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THE ALL-NEW 2025 EMEYA
THE ULTIMATE ELECTRIC HYPER-GT FROM LOTUS



2025 NEW MCLAREN W1

The Real Supercar

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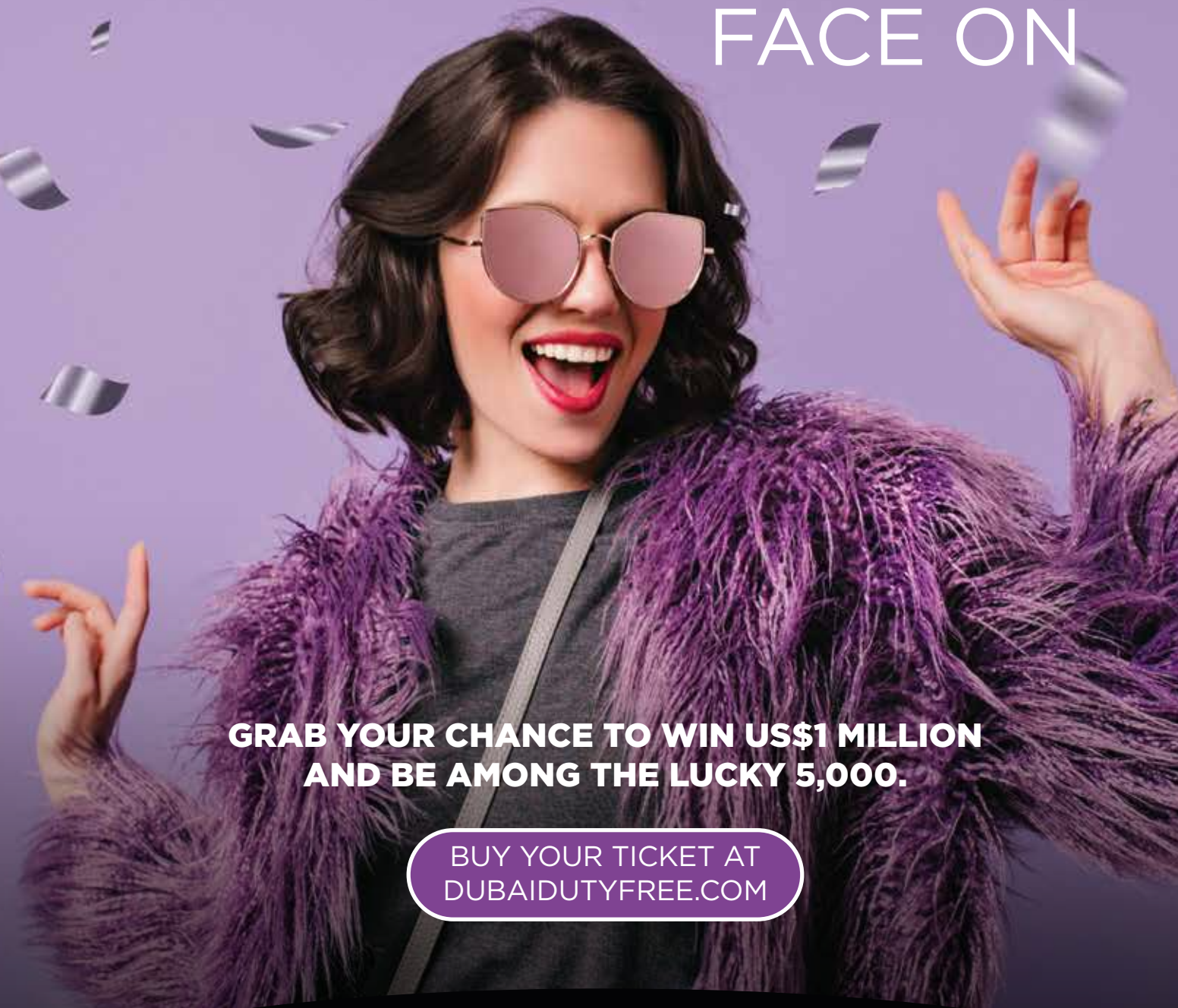
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LOTUS CARS UAE PRESENTS THE ALL-NEW 2025 EMEYA: THE ULTIMATE ELECTRIC HYPER-GT FROM LOTUS

Lotus Cars UAE launches all-new Emeya, the first all-electric grand tourer (GT) from Lotus, designed for drivers in the United Arab Emirates.

