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THE ULTIMATE CAR



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Polestar 3

The SUV for the Electric Age



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2023 Mercedes-Benz EQE SUV

The Ultimate Car



The EQE SUV is the multi-purpose variant of the EQE business saloon. It offers a highly versatile interior space equipped with innovative features for comfort and convenience. The modular drivetrain concept facilitates a wide performance spectrum with a choice of rear- or all-wheel drive.

The extensively adaptable interior and the performance-oriented drive concept make the Mercedes AMG EQE SUV the most multi-faceted electric vehicle from Mercedes AMG. Two powerful electric motors and the fully

variable all-wheel drive form the basis for the hallmark AMG dynamic driving experience. The Mercedes AMG development specialists have also given a host of other parameters their own distinctive flavour. They include the suspension with rear-axle steering as standard, the AMG SOUND EXPERIENCE and the design of both the exterior and interior.

The digital world premiere will be streamed on the Mercedes me media online platform and simultaneously for the public and multipliers on

several Mercedes-Benz channels, such as YouTube, LinkedIn and Twitter. Media representatives will also be able to access in-depth information and services on Mercedes me media. As well as the original version in English, transcripts will be available in multiple other languages to read and download. A range of press materials such as videos, images and press texts round off the comprehensive package.

The EQE SUV is based on the large electric platform from Mercedes EQ. On top of this

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it boasts an interior that has been consistently digitalised. The optionally available MBUX Hyperscreen implements this to impressive effect. The entire instrument panel is one ultimate widescreen. The high-resolution screens merge seemingly seamlessly under a single glass cover.

The dominant outer vents have a turbine design. They deliberately play on the theme of hyperanalogue through the contrast between high-tech precision mechanics and digital, glass display world. The front section of the centre console joins the instrument panel and is free-standing in space. The vent band from the cockpit is visually continued in the front doors. A floating control cluster with integrated door opener and seat controls takes over the functional

interpretation of formerly purely decorative elements.

Avantgarde as well as traditional materials and colours give the interior a special atmosphere. Five co-ordinated colour combinations underscore the generous sense of spaciousness. The EQE SUV is immersed in a progressive and luxurious world of colour comprising warm and cool tones (e.g. the warm, modern balao brown combines with technoid-looking neva grey and biscay blue/black).

A hybrid trim element brings together the warmth of wood with the technical coolness of real aluminium. The trim in an anthracite 3D relief-look finish, on the other hand, features fine metal pigments. The laser-cut trim element backlit with the Mercedes-Benz pattern also

creates a special ambience.

The electric motor on the rear axle is particularly powerful due to its 6-phase operation: it has two windings with three phases each.

To recuperate, the driver does not need to press the brake pedal - pure 1-pedal driving. Thanks to ECO Assist, the EQE SUV also decelerates automatically to a standstill when it detects vehicles ahead, for example at traffic lights.

The charging system is located above the rear axle of the EQE SUV. It can be used to charge the battery via the public mains supply with single-phase or three-phase alternating current and an optional charging capacity of up to 22 kW.

Mercedes-Benz issues a battery certificate for its





high-voltage batteries, and thus a performance guarantee to customers: 10 years or a mileage of 250,000 kilometres with a defined residual capacity.

The chassis of the new EQE SUV comprises a four-link suspension at the front and an independent multi-link suspension at the rear.

Due to the comparatively short wheelbase of 3030 millimetres and the corresponding suspension tuning, it feels particularly agile and manoeuvrable even with the basic set-up.

The AIRMATIC air suspension with ADS+ continuously adjustable damping is available as an optional extra. To increase ground clearance,

the vehicle level can be raised by up to 30 millimetres[1]. Optionally, customers can opt for rear axle steering with a maximum steering angle of 10 degrees.

Many aerodynamic measures contribute to the high aerodynamic efficiency of the EQE SUV. These include novel, patent-pending wheel

spoilers in front of the front axle. The lower edges have 17 prongs each. Together with other details such as a small apron and longitudinal ribs, they improve the flow of air to the front wheel.

With the holistic sound staging, the paradigm shift from the combustion engine to the electric car becomes audible in the Mercedes-EQ models.

“Serene Breeze” is the name of the new, 4th soundscape, which celebrates its premiere in the EQE SUV. It offers a relaxed and natural sound.

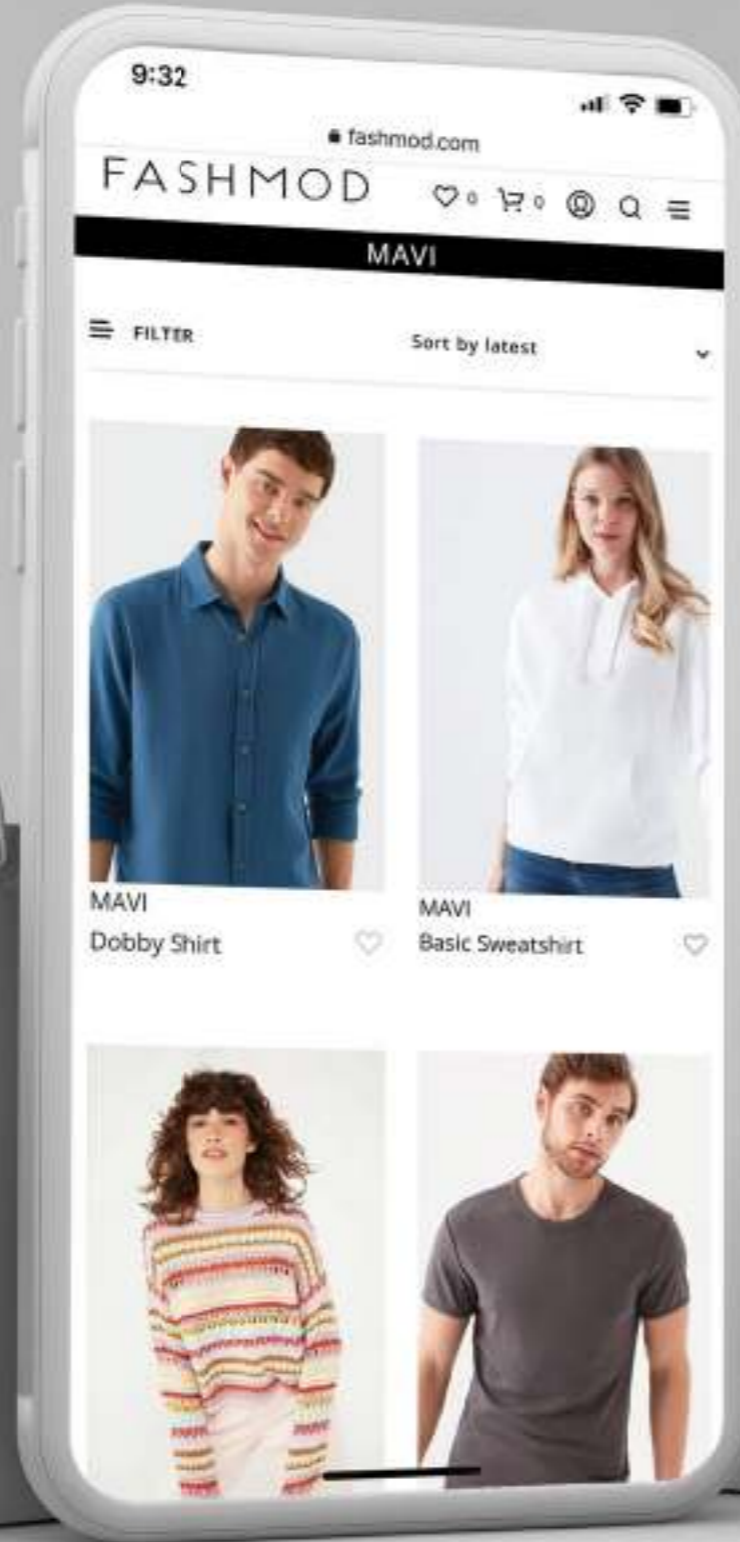
Mercedes me Charge is one of the largest charging networks worldwide: It currently comprises over 850,000 AC and DC charging points, of which around 350,000 are in Europe. Mercedes me Charge

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2023 Polestar 3

The SUV For the Electric Age



Polestar (Nasdaq: PSNY) officially reveals the Polestar 3 electric performance SUV. Scandinavian minimalism and purity work together with the key ingredients of a sport utility vehicle, defining the SUV for the electric age. Polestar 3 makes the SUV not only more relevant and responsible, but also desirable for all the right reasons.

“Polestar 3 is a powerful electric SUV that appeals to the senses with a distinct, Scandinavian design and excellent driving dynamics,” says Thomas Ingenlath, Polestar CEO. “It takes our manufacturing footprint to the next level, bringing Polestar production to the United States. We are proud and excited to expand our portfolio as we

continue our rapid growth.”

Polestar 3 premieres a new aerodynamic profile where strong focus has been placed on retaining the hallmarks of an SUV, including a powerful and wide stance. This has been led by subtle yet effective aerodynamic optimisation – including a front aero wing integrated into the bonnet, an aero wing integrated into the rear spoiler, and rear aero blades.

“This car has been designed as a Polestar from the start and features new defining characteristics for us – like the dual blade headlights, SmartZone and front aero wing,” continues Thomas Ingenlath.

