist Post-Opulent design philosophy
 New Ghost is the result of in-depth dialogue with Rolls-Royce's diverse and global customer base. Many of them asked the marque to create a motor car that provides the indulgence of enhanced rear space within the interior suite with no compromise to driving dynamics. Ghost Extended answers this customer

demand by creating a product that augments both their business and lifestyle requirements.”
INTRODUCTION
 Rolls-Royce Motor Cars announces new Ghost Extended, offering the indulgence of enhanced rear seating space with no compromise to Ghost's driving dynamics. Ghost Extended is the product of an exhaustive process of consultation with a new generation of Rolls-Royce clients. This global, highly dynamic group of entrepreneurs expressed a desire for a chauffeur-driven business tool for the week that can transform into a serenely comfortable and dynamic self-driven saloon at the weekend. Ghost Extended is the response. First customer deliveries will be made in

the fourth quarter of 2020.
DESIGN
 Ghost Extended offers 170mm more space than Ghost, providing more rear legroom than any four-seat sedan with the exception of a Rolls-Royce Phantom Extended. Customer centricity has informed every step of the development process. A key learning was that Ghost Extended customers wanted no compromise to Ghost's pure, minimalist design. The marque's designers worked to cloak the extra length by only extending the rear door and body around the rear door apertures, preserving the lines of the car.
TECHNOLOGY
 Rear Suite Serenity





A suite of enhancements to the rear of the cabin reflects Ghost Extended's flexibility. For the first time, a reclining Serenity Seat can be selected, offering a new dimension of rear seat comfort akin to a business jet cabin environment.

The rear cabin also provides the perfect environment to transition from business to leisure. To enhance this, a Champagne fridge is provided between the rear seats and has been developed with exacting attention to the needs of the Rolls-Royce client. To achieve this, the marque's engineers consulted with a Master Sommelier. They learned that the optimum serving temperatures of non-vintage Champagne is around six degrees centigrade and vintage Champagnes is around 11 degrees centigrade. To that end, the refrigerator operates two cooling modes, chilling to six degrees and 11 degrees.

Technology Without Obtrusion

Ghost is the most technologically advanced Rolls-Royce ever created. For Ghost Extended's entrepreneurial customers, access to WiFi and cutting-edge infotainment systems is essential for use during the business day. However, technological functions have been deployed with care to reflect customer demand for a serene environment, free from unnecessary distractions.

The commitment to delivering a pure, detoxifying space extends to the air within the cabin. To deliver this, Ghost is equipped with a new Micro-Environment Purification System (MEPS). This technology enhances existing air filtration systems through software and hardware. Highly sensitive Impurity Detection Sensors detect ambient air quality, automatically activating fresh air intakes into Recirculation Mode. If unacceptable levels of airborne contaminants are detected, the air is passed through a

nanofleece filter that is capable of removing nearly all ultra-fine particles within the cabin in less than two minutes.

A suite of technologies enhances the driving experience in urban and country settings. This includes laser headlights with more than 600m of illuminated range and key safety enhancements including vision assist with day and night-time wildlife and pedestrian warning; alertness assistant; a four-camera system with panoramic view, all round-visibility and helicopter view; active cruise control; collision warning; cross traffic warning; lane departure and lane change warning. An industry-leading 7x3 high definition head-up display and self-park ensures absolute effortlessness whatever the driving conditions.

ENGINEERING

All-Aluminium Spaceframe and New V12 Engine
Ghost Extended is built on the Architecture of Luxury,





Rolls-Royce's proprietary all-aluminium spaceframe that underpins every new Rolls-Royce model. The marque's hallmark Magic Carpet Ride is delivered by a new Planar Suspension System, the result of more than 10 years' exhaustive testing and refinement by specialist engineers. Featuring continuously variable, electronically controlled shock absorbers, self-levelling high-volume air strut assemblies and a world-first upper wishbone damper; this technology has never been previously applied to a production motor car. Ghost Extended also benefits from all-wheel drive and all-wheel steering for the first time.

Power is provided by a 6.75-litre twin turbocharged engine developed exclusively for Ghost. It produces

571PS and 850Nm of torque. The requirement for silence when travelling is answered through 100kg of acoustic damping materials incorporated into the chassis, bodywork and tyres, delivering exhilarating performance without disturbing the serenity within.

MATERIALS AND METHODS

Simplicity Through Complexity

The pursuit of design simplicity requires highly complex engineering and craft techniques. For example, sophisticated bodywork forms are only achievable through advanced generative design and 3D printing. This is the first time this technology has been incorporated within a component production facility and combined with Rolls-Royce's craft and

engineering competencies.

For Ghost Extended, beam-melted metal components are welded to the body-in-white, while parts made by multi-jet fusion and selective laser sintering are individually fitted at the Home of Rolls-Royce. More traditional craft is given a contemporary expression through the introduction of two new wood finishes, developed especially for Ghost. Obsidian Ayous is inspired by the rich palette of colours found in igneous rocks, while Dark Amber has veins of fine aluminium particles running through the wood. Both are available in open-pore finish, allowing the tactility of the material to fully express itself.

Eyes of Envy. The new AZERA.



NEW RANGE ROVER 48V

MILD HYBRID DIESEL JOINS PLUG-IN ELECTRIC



A new family of 3.0-litre straight-six Ingenium diesel engines and a range of desirable special editions including the Westminster, Westminster Black Edition and an exclusive SVAutobiography Dynamic Black have joined the recently announced Range Rover Fifty celebratory model.

The latest generation of smooth and efficient straight-six Ingenium diesel engines, incorporating 48V Mild Hybrid Electric Vehicle (MHEV) technology for reduced fuel consumption and heightened refinement, has been developed in-house. It is available 300PS (221kW) and 350PS (258kW) outputs.

The new Westminster Edition is based on the Vogue model and available with a choice of petrol, diesel. Privacy Glass and 21-inch Diamond Turned Alloy

Wheels set it apart on the outside and the new model is available in a range of solid, metallic and Premium Metallic finishes. Inside, Grand Black Veneers combine with a Suedecloth Headlining, a Sliding Panoramic Roof, Softclose Doors and a powerful 19-speaker Meridian Surround sound system.

The new Westminster Black Edition adds the Black Exterior Pack and customers are able to choose from three wheels ranging from a 21-inch nine-spoke design to a distinctive 22-inch Gloss Black nine split-spoke design. In addition, the new Range Rover SVAutobiography Dynamic Black provides a fresh take on the distinctive SVAutobiography Dynamic, from the specialists at Land Rover SV.

The new special edition models join the limited edition

Range Rover Fifty, which was revealed last month and celebrates the 50th anniversary of Land Rover's luxury SUV family. Only 1,970 of the exclusive Fifty models will be produced, to mark the year of its debut five decades ago.

Enhancements across the rest of the Range Rover line-up include the latest connected features, with Apple CarPlay and Android Auto offered as standard across the range for seamless smartphone integration. With Executive Class Seating and up to eight 4G Wi-Fi connections, the Range Rover remains the perfect remote working hub, or entertainment zone, during long drives.

The Range Rover features the latest safety technologies, including; Lane Departure Warning, Emergency



Braking, and Cruise Control with Speed Limiter all standard across the model range. Adaptive Cruise Control is also available.

A series of comfort-enhancing functions transform the travelling experience for all occupants. The new Cabin Air Ionisation with PM2.5 from Nanoe, filters harmful particulates in the cabin, improving air quality for the driver and passengers.

The PM2.5 system in the Range Rover is controlled using a soft button within the infotainment, named 'Purify'. This initiates the recirculation function, cleaning the air and removing small particulates less than 2.5 micrometres in size that are harmful to health.

Elegant efficiency

The latest Ingenium diesel engines are the perfect choice for high-mileage customers and those who regularly tow. Based around Jaguar Land Rover’s modular aluminium engine architecture, the new in-line diesel engines are smoother and more refined than the previous generation and feature advanced 48V mild hybrid technology to meet the most stringent global emissions regulations.

These include the Real Driving Emissions Step 2 (RDE2) standards, which govern nitrogen oxide (NOx) emissions, making the new Range Rover among the first full-sized luxury and performance SUVs in the world to be available with RDE2-certified diesels. The highly efficient engines deliver improved responses by harvesting and storing energy generated during deceleration and intelligently redeploying it to assist the engine when accelerating.

The new mild-hybrid 3.0-litre D300 Ingenium diesel is capable of up to 33.0mpg (8.6l/100km) on the WLTP test cycle, emitting as little as 225g/km CO2.

The more powerful D350 achieves up to 30.8mpg (9.2l/100km) with CO2 emissions of 241g/km on the WLTP cycle. As a result, the new flagship diesel provides superior performance to the previous V8 with the efficiency and weight of a six-cylinder design.

Nick Rogers, Executive Director Product Engineering, Jaguar Land Rover, said: “Our family of clean, refined and efficient Ingenium engines has evolved and expanded to give our customers an even greater choice of in-line four and six-cylinder petrols and diesels. Across the Range Rover family, the application of both mild and plug-in hybrid electric technologies provides the perfect blend of performance and efficiency, making Range Rover one of the first full-sized luxury SUVs in the world to be available with RDE2-certified diesel engines.”