The Emeya combines the brand's rich history with sports car-level performance and the latest technologies, setting a new benchmark in its segment

It is one of the fastest electric GTs in the world, with an acceleration of 0-62 mph (0-100km/h) in under 2.8 seconds.¹ The car is capable of charging from 10 to 80 per cent

Adamas Motor Group, the official dealer of Lotus Cars in the United Arab Emirates, has officially introduced the 2025 Lotus Emeya hyper-GT during a private VIP event held in the futuristic city of Dubai.

The new Emeya follows in the footsteps of the Eletre and joins the range as a next-generation all-electric lifestyle vehicle to support Lotus' vision of becoming an all-electric global luxury brand. This revolutionary four-door vehicle seamlessly blends the excellent dynamic performance that Lotus is renowned for, with world-class refinement, comfort, usability and connectivity – bringing drivers the ultimate grand tourer package.

Emeya is competitively priced in the luxury GT segment. It is available in Emeya, Emeya S, and Emeya R trim levels, with prices starting from AED 439,000 and with the first local deliveries scheduled by year-end. The Lotus Emeya retains the core Lotus sports car DNA while redefining the hyper-GT segment with a fusion of cutting-

in 14 minutes, using a 400-kW (600A capable) DC fast charger, making it one of the fastest-charging electric vehicles available today.²

Powerful, efficient and refined all-electric power train delivers the perfect balance of performance, responsiveness and range - with a maximum WLTP range of 610 km (379 miles).³

The order book for the new Emeya is now open, with prices starting from AED 439,000 including VAT and first deliveries scheduled by the end of 2024.

edge technology, exhilarating performance, and sophisticated design.

Combining classic Lotus aesthetics with modern luxury, the Emeya is available in six striking colours and features bold wheel arches and aerodynamic elements that honour Lotus's racing heritage. Its opulent interior is crafted with sustainable materials, including real metal touch points for added sophistication. A 55-inch head-up display ensures vital information remains in the driver's line of sight, while KEF's Uni-Q™ speakers and Dolby Atmos surround sound offer an immersive audio experience.

Delivering an unparalleled driving experience, the Emeya offers up to 905 bhp, accelerating from 0-100 km/h (0-62 mph) in under 2.8 seconds and 0-200 km/h (0-124 mph) in just 9 seconds. Advanced active aerodynamics, including a pioneering front grille, rear diffuser, and rear spoiler, contribute to a class-leading drag coefficient and generate over 150kg of downforce.





Equipped with a high-performance twin-layer battery and enhanced cooling, the Emeya boasts a range of up to 610 km (379 miles) and ultra-fast charging capabilities. The car can charge from 10 to 80 per cent in just 14 minutes using a 400-kW DC fast charger, which supports up to 600 amps, making it one of the fastest-charging EVs available today. This advanced technology allows the Emeya to gain up to 310 km of range in just 10 minutes, providing drivers with unparalleled convenience and reducing time spent at charging stations. The new Emeya also features the latest in-car technology and safety systems, including a 15.1-inch HD OLED Lotus Hyper OS infotainment

system powered by Unreal Engine, delivering a responsive, interactive 3D display and highest quality visuals.

Karl Hamer, Chairman and CEO of Adamas Motor Group, commented: "We are thrilled to introduce the all-new Lotus Emeya Electric Hyper-GT to our valued customers and partners here in the UAE. The launch of this amazing lifestyle vehicle marks an important milestone in our journey over recent years to establish Lotus Cars at the forefront of the market here in the UAE. With its exceptional performance, luxurious design, and advanced technology, we are confident that the new Emeya will make a

strong impact on the market and join the Lotus Emira and Eletre Hyper SUV, which entered the UAE market successfully in June 2024."

Dan Balmer, President and CEO of Lotus Cars Asia Pacific and Middle East commented: The new Emeya plays a vital role for Lotus Cars as we expand our Electric vehicle lineup. The UAE's enthusiastic response towards our cars is a testament that our technology and designs – especially with our newest Hyper-GT – will continue to meet our customer's expectations and solidify our presence in the Emirates.