Materials used inside Polestar 3 have been selected for their sustainability credentials, while raising premium aesthetics and luxury tactility. These include bio-attributed MicroTech, animal welfare-certified leather and fully traceable wool upholsteries. In line with Polestar’s commitment to transparency, a complete life-cycle assessment (LCA) will be completed on Polestar 3 when production begins. Subsequent assessments will follow through its life cycle and work will continue to constantly find ways of reducing its carbon footprint.

Polestar 3 is the first car from Polestar to feature



centralised computing with the NVIDIA DRIVE core computer, running software from Volvo Cars. Serving as the AI brain, NVIDIA’s high-performance automotive platform processes data from the car’s multiple sensors and cameras to enable advanced driver-assistance safety features and driver monitoring.

The infotainment system is powered by a next-generation Snapdragon Cockpit Platform from Qualcomm Technologies, Inc. As a central component of the Snapdragon Digital Chassis – a comprehensive set of open and scalable cloud-connected automotive platforms – the Snapdragon Cockpit Platform will be utilised to provide

immersive in-vehicle experiences with its high-performance capabilities to deliver high-definition displays, premium quality surround sound and seamless connectivity throughout the vehicle.

With Volvo Cars embarking on a new era of safety, Polestar 3 carries next-generation advanced active and passive safety technology from Volvo Cars as part of its DNA. This includes the latest innovation – interior radar sensors that can detect sub-millimetre movements in the interior of the car, to help protect against accidentally leaving children or pets inside. The system is also linked to the climate control system to avoid heat stroke or hypothermia.

Further collaborations with industry-leading safety technology partners like Zenseact, Luminar and Smart Eye, provide Polestar 3 with cutting-edge ADAS (Advanced Driver Assistance System) technology that integrates seamlessly thanks to the centralised computing power.

As standard, Polestar 3 features a total of five radar modules, five external cameras and twelve external ultrasonic sensors to support numerous advanced safety features. The SmartZone below the front aero wing collects several of the forward-facing sensors, a heated radar module and camera, and now becomes a signature of Polestar design. Inside, two closed-loop driver monitoring cameras bring



leading eye tracking technology from Smart Eye to a Polestar for the first time, geared towards safer driving. The cameras monitor the driver's eyes and can trigger warning messages, sounds and even an emergency stop function when detecting a distracted, drowsy or disconnected driver.

Android Automotive OS is the in-car operating system, co-developed with Google and fronted by a 14.5-inch centre display. It is an evolution of the technology first launched in Polestar 2 – the first car in the world with Google built-in – and a revolution of functionality and design for the

large SUV segment. Over-the-air (OTA) updates are included to allow for continuous software improvement and the introduction of new features without the need to visit a service point.

Polestar 3 launches with a dual-motor configuration and a power bias towards the rear. The standard car produces a total of 360 kW and 840 Nm of torque. With the optional Performance Pack, total output is 380 kW and 910 Nm. Adjustable one-pedal drive is included, as well as an electric Torque Vectoring Dual Clutch function on the rear axle – an evolution of what was first developed for

Polestar 1. A decoupling function is also available for the rear electric motor, allowing the car to run only on the front electric motor to save energy under certain circumstances.

Advanced chassis control is provided by dual-chamber air suspension as standard, allowing Polestar 3 to adapt between comfort and dynamic suspension characteristics, and the car can adjust its active damper velocity electronically once every two milliseconds (500 Hz).

“Our goal was to offer the performance and



precision that define all Polestar cars, without compromising the comfort of the daily drive,” says Joakim Rydholm, Polestar’s chief chassis engineer. “To do this, we used new components like the adaptive air suspension to engineer the ‘Polestar feeling’ for this type of car.”

A 111 kWh battery pack provides Polestar 3 with generous driving range of up to 610 km WLTP[2] (preliminary). The lithium-ion battery features a prismatic cell design housed in a protective aluminium case with boron steel reinforcement and liquid cooling. A heat pump is included as standard, helping Polestar 3 utilise ambient heat for climate- and battery preconditioning. Polestar 3 is also equipped for bidirectional charging, enabling future potential for vehicle-to-grid and plug-and-charge capabilities.

As with Polestar 2, the list of standard equipment in Polestar 3 is extensive, with few options for easy configuration and simplified production logistics.

All versions include air suspension, a full-length panoramic glass roof, all-LED lighting inside and out, retractable door handles with proximity sensing, and 21-inch alloy wheels. The Plus Pack and Pilot Pack are fitted as standard for the first model year and include a raft of premium, luxury and convenience features like a 25-speaker audio system from Bowers & Wilkins with 3D surround sound and Dolby Atmos capability, soft-closing doors, a head-up display and Pilot Assist.

Available to order from the second quarter of 2023, the optional Pilot Pack with LiDAR from Luminar will add an additional control unit from NVIDIA, three cameras, four ultrasonic sensors and cleaning for the front- and rear-view cameras, providing accurate real-time data about the car’s surroundings especially in the long-range field. This enables enhanced 3D scanning of the car’s surroundings in greater detail and helps prepare the car for autonomous driving.

The optional Performance Pack sharpens driving dynamics even further and includes the maximum power and torque output (380 kW and 910 Nm), along with performance optimisation for the air suspension, unique 22-inch forged alloy wheels and additional signature ‘Swedish gold’ details.

Polestar 3 is the first car out on a new all-electric technology base developed by and shared with Volvo Cars. Production for initial launch markets[3] is planned to begin in Volvo Cars’ facility in Chengdu, China, in an incremental ramp-up phase[3] from mid-2023, with first deliveries expected in the fourth quarter of 2023.

Additional manufacturing at Volvo Cars’ Ridgeville, South Carolina facility in the United States, is expected to follow towards the middle of 2024 – from which point supply to North American and other markets is planned to switch from China to the US. Initial deliveries from this factory are expected around the middle of 2024.

2023 Huracán Tecnica

A Car with Many Souls



Lamborghini presents the new Huracán GT3 EVO2, designed and developed by Squadra Corse of Sant'Agata Bolognese based on the Huracán STO, with which it shares important design elements, rear-wheel drive only, and a naturally aspirated V10 engine, which in the road version delivers 640 horsepower.

Compared to the Huracán GT3 EVO, which was homologated in 2019 and based on the Huracán EVO road car, the GT3 EVO2 fully complies with the new FIA 2022 technical regulations and features all-new aerodynamic solutions and intake system. The unmistakable hexagonal air scoop design and the rear fin are derived from Huracán STO, contributing to a more efficient intake system and better car balance. The air scoop is connected to a snorkel, replacing

the side air intakes, which optimally channels the airflow directly into the engine, resulting in greater responsiveness to the driver's demands. The introduction of 10 electronically actuated throttle bodies increases the efficiency of the V10 with titanium valves; the entire system, designed by Lamborghini Squadra Corse, is fixed to the engine by just four screws, a solution introduced for the first time on the Essenza SCV12, to facilitate maintenance work.

The fully carbon fiber bodywork features a muscular design created in collaboration with Lamborghini's Centro Stile. The new splitters, diffuser and underbody enhance aerodynamic efficiency. The carbon fiber floor, coated with high-strength Zylon fiber, together with the new diffuser, provides greater downforce than the

current generation GT3 EVO. Other innovations include the rear wing, which is mounted on aluminum alloy pillars (Ergal 7075 T6) inspired by those of the STO. The new supports allow for greater precision in adjusting the wing compared to those of the EVO model.

The redesigned roll cage, with the introduction of two rear pillars, and the new carbon-Kevlar honeycomb side panels, already tested on the Essenza SCV12, increases safety in the event of impact on the doors in compliance with the FIA 2022 regulations. The plexiglas side windows are now fixed to the carbon fiber door panel by means of a ring of screws for greater structural rigidity and reliability.

The braking system has also been updated with





new calipers and pads designed by Squadra Corse to optimize performance in both endurance and sprint races. These solutions, combined with dedicated traction control (TCS) and anti-lock braking systems (ABS), have been developed to make the car easy to control in low-grip conditions, even by gentlemen drivers. The car is delivered to customers equipped with PZero tyres (325.680-18 at the front; 325/705-18 at the rear) from long-time Squadra Corse partner Pirelli.

Giorgio Sanna, Lamborghini Head of Motorsport, commented: "The new Huracán GT3 EVO2 is not simply an evolution of the current car. It's a new project that reinforces the technological transfer between Lamborghini's motorsport division and the company and inherits two difficult tasks: to prove as successful as the previous generations of Huracán GT3, which have won more than 40 international titles in six seasons, and to match its commercial

success by helping to reach the target of 500 Huracán racing cars since 2015."

The car will be delivered to customers from the second half of 2022, and previous Huracán GT3 EVO model can be upgraded to the GT3 EVO2 specifications via an evolution kit. Its track debut is slated for the 2023 Daytona 24 Hours

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2023 McLaren Solus GT

From Fantasy to Reality



McLaren Automotive revealed the McLaren Solus GT, the stunning realisation of a concept car from the screens of virtual racing into an extreme expression of track driving engagement that will exhilarate in the real world.

A special commission for just 25 customers – with all cars already sold – the single-seat, closed-cockpit track car was unveiled during Monterey Car Week in California by Michael Leiters, McLaren Automotive Chief Executive Officer.

Engineered to reality by drawing on the full

range of McLaren's experience and expertise across the highest levels of motorsport and supercar and hypercar development, the Solus GT brings to life the futuristic McLaren concept that featured in the Gran Turismo SPORT video game.