The new engine range comprises:

- Diesel:
- D300 – 300PS (221kW), 3.0-litre six cylinder diesel MHEV, 650Nm of torque at 1,500-2,500rpm
 - D350 – 350PS (257kW), 3.0-litre six cylinder diesel MHEV, 700Nm of torque at 1,500-3,000rpm
- Petrol:
- P400 – 400PS (294kW), 3.0-litre six-cylinder petrol, with 550Nm of torque at 2,000-5,000rpm
 - P400e – 404PS (297kW), 2.0-litre four-cylinder petrol PHEV, 640Nm of torque at 1,500-4,000rpm
 - P525 – 525PS (386kW), 5.0-litre V8

Supercharged,625Nm of torque at 2,500-5,500rpm

P565 – 565PS (415kW), 5.0-litre V8 Supercharged, 700Nm of torque at 3,500-5,000rpm

The P400e is the most efficient version of the new Range Rover. With a fully electric, zero-emissions range of 40km (25 miles), the P400e combines an advanced 300PS (221kW) four-cylinder Ingenium petrol engine with a 143PS (105kW) electric motor. Powered by a 13.1kWh lithium-ion battery, the P400e delivers CO2 emissions of just 75g/km and fuel economy of up to 84.8mpg (3.3l/100km) on the WLTP combined cycle.

Special addition

Since 2014 the expert engineers and craftsmen and women at Special Vehicle Operations have designed and produced the fastest, most luxurious and most exclusive Range Rover models in the luxury SUV’s 50-year history. The elevated luxury, performance and capability of the SV family represent the pinnacle of Range Rover development.

For customers who want elevated refinement and performance, the Land Rover SV family includes the Range Rover SVAutobiography Dynamic. The SVAutobiography Dynamic Black is designed to enhance the visual character of the purposeful model and combines Santorini Black Metallic paintwork with Narvik Black Gloss exterior accents, 22-inch Gloss Black wheels and branded treadplates. Other distinguishing exterior features include black brake calipers, while the interior is completed in Ebony seats with Pimento stitching.



The all-new Toyota Hilux Adventure

ready to dominate the lifestyle pickup segment



Al-Futtaim Toyota, the exclusive Toyota distributor in the UAE, is shaking up the lifestyle pickup segment with the introduction of the all-new eighth-generation Toyota Hilux Adventure. This is the first time ever that the Hilux is available as a retail model in the UAE, meaning that it is no longer limited to dominating the

commercial-use sector. The much-awaited Hilux Adventure is a leisure vehicle specially designed for active family life, which could include long road trips, off-road exploration, camping, fishing, and other lifestyle activities that require a lot of gear. Tested and approved by two-time Le Mans 24

Hours winner and two-time Formula 1 world champion Fernando Alonso, the Spaniard dubbed the latest Hilux “invincible” and paid praises to the suspension and ride quality. The unstoppable Hilux keeps impressing, having already conquered both the North Pole and the Antarctic, as well as every point in between





including locations as remote as Icelandic volcanoes. Last year Toyota additionally added a historic notch to the Hilux's tally of successes with an outright win at the gruesome Dakar rally, the greatest test of man and machine run over 5,600km of every terrain imaginable. Saud Abbasi, Managing Director at Al-Futtaim Toyota said, "We have been constantly asked for a retail version of the Hilux, and now, I can proudly announce that it's finally here and that customers, Emiratis and expats alike, do not need a commercial license to enjoy this tough machine. I believe the Hilux Adventure will be a strong player in the lifestyle pick-up segment thanks to its striking new design, powerful powertrain, and technological updates We are extremely confident that this vehicle will exceed the expectations of those who have waited for it for so long." With special features throughout, the Hilux Adventure is distinguished by an athletic look, which includes a three-dimensional trademarked front grille and

specially designed front bumper to significantly strengthen its impressive street presence. With a beefy skid plate, wide arch extensions to fit the large 18-inch alloy wheels and tyres, as well as unique door handle and tailgate designs, the Hilux Adventure is a sight to behold both on and off the road. What's more, for the first time in the UAE, the Hilux Adventure packs a proven 4.0-litre V6 engine producing 235 horsepower at 5,600rpm and 38.3kg-m of torque at 4,400rpm. With an automatic transmission and switchable four-wheel drive and six speed automatic, the performance excels on any terrain, with particular focus during development on the new suspension design which enhances both ride comfort and handling. New front and rear shock absorbers and an improved leaf spring design as well as new bushings combined with the latest generation Vehicle Stability Control system, ensure class-leading dynamics wherever life may take you.

Inside the vehicle, the design is just as impressive as its performance, with the muscular black interior that comes with a new multi-information display and 8.0-inch centre console infotainment unit, with the latest suite of software and graphics enhancement plus Apple CarPlay and Android Auto integration. The rear of the Hilux Adventure comes with rear bed-liner and tonneau cover as standard as well as a rear-view camera, parking sensors, parking support clearance sonar, LED rear combination lamps and on-board air compressor. For the exterior, there are eleven colors available including white, orange, silver, gray, blue, red, bronze and black. Fit for any purpose and any journey, the Hilux Adventure offers best-in-class capability at an unbeatable rate - customers can visit any Al-Futtaim Toyota dealership in the UAE and drive away in the new 2021 Hilux Adventure starting from AED143,000.



Hyundai Dynamic New Tucson

with Best-in-Segment Features and Class-Leading Capabilities



Hyundai Motor Company today launched the all-new 2021 Hyundai Tucson. The fourth-generation compact SUV (C-SUV) is a global model, with a long-wheelbase variant and a short-wheelbase variant for meeting various customer needs.

The all-new Tucson is an important launch for Hyundai as the model is among its most popular, racking up global sales of more than 7 million units since its original launch in 2004. Hyundai expects the new model to attract even more customers with its cutting-edge design, roominess, class-leading digital capabilities, dynamic ride and handling and excellent fuel efficiency.

“We are thrilled to introduce the all-new Tucson, the latest model in Hyundai’s SUV transformation,” said

Thomas Schemera, Executive Vice President, Head of Product Division at Hyundai Motor Group. “This exciting vehicle sets a new benchmark for innovation in its segment, delivering an impressive blend of design, technology, packaging and performance.”

The all-new Tucson goes on sale in Korea in September as a 2021 model. It will go on sale in the U.S. and other global markets as a 2022 model starting from the first half of 2021.

Considering the global pandemic, Hyundai revealed the new Tucson online, inviting everyone who is interested in finding out Hyundai’s most progressive SUV ever. In response to the recent stay-at-home trend, the all-new Tucson’s world premiere press conference can be viewed at Hyundai.com and its

social media channels, as well as Channel Hyundai, the company’s recently launched global contents platform and interactive application for Smart TVs.

Parametric Dynamic Exterior Design, Serene and Spacious Interior

Tucson’s new exterior styling expresses Hyundai’s evolving Sensuous Sportiness design identity. The new SUV embodies what Hyundai designers call ‘parametric dynamics’ with kinetic jewel surface details that emphasizes Tucson’s distinctly different identity in a crowded segment.

Tucson is designed to appeal to those who embrace the integration of technologies with their lifestyle; these tech-savvy consumers adopt the latest gadgets to





enhance their lives. Tucson's integration of technology and design is most evident in its innovative half-mirror type daytime running lamps (DRLs) that are assimilated seamlessly within the parametric grille, only revealed when illuminated. Tucson's side profile conveys an impression of powerful forward motion. The long hood and level roofline coupled with a long wheelbase and short overhangs reflect a ready-for-anything dynamic character. Crisp geometric angles and edges create a striking contrast between a sleek silhouette and masculine wedge lines. The chrome line beginning from the side mirrors follows the arc of the roofline with a gradual increase in thickness and visually represents speed as it reaches the C pillar. The kinetic design theme carries over to the rear where the full-width taillamp incorporates half-hidden triangular shapes that are only visible when lit, echoing the DRL on the front. In order to achieve the purity of this design theme, the Hyundai logo moved up and is

integrated into the glass while the wiper also moves up and hides under the rear spoiler. Tucson gasoline models offer the following seven exterior colors: White Cream, Phantom Black, Shimmering Silver, Nocturne Gray, Amazon Gray, Flame Red, and Intense Blue, six of which are new for Tucson. Hybrid and plug-in hybrid models offer the following four colors: White Cream, Phantom Black, Shimmering Silver, and Intense Blue, three of which are new for Tucson. The SUV's interior environments come in black or gray tones in either cloth or leather material. Tucson's interior, or 'INTERSPACE', offers layered, sensuous forms that provide a feeling of openness and serenity. This is a place where space, technology and information seamlessly blend. The broad ridge of the dashboard blends consistently with the doors, wrapping around front occupants like a deep gorge. The vertically oriented, fully integrated center fascia descends to the console like a waterfall. Twin silver