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2025 McLaren W1 THE REAL SUPERCAR



Highlights

- Ground-breaking successor to two of the greatest supercars of all time – the McLaren F1 and McLaren P1TM – opens new chapter in McLaren's famous '1' car lineage
- Created with McLaren's World Championship mindset; underpinned by the principles that define a real supercar
- Epic all-new V8 hybrid powertrain with 1275PS – the highest power output of any McLaren ever and greater than all core competitors
- All-new MHP-8 V8 combustion engine develops 928PS – at 233PS per litre the highest-ever output from a McLaren engine – and revs to 9,200rpm
- Power-dense E-module develops 347PS;

integrates electric motor and control unit for reduced weight and optimised packaging

- World-beating McLaren lightweight engineering delivers vehicle weight of 1,399kg, enabling best-in-class power-to-weight ratio of 911PS/tonne – the highest ever for any McLaren supercar
- Formula 1-inspired ground effect aerodynamics and McLaren race mode combine to deliver world-first, radical 'road to track' character transformation, lowering ride height by 37mm at the front and 17mm at the rear and engaging up to 1,000kg of downforce
- The most advanced active aero features ever in a road-legal McLaren, with revolutionary McLaren Active Long Tail rear wing that extends rearwards by 300mm just one of multiple patents filed for

aerodynamic innovations

- New W1 is fastest-accelerating and fastest-lapping road-legal McLaren ever, achieving the astonishing combination of being quicker than a Speedtail to 300km/h (186mph) in a straight-line and 3 seconds a lap ahead of a McLaren Senna on McLaren's reference track
- Incredible acceleration of 0-200km/h (0-124mph) in 5.8 seconds and 0-300km/h (0-186mph) in less than 12.7 seconds; maximum speed electronically limited to 350km/h
- Pure driver control and engagement from McLaren trademark rear-wheel drive with 1275PS and 1340Nm made possible by extraordinary Formula 1 know-how that only McLaren as a racing company can deliver

- New McLaren Race Active Chassis Control III suspension with Race mode ensures unparalleled breadth of capability across both road and track
- Supreme feel and feedback from McLaren Hydraulic Performance Steering and hydraulic braking to create real supercar sensation
- New 8-speed transmission with E-reverse, coupled with new hydraulic electronic differential
- Bespoke McLaren Aerocell carbon fibre monocoque and McLaren Anhedral Doors optimised for aerodynamic performance; constructed using motorsport techniques
- Formula 1-inspired front suspension is mounted directly into the Aerocell with externally visible front arms and

key components 3D-printed for weight optimisation, including the use of titanium components

- Unmatched supercar driver ergonomics and best-in-class visibility on road and track
- Unique seating design integrated into the Aerocell monocoque for the purest driver connection to the car
- Pedals, steering wheel and primary controls move to fully embrace driver within the cockpit environment
- Virtually unlimited bespoke options available via MSO, including new McLaren InnoKnit tailored interior material
- Comprehensive warranty (4-year vehicle; 6-year HV battery) and 4-year service plan complement unique ownership experience

- Pricing from circa £2.0 million including taxes in the UK, with the final cost dependent on the level of MSO personalisation
- Just 399 customer cars will be produced – and all are already customer allocated

The new McLaren W1 is the ground-breaking successor to two of the greatest supercars ever – the McLaren F1 and McLaren P1TM – and elevates the McLaren '1' car lineage to new heights in every aspect of performance.

The Ultimate expression of a real supercar, the new W1 has been created according to the McLaren ethos of class-leading performance, informed by the core principles that underpin every McLaren supercar: epic power applied through cutting-edge aerodynamics



and lightweight chassis technologies; the highest levels of dynamic excellence and the purest driver connection; the perfect driver environment, for all driving situations; and awe-inspiring visual and aural drama.

All of McLaren's significant and renowned expertise in lightweight engineering and aerodynamic performance, inspired by years of racing innovation and the company's World Championship mindset, was applied to W1. The engineering team behind the new McLaren Ultimate model have between them contributed to 16 McLaren Formula 1 World Championship titles across driver and constructor categories. This expertise as part of a bigger team has resulted in the most focused supercar that McLaren has ever built, but also one with a huge breadth of capability.

"The McLaren W1 is a celebration of both the excellence of the iconic McLaren F1 and McLaren P1TM and the manifestation of McLaren's World Championship mindset. With our new Ultimate supercar, we are again pushing the boundaries of real supercar performance with an epic hybrid powertrain featuring our all-new MHP-8 V8 engine, the most advanced aerodynamic platform of any McLaren road car and extensive use of

advanced lightweight materials. This allows us to engineer a supreme track driving experience from the same car that gives unparalleled driving enjoyment on the road.