At less than 1,000kg in weight and with aerodynamic performance including downforce in excess of 1,200kg, the Solus GT – which is powered by a naturally aspirated 5.2-litre V10 engine – is capable of the fastest lap times of any McLaren outside of single-seater racing and delivers a driving experience

close to the engagement and sensation of driving a Formula 1 car.

“The McLaren Solus GT is the realisation of a radical McLaren concept vehicle originally created for the world of virtual racing. Engineered free of any restrictions from road or race regulations, but with the full spectrum of McLaren's expertise to bring it to reality, it epitomises our pioneering spirit.”

Michael Leiters, Chief Executive Officer, McLaren Automotive
The striking exterior design, which is





remarkably faithful to its virtual inspiration, is based on proven aerodynamic principles and McLaren's 'everything for a reason' design ethos, honed by additional CFD (Computational Fluid Dynamics) and wind-tunnel aerodynamic research.

The list of distinctive external features is lengthy, with the sliding canopy above the single, central seat being one of the most striking. The wheels are shrouded in aerodynamic pods and located by suspension arms. A large front splitter feeds air into ground-effect tunnels before it exits the car via a full diffuser. A motorsport-inspired intake above the cockpit integrated into the design of the roll hoop cover feeds cold air into the engine, while also providing an engaging induction sound. Race car design also inspired the sidepods which house the Solus GT's radiators.

A twin-element, fixed rear wing is key to a downforce figure that exceeds the overall weight

of the car. The downforce to drag ratio is also optimised, aiding straight-line performance as well as enhancing cornering abilities. The Solus GT experience begins even before the engine is started, with the driver opening the distinctive cockpit canopy that slides forward through a shallow arc to allow access. This is nothing like a conventional car door, or even the signature dihedral doors of other McLaren cars, rather more like stepping into a jet fighter plane.

The means of getting into the car adds to the sense of occasion provided by the single seat that dominates an interior focused solely on the driver and performance. The seat position is fixed – the 25 Solus GT owners experience their own motorsport-style 'seat fitting' – with the pedal box adjustable as in a race car, although with the convenience of a remote system operated from the seating position.

The steering wheel – the design of which is

unique among McLaren production cars – takes its inspiration from Formula 1, with dash display and essential controls integrated to suit the tight confines of a single-seater track car. Beyond the steering wheel is a view through the glass 'bubble', with integrated halo-style cockpit protection – mounted to which is a rear-view display fed by a wide-angle camera placed within the roll hoop. The perfectly symmetrical 180-degree line of sight provided by the central driving position is further aided by the dramatically styled wheel pods in helping the driver to position the car on a track.

To further enhance the exhilaration for Solus GT customers, McLaren is offering a full 'racing driver experience'. This includes a driving seat moulded to the driver's individual body shape; an FIA-homologated race suit, helmet and HANS device bespoke to each owner, and radio-enabled ear inserts. A full driver-development coaching programme will



also be available to help customers fully exploit the potential of their new track hypercar.

The Solus GT is powered by a unique 5.2-litre V10, constructed using low-volume, machined components, that revs to more than 10,000rpm and delivers extreme performance and thrilling driver engagement. The engine's responsiveness is enhanced by the use of barrel-driven throttles for each cylinder – a system only suitable for track application – and is entirely gear-driven, with no chains or belts for camshaft or ancillary systems.

In addition to having power and torque outputs in excess respectively of 840PS and 650Nm, the engine was also chosen for its structural qualities; for the first time in a McLaren production car, the engine is an integral part of the chassis. Conventional practice in race car construction, this design approach optimises weight reduction by negating the need for additional chassis structures or subframes

behind the carbon fibre monocoque.

The race-derived seven-speed sequential gearbox, which features a bespoke casting and casing – the latter manufactured from aluminium with magnesium panels – is mounted to the back of the engine with the rear suspension fixed to the gearbox casing. Internally, straight-cut gears engaged via a multi-plate carbon fibre clutch are ideally suited to the aggressive shifts demanded in a track application. The system is fully automated and software controlled, removing the need for the driver to operate the clutch, aiding pit-lane pull-away.

In common with every McLaren since 1981, the Solus GT is based around a carbon-fibre monocoque, in this case one created using specialist low-volume production methods including a carbon 'pre-preg' process for higher structural strength and a high uniformity of finish to the material. The front and rear chassis structures are also made from carbon

fibre, with the engine and gearbox forming the rest of the chassis.

Carbon fibre is not the only high-value material in the Solus GT. Further embracing technologies used in the top tiers of motorsport, 3D-printed titanium components have been used for the halo cockpit protection structure and roll hoop. This is the first time the approach has been adopted for structural elements in a McLaren production car, allowing a tailored design as well reducing weight.

The suspension system incorporates double wishbones with inboard torsion bar damping, operated via pushrods at the front and pullrods at the rear. Both axles are linked by anti-roll bars, with tuning options available to the driver. Fabricated from steel for enhanced durability, the front suspension links are encased in aerodynamic carbon fibre shrouds similar to the approach in Formula 1.

Housed within the distinctive wheel pods are 18-inch forged aluminium wheels with centre



locking nuts, shod with Le Mans Prototype-specification tyres available in both slick and wet compounds. Braking is provided by 6-piston monobloc machined aluminium calipers and carbon brake discs and pads. Bias between the front and rear brakes can be

adjusted in the cockpit by the driver. Traditional performance metrics are not as relevant for a track car, but with a target time of 2.5 seconds for 0-100km/h acceleration and a maximum speed of more than 200mph – in combination with the car's light weight and

strong aerodynamic abilities – the McLaren Solus GT has the performance credentials needed for an extreme track machine.

In incorporating every element that has made McLaren a world-beating automotive

force, the Solus GT is also a showcase for the craftsmanship available to McLaren customers from McLaren Special Operations (MSO). With a project such as this, the MSO service goes beyond the car itself to a level of luxury customer engagement and accessibility unique

to McLaren. A bespoke process ensures every Solus GT is unique and regular updates on the development programme, including access to prototype drive sessions that can influence the driving characteristics of the car ahead of production, are offered.

Solus GT track events are planned, and all cars will be delivered with a flight case to allow owners to support their own track activities. This includes a comprehensive set of tools, vehicle jacks, stands, radio sets and a coolant pre-heater.

2023 BMW M2

Wider And Meaner With 453 Horsepower and a Standard Manual Transmission



The new BMW M2 delivers signature M performance in a highly concentrated form. With its 338 kW/460 hp six-cylinder in-line engine, the second generation of the compact high-performance sports car promises unadulterated driving pleasure. The debut of the new BMW M2 marks another highlight event in the model offensive celebrating the 50-year anniversary of BMW M GmbH, while making the first step into the world of its high-performance cars an even more enticing one.

Compact dimensions together with powertrain and chassis technology adapted from the BMW

M3/BMW M4 are at the heart of a vehicle concept that endows the new edition of the two-door model with beguiling agility and handling that remain easily controllable even as the driver explores the car's limits. This distinct character profile also manifests itself in the expressive exterior design with its athletic coupé proportions. The sophisticated control/operating concept for customising the vehicle setup also helps to produce a performance experience of remarkable intensity. Thanks to these many attributes, the new BMW M2 continues the brand's tradition of ultra-sporty models with compact dimensions that began in 1973 with the arrival of the BMW 2002 turbo.

The launch of the new BMW M2 will get underway in April 2023 in the Middle East and worldwide. It will be built alongside the new BMW 2 Series Coupé at the BMW Group's San Luis Potosí plant in Mexico.

Compact dimensions, extremely powerful proportions.

The athletic appearance of the new BMW M2 stems from its compact dimensions, extremely powerful proportions and hallmark M design features.

The large, frameless BMW kidney grille with its



horizontal bars combines with a three-section lower air intake with almost rectangular contours to give the front end of the car a familiar M look. The design has been crafted around technical requirements in terms of cooling air supply and aerodynamic balance. Clearly designed surfaces, prominently flared side skirts and muscular wheel arches set the tone for the side view.

Six-cylinder in-line engine with instantaneous power delivery and a thrilling appetite for revs.

The version of the straight-six engine developed for the compact high-performance model with M TwinPower Turbo technology and high-revving design stands out with its M-typical performance characteristics. Differing only in a small number of details from the engine employed in the BMW M3 and BMW M4 models, the 3.0-litre unit thrills with its urgent response, healthy appetite for revs and linear power delivery into the highest reaches of the engine speed range.

A choice of performance experience: eight-speed M Steptronic transmission with Drivelogic.

The engine's power is relayed to the rear wheels

via an eight-speed M Steptronic transmission with Drivelogic as standard. Its extremely sporty gear shifts, direct connection to the engine and ability to execute multiple downshifts to the lowest available gear form the ideal basis for beguiling, instantaneous acceleration.

The new BMW M2 completes the sprint to 100 km/h (62 mph) from rest in 4.1 seconds with the eight-speed M Steptronic transmission and in 4.3 seconds when fitted with the six-speed manual gearbox. It is capable of powering from 0 to 200 km/h (124 mph) in just 13.5 seconds.

Rear-wheel drive, M Traction Control and Active M Differential provide agility, precision and driving pleasure as the occasion demands.

Regardless of the choice of transmission, the new BMW M2's traditional form of dynamic performance is also embodied by its rear-wheel drive. The linear build-up of lateral acceleration forces characteristic of M models helps the driver to guide the car through corners with controlled drifts, for example. The standard M Traction Control function is also designed to allow the driver to carefully probe the vehicle's performance

limits by setting individual intervention thresholds for wheel slip limitation, with a choice of ten stages.