garnish lines streaming from the center fascia to the rear doors harmonize neatly layered premium surface materials in complementary neutral tones. Ambient mood lighting is adjustable to 64 colors in 10 levels of brightness. The interior offers three new technologies, including a vertically stacked, dual 10.25-inch full-touch screen exempt of hard buttons, a multi-air ventilation system and an open, hoodless digital gauge cluster. These features create a high-tech, fresh and exciting ambience, with cushioned materials on high-touch areas, various material applications based on the frequency of interface and a premium presence. Tucson's second-row seats will feature fold-and-dive functionality for optimized reconfiguration capability between passengers and cargo. Its cargo volume will provide an exceptional 38.7 cubic feet of usable space. **Dynamic Drive, Ride and Handling** Tucson offers both Smartstream™ 2.5-liter, direct-injected, four-cylinder, gasoline powertrain and

powerful 1.6-liter, turbo, direct-injected, hybrid or plug-in hybrid powertrains. The 2.5-liter engine has an estimated output of 190 horsepower and an estimated torque rating of 182 lb.-ft. This engine is coupled to an 8-speed automatic transmission for excellent efficiency and acceleration. The 1.6-liter hybrid powertrain produces an estimated 180 horsepower, with a combined powertrain output of 230 horsepower. It also produces 195 lb.-ft. of torque from the gasoline engine and 258 lb.-ft. of torque from the combined hybrid powertrain. This new powertrain uses Continuously Variable Valve Duration (CVVD) technology that manages valve opening duration for optimal power, efficiency and emissions with minimized compromise. Tucson was tuned to deliver agility and stability.

Hyundai applied its first-in-class E-Handling technology for HEV and PHEV models to help improve steering response and directional stability when cornering or in adverse driving conditions. Tucson drivers get further assistance from Hyundai's HTRAC all-wheel-drive system that provides sure footing on various road surfaces and conditions. While HTRAC previously supported Eco / Comfort / Smart / Sport driving modes, the latest version adds Mud, Sand and Snow in some markets. Tucson offers more safety features than ever. The Hyundai SmartSense safety feature suite includes: Highway Driving Assist (HDA), Forward Collision-Avoidance Assist (FCA) with pedestrian detection, Lane Keeping Assist (LKA), Lane Following Assist (LFA), Blind-Spot View Monitor, Blind-Spot Collision

Warning (BCW), Surround View Monitor, Reverse Parking Collision-Avoidance Assist (RPCA), Remote Smart Parking Assist (RSPA), High Beam Assist (HBA), and Driver Attention Warning (DAW). The all-new Tucson is available with advanced technology features including Blind-Spot Collision-Avoidance Assist (BCA) with Rear Cross-Traffic Collision-Avoidance Assist (RCCA) Advanced Smart Cruise Control (SCC) with Stop and Go and Safe Exit Warning (SEW). **Best-in-Class Digital Experiences** Compact SUV buyers expect a lot from their vehicles. For one thing, they expect to stay connected wherever we go, and Tucson provides this capability. Tucson offers best-in-class digital experiences that support diverse customer needs including connectivity.





To begin with, Hyundai's Digital Key is an app that turns the customer's smartphone into a smart key. It uses Near Field Communication (NFC) to detect authorized users, so they can operate their vehicle without a physical key present. Customers can lock and unlock their vehicle, activate the panic alert and start the engine and its climate control system from up to 90 feet away.

Tucson's full-touch display—home to navigation, air and infotainment controls—demonstrates how technology can be seamlessly integrated to provide an ergonomic and intuitive user interface, including convenient voice control. Tucson's technology integration reaches its apex with the top-trim model's 10.25-inch full-touch navigation screen. The navigation system offers split-screen functionality that enables multi-tasking capabilities, coupled with enhanced voice recognition.

Tucson offers advanced technologies that customers will appreciate whether driving to work or at play.

Tucson offers an 8-inch color touchscreen coupled with wireless Apple CarPlay® and Android Auto®. Customers can connect two phones simultaneously. Bluetooth allows driver and passenger to alternate between their playlists without disconnecting and reconnecting their respective phones. The BOSE Premium audio system provides high-quality sound. Thanks to enhanced connectivity with smart devices, customers can also check their schedules from inside the vehicle in conjunction with an external calendar app and setting their appointment as a destination.

Tucson's new Car-to-home feature allows customers to control smart home appliances from the car. They can turn on the air conditioner at home before their arrival on very hot, humid summer days. Furthermore, Tucson's new Multi-Command function allows customers to "warm-up the car"—including heating system, heated steering wheel and seat warmers—with a single voice command.

Hyundai benchmarked Tucson's direct and indirect

ventilation against sophisticated systems used on aircraft to provide next-level comfort. The climate system monitors air quality in the vehicle and purifies the air. It indicates real-time air-pollution levels on the Dual Automatic Temperature Control display window using the fine dust detection sensor. Tucson is the first model to feature technology that reduces moisture from the evaporator and keeps the air-conditioning system clean and free of odor helping to maintain a pleasant environment inside the vehicle. The Car-to-home and air purification features are available in select markets.

Tucson's enhanced natural language voice recognition system includes Speech-to-Meaning and Deep Meaning Understanding technologies. In select markets, Blue Link is complimentary for three years and includes Remote Start with Climate Control, Remote Door Lock/Unlock, Stolen Vehicle Recovery and Destination Search by Voice.



NEW JAGUAR XF

BEAUTIFUL, LUXURIOUS, CONNECTED



The dynamic new Jaguar XF Saloon feature enhanced exteriors, an all-new interior incorporating luxurious new materials, and seamlessly integrated, connected and future-proof technologies. New XF showcases contemporary British design and engineering at its best.

A next-generation, 2.0-litre four-cylinder Ingenium turbocharged diesel engine featuring Mild Hybrid Electric Vehicle (MHEV) technology and the latest 2.0-litre four-cylinder Ingenium petrol engine power the new Jaguar XF, providing enhanced efficiency with strong performance.

The exterior features a new front bumper with larger and lower air intakes for increased visual width. This visual width is enhanced by a wider front grille

featuring a mesh design detail inspired by Jaguar’s heritage logo. The side fender vents now feature the iconic Leaper emblem, demonstrating the exceptional attention to detail found right across the vehicle.

New super slim all-LED quad headlights with ‘Double J’ Daytime Running Light (DRL) signatures are available with optional Pixel LED technology. With Adaptive Driving Beam capability, which evaluates the road ahead and automatically adapts the high beam light to mask oncoming traffic or traffic signs, the system can create varying light beam patterns by selecting different LED segments to optimise visibility without distracting other drivers.

Premium LED technology is fitted as standard across the range and is available with Auto High Beam Assist

on SE and HSE models. The technology uses the forward-facing camera to automatically switch between high and low beam, ensuring that oncoming drivers aren’t dazzled. Animated Directional Indicators are also available as an option upgrade.

Design enhancements at the rear include a wider bumper and body-coloured rear upper valance, which visually lower the car. Darkened rear light surrounds now also feature on the XF Saloon.

In R-Dynamic specification, the new XF feature 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 Gloss Black.

Tactile and luxurious interior

The XF has an all-new interior with heightened luxury, enhanced connectivity and greater serenity and refinement. The new cockpit design is bolder, more dynamic and with greater focus on the driver. A new sporty centre console, faster in profile, sweeps up to the dashboard incorporating an optional wireless device charger with phone signal booster (in selected markets). At the heart of the new interior is a seamlessly integrated centrally-mounted 11.4-inch curved-glass HD touchscreen in an elegant magnesium alloy casing, which controls the new Pivi Pro infotainment system*. Authentic finishes, including open-pore wood veneers and aluminium, feature in beautifully formed shapes such as the upper door insert and full width ‘Piano lid’ that is formed across the width of the dashboard. Laser-etched mid-line speaker frets and the metallic rotary dial of the JaguarDrive Control epitomise the attention-to-detail.

Julian Thomson, Design Director, Jaguar, said: “The Jaguar XF features a new exterior design which delivers a more assertive and assured presence while the all-new

interior is more luxurious, tactile and demonstrates an exceptional level of craftsmanship. The inside of the XF seamlessly integrates advanced technologies and is simply a beautiful place to be.”

The new Drive Selector – just one of the many beautiful details – features an upper section finished with ‘cricket-ball’ stitching, the lower part being made of precision-engineered metal for enhanced tactility. New door casings, featuring a new 360-degree grab handle, provide easier access and increased storage for drinks bottles and other items.

New seats feature wider cushioning, new massage functions and enhanced coverage of the heated and cooling areas. An embossed Jaguar Leaper features on all standard headrests, while a set of ‘Est.1935 Jaguar Coventry’ upholstery tags highlight the brand’s heritage.

A series of advanced technologies ensure the health and wellbeing of all occupants. Optional on all models, Cabin Air Ionisation improves interior air quality through Nanoe technology, which helps remove allergens and unpleasant odours. The system also

features PM2.5 filtration, which captures ultra-fine particles – including PM2.5 particulates – to improve occupant health and wellbeing. The customer activates the system simply by pressing the ‘Purify’ button.