"Formula 1-derived aerodynamics, pure rear-wheel drive and McLaren hydraulic performance steering showcase McLaren's approach to purposeful innovation as a racing company that always delivers the best possible performance. It is therefore no surprise that the new W1 is our fastest-lapping and fastest accelerating road-legal car ever. It also provides the purest driver connection by remaining true to the principles that underpin the ultimate supercar driving experience. This really is a car that only McLaren could create." Michael Leiters, Chief Executive Officer, McLaren Automotive

W1 is a supercar for all occasions; more than any other McLaren, it is equally at home on road and track and as the fastest-lapping and fastest accelerating McLaren road-legal supercar yet, is exhilarating to drive whatever the circumstances.

The spine-tingling driver enjoyment ensured by the W1's revolutionary new high-downforce, low-drag, ground-effect

aerodynamics design is further enhanced by the unique transformation process from Road mode to Race mode for track driving: W1's ride height lowers (by 37mm at the front and 17mm at the rear) and a heave system stiffens the suspension. Front and rear active wings are deployed, with the McLaren Active Long Tail extending rearwards by up to 300mm to assist in generating the 1,000kg of downforce available in W1.

The all-new MHP-8 4.0-litre twin-turbo V8 engine that debuts in W1 is coupled with a power-dense E-module to deliver scintillating speed. The epic power of this all-new 1275PS High-Performance Hybrid powertrain and McLaren's relentless dedication to lightweight engineering has resulted in levels of performance previously only attainable by track-only supercars and race cars.

Just as the W1 name celebrates McLaren's World Championship mindset, the date of the public reveal of the car was also chosen with this in mind: October 6th 2024 is the 50th anniversary of Emerson Fittipaldi sealing McLaren's first Formula 1 Drivers and Constructors World Championships.





2025 MASERATI GRANCABRIO FOLGORE TIGNANELLO

The first 100% electric luxury convertible, an exclusive car inspired by tradition, innovation and craftsmanship made in Italy



From the Bespoke experience of the Maserati Fuoriserie customisation programme, the House of the Trident has created a unique model in collaboration with Marchesi Antinori, to celebrate Tignanello's 50th anniversary

To celebrate the 50th anniversary of Tignanello, one of the most influential red wines that was ahead of its times, Maserati crafted a customised Fuoriserie version of its latest creation, GranCabrio Folgore, the most futuristic expression of the current 100% electric production from the Modena-based brand. The bespoke, which was exclusively created for Marchesi Antinori, will be auctioned, on July 14, in California at Festival Napa Valley's Arts for All Gala—one of the leading arts charity events in the US.

For the 110th anniversary of the Trident, Maserati comes together with Marchesi Antinori, which boasts a family wine history of over 600 years, handed down for 26 generations, and is an elevated, distinctive symbol of Italy. With its solid identity, innovative intuition and the strong value of the centuries-old tradition that has made the Italian winery one of the best companies in the world, the production of Marchesi Antinori and Tignanello reflect the feeling and passion that have always characterised the spirit of Maserati, a lively protagonist and pioneer in the history of motoring. It has always been driven by the desire to anticipate and become a sign of the times. The inspiration for this car arises from the vineyard, a metaphor for roots and territory. Both houses' local areas add much value to their end products: from the cellar, the magical place where wine is made, and from the specific Tignanello label, unchanged for half a century and still highly recognisable, just like the Trident's

most iconic creations.

To craft a car that epitomises the characteristics and values of Marchesi Antinori and Tignanello, Maserati has researched the uniqueness that surrounds the history of this wine and it has paid homage to the Florentine family of winemakers through the colours, shades, innovative materials and refined artisan details that make GranCabrio Folgore Tignanello an ode in motion to the prestigious Tignanello vineyard and to the 50 years of this wine.

The exteriors of GranCabrio Folgore Tignanello translate into a customisation of the body colour, created ad hoc: the Terra di Tignanello paint is a chestnut colour inspired by the vineyard's soil, warmed by a coppery burgundy reminiscent of the central red shades of Tignanello's characteristic barriques. It has a rich, metallic tint; a prestigious colour inspired by the estate and the atmosphere







of the winery. The rims and callipers come in matte and gloss black respectively, whereas the emblems are coloured copper, with the Maserati logo in glossy copper on a gloss background. The soft top fabric is also black.

But the most romantic details lie in the interiors, 'revealing' the hallmarks of Tignanello and celebrating the history of both houses, combining tradition, innovation and craftsmanship. The seats feature leather embellished with a multi-material silver and burgundy ribbed weave, made of Vegea, an innovative spreadable fabric derived from the vineyards. It recalls the pattern of the rows of vines on the Tignanello hill, marked out by the Albarese rocks in their midst. The fabric looks and feels like leather, and it is used for the first time in a Maserati car.