Another contributor to the sublime dynamics of the BMW M2 is the Active M Differential at the rear axle. Also included as standard, it is able to seamlessly generate a locking effect of up to 100 per cent whenever required. This optimises traction on road surfaces offering different levels of adhesion for the left- and right-hand rear wheel, for example, as well as improving power transfer when accelerating hard out of corners.

Advanced sports car cockpit with BMW Curved Display.

The new BMW M2 boasts a cockpit with a driver-centric design featuring M-specific readouts, controls and setup options, as well as the advanced BMW Curved Display. Driving-related information including Shift Lights appears in a new graphical layout on the 12.3-inch information display. M-specific widgets for vehicle setup and tyre condition are just two of the items that can be called up in the 14.9-inch control display.



2023 Rolls-Royce Boat Tail

The Next Chapter



Rolls-Royce Motor Cars is honoured to present the next chapter of its Boat Tail coachbuilt commission – one of just three that have been, and ever will be made.

The essence of Rolls-Royce Coachbuild is that each commission tells a story entirely unique and personal to its owner, reflecting their own history, tastes and sensibilities. With this in mind, Boat Tail, revealed at Concorso d'Eleganza, Villa d'Este 2022, on the shores of Lake Como in northern Italy, is a masterwork of restraint, sophistication, elegance and attention to detail.

Boat Tail is entirely hand-built, with the body panels fashioned from vast, single sheets of

aluminium to create the distinctive outline inspired by the racing yachts of the early 20th century. In every respect, this remarkable motor car is entirely unique.

It was commissioned by a patron whose family business has grown from his father's origins in the pearling industry. Widely travelled, internationally educated and cosmopolitan in his tastes and influences, the client is an established patron of the arts, who additionally owns a sizeable collection of classic and modern cars, housed in a dedicated private museum.

A level of sophistication, garnered from the client's extensive knowledge of luxury, is clearly visible in

this coveted objet d'art. The overall design aesthetic is restrained; a study in carefully considered materials and precise details that together create a highly personal and emotionally resonant homage to the client's father.

At the onset of the commissioning process, the client presented Rolls-Royce Coachbuild Designers with a selection of four pearl shells, personally chosen from his private collection for their unique colour and complexity. The shells provided inspiration for the exterior colour, which is one of the most complex Bespoke finishes ever created by Rolls-Royce.

The foundation of the colour is a shimmering blend





of oyster and soft rose, with large white and bronze mica flakes adding a unique pearlescent quality that changes subtly under different light conditions. The contrasting cognac-coloured bonnet, created specifically for this Boat Tail, contains fine bronze and gold coloured aluminium mica flakes complete with a layer of crystal and iced matt clear coat, adding significant warmth and depth to the car's appearance. The technical fibre lower sills of Boat Tail incorporate a rose gold woven thread.

The rear deck, which houses Boat Tail's unique 'butterfly-design' hosting suite, is swathed in Royal Walnut veneer, inlaid with rose gold-plated pinstripes with a satin-brushed finish to ensure a sensitive and sophisticated appearance. The Royal Walnut was specifically selected by the client for its beautiful properties as it matures over time, a material that will gradually transition to the tonal properties of the cognac colour. From above, one

observes a harmonious balance and satin effect of the iced bonnet and tactile wooden rear deck, in contrast with the high-gloss front and side perspectives.

From the front, the Pantheon Grille, milled from a single, solid billet of aluminium, is graced with a Spirit of Ecstasy fashioned in rose gold.

The interior is a beautifully curated combination of perfectly matched cognac and oyster-coloured leathers and Royal Walnut veneer, with rose gold and mother-of-pearl accents throughout. The leathers, complete with a pearlescent finish, accentuate the surfaces and forms of Boat Tail's seats and interior design. The transmission tunnel is formed from Royal Walnut veneer with rose gold pinstripes, drawing a direct visual reference to the rear deck and adding a glowing warmth to Boat Tail's interior.

The centrepiece of the dashboard is a timepiece made from mother-of-pearl, chosen and supplied by the client from his own collection; the fascia of which is pure and minimal in its appearance so as not to detract from the precious material. The same prized substance graces the control switches and instrument dials, creating a strong visual and material connection between the car, the owner, and his family heritage.

Alex Innes, Head of Coachbuild Design, said, "Boat Tail is a step-change in ingenuity and creative liberty. Building a motor car by hand offers a new realm of exploration and possibility: we can accomplish things and resolve challenges that normal industrialised methods would prohibit. This is the tale of two worlds: a modern motor car of contemporary design, made possible by historical techniques and time-honoured craft. It is truly, one-of-a-kind."





mavi

2023 Audi e-tron S Sportback

An all-electric drive equipped with three electric motors and zero direct emissions



Innovative technology moves rear wheels with separate motors for precise torque distribution and handling.

The Audi e-tron S is the latest addition to the Audi e-tron family and is impressive in every way. The fully electric quattro all-wheel drive is sporty, spacious, and is the perfect combination of design, comfort and luxury, making this one of Audi's most progressive SUV's. Electric. And full of wonderful details. Experience driving dynamics and design language on a new level with the Audi e-tron S Sportback.

Performance

The fully electric Audi e-tron S Sportback impresses with three powerful electric motors.

Torque Vectoring

Electric all-wheel drive is joined by electric torque

vectoring with active and fully variable torque distribution on the rear axle.

Unmistakably sporty: The design - The powerful and sporty design of the Audi e-tron S Sportback is a new expression of our progressive design language.

Interior

The spacious interior of Audi e-tron S Sportback combines sportiness with elegance – for example through the optional adjustable customised contour seats with perforated leather and climate control.

Home charging

You can charge your electric car or plug-in hybrids conveniently at home. The best time is at night, when the car is not in use and there is most excess electricity. Get into the charged vehicle in the

morning and enjoy the pleasure of driving. By providing e-tron charging systems, Audi offers a powerful, intelligent, and holistic charging concept.

Modular and flexible: The compact e-tron charging system

Should cars be charged at a domestic or industrial socket? Only at home or maybe also at the holiday residence? The modular e-tron compact charging system gives you maximum flexibility. It consists of an operating unit including a vehicle connection cable and two mains connection cables - one with a household plug and one with an industrial plug. The e-tron charging system compact has a charging capacity of up to 11 kW. On the control unit, the user can manually switch between 100 percent and 50 percent charging performance. This can be useful if various other electrical appliances are already in use at home. The e-tron charging system





displays the status of the charging system and the charging process concisely by means of LEDs on the operating unit.

Convenient and networked: the e-tron charging system

Your vehicle prefers to charge when electricity is cheapest. Automatic adjustment of the charging capacity when other electrical appliances are used in parallel in your household, as well as documentation of the charged energy are some of the advantages of the optional connect charging system. It connects the vehicle with a compatible Home Energy Management System (HEMS) and thus makes the electric car part of your smart home. The e-tron connect charging system comprises a control unit, a vehicle connection cable of custom length, and two mains connection cables (one with a household plug and one with an industrial plug). It supports a charging capacity of up to 22 kW. The control unit is equipped with a 5-inch touch display. Delivery always includes a wall bracket clip.

Intelligent charging functions

Blackout protection: The e-tron connect charging system charges your vehicle with the maximum

power available in the house infrastructure, provided a compatible Home Energy Management System (HEMS) is available. Whenever other electrical consumer units are used in your house, the system automatically reduces the charging capacity. As soon as the other consumers are switched off, the e-tron charging system connects and increases the charging capacity again to the highest possible level. This means the system avoids blackouts caused by overloading the house connection fuse - and still significantly shortens the charging time of your electric car.

Cost-optimised charging: When planning the charging process, the system takes into account the current and future prices of your electricity provider. Taking into account the desired departure times, the vehicle favours charging times that incur the lowest electricity costs for you. This applies to the period during which the vehicle is connected to the charging system.

Solar energy use: If you have your own photovoltaic system, you can optimise your e-tron vehicle's charging process so that it is charged with as much solar power as possible. The charging plan can be calculated using forecasts with sunny weather and the desired departure time.

Integrated charging power collection: Documenting the charged energy allows reducing energy costs per mile driven for business purposes, which you may be able to claim from your employer.

PIN protection: If required, the charging system can be protected from unauthorised use by assigning a 4-digit PIN.

Software updates: Your e-tron charging system is always up to date via software updates.

Home check and installation service

The home check, which is subject to charge, is a professional check of your electrical installation suitability for charging an electric car. You can order this directly from your Audi partner for a fee. An electrician will advise you on charging options that may already be available, but will also inform you about the best possible charging solution with optimum charging times and costs. The electrician can also plan the integration of any existing photovoltaic system. Should the electrician recommend adjustments to your house electrical system, they will prepare an individual offer for you.

Meanwhile, Audi Abu Dhabi announced the



arrival of the all-new 2023 Audi e-tron S Sportback in showrooms across the capital and Al Ain. The fully electric performance model is the latest to join the dealer's electric vehicle (EV) line-up, with limited numbers available for purchase.

The Audi e-tron S Sportback delivers an impressively sporty performance using three electric motors to deliver increased speed and torque.

The model boasts a powerful and sporty design, featuring an octagonal Singleframe unmistakably bringing it into the age of e-mobility. Its sloping rear and strong contours accentuate its wheels and present a true expression of Audi's progressive design language. Inside, sportiness meets elegance through

additional features such as optional adjustable customized contour seats with perforated leather and climate control. The model is equipped with Audi's virtual cockpit, the MMI navigation plus and MMI touch response.