Advanced, efficient engines

The new Jaguar XF feature a focused range of Ingenium four-cylinder petrol and next-generation diesel powertrains, the diesel being equipped with Mild Hybrid Electric Vehicle (MHEV) technology.

The new XF is available exclusively with eight-speed automatic transmissions, rear- or all-wheel drive, and the following engine options:

- 204PS MHEV 2.0-litre** four-cylinder turbo, eight-speed automatic, RWD / AWD Petrol
- 250PS 2.0-litre four-cylinder turbo, eight-speed automatic, RWD / AWD
- 300PS 2.0-litre four-cylinder turbo, eight-speed automatic, AWD

The 204PS** diesel produces 430Nm, its MHEV system uses a Belt integrated Starter Generator (BiSG) situated 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 away while also delivering a more refined and responsive stop/start system.

The new 204PS** diesel MHEV powers the XF Saloon RWD variant from 0-60mph in 7.1 seconds (0-100km/h in 7.6 seconds) and produces CO2 emissions from 130g/km*** and up to 57.2mpg (4.9 l/100km)***.

Petrol customers can choose between 250PS or a 300PS version of the 2.0-litre four-cylinder producing 365Nm and 400Nm respectively. Both feature the latest engine technologies including a twin scroll turbocharger and Continuous Variable Valve Lift (CVVL), for a strong combination of refined performance and efficiency.

The 250PS petrol engine delivers fuel economy of 35.2mpg (8.0 l/100km)***, CO2 emissions from 181g/km*** and 0-60mph in 6.5 seconds (0-100km/h in 6.9 seconds) for the XF Saloon RWD model and from 188/km

The 300PS XF Saloon, available exclusively with all-wheel drive, achieves 0-60mph in 5.8 seconds (0-100km/h in 6.1 seconds).

All engines are paired with Jaguar’s eight-speed automatic gearbox, which can be controlled using the steering wheel shift paddles for added driver engagement.

Advanced connected technologies

The new XF features Jaguar’s next-generation Electronic Vehicle Architecture, dubbed EVA 2.0, which supports a range of new technologies to ensure the future-ready vehicle is always connected and always up to date.

The latest Pivi Pro infotainment technology is accessed through the all-new 11.4-inch curved glass HD touchscreen. Key benefits include enhanced clarity, the screen being three times brighter and 48 per cent 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 help drivers access vital information quickly, new XF features a new 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. Working in conjunction with the latest Head-up Display technology, new XF gives drivers all the information

they need with least distraction.

The intuitive new infotainment system features Apple CarPlay® as standard and allows customers to connect two phones simultaneously via Bluetooth. Android Auto™ and Baidu CarLife (market dependant) are also available as standard depending on market applicability. Wireless device charging with phone signal booster allows occupants to fast charge their smartphone. The system also provides clearer calls through the help of an external aerial.

To enable almost instantaneous start-up, Pivi Pro has a dedicated power source, so is ready to use as soon as customers get behind the wheel.

The collection of new convenience technologies includes Software-Over-The-Air (SOTA) capability, which ensures the XF is always using the latest software. The technology means that owners don’t have to visit retailers to receive software updates for the vehicle.

Pivi Pro connectivity is provided by the latest embedded 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 advanced connectivity also ensures minimal interruptions caused by coverage blackspots

as it roams across network providers for the strongest signal.

Segment-first Active Road Noise Cancellation technology constantly monitors vibrations from the road surface and calculates the opposite phase sound wave needed to remove the noise heard by the occupants. This means quieter noise levels within the cabin for superior refinement and reduced fatigue, commonly associated with prolonged exposure to low-frequency noise. Cabin occupancy is monitored, with the system continuously optimising performance to deliver the best possible experience for everyone. The lightweight technology ensures that vehicle weight and handling characteristics remain unaffected.

In addition, Jaguar’s ClearSight Interior Rear View Mirror**** gives the driver 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.

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 up to seven days between charges.

The new Guardian Mode (UK only) also uses a timer to provide added security and peace of mind when using the Secure app. It allows customers to identify times when the vehicle will be inactive, for example through the night, and receive alerts to their smartphone if it is used during this window – giving immediate warning of any unauthorised movements.

The new XF also benefits from the latest generation of driver assistance technology. This includes Clear Exit Monitor, which alerts both front and rear occupants to the presence of an approaching car or cyclist

when exiting the vehicle. Adaptive Cruise Control automatically maintains a set distance from the vehicle in front. Jaguar’s latest 3D Surround Camera technology delivers advanced 3D functionality using the latest camera technology to deliver more detail and a choice of real-time viewing optional when manoeuvring the vehicle.

Jaguar’s commitment to creating strong and lightweight vehicles, continues with the new XF. The aluminium-intensive architecture features recycled aluminium from closed-loop manufacturing for greater sustainability and is an important contribution towards Jaguar’s journey to Destination Zero, a world of zero emissions, zero accidents and zero congestion.

Customers can choose from S, SE and HSE specification packs, all are available in R-Dynamic specification. Also optional on all models is the Black Exterior Pack.



Maserati MC20

The Brand's New Super Sports Car



Maserati enters the new Era with MC20, the new super sports car that combines performance, sportiness and luxury in the unique Maserati style. MC20 was presented to the world in Modena on 9 September during the “MMXX: Time to be audacious” event. The new MC20 (MC for Maserati Corse and 20 for 2020, the year of its world première and the start of the Brand's new Era) is the Maserati everyone was waiting for. It is a car with incredible aerodynamic efficiency, which conceals a sporty soul, with the new Nettuno engine, a 630 horsepower V6 with torque of 730 Nm that delivers 0-100 km/h acceleration in under 2,9

seconds and a top speed over 325 km an hour. An engine that signals Maserati's return to producing its own power units after a hiatus of more than 20 years. The MC20 is an extremely lightweight car under 1,500 kg (kerb weight), and thanks to its power output of 630 hp it comes out best in class in weight/power ratio, at just 2.33 kg/hp. This record is achieved through the use of choice quality materials, exploiting all the potentials of carbon fibre without any sacrifices with regard to comfort.

Nettuno, the first engine in this new chapter of the Trident's history, is the MC20's twin turbo V6, a tech-

nologic gem already awarded an international patent, which puts the MTC (Maserati Twin Combustion) technology, the ground-breaking combustion system developed in-house, onto the world's roads. Overall, this revolutionary project has resulted in a car that epitomises Italian excellence. In fact, MC20 was designed in Modena and will be built at the Viale Ciro Menotti plant, where the Trident's models have been built for more than 80 years. The new production line, created in the spaces where the GranTurismo and GranCabrio models were assembled until November 2019, is now ready for action in the historic plant. The





site also features a new paintshop incorporating innovative, environment-friendly technologies. Nettuno will also be built in Modena, at the newly established Maserati Engine Lab.

The MC20 design was produced in about 24 months, with the involvement from the outset, in an innovative approach, of a team of Maserati Innovation Lab engineers, technical specialists from the Maserati Engine Lab and designers from the Maserati Style Centre. The Virtual Vehicle Dynamics Development system, which includes the use of one of the world's most advanced dynamic simulators, was developed in-house by the Maserati Innovation Lab and is based on a complex mathematical model called Virtual Car. This method allowed performance of 97% of dynamic tests, optimising development times. The car was then fine-tuned in the best Maserati tradition with exhaustive track and road test-driving sessions in the most widely varying conditions of use.

The guiding theme of the MC20'S design was the Brand's historic identity, with all the elegance, performance and comfort integral to its genetic make-up. The focus on performance led to the conception of a car with a distinct personality, with unmistakable forms that render it unique.

The butterfly doors are not only stunningly beautiful but also functional, as they improve the car's ergonomics and enable optimal access to and from the cabin. The aerodynamics were designed through over two thousand man-hours in the Dallara Wind Tunnel and more than a thousand CFD (Computational Fluid Dynamics) simulations, which enabled the creation of a genuine work of art. The resulting car has a sleek line, with no mobile appendages but just a discreet rear spoiler that improves downforce without detracting from the MC20's beauty. The CX is more under 0,38. The MC20 is designed to enable coupé and convertible versions and for full electric power.

Once inside the cabin, the driver is always central, and nothing must distract them from the sporting driving experience. Every component has a purpose, and is completely driver-oriented. Simple forms, very few sharp edges and minimal distractions. Two 10 inch screens: one for the cockpit and the other for the Maserati Touch Control Plus (MTC Plus MIA). Simplicity is also the keynote of the carbon fibre-clad central console, with just a few features: the wireless smartphone charger, the driving mode selector (GT, Wet, Sport, Corsa and a fifth, ESC Off, which deactivates the control functions), two speed selection buttons, the power

window controls, the Multimedia System controls, and a handy storage compartment underneath the armrest. All the other controls are on the steering wheel, with the ignition button on the left and the launch control on the right.