Audi Abu Dhabi General Manager, Mark Austin, said, "The Audi DNA is firmly entrenched in all our electrically powered models and the new e-tron S Sportback is yet another stunning introduction from the brand."

"The arrival of the high-performance model across our showrooms comes at a time where there is a growing demand for EVs. The recent agreement signed between Audi Middle East, Siemens and

the United Arab Emirates' Ministry of Energy and Infrastructure (MoEI) to boost the electric vehicle (EV) charging capacity on federal roads aims to further increase the adoption of EVs across the country. We are committed to providing our customers with a comprehensive line-up of EV vehicles that bring electrification and performance together seamlessly."

The e-tron S Sportback boasts 503 hp, 0-100 KM 4.5 sec and 973 Nm torque. Plus, charging is made easy through dual charging ports, adding convenience for the driver to charge up to 150 kW. The e-tron S comes standard with a 9.6 kW AC Level 2 charger, and a complimentary home charger and installation.

2023 Jaguar F-PACE SVR

SV Bespoke Edition 1988



The exclusive F-PACE SVR Edition 1988 is the first limited edition of Jaguar's pinnacle high-performance SUV, created by the personalisation experts at SV Bespoke. Just 394 examples are available worldwide.

An emotive specification, inspired by Jaguar's rich racing heritage, includes specially-formulated Midnight Amethyst Gloss paintwork, Champagne Gold Satin 22-inch forged alloy wheels, Sunset Gold Satin exterior and interior detailing, plus a 'One of 394' SV Bespoke commissioning graphic. The Edition 1988 name pays tribute to the racing success of the World Sports-Prototype Championship-winning XJR-9 in 1988.

Mark Turner, Commercial Director of Special Vehicle Operations, Jaguar, said: "Since its introduction in 2019, the Jaguar F-PACE

SVR has established itself as a highly characterful and rewarding high-performance car. Pairing these qualities with a level of SV Bespoke personalisation and exclusivity never offered before on F-PACE makes Edition 1988 an even more captivating proposition. With strictly limited availability, we're confident this will quickly become the most sought-after F-PACE SVR yet."

Midnight Amethyst Gloss paintwork is a new colour that will only be offered to Jaguar F-PACE SVR Edition 1988 customers.

Richard Woolley, Special Vehicle Operations Creative Director, Jaguar said: "The design of the F-PACE SVR Edition 1988 is inspired by legendary Jaguar endurance racing cars. The Midnight Amethyst Gloss paintwork appears black until its amethyst

undertones are revealed in bright sunshine, emphasising the SVR's dynamic exterior. To achieve this dramatic Ultra Metallic Gloss finish, we assessed more than 40 variations to create the desired depth of colour."

Edition 1988 is also unique in featuring a Sunset Gold Satin Jaguar leaper and script on the tailgate. A laser-etched Edition 1988 logo is applied to each front wing panel.

In addition to the F-PACE SVR Black Pack components fitted as standard on Edition 1988, Gloss Black finishes are extended to the door mirror caps, brake calipers, wheel centre caps and the letter R on the SVR badging.

Further enhancing the refined and luxurious interior of F-PACE SVR, which incorporates open-pore carbon fibre finishers, Edition 1988





features semi-aniline Ebony leather upholstery and exclusive Sunset Gold Satin detailing across the dashboard, steering wheel spokes, gear shift paddles and the heated-and-cooled front Performance Seats.

The Jaguar leaper and horn ring on the steering wheel receive a Satin Black finish, while subtle SV Bespoke and Edition 1988 branding on the illuminated treadplates and dashboard, completes the package.

Mark Wilkes, Director of Vehicle Personalisation, Jaguar, said: "Edition 1988 started with our SV Bespoke and Jaguar Design teams taking inspiration from the iconic liveries of Jaguar's race-winning sports cars. The result is a winning combination of colours, textures and features that celebrates sporting success while making the F-PACE SVR even more appealing."

F-PACE SVR is Jaguar's pinnacle performance SUV. Powered exclusively by Jaguar's 550PS 5.0-litre V8 supercharged petrol engine, it is capable of accelerating from 0-60mph in 3.8 seconds (0-100km/h in 4.0 seconds) and can reach a top speed of 178mph (286km/h).

A comprehensive package of technical enhancements developed and engineered by the

experts at Special Vehicle Operations ensures F-PACE SVR delivers a performance-focused driving experience without affecting everyday usability.

A luxurious interior with sliding panoramic roof, head-up display and the latest connectivity technologies including wireless device charging and Amazon Alexa integration¹, underlines

F-PACE SVR Edition 1988's role as a refined SUV with exceptional performance.

The Pivi Pro infotainment system now also incorporates what3words², meaning navigation destinations can be set using unique three-word strings that correspond to precise 3m sq locations. Just type the words 'snug.times.tests', for example, to arrive at the Jaguar Heritage Trust

where the 1988 Le Mans 24 Hours-winning Jaguar XJR-9 is cared for today.

The SVR Edition 1988 is the pinnacle of the F-PACE range, which includes S, SE, HSE, R-Dynamic Black, 300 SPORT, 400 SPORT and SVR models. Petrol, diesel and plug-in hybrid powertrains are available across the F-PACE range (market dependent).

2023 LEXUS RZ

Lexus' first battery EV model



As Lexus' first global BEV model, the all-new RZ marks Lexus' transition into a BEV-centered brand, and it embodies the unique Lexus vehicle design and driving experience made available through advanced, electrified technology. The utilization of a BEV-specific platform (e-TNGA), as well as a lightweight and highly rigid body, has enhanced the fundamental performance of the vehicle by achieving optimal weight distribution through ideal placement of the battery and motor. The latest in Lexus' electrified vehicle lineup is on display at the 2022 Electrify Expo at the Long Beach Convention Center from June 3-5. The event, which features the newest electric vehicles, bikes, motorcycles and more, is the first time consumers can see the all-new battery electric 2023 Lexus RZ 450e in person alongside the all-new 2022 Lexus NX 450h+.

As Lexus' first global battery electric vehicle (BEV) model, the all-new 2023 Lexus RZ 450e embodies the unique Lexus vehicle design and driving experience made available through advanced, electrified technology.

The utilization of a BEV-specific platform (e-TNGA), as well as a lightweight and highly rigid body, has enhanced the fundamental performance of the vehicle by achieving optimal weight distribution through ideal placement of the battery and motor. In addition, the DIRECT4 all-wheel drive system and the adoption of a new steering control and available Steer by Wire system (at a future date) enable vehicle control that is more true to the driver's intention. The Lexus RZ's exterior design expresses the seamless acceleration and dynamic torque-filled performance specific to BEVs, ushering in a new Lexus aesthetic and establishing a new design direction for BEV offerings.

The RZ uses the latest Lexus Safety System+ 3.0, including standard Pre-Collision System, Dynamic Radar Cruise Control, Lane Departure Alert and Emergency Driving Stop System. The 2023 Lexus RZ 450e is

expected to go on sale towards the end of 2022. As the first PHEV in the Lexus lineup, the 2022 Lexus NX 450h+ sets the stage for the next chapter of the Lexus brand. The NX 450h+ has an EPA-estimated 36-mile range on electric power only, made possible by the newly developed, high-capacity lithium-ion battery. The system achieves the EV output equivalent to a 2.0-liter engine for an EPA-estimated combined 84 MPGe. The all-new NX is longer, and taller for more passenger and cargo space and features the model's all-new Lexus Interface multimedia system, with available 14-inch touchscreen.

In addition to the two vehicles, the Lexus display will include two vehicle charging units, with Lexus product specialists providing demonstrations and answering questions from attendees; graphic walls with information about the Lexus RZ, roadmap of the future, and Lexus' approach to electrification; and a fun, branded photo backdrop.



2023 Lincoln Model L100 Concept

Autonomous Ultra-Luxury EV



With a nod to the past while looking toward the future, Lincoln reveals its vision for mobility with the debut of the Lincoln Model L100 Concept.

Debuted at Pebble Beach Concours d'Elegance, where Lincoln was the featured marque as part of the brand's 100th anniversary, the Model L100 Concept pushes the boundaries of Lincoln's Quiet Flight design to create connected experiences that reimagine the ultimate vehicle sanctuary of tomorrow.

"Lincoln has been one of the most enduring and stylish automotive brands in the world and in many ways, it is perfectly positioned for a second century defined by great design, zero-emissions and technology-led experiences," said Bill Ford, executive chair, Ford Motor Company. "Lincoln

has always been special to me and my family, especially my father and my grandfather. If there is one secret to Lincoln's longevity, it is the brand's ability to balance its core values with a desire to innovate and create the future."

With alluring beauty that captivates upon approach, the L100 concept embraces the tension between exuberant elegance and subtle restraint. The sleek design is aerodynamic, and the transformable space allows the Model L100 to create human connection in a sanctuary that is truly Lincoln.

"We are at a special moment in our history. Over the last 100 years, Lincoln has pioneered multiple innovations and pushed the boundaries of design that have come to define our brand as we know and love it today," says

Joy Falotico, president, Lincoln. "With the Model L100 Concept, we reimagine what the Lincoln sanctuary can look like for our clients of tomorrow and take a big step toward our next chapter."

ADVANCING THE TECHNOLOGY OF THE FUTURE

Created as an autonomous vehicle with an intelligent driving experience, connectivity and software-driven innovations, the Model L100 Concept advances Lincoln's vision and paves the way for the brand to rethink mobility in the future.

The Model L100 Concept uses next generation battery cell and pack technologies, which will deliver game changing energy density



and enable efficient, structural integration by treating the entire vehicle as a system. The advanced approach will not only help deliver elegant design, but also maximize the interior cabin space, giving designers new flexibility to create the signature Lincoln experience of the future.

"Concept vehicles allow us to reimagine and illustrate how new experiences can come to life with the help of advanced technologies and allow our designers more creative freedom than ever before," said Anthony Lo, chief design officer, Ford Motor Company. "With the Model L100, we were able to push the boundaries in ways that evolve our Quiet Flight brand DNA and change the way we think about Lincoln designs of tomorrow."

An interactive, center console chessboard features a jewel-inspired chess piece controller that captures light and depth by redefining the vehicle controls inside the cabin. The controller replaces the traditional steering wheel in this autonomous concept vehicle, making the vehicle experience intuitive and effortless.

Driver-centric and social seating configurations allow for passenger engagement that can be tailored for the occasion. Shaping the space in ways that allow connection, the front row seats can be flipped forward to create a social setting, in which front passengers can sit across from rear passengers. The transformable environment creates a more accommodating setting, giving

the feeling of a true third space.

TRANSCENDING THROUGH SPACE AND TIME, INSIDE AND OUT

Tail-down, relaxed and sleek, the aero-shaped design is low to the ground, seamless and flush in its details with a K-tail execution efficient in guiding the air over the vehicle.

Arriving with elegance, the glass roof and reverse-hinged doors lift to give a true sense of ceremony and welcome, with the signature Lincoln Embrace. Smart wheel covers help to advance the Embrace even further, utilizing lighting and sensors to communicate motion, battery life and human presence.

The advanced, intuitive lighting creates an orchestrated symphony of lights both inside and out – augmented to the senses in ways that create a personalized experience for passengers. Welcoming in a more human way, the Model L100 senses the client upon approach and enables the light symphony to follow the client around the vehicle by leveraging an advanced, artificial intelligence system and GPS sensors to curate the experience.

With accents of amethyst in recycled suede fabric, designers created the Model L100 cabin with animal-free materials and luxury alternatives. On the exterior – designers used metallic paint and frosted acrylic in lieu of chrome with a satin digital ceramic tricoat – highlighting a warm,

soft white that transitions into cool, open-air blue. The entire interior has been designed to create an immersive environment. The digital floor, canopy and ambient lighting all harmonize to create a personalized experience that can enhance your mood. Orchestrated like a fine-tuned symphony along with interior lighting that harmonizes with sound, scent and touch, the digital floor transports passengers to the sanctuary of tomorrow.

A NOD TO HISTORY

The Model L100 Concept celebrates the brand's design heritage and harkens back to the 1922 Model L which was built after Ford Motor Company's purchase of Lincoln. The 1922 Model L was highly regarded for its outstanding engineering, serving as the foundation for the design transformation and the beginning of Lincoln luxury.

A crystal greyhound hood ornament, originally selected by Edsel Ford in the 1920s, symbolizes grace, elegance and speed and is visible through the transparent hood, capturing depth and illumination.

"This concept allowed us to design a new experience that is unburdened by past limitations and represents an evolution of our Quiet Flight tenets," said Kemal Curic, global design director, Lincoln. "The ultimate expression of our Model L100 design is one that moves effortlessly – a vehicle that appears to be sculpted by the wind, as if friction does not exist."



2023 ALFA ROMEO TONALE

La Metamorfosi



Alfa Romeo is proud to announce today the all-new 2023 Alfa Romeo Tonale, the metamorphosis – “La Metamorfosi” – of the legendary brand highlighted by a new era of luxury, electrification and connectivity while remaining true to its race-inspired DNA. As the first C-SUV from Alfa Romeo, North American consumers will experience more than 110 years of heritage with the evolution of best-in-class performance from two all-new efficient powertrain offerings, which includes a plug-in hybrid with over 30 miles (48 kilometers) of pure electric range and 272 horsepower. Tonale also features a variety of driver assistance systems, Uconnect 5, an all-new connectivity platform with Alfa Connect, sporty and modern Italian styling that remains faithful to the 2019 concept and exhilarating driving dynamics from a rapid-response Frequency Damping Suspension (FDS) system.

Design

The definitive design of the Tonale is extraordinarily faithful to the concept car from which it draws its origins, courtesy of the remarkable work done at the Design Studio at Centro Stile Alfa Romeo.

Intended for a young, metropolitan and dynamic customer, the Alfa Romeo Tonale offers a distinctive, sensual and forward-looking design. Its compact dimensions – a length of 178.3 inches (4.53 meters), width of 72.4 inches (1.84 meters) and height of 63.0 inches (1.6 meters) – encompass the uniqueness of Italian design, and the original, contemporary style typical of Alfa Romeo, in a synthesis between a prestigious heritage and looking forward to the future.

The recurrence of stylistic features that have entered the history of world motoring, such as the “GT

Line” that runs from the rear to the headlights, recalling the forms of the 1960s Giulia GT Junior, and alternating with the full and elegant volumes reminiscent of iconic models, such as the 8C Competizione. The front features the inimitable “Trilobo” and the distinctive Alfa Romeo “Scudetto” shield, which acts as a central focus.

The “3+3” headlight design with new, full LED evoke the proud look of the SZ Zagato or the Proteo concept car. Developed in conjunction with Marelli, the three modules make up a unique frontline for the car and simultaneously provide daylight, dynamic turn signals and a “welcome and goodbye” feature (activated every time the driver turns the car on or off) to ensure the best lighting conditions. These technologies offer greater efficiency, in terms of durability and energy saving with twice the light intensity of conventional



halogen lamps, lower emissions and improved safety, with less eye strain and better driving comfort.

The taillights take on the same design cues as the headlights and form a sine curve that fully wraps around the rear of the car, making it a truly unique and distinctive light signature.

The car’s sensuality and dynamism are also clear in the all-encompassing rear window, a tribute to the 8C Competizione, and in the design of the alloy wheels that reproduce the Alfa Romeo style canon of a telephone dial.

Inspired by Alfa Romeo’s racing history, the interior is strongly focused on the driver, with easy access to all controls for a safe, unparalleled driving experience. The same care is reserved for the passengers, who are given the ideal space to travel in comfort. This results in an environment designed for and around the occupants, characterized by meticulous attention to detail paired with a constant quest for the highest quality.

The Tonale’s interior arouses real emotions, not to mention the latest technology, ensuring a connected and comfortable experience, while maintaining the pleasure of a sporty drive that always remains in the lead. Everything is focused on the driver, but also considers the comfort of passengers. Unique patterns, logos and colors point to Alfa Romeo. The sporty and high-tech environment with the cool solidity of aluminum and the warmth and softness of leather and Alcantara suede reflect the personality of a young, metropolitan and dynamic customer.

Propulsion

The Tonale is the most efficient plug-in hybrid C-SUV in the segment, with an electric range of more than 30 miles (48 kilometers) and 272-horsepower. The advanced hybrid system uses the 1.3-liter MultiAir turbocharged four-cylinder engine (180-horsepower) to provide torque to the front wheels. A high-voltage Belt Starter Generator, mounted to the engine, delivers torque to the crankshaft to smooth transitions during changing driving conditions, in addition to providing

seamless stop-start capability.

The Tonale’s efficiency and sporty performance is bolstered by a 15.5-kWh lithium-ion battery. The exclusive pack design is a good example of component specifically developed to enhance the Alfa Romeo spirit.

The rear axle of the Tonale is powered by a 90-kW electric motor capable of producing 184 lb.-ft. (250 Nm) of torque from 0 rpm.

The Alfa Romeo Tonale PHEV offers three options in delivering electrified power to the wheels, controlled by the DNA switch. Each mode also includes changes to the driving dynamics (steering, braking and suspension). Regardless of the mode selected, the Tonale operates as an efficient hybrid once the battery nears its minimum state of charge:

- Dual power (PHEV)/Dynamic – Performance with maximum output from both the engine and electric motor.

- Natural – Power management is automatic for everyday use. A balance of engine and electric



motor without compromising performance or driving comfort

- **Advanced efficiency**—Designed for pure electric operation, the vehicle will run off the large battery with more than 30 miles (49 kilometers) of pure electric range

The all-new Alfa Romeo Tonale also offers a technologically advanced 2.0-liter turbocharged inline four-cylinder, a member of Stellantis' Global Medium Engine family, rated at a best-in-class standard horsepower of 256 and 295 lb.-ft. of torque. Equipped with a twin-scroll, low inertia turbocharger, direct fuel injection and engine stop-start technology, this engine gives Tonale the brand's iconic dynamic performance and drivability.

The available plug-in hybrid engine is mated to a six-speed automatic transmission, while the standard 2.0-liter turbocharged inline four-cylinder is paired with a nine-speed automatic. Both propulsion systems feature standard Q4 AWD traction to ensure an unparalleled level of safety and driving pleasure.