The new MC20 will be connected at all times with the Maserati Connect program. The full range of services includes connected navigation, Alexa and Wifi Hot-spot and can also be managed through the Maserati Connect smartphone or smartwatch App. For the launch, Maserati has also developed six new colours to characterise MC20: Bianco Audace, Giallo Genio, Rosso Vincente, Blu Infinito, Nero Enigma and Grigio Mistero. Each of them has been conceived, designed and developed exclusively for this car and they all convey important themes: a strong reference to Made in Italy, to Italian identity and to the land, as well as one linked to Maserati tradition.

Both visually and conceptually, there are strong references to the MC12, the car that marked Maserati's racing comeback in 2004. In the same way as its predecessor, MC20, with its explicitly racing soul clear from its name alone, announces the intention to return to the world of racing.

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Porsche Taycan

The First Fully Electric Sports Car



Porsche presented its first fully-electric sports car. The four-door sports saloon is a unique package, offering typical Porsche performance and connectivity with everyday usability. At the same time, highly advanced production methods and the features of the Taycan are setting new standards in the fields of sustainability and digitalization.

The first models in the new series are the Taycan Turbo S and Taycan Turbo. They are at the cutting edge of Porsche E-Performance and are among the most powerful production models that the sports car manufacturer currently has in its product range. Less powerful variants of these all-wheel drive vehicles will follow this year. The first derivative to be added will be the Taycan Cross Turismo at the end of next year. By 2022, Porsche will have invested more than six billion

euros in electromobility..

Performance meets efficiency

The flagship Turbo S version of the Taycan can generate up to 560 kW (761 PS; Taycan Turbo S: Electricity consumption combined 28.5 kWh/100 km, CO2 emissions combined 0 g/km (as of 08/2020)) overboost power in combination with Launch Control, and the Taycan Turbo up to 500 kW (680 PS; Taycan Turbo: Electricity consumption combined 28.0 kWh/100 km, CO2 emissions combined 0 g/km (as of 08/2020)). The Taycan Turbo S accelerates from zero to 100 km/h in 2.8 seconds, while the Taycan Turbo completes this sprint in 3.2 seconds (Taycan Turbo: Electricity consumption combined 28.0 kWh/100 km, CO2 emissions combined 0 g/km, Taycan Turbo S: Electricity consumption combined 28.5 kWh/100 km,

CO2 emissions combined 0 g/km (all as of 08/2020)). The Turbo S has a range of up to 412 kilometres, and the Turbo a range of up to 450 kilometres (according to WLTP in each case). The top speed of both all-wheel-drive models is 260 km/h (Taycan Turbo: Electricity consumption combined 28.0 kWh/100 km, CO2 emissions combined 0 g/km, Taycan Turbo S: Electricity consumption combined 28.5 kWh/100 km, CO2 emissions combined 0 g/km (all as of 08/2020)).

The Taycan is the first production vehicle with a system voltage of 800 volts instead of the usual 400 volts for electric cars. This is a particular advantage for Taycan drivers on the road: in just over five minutes, the battery can be recharged using direct current (DC) from the high-power charging network for a range of up to 100 kilometres (according to WLTP).





The charging time for five to 80 percent SoC (state of charge) is 22.5 minutes for charging under ideal conditions, and the maximum charging power (peak) is 270 kW. The overall capacity of the Performance Battery Plus is 93.4 kWh. Taycan drivers can comfortably charge their cars with up to eleven kW of alternating current (AC) at home.

Pure exterior design with Porsche DNA

With its clean, puristic design, the Taycan signals the beginning of a new era. At the same time, it retains the unmistakable Porsche design DNA. From the front it looks particularly wide and flat with highly contoured wings. The silhouette is shaped by the sporty roofline sloping downward to the rear. The highly sculpted side sections are also characteristic. The sleek cabin, the drawn-in rear C-pillar and the pronounced shoulders of the wings result in a sharply emphasised rear, typical of the brand. There are also innovative elements such as the glass-effect Porsche logo, which has been integrated

into the light bar at the rear. With a Cd value from 0.22, the aerodynamically optimised basic shape makes a significant contribution to low energy consumption and thus long range.

Unique interior design with a wide display screen band

The cockpit signals the start of a new era with its clear structure and a completely new architecture. The freestanding, curved instrument cluster forms the highest point on the dashboard. This places a clear focus on the driver axis. A central, 10.9-inch infotainment display and an optional passenger display are combined to form an integrated glass band in a black-panel look. All user interfaces have been completely newly designed for the Taycan. The number of classic hardware controls such as switches and buttons has been greatly reduced. Instead, control is intelligent and intuitive – using touch operation or the voice control function, which responds to the command “Hey Porsche”.

The interior of the Porsche Taycan

With the Taycan, Porsche offers an entirely leather-free interior for the first time. Interiors made from innovative recycled materials underscore the sustainable concept of the electric sports car. “Foot garages” – recesses in the battery in the rear footwell – ensure sitting comfort in the rear and allow the low vehicle height typical of sports cars. Two luggage compartments are available: the front compartment has a capacity of 81 litres and the rear 366 litres.

Innovative drive motors and a two-speed transmission

The Taycan Turbo S and Taycan Turbo have two exceptionally efficient electric machines, one on the front axle and one on the rear axle, thus making the cars all-wheel drive. Both the range and the continuous power of the drive benefit from the high efficiency of the permanently excited synchronous machines. The electric machine, transmission and pulse-controlled inverter are each combined into a

compact drive module. The modules have the highest power density (kW per litre of package space) of all electric powertrains on the market today. A special feature of the electric motors is the “hairpin” winding of the stator coils. This technology makes it possible to incorporate more copper in the stator, increasing power output and torque while maintaining the same component volume. The two-speed transmission installed on the rear axle is an innovation developed by Porsche. First gear gives

the Taycan even more acceleration from a standing start, while second gear with a long gear ratio ensures high efficiency and equally high power reserves. This also applies at very high speeds.

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The cockpit signals the start of a new era with its clear structure and a completely new architecture. The freestanding, curved instrument cluster forms the highest point on the dashboard. This places a

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THE FERRARI PORTOFINO M

A CONSTANTLY EVOLVING STORY



The Ferrari Portofino M, the evolution of the Prancing Horse's 2+ GT spider, the Ferrari Portofino, was unveiled today. In a move unprecedented in the Maranello marque's 70-year-plus history, the new car's premiere took place entirely online. The build-up to the unveiling included the sending out of a series of newsletters to clients over recent weeks at the end of which they were given access to a platform containing exclusive videos illustrating the concept behind the car, its restyling and main technical contents. The Portofino M is the first Ferrari to be presented in the wake of the company's temporary closure due to the Covid-19 crisis, making it the symbol of a voyage of rediscovery. It is the (re)starting point for Prancing Horse's pursuit of innovation whilst fully respecting its heritage, passion and constant search for perfection. All

of these values are reflected in the new Portofino M. In fact, the 'M' in its moniker stands for 'Modificata', which in Ferrari nomenclature refers to cars that have undergone an evolution that has significantly boosted their performance. There is no shortage of technical innovation in the stunning new evolution of the Ferrari Portofino, the most notable being its redesigned powertrain, a brand-new eight-speed gearbox and the five-position Manettino that includes a Race mode, an absolute first for a Maranello GT spider. As a consequence of these and many other new features, the Portofino M guarantees an unprecedented combination of authentic GT performance, driving pleasure, agility and exceptional versatility in everyday driving contexts. This latest design and engineering masterpiece from the

Prancing Horse is the perfect evolution of the Ferrari Portofino. Sportier in character than its predecessor, it also delivers superior handling whilst not only maintaining but enhancing on-board comfort, courtesy of specific new optional features, such as ADAS, and ventilated and heated seats. The Ferrari Portofino M thus retains the Ferrari Portofino's twin soul and is the only car on the market that can rightfully be described as an authentic coupé with its top closed and a genuine spider when it is open. This is thanks, of course, to the Retractable Hard Top (RHT), the signature feature of all the Prancing Horse's convertibles. The Portofino M's compact dimensions also make it ideal for all occasions. In fact, its unparalleled versatility and on-board comfort turn every trip into a voyage of (re)discovery.