Software and connectivity

In a world exclusive, Tonale debuts non-fungible token (NFT) technology, a true innovation in the automotive sector. Alfa Romeo is the first automaker to link a car with an NFT digital certificate. The

technology is based on the "blockchain card" concept, a confidential and non-modifiable record of the main stages in the life of an individual vehicle. This distinctive off-board feature – immediately usable and sustainable – epitomizes the innovative nature of Alfa Romeo. With the customer's consent, the NFT will record vehicle data, generating a certificate that can be used to assure the car has been properly maintained, with a positive impact on its residual value. On the pre-owned car market, NFT certification represents an additional source of credibility for owners or dealers to count on. In the meantime, buyers will be reassured in their choice of car.



Audi TechTalk Steering

Effortless, Precise, Controlled – The Steering Philosophy



The steering wheel is almost as old as the automobile itself. And it is a given that a vehicle will drive in the direction desired according to the motion of the steering wheel. But the technologies behind it are complex and have become increasingly sophisticated in recent decades. The developers at Audi are working on the perfect combination of dynamic handling and comfort. At the same time, steering assistance functions offer added safety and support in everyday driving – for changing lanes, swerving, and parking. As a result, the steering wheel is increasingly emerging as a communication device, moving away from the standard wheel and toward becoming a high tech command center.

What constitutes the steering feel typically found in an Audi?

Hand moment and feedback are crucial for steering

feel. Every Audi can be smoothly and precisely steered with minimal effort while maneuvering and parking – the car drives effortlessly. That is another way of saying it has low hand moment. This increases at higher speeds. The result is agile handling and optimized driving dynamics – the vehicle can be moved through curves with precision. Its sporty character is undergirded by a controlled, stable feeling in the steering wheel's middle position. This is noticeable during steady, straight driving at expressway speeds, which is affected not only by speed, but also by side winds that arise and road conditions. The driver still has to countersteer, but with significantly less hand moment. A sensor continuously measures the wheel's steering angle. The steering wheel's self-aligning force is always noticeable precisely from its middle position and increases perceptibly up to high lateral force. Optimal steering feel also means

that a car responds to steering commands with an imperceptible time delay. The latency between steering wheel and implementation on the axles only amounts to a few milliseconds.

What factors affect steering feel?

The steering balance is fundamentally affected by the big three of driving physics: longitudinal, lateral, and vertical dynamics. So apart from the vehicle's acceleration and deceleration, the lateral forces that arise when driving through a curve as well as wheel-load fluctuations and sprung mass vibrations in the chassis also have an effect. The main objective for Audi's engineers is appropriate feedback from the front-axle forces with respect to driving conditions, balance, grip level, and bumps in the road. Well-calibrated steering responds predictably and in a linear or progressive way depending on the situation. And



it always communicates when the limits of physics have been reached. For example, steering torque decreases noticeably when the car reaches the highest possible cornering force on the front axle, which is to say when understeering starts. For that reason, steering makes an essential contribution to a feeling of safe driving.

How does each model gain its individual steering character?

At Audi, hand moment is established within a defined area. Each model attains its specific steering character within that range. For example, as compact cars, S and RS models offer higher hand moment than the Audi A1 or A3. On top of that, the fine tuning of the steering system within a series differs between engine or chassis variants. The developers' goal is always optimally balanced steering characteristics that feature a typical balance between driving safety, comfort, and sportiness for each individual series. Customers can use Audi drive select to adjust the steering characteristics in various modes. In the "dynamic" driving profile, for instance, they get higher hand moment than in the "comfort" setting.

From steel frames to high-tech steering – the evolution of the Audi steering wheel

The steering wheel is much more than a tool for changing direction: it is the digital control room and the most important interface between human and machine. Today's Audi drivers operate up to 18 functions via multifunction buttons – from communication to infotainment to comfort features. Audi steering wheels have therefore turned into real command centers. In that respect, they all have one thing in common: they share Audi's standard sporty look, lie ergonomically in the driver's hands, and offer high functionality with intuitive operation.

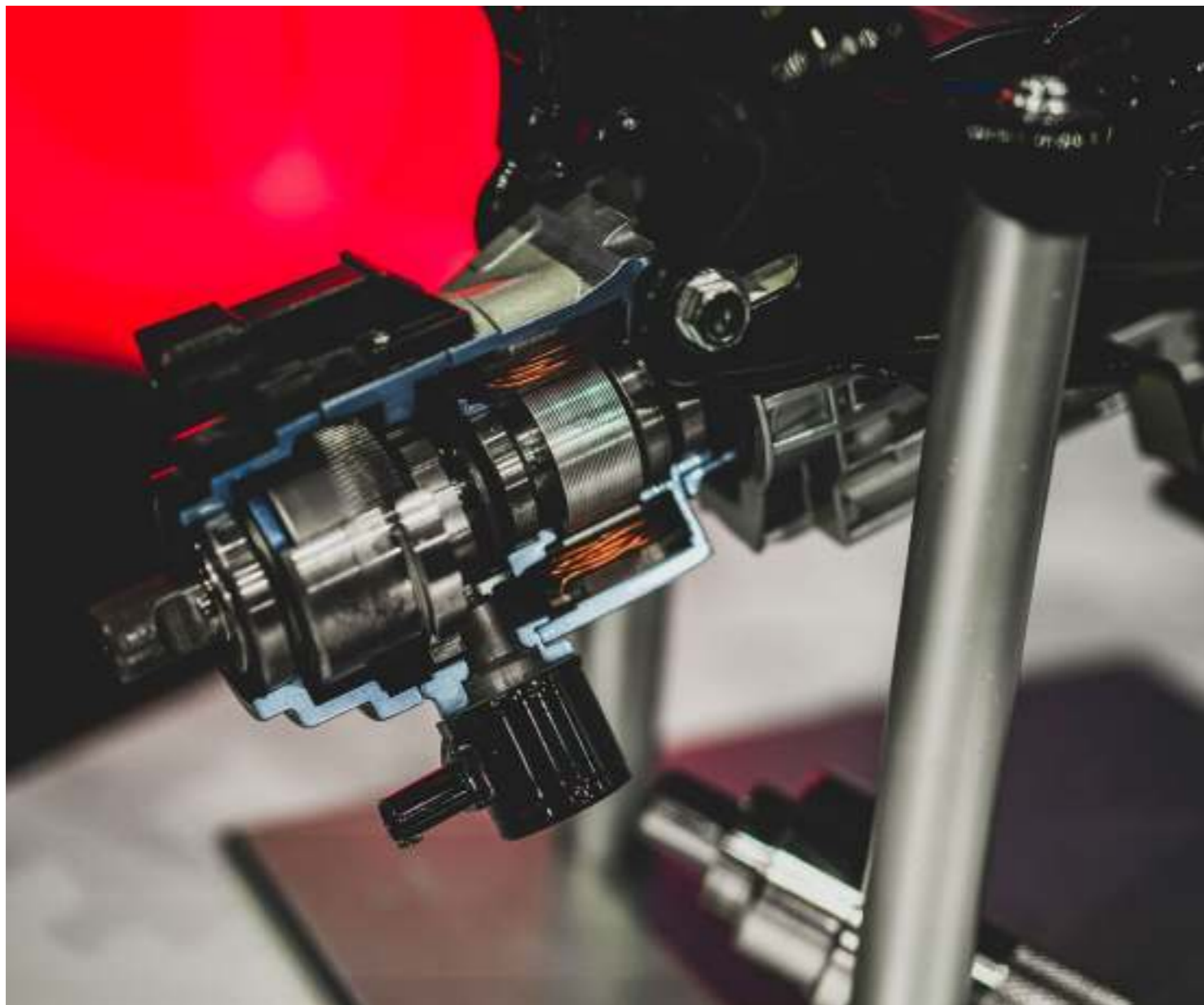
Why do we all actually use steering wheels?

The steering wheel has been the dominant feature inside the car for over 120 years. In the beginning, there was a steering lever or handle bar. That is how the occupant would change the wheels' steering angle. However, steering was anything but precise or flexible. With the steering wheel design, French engineer Alfred Vacheron developed a

technical alternative for the first time in order to optimize the controls over the steering precision of the front wheels with his "volant." The clue: the circular controller enabled the steering angle to be transmitted in multiple rotations. Shortly after it was introduced, the steering wheel evolved into the worldwide standard.

How has the Audi steering wheel changed over time?

Even Audi's earliest series vehicles like the Type A and Type B were equipped with wheels like that, which at the time were still oversized steering wheel rims. A lot has happened since then – the steering wheel has developed evolutionarily with the car. Thanks to hydraulic power steering, which Audi introduced in the 1980s, it became smaller and more manageable. Its structure and function have also changed. By the end of the 1980s, a steering wheel with a composite frame that only integrated the horn function was still being used. In 1991, the driver-side airbag became standard. The first buttons were also introduced, such as volume control and the skip function.



Today, Audi's latest generation of steering wheels consists of a diecast frame that is significantly lighter than steel constructions and has other advantages with respect to strength, dampening characteristics, and castability. It offers up to 18 functions and capacitive grip recognition, which supports assisted steering interventions and has found its way into all Audi steering wheels.

What determines the design and ergonomics of a steering wheel?

Fixed sizes have become established for design and feel. The rim geometry determines the overall shape of each steering wheel. There is a credo at Audi: The rim's geometry and center

should be as small and compact as possible. At the same time, steering wheels should have a sporty design. Audi established 375 millimeters (14.76 inches) as the scale for steering wheel diameters and that applies in all series. The oval design of the rim profile corresponds to a naturally closed palm contour. The diameter of the rim is about 30 to 36 millimeters (1.18 to 1.42 inches), which already represents the lower limit of what is possible given the capacitive grip recognition and steering wheel heating. All these steering wheels are double foam cushioned and therefore offer very good surface homogeneity and a nonslip feel. The position of the radius arm has to fit the basic layout of the sitting

position and should not obscure the driver's view of the shift paddles or the pitman arm. Compared with the competition, the radius arms in Audi steering wheels really have a very slender design – a challenge in terms of strength and crash safety. Another tenet: all controls have to be reachable with either thumb without affecting the task of driving.

Bias, height, depth: what influence does the position of the steering wheel have on ergonomics?

The bias of the steering wheel always depends on the driver's sitting position and is between 17 and 24 degrees, depending on the vehicle



concept. In Audi SUVs, the angle is between 22 and 24 degrees; in compact cars, limousines, and Avant series, it is 17 to 21 degrees. In sporty models, where the driver sits relatively low and upright, the steering column's bias is very flat. That means that the steering wheel is angled very steeply in the driver's direction. Regardless of the vehicle concept, a view of all displays always has to be assured. In all Audi models, the height and depth of the steering wheel can be adjusted in the area of +/- 30 millimeters (1.18 inches) so that every driver can find their own individually appropriate sitting position. In general, there should be about 25 to 30 centimeters' (9.84 to 11.81 inches) distance between the driver's upper

body and the steering wheel and the driver's arms should be bent slightly.

How do airbags and functional versatility limit steering wheel design?

Designers and engineers work very closely together on steering wheel design at Audi. The critical parameters are the rim diameter, the constructed space for the driver-side airbag, and the number of switches, which together determine the width of the radius arms. When the airbag was introduced, the center of the steering wheel had to become significantly larger because the first generation collision cushions that were hidden in there were extremely bulky.

As they developed further, the airbags could be folded more and more. At the same time, their function depends significantly on their materiality: of course the contours of the tear lines have to be invisible, but when a crash happens, these predetermined breaking points have to open in an instant. In terms of the number of switches, Audi stipulates that only functions that the driver needs quick access to while driving are integrated into the steering wheel. That includes, for instance, controlling entertainment and the virtual cockpit as well as voice-operated controls and telephony. The controllers for the assistance systems, windshield wipers, and blinker functions are always in the same place on the pitman arm.

Production of battery modules at BMW Group Plant

Establish eight new e-component production lines



The BMW Group is to increase e-component production capacity at its manufacturing base in Leipzig with another eight production lines by 2024. The announcement was made on 20 October at the Green Day in BMW Group Plant Leipzig. Over the next year, the plant's two existing battery module lines will be complemented by a further line plus five cell coating lines. These will be followed by two new high-voltage battery assembly lines due to go on stream in 2024. The batteries they make will power models such as the fully electric version of the MINI Countryman, which will also be built in Leipzig.

"The BMW Group has always been a pioneer in the transformation to electric mobility," said Milan Nedeljković, BMW AG Board Member

for Production, "and we intend to remain the leader in the future. Plant Leipzig will be of special importance in this regard, as it's the birthplace of the BMW i3." From 2013 to the summer of 2022, Leipzig manufactured more than 250,000 fully electric BMW i3 vehicles and over 20,000 plug-in hybrid BMW i8 sports cars. The freed-up spaces and the skills of its employees will now be used to produce e-components. More than 700 production staff are already working in battery component production at Plant Leipzig, rising to more than 1,000 by 2024.

"We are working consistently to advance the transformation to electromobility," said Markus Fallböhrer, Head of Engine at E-Drive Production at BMW AG, "and we continue to

develop our e-drive production network to make it happen. From 2024, the entire process chain for high-voltage battery production will run not just at Dingolfing but at Leipzig as well."

Over 800 million euros invested in e-components at Leipzig

Between 2020 and the end of 2024, the BMW Group will have invested more than 800 million euros in establishing e-component production in Leipzig. In the future, this area of production will take up around 150,000 m² on the site.

Investments in e-drive production in Dingolfing and Regensburg

By the end of 2022, the BMW Group will have invested more than 1 billion euros in the



Dingolfing Competence Centre for E-Drive Production – which also produces electric motors. In Regensburg, investments in e-drive component production have totalled more than 250 million euros between 2020 and late 2022.

Five new cell coating lines from 2023

In the first quarter of 2023, the first of five new battery cell coating systems will go on stream at the Leipzig site, followed by another four systems which will launch in stages until the end of the same year.

The battery cells they will process will be manufactured by external suppliers working to BMW Group specifications. First of all, the lithium-ion cells will be plasma-cleaned before being coated by the specially developed systems to ensure optimum insulation.

Third battery module line to launch in summer 2023

After being coated, the cells are assembled to form larger units known as battery modules. In Leipzig this is currently being done on two existing module lines. A third is set to go on stream in the summer of 2023.

Two high-voltage battery assembly lines from 2024

Once complete, the battery modules, connectors, control units and cooling aggregates are fitted into an aluminium casing. The number of modules and the size and shape of the casing depend on which vehicle variant they will be used in, so that each vehicle is fitted with the most suitable high-voltage battery.

In the future, Plant Leipzig will also assemble high-voltage batteries when two designated assembly lines go on stream in 2024.

New Technology: 3d Printing in The New Peugeot 308

A Shift to Industrial Innovation



PEUGEOT is reinventing car accessories thanks to innovative 3D printing technology and a brand new flexible polymer. Available on the PEUGEOT LIFESTYLE shop, a range of accessories including a sunglasses holder, a can holder and a phone/card holder has been created specifically for the new PEUGEOT 308. This is the first time that 3D printing technology has been used on car accessories, an innovation that looks very promising for the entire automotive industry.

These accessories are the result of a joint effort by PEUGEOT's Design, Product and Research & Development teams in collaboration with HP Inc., Mäder and ERPRO. They are 3D

printed using the new HP Multi Jet Fusion (MJF) 3D printing technology. The aim is to offer innovative products that are pleasant to the touch, light, solid and easy to use, and which enhance the interior well-being offered by the 308 and its new PEUGEOT i-Cockpit.

A SHIFT TO INDUSTRIAL INNOVATION

The designers' objective at the start of the project was to make accessories more visible and attractive by innovating and using modern materials.

The range of accessories was drawn up after a detailed analysis of how customers use storage in the car. As traditional materials did not meet the specifications, the PEUGEOT

Design "Colours and Materials" team worked with its partners to develop a material with a more innovative look. 3D printing was the obvious solution.

Flexible and environmentally-friendly - the technology of the future.

3D printing is one of the fundamental pillars of the fourth industrial revolution. With this new technology, it is possible to increase flexibility, adapting to the needs of an increasingly demanding and unpredictable market. All kinds of customised objects and accessories can be produced without needing expensive moulds and manufacturing tools.



3D printing is also better for the environment, a very important feature in our quest for sustainable manufacturing processes that save resources and waste. Its use is becoming more and more widespread and is revolutionising the manufacturing system across many industries. Indeed, additive manufacturing is becoming an alternative to manufacturing techniques such as injection moulding.

In addition, this technology is constantly evolving, both in terms of the materials it uses and the production methods. And the production costs just keep going down.

The flexible material used is Ultrasint

thermoplastic polyurethane (TPU), the fruit of a partnership between HP Inc. and BASE. This material offers durable, strong and flexible parts. It is a perfect material for impact absorbing parts that require high elasticity and for flexible mesh-like structures. The material can be used to produce parts with a high surface quality and a very high level of detail.

The use of TPU in a car interior is a new approach, which has been patented by the STELLANTIS Group.

THE SECRETS TO REVOLUTIONARY MANUFACTURING

PEUGEOT has chosen to use HP Multi Jet

Fusion (MJF) 3D printing technology. HP Multi Jet Fusion is a brand new layer-by-layer additive manufacturing technology on a powder bed. PEUGEOT was one of the first to use this technology in the development of the 3D accessories range.

3D PRINTING HAS A FUTURE AT PEUGEOT

3D printing is still in its infancy in the automotive industry. This technology is intended to be developed in series, not only on the range of accessories, but also on more technical parts of the next PEUGEOT models. The advantages of this technology offer infinite possibilities.

Roger Dubuis Excalibur Spider Huracán White MCF

Audacious Timepieces Born to Race



Lamborghini. The super car manufacturer from Italy, and Roger Dubuis hyperwatch™ manufacturer from Geneva, teamed up and unleashed their creativity to release audacious timepieces born to race. The result are watches with unique calibres built like engines. Inspired by Lamborghini, Roger Dubuis developed high technological innovations, offering to its exclusive tribes models evoking the uncompromised machines made by the Italian brand of the bull. The collaboration is also the genesis of unique projects where the client sits with the manufacturer to create his or her very own watch. Roger Dubuis roars across the starting line to reveal the Maison is now the official timing partner of

the 2022 Goodwood Festival of Speed. The new collaboration is set to whip up pleasure-seeking visitors with a series of unforgettable thrills and emotions. The hyper watchmaker already boasts two renowned partnerships within the motorsport's universe, creating adrenaline-charged masterpieces with racing legend Lamborghini Squadra Corse and premium tyre expert Pirelli. Welcoming another partner to the fold with the Goodwood Festival of Speed is a natural next step. In honour of the new collaboration, Roger Dubuis is proud to unveil the Excalibur Spider Huracán Monobalancier (MB). Born to race, the new timepiece boasts an expressive blend of hyper materials and hyper mechanics.



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