POWERTRAIN

The Ferrari Portofino M’s 3855cc engine belongs to the V8 turbo family voted “International Engine of the Year” on four consecutive occasions (2016-2019). The power unit can punch out 620 cv at 7,500 rpm, 20 cv more than the Ferrari Portofino. To achieve these performance levels, the Ferrari engineers used new cam profiles to increase valve lift and optimise combustion chamber filling. A speed sensor was also added to the turbocharger assembly to measure the turbine revolutions. This in turn allowed the maximum revolutions per minute of the turbine to be increased by 5,000 rpm. Lastly, to comply with the strictest pollution emissions standards, a Gasoline Particulate Filter has been included in the exhaust system. The GPF allows the car to comply with the strictest European anti-pollution standards (Euro-6D) without compromising driving pleasure. This result comes thanks to a control logic that continuously regenerates the filter, limiting the amount of accumulated particulate matter. This is achieved by using two dedicated sensors per cylinder bank to

accurately measure differential pressure deltas up- and down-stream of the GPF. The 8-speed gearbox is a completely new unit compared to the previous 7-speed version and is based on a dual-clutch oil bath architecture. It differs from the SF90 Stradale’s 8-speed transmission in its longer gear ratios and the introduction of a mechanical reverse gear. The new layout and integration of its components have also optimised the gearbox’s size and its installation in the car. Like all the other turbo cars in the range and in line with the “zero turbo lag” concept, the Ferrari Portofino M delivers instantaneous throttle response throughout the rev range. The car boasts Variable Boost Management, a control software developed by Ferrari that adjusts torque delivery to suit the gear selected. The result is increasingly powerful pick-up as revs rise, whilst optimising fuel consumption. As the car goes up through the gears (from 3rd to 8th), the amount of torque delivered by the engine increases all the way up to 760 Nm in 7th and 8th gear. On the one hand, this has allowed Ferrari to use longer gear ratios in the higher gears, which helps keep fuel

consumption and emissions down, while on the other, adopting a steeper torque curve through the rev range in the lower gears for a feeling of smooth and powerful pick-up. The introduction of the eighth gear and the improvement in transmission efficiency have resulted in a significant reduction in fuel consumption in urban and motorway contexts in addition to noticeably improving performance even under sportier, more press-on driving. The new clutch module is 20% smaller but delivers 35% more torque, with up to a maximum 1,200 Nm of dynamic torque transmitted when gear shifting. The transmission software strategy has also been evolved with a more powerful ECU. Lastly, particular attention was focused on gear change strategies aimed at improving the power unit’s fuel consumption and emissions levels. Due to more efficient clutch torque control, the car is now also easier to drive in urban contexts during Start&Stop cycles. This guarantees that the car is smoother to drive at low speeds in traffic, as well as delivering a more intuitive experience and improved responsiveness.

By tradition, every single Ferrari engine has its own particular soundtrack that makes it unique. The Ferrari Portofino M is no exception. In addition to the flat-plane crankshaft, the geometry of the entire exhaust line is new. The two rear silencers have been eliminated (which in addition to boosting sound also significantly reduces backpressure in the tailpipes) and the by-pass valves are now oval in shape to enhance the exhaust sound. Both solutions significantly reduce exhaust backpressure and improve sound quality. The last notable modification is “proportional” by-pass valve control, which is continuous and progressive depending on the driving situation.

VEHICLE DYNAMICS

The Portofino M sports the vehicle dynamics control system known as Side Slip Control (SSC), which incorporates an algorithm that delivers an estimate in real time of the side slip angle to all the various on-board control systems. The SSC coordinates all the vehicle dynamics interventions as the systems are all integrated using shared data. Now in its sixth generation, the SSC integrates the E-Diff, F1-TCS, SCM-E Frs and the Ferrari Dynamic Enhancer (FDE) control systems. The FDE is a lateral dynamics control system that uses Ferrari software to adjust the hydraulic brake pressure at the callipers

on all four wheels. On the Ferrari Portofino M, it is available only when the Manettino is in Race mode. The FDE is designed to make the car’s lateral dynamics more predictable both through and exiting corners by ensuring the steering wheel and throttle are more intuitive for the driver to use. That said, the FDE is not a stability control system and flanks rather than replaces the traditional VDC and stability control system (ESC). Another noteworthy factor is the more modulable brake pedal pressure which, when combined with a reduction in pedal travel of around 10%, delivers more precise, instantaneous responsiveness to inputs during braking. The aim of the five-position Manettino, a first on a Prancing Horse GT spider, is to make the Ferrari Portofino M’s handling and grip even more accessible by extending the setting ranges still further with the introduction of the Race position. Supported by the introduction of the Ferrari Dynamic Enhancer, that position focuses on maximising driving pleasure.

DESIGN

The new Ferrari Portofino M’s harmonious styling is the product of a global approach to design in which all the various elements are treated as part of a single whole and builds on the success of the Portofino design. This applies both to the bodywork, where the

front, flanks and tail are part of a single seamlessly sculptural design, as it does to the cabin where the general arrangement of the volumes and lines is stylistically consistent. This approach can be seen in the interaction between the car’s exterior and interior.

EXTERIOR

The fact that the Portofino M’s performance is more powerful than the Portofino resulted in the Ferrari Styling Centre’s designers making very precise, targeted adjustments to highlight the model’s characteristics and underscore its sportiness. The wraparound front bumpers incorporate imposing, sculptural air intakes that lend a decisive, aggressive look to the front of the car. They also feature a new air vent at wheelarch height, added because of the need to reduce the car’s overall drag. Part of the air flow coming off the front radiating masses is directed towards the new vents and then accelerated up as it exits, boosting its extraction power. The resulting improvement in aerodynamic performance is underscored by a slash on the front bumper that flows into the design of the flanks, adding visual harmony to the side view of the car. Thus, the signature Portofino side scallop finds its visual counterpart on the Ferrari Portofino M’s front bumper, which has been sculpted to accentuate the car’s dynamic profile.



Cadillac LYRIQ

first all-electric vehicle introduces a new era in luxury



Cadillac's introduction of its electric portfolio begins today with the debut of the LYRIQ show car — a dynamic, modern and fully electric luxury crossover. The propulsion system and supporting technologies position Cadillac to be a leader in electrification, connectivity and automated driving, all delivered with thrilling performance and a new threshold in technology integration.

“Led by LYRIQ, Cadillac will redefine American luxury over the next decade with a new portfolio of transformative EVs,” said Steve Carlisle, executive vice president and president, GM North America. “We will deliver experiences that engage the senses, anticipate desires and enable our customers to go on extraordi-

nary journeys.”

The LYRIQ is based on GM's next-generation, modular electric vehicle platform and driven by the Ultium propulsion system, allowing Cadillac to deliver customers a variety of range and performance options. With range being one of the biggest factors when it comes to selecting an EV, we're designing LYRIQ to offer beyond 300 miles of range on a full charge, based on internal testing¹. Performance and technology highlights include:

Charging options that fit a variety of preferences for home, the workplace and on the road — including DC fast charging rates over 150 kilowatts and Level 2 charging rates up to 19 kW²

Rear-wheel drive and performance all-wheel drive configurations

The latest version of Super Cruise³, the industry's first truly hands-free driver assistance feature, available on more than 200,000 miles of compatible highways and recently enhanced to include automated lane change. New technologies such as dual-plane augmented reality-enhanced head-up display and remote self-parking. The brand's most seamless and adaptive technology interaction with the driver and passengers, including the latest Cadillac user experience, which is showcased in a 33-inch-diagonal advanced LED screen that spans the entire viewing area of the driver.

“LYRIQ was conceived to make every journey





exhilarating and leverages more than a century of innovation to drive the brand into a new era, while rewarding passengers with a more personal, connected and immersive experience,” said Jamie Brewer, Cadillac LYRIQ chief engineer. “To do this we developed an architecture specifically for EVs. It is not only an exceptional EV, but first and foremost a Cadillac.”

LIBERATING PERFORMANCE

Some luxury EVs today feature adapted traditional internal combustion engine architecture, that is not the case with LYRIQ. Cadillac’s all-new, modular EV platform on which the LYRIQ is based is the foundation for its liberating performance. With a dedicated EV architecture, its design eliminates significant physical constraints associated with adapting electric propulsion within a conventional vehicle architecture, for an optimized design that supports greater driving range, an engaging driving experience and a new interpretation of passenger space. Within the LYRIQ, the Ultium battery system is a structural element of the architecture, integrated in ways that contribute to ride and handling, as well as safety. In fact, the lower center of gravity and near 50/50 weight distribution enabled by the placement of the battery pack results in a vehicle that’s sporty, responsive and allows for spirited driving. Additionally, the LYRIQ is driven primarily by the rear wheels, with a performance all-wheel drive option available. The placement of the drive motor at the rear of the vehicle contributes an even greater feeling of

balance and agility — attributes that affirm Cadillac’s longstanding commitment to satisfying performance. It also enables the system to channel more torque to the pavement without wheelspin for exhilarating acceleration and greater cornering capability. Vehicles equipped with performance all-wheel drive go a step further, with a second drive unit placed at the front of the vehicle, which allows for a significant amount of tuning flexibility, enhancing vehicle dynamics and performance for drivers.

ALL-NEW ULTIUM BATTERY SYSTEM

The Cadillac LYRIQ is powered by GM’s new Ultium battery system, which offers approximately 100 kilowatt-hours of energy to deliver stirring performance. Ultium’s state-of-the-art NCMA (nickel-cobalt-manganese-aluminum) chemistry uses aluminum in the cathode to help reduce the need for rare-earth materials such as cobalt. In fact, GM engineers reduced the cobalt content by more than 70 percent, compared to current GM batteries. The advanced battery chemistry is packed in large, flat pouch cells that enable smart module construction to reduce complexity and simplify cooling needs. Additionally, the battery electronics are incorporated directly into the modules, eliminating nearly 90 percent of the battery pack wiring, compared to GM’s current electric vehicles. When it comes to charging, LYRIQ offers quick and

convenient charging options whether at home or on the go. With DC fast charging, the LYRIQ can charge at rates over 150 kW. **ARTFULLY INTEGRATED TECHNOLOGY** Envisioned to make interaction with its technologies more intuitive and rewarding, the LYRIQ’s partnership with the driver and passengers is simultaneously energizing and artful.

Upon approach, the LYRIQ recognizes the driver and initiates a “greeting” with a choreographed lighting sequence, while also preparing the cabin for the journey, including seat, mirror and climate system adjustments. Once inside, the LYRIQ offers Cadillac’s highest level of driver information, infotainment and connectivity integration, for a more seamless and rewarding experience. A 33-inch-diagonal advanced LED display artfully integrates a single, large screen that spans the viewing area for the driver and incorporates driver information details, infotainment controls and camera views. This new display has the highest pixel density available in the automotive industry today and can display over one billion colors, 64 times more than any other vehicle in the automotive industry, providing a stunning in-vehicle experience unlike anything seen before from Cadillac. Additional technology and interactive highlights include: Battery and charging monitoring conveyed by easy, at-a-glance graphics. The system identifies the vehicle’s energy needs at home and on the

go, according to owner preferences, while also monitoring and forecasting energy consumption and providing charging suggestions. New dual-plane augmented reality-enhanced head-up display employs two planes: a near plane indicating speed, direction and more, and a far plane displaying transparent navigation signals and other important alerts. The latest version of Super Cruise, the hands-free driver assistance feature, including automated lane change.³ Supervised remote parking that uses ultrasonic sensors to help the LYRIQ park itself in parallel or perpendicular parking spaces — whether the driver is inside or outside of the vehicle.⁴ **SENSE OF SOUND** LYRIQ’s technology also addresses sound in two important ways: Blocking unwanted sounds and making the most of the sounds passengers want to hear. For the first time, Cadillac will introduce a new road noise cancellation technology, which takes active noise cancellation to the next level by introducing more microphones and accelerometers, which improve noise cancellation abilities. With this new system, Cadillac’s performance and audio engineers can target the frequency range of tire cavity noise, reducing the noise level in the vehicle and allowing for a quieter

in-cabin experience. The Cadillac LYRIQ builds on the brand’s exclusive partnership with AKG. “With LYRIQ we wanted to deliver a sound experience that would transport the driver from a vehicle into a recording studio,” said Hussein Khalil, Cadillac lead audio design release engineer. “With the AKG sound system, we are able to deliver this experience along with the quality and reliability luxury customers expect.” At launch, LYRIQ will offer a 19-speaker AKG Studio audio system that delivers exceptionally crisp and precise sound reproduction, enabling drivers and passengers to enjoy their favorite music. **NEW FACE OF CADILLAC** Cadillac’s first electric SUV makes a bold design statement that introduces a new face, proportion and presence for the brand’s new generation of EVs. It’s a forward-looking vision unconstrained by the needs of a traditional internal combustion engine and driveline. “The LYRIQ represents the next iteration of the iconic brand’s styling, enabled by electrification, as only Cadillac can express,” said Andrew Smith, executive director, Global Cadillac Design. “Inside and out, LYRIQ is a thoughtful integration of design and technology and is intended to make every drive an occasion.” Defined by taut lines and clean surfaces, LYRIQ is

assertive and modern, characterized with a low, fast roofline and wide stance that emphasize agility and convey confidence. Additional details such as a flow-through roof spoiler express the careful attention paid to aerodynamics to optimize efficiency on the highway. A distinctive “black crystal” grille in the front is one of the LYRIQ’s most unique and expressive design elements. It is also a dynamic feature, as it is part of a dramatic lighting choreography that — along with bold vertical, slim LED signature lighting — greets the owner upon approach. At the rear, a split taillamp design incorporates slim LEDs that are also integrated into the lighting choreography. Inside, the LYRIQ’s new electric vehicle architecture opens up possibilities in vehicle spaciousness and design; and Cadillac designers used this as an opportunity to rethink how to use the space and where to locate various interior elements. The result is a more airy, minimalistic design that does more to involve the driver and passengers in the driving experience while offering exceptional functionality when it comes to storage solutions. It is also brimming with subtle yet obsessive details such as backlit speaker grilles, curved screens with hidden storage and, like the exterior, orchestrated lighting features.



the new Audi e-tron GT

Passion for quality and progressiveness



Passion for detail, maximum precision, and top quality: The new Audi e-tron GT reflects all the passion with which Audi develops and builds cars. For the production of the electrically powered Gran Turismo at Audi Böllinger Höfe at the Neckarsulm site, the company uses customized new technologies – however, the finishing touches are applied by highly skilled hands. And since the dynamic work of art must also sound good, Audi has brought musical flair and technical competence to bear in composing a unique sound for the e-tron GT. It sounds powerful and progressive – just as an Audi should.

Production of the Audi e-tron GT

The Audi e-tron GT is the brand's first fully electric car to be built in Germany. The Gran Turismo will start rolling off the production line at Audi Böllinger

Höfe at the Neckarsulm site at the end of 2020. The small-series production facility has been expanded, upgraded, and converted for its new role. The skilled craftsmanship from the previous facility has been retained and is supplemented by digital processes and smart technologies. During the expansion, production planners made use of new virtual methods. The tests of the work procedures on the assembly line and the logistic processes were conducted in the virtual domain for the first time, with container planning also performed with the help of VR technology. Production of the e-tron GT was designed without physical prototypes – a first at Audi.

Large areas of the body of the all-electric Gran Turismo are constructed from ultra-high-strength steel and aluminum. To produce this material mix in the planned

quantities, a body shop was established that combines the skilled craftsmanship of the employees with the full potential of automated production technology. It consists of an innovative body assembly line along which each body passes twice. It is constructed around what is called the two-way framer, in which ten robots are used to attach the inner and outer side panels. It combines all manufacturing steps involved in joining the sides in a single system – thus making production of the Audi e-tron GT possible on the existing floorspace. The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted. The inline measuring procedure for the bodies is also new. It guarantees even greater accuracy and can respond very quickly to minute deviations.

At the end of the body assembly line is where precise craftsmanship comes into play: Experienced workers fit the add-on parts and check the finish of the completed body. The expressive design of the Audi e-tron GT places unusually high demands on production quality – the side wall frame, for instance, has a remarkably large draw depth of 35 centimeters (13.8 in) between its highest and lowest point. The expanded assembly line includes 36 instead of the previous 16 cycles. The e-tron GT shares it with the R8 – this integration of two technically completely different cars is unique in the Volkswagen Group. Both models are moved using the same driverless transport vehicles and an electrically powered monorail system. At one station of the line, humans and robots work side by side. A 3D printer is also on hand to produce

customized assembly aids at the employees' request. Once completed, every car is driven for 40 kilometers (24.9 mi) on public roads, which also includes sections on the highway and in urban traffic. "With the integration of the Audi R8 and Audi e-tron GT, a unique combination of craftsmanship and smart factory technology is coming to life at Böllinger Höfe," says Production Head Wolfgang Schanz in summary. "I am especially proud of the passion and spirit of our team."

The e-sound of the Audi e-tron GT

Whether it's quality, design or technical characteristics – the Audi e-tron GT is a car packed with all the passion of Audi. This also applies to the sound of the electrically powered Gran Turismo. Engineers Rudolf Halbmeir and Stephan Gsell conceived and designed

the progressive electronic sound – on the computer, in the sound laboratory, inside the moving car, and in customer studies. As with every electric car, the e-tron GT also features the statutory acoustic vehicle alerting system (AVAS), although embedded within a broader acoustic spectrum. A loudspeaker fitted in the front of the vehicle emits the AVAS sound. For customers ordering the optional sound package, a second, large loudspeaker is added in the rear. In parallel, two loudspeakers in the interior provide an emotional sound experience. Two control units continuously remix the e-tron GT sound based on variables such as speed or accelerator position. The Audi drive select system allows drivers to set whether and how intensively they wish to experience the sound.



This Time It’s Personal

Now Your Car Learns What You Like



Many drivers get to know their cars like close companions over time, but how well do our cars know us? Vehicles soon will prompt their owners to make a regular phone call, work out at a favoured time, or stop off at a much-loved coffee shop – if those activities are part of their regular routine.

Making its debut in the all-new, all-electric Mustang Mach-E, Ford’s next-generation SYNC technology actually learns from driver behaviours to make smart suggestions. It combines conversational speech recognition, internet search results and machine learning intelligence to make time-saving recommendations based upon previous journeys. Ford showcased its new communication and entertainment system for the first time in Europe via an exclusive virtual event. Also revealed today is Remote Vehicle Setup – a new feature that enables owners to personalise their new car even before it arrives – pre-configuring settings from preferred drive modes to ambient cabin colours. “We’ve worked obsessively to make sure that owning a Mustang Mach-E is the most personal, most connected driving experience achievable,” said Jan Schroll, con-

nectivity manager, Ford of Europe. “The next-generation SYNC is the smartest version yet and will continue to get smarter the longer you own your car. It is designed to know what you need – and when you need it – so you can just sit back and enjoy the drive.”

Personal touch

The code for Ford’s next generation of SYNC has been written from the ground-up to bring Ford’s human-centric design philosophy right to the heart of driver experience. It enables more than 80 vehicle settings to be customised in the Mustang Mach-E, from cabin temperature and seat position to ambient lighting, making for a highly personalised in-car experience. The system can even identify individual drivers by their smartphone or key fob and apply their settings as they approach the vehicle – before they get in – so each family member can instantly experience their own unique cabin, driving and entertainment experience. The system employs a machine learning algorithm to better understand drivers’ habits over time. Go to the gym every Friday? Call home on the way back from work? The next-generation SYNC system will learn each owner’s routines to make the right navigation and

communication suggestions at the right time, enabling drivers to concentrate on the road.

Inside the Mustang Mach-E, the next-generation SYNC system features a 15.5-inch full HD touch display. The large, user-friendly console is simple to read at a glance, while the interface has been pared back to deliver information in an organised, easily digestible way. Familiar pinch, zoom and rotate touch controls are all present, while the signature dial at the bottom of the screen makes for quick and tactile adjustment of the volume for music or conference calls. Navigating the SYNC interface has been reimagined so drivers never are more than a touch or two away from any application, information or control they need. The large screen and card layout allow multiple applications to be displayed simultaneously, so receiving a call while navigating no longer means missing a turn as the directions disappear from the screen.

Ready, set-up, go!

With the Mustang Mach-E, owners will be able to pre-configure their new vehicle ahead of delivery using the new Remote Vehicle Setup feature. Owners simply create a personalised profile to save their favourite

settings and frequent locations such as their place of work or a supermarket, and – for added peace of mind – identify nearby charging stations.

Setup can be done online or using FordPass, the Ford owners companion smartphone app, to customise vehicle settings such as daily departure times, preferred cabin comfort settings and battery charge levels, among other options. 1 Mustang Mach-E drive modes also can be personalised: choosing between Active, Whisper or Untamed will adjust the vehicle’s responsiveness on the outside, while on the inside the vehicle sound and ambient colours can be customised to match. The personalisation profile is stored in the cloud, so when the owner picks up the keys and first pairs their smartphone with their Mach-E, all settings are pushed to their vehicle – no more frustrating first-time setups, drivers can just get in and go. Future over-the-air updates will also allow for personalisation of radio presets prior to delivery.

“One-size-fits-all doesn’t fit anyone,” said Sheryl Connelly, Ford Global Consumer Trends and Futuring Manager. “Consumers want products, services and experiences that are uniquely suited to their needs – that is why Ford is enabling pre-delivery personalisation on the Mustang Mach-E. For those who take advantage of the feature, no two Mustang Mach-Es will ever be exactly alike”.

Mach-E owners also can use their smartphone to unlock their vehicle. With the Phone-as-a-Key feature enabled, the vehicle will instantly recognise who is approaching, unlock the doors and enable their individual driver preferences and settings. 2 If the driver’s smartphone battery runs dry, they can simply enter their personal passcode onto a keypad on the car door.

Conversational assistant

The next generation of SYNC delivers advanced conversational speech recognition allowing drivers to focus on driving instead of remembering set commands. The system understands natural, everyday speech in 15 European languages, enabling owners to talk to their vehicle just as they would a passenger, letting them control everything from entertainment and navigation features, to cabin environment and phone calls. To provide the best responses to commands and questions, the next generation of SYNC complements on-board intelligence with results from internet searches, ensuring that requests for the nearest restaurant or closest chemist are as accurate and up to date as possible. Apple CarPlay and Android Auto are both pre-installed at no extra cost and, now with cable-free connectivity,

owners can benefit from safe and effortless access to their favourite smartphone apps and contacts using their voice or the vehicle’s touchscreen. 3 The large display means that Apple CarPlay or Android Auto can appear on the screen at the same time as other next-generation SYNC apps such as navigation or radio, enabling drivers always to remain in complete control and within quick reach of key features. Connectivity is further enhanced with SYNC AppLink, with supported apps such as what3words, Waze and Webex delivering deeper integration between vehicle and smartphone.

In charge

The next generation of SYNC promotes confidence on the go for electric vehicle drivers by advising where and when to charge during journeys, as well as providing access to real-time charging station availability and pricing. Intelligent Range technology provides drivers with up-to-date information about their electric vehicle’s range, based on factors including traffic, terrain, weather and even data from other Ford electric vehicles using the roads ahead. If the vehicle range changes significantly, a notification highlights the new range estimate and explains why it changed. Owners will have access to the largest public charging network in Europe, with the ability to pay using the FordPass smartphone app. 4 Mustang Mach-E drivers

will be able to charge their vehicle’s battery from 10 to 80 per cent in less than 40 minutes, adding an average of 119 km (73 miles) driving range in as little as 10 minutes, when using IONITY high-power chargers. 5 Battery level and range information are available using the FordPass smartphone app, where owners can also schedule preferred charging times to take advantage of cost-efficient energy while ensuring there is enough range to complete their upcoming journeys. FordPass also enables drivers to set departure times, ensuring the cabin is pre-conditioned to the ideal temperature while the vehicle is on charge, to help achieve the best battery range possible.

Always evolving

Much like smartphone apps receive regular updates to provide enhancements and new capabilities, overthear updates ensure Ford vehicles continuously evolve and improve over time. Updates silently and wirelessly deliver new features along with quality and performance enhancements to the SYNC system and computer modules throughout the vehicle, helping to reduce service centre visits. Software is downloaded wirelessly in the background, with updates applied in less than two minutes. 7 Owners can choose when updates take place, and can even schedule them to be applied overnight or when the car is not in use so as not to delay a journey.



Catlin captures second title

at Dubai Duty Free Irish Open



John Catlin overturned a four-stroke deficit at Galgorm Castle Golf Club, firing a sublime final round 64 to win his second European Tour title of the season at the Dubai Duty Free Irish Open.

The American, who held off the challenge of former World Number One Martin Kaymer to win the Estrella Damm N.A. Andalucía Masters earlier this month, started the day four strokes behind 54-hole leader Aaron Rai but quickly moved up the leaderboard as he made the turn in three under par.

A bogey on the 13th, his only dropped shot in 27 holes, was cancelled out by a long birdie putt on the 15th which drew him level with Rai on eight under. He pulled clear after another gain on the 16th hole and then signed for a ten under par total after a stunning three wood from 268 yards left him with an easy two putt for his seventh birdie of the day at the last.

Rai birdied the 17th to move to nine under, needing a birdie to force a play-off, but an errant second shot found trouble on the left hand side of the green and a dropped shot handed Catlin his second victory in four weeks - elevating him to 14th in the Race to Dubai presented by Rolex in the process.

Australian Maverick Antcliff and Thailand's Jazz Janewattananond shared third place on seven under par, while the Swedish duo of Joakim Lagergren and Oscar

Lengden finished tied for fifth.

John Catlin: "It's pretty hard to describe. So many years of hard work have gone into this moment. It was my goal to win again at the start of this week, to have accomplished it is something truly, truly special.

"I had nothing to lose. I was going after every flag, I had good numbers and the greens were soft. So I started taking aim and hit a couple in their close. I made a long one on 15 and that three wood on 18 was so satisfying. It was 268 yards to the hole, cold and damp. To just hit a big high draw in there like I know I can, under those conditions, really is hard to put into words. "(Winning at Valderrama) was massive. You never know if you're going to win or not, to get that monkey off my back at Valderrama really freed me up today to know I could do it. Be able to look myself in the mirror and tell myself that I've been here before and I can do it again.

"I've always wanted to play in the Majors, that's the only level of golf I haven't played at. Hopefully one day I can win one of those as well. To have gotten inside that top 100 is a big leap forward."

Aaron Rai: "I'm feeling a little bit disappointed. I can't hide that. But I played solid for most of the week and 18 was just one of those things. It's golf, and it happens, but John played incredibly well today and

deserves it.

"It's nice this week, it's the first time I've been in contention throughout the whole week and stayed there. There's a lot of positives to take, I felt like I handled myself well on the outside and, more importantly on the inside, a lot more positives than negatives to take out of this week.

"I didn't really look (at the leaderboard) around 14 and 15. I was aware coming off 17 what the situation was, but that was it all day. I wasn't trying to focus on the leaderboard. I was quite aware of what was happening then." Colm McLoughlin, Executive Vice Chairman and CEO of Dubai Duty Free, offered his congratulations to John Catlin and also said: "Despite the fact that this tournament was played behind closed doors there was certainly no shortage of excitement on the golf course. It is great to see golf returning and we would like to thank the players, the European Tour and the team at Galgorm Castle Golf Club for their hard work. "This has been a challenging year for everyone but we are happy to have retained our sponsorship support for the Dubai Duty Free Irish Open despite the challenges. This sponsorship promotes our brand to a huge TV audience and helps promote the fact that Dubai is very much Open for Business."



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