Everything else is real material: dark briar wood with lasering – selected to recall the printing burned into the oak barrels – embellishes the panels, featuring textual details on the creation of Tignanello. On the headrest, elegant embroidery combines the Maserati Trident with one of Tignanello's hallmarks: the sun, long a distinctive feature on the bottle label. The same symbol is lasered on the central tunnel, together with the dates 1971-2021: these refer to the first and current vintage of Tignanello, 50 years since this wine was released on the market.

Klaus Busse, Maserati Head of Design: "This collaboration with Marchesi Antinori gives us the opportunity to epitomise the essence of Bespoke production, the flagship of our Maserati Fuoriserie customisation programme. It is designed to create ad-hoc experiences for Trident customers, by producing tailor-made cars that can make the driving experience even more sublime and distinctive, the way only an outstanding wine can at the table. Telling a story of Italian excellence is a source of pride for us and serves as constant stimulus for our work, which with Bespoke production aspires to create something absolutely dedicated and inimitable". Piero Antinori: "A never-ending challenge, the obsession to improve and constantly question ourselves, to find higher and higher quality margins: these are the cornerstones of the collaboration with Maserati, a brand acknowledged worldwide as a symbol of Made in Italy quality."

A one-of-a-kind model, inspired by Tignanello for its 50th anniversary, a car with a great identity and recognisability, just like our wine. An initiative that makes our family particularly proud: this special GranCabrio Folgore will be auctioned at Festival Napa Valley's 2024 Arts for All Gala, with the proceeds to be donated to charity".

GranCabrio Folgore is Maserati's latest addition, as the first 100% electric convertible in the luxury segment and the fastest on the market.

Performance, comfort, style and elegance give this car equipped with a battery system based on 800V technology – developed with cutting-edge technical solutions based on Formula E – the ability to offer outstanding performance combined with the Trident's typical comfort and elegance.

Maserati GranCabrio provides four true seats, made possible by the soft top. It also comes with a series of innovative systems and details, such as the neck warmer to travel with the top down even when the temperature drops, and the wind stopper to reduce turbulence inside the passenger compartment.

Tignanello was the first Sangiovese to be aged in barriques, the first contemporary red wine blended with untraditional grape varieties (specifically Cabernet) and one of the first red wines from Chianti Classico that did not use white grapes. Tignanello is a milestone, a wine that fully represents the spirit of the Antinori family's motto, "Te Duce Proficio", which means "Following your guide I flourish". The wine is crafted from a careful selection of Sangiovese and Cabernet harvested from the eponymous vineyard located on Tenuta Tignanello, in the heart of Chianti Classico on an area covering 57 hectares (141 acres) with south-west sunlight exposure.



2026 BUGATTI TOURBILLON AN AUTOMOTIVE ICON 'POUR L'ÉTERNITÉ'



In 2004, the reborn Bugatti brand transformed the world of automotive performance and luxury with a 1,001 hp hyper sports car: the Veyron.

The 6rst road car with more than 1,000 hp was succeeded in 2015 by another engineering feat so ambitious it reset all expectations of performance, the world's 6rst 1,800 hp car: the Chiron. At the heart of these cars was the world's most advanced automotive engine: an -0qliter Wuadturbo D15. Now, 20 years after Bugatti invented the hyper sports car, it redefnes the concept completely with an entirely new powertrain and platform. This is the Bugatti Tourbillon.

The development of the Bugatti Tourbillon¹ was guided at every step by the 115 years of Bugatti history and the words of Ettore Bugatti himself. His mantras 'if comparable it is no longer Bugatti' and 'nothing is too beautiful' were a guiding path for me personally, as well as the design and engineering teams looking to create the next exciting era in the Bugatti hyper sports car story.

"Icons like the Type 57SC Atlantic, renowned as the most beautiful car in the world, the Type 35, the most successful racing car ever, and the Type 41 Royale, one of the most ambitious luxury cars of all time, provide our three pillars of inspiration. Beauty, performance and luxury formed the blueprint for the Tourbillon; a car that was more elegant, more emotive and more luxurious than anything before it. Quite simply, incomparable. And just like those icons of the past, it wouldn't be simply for the present, or even for the future, but Pour l'éternité – for eternity."

As the first Bugatti in more than 20 years not powered by the iconic W16 engine, the tradition of naming core models after legendary Bugatti racing drivers of the past is no longer applied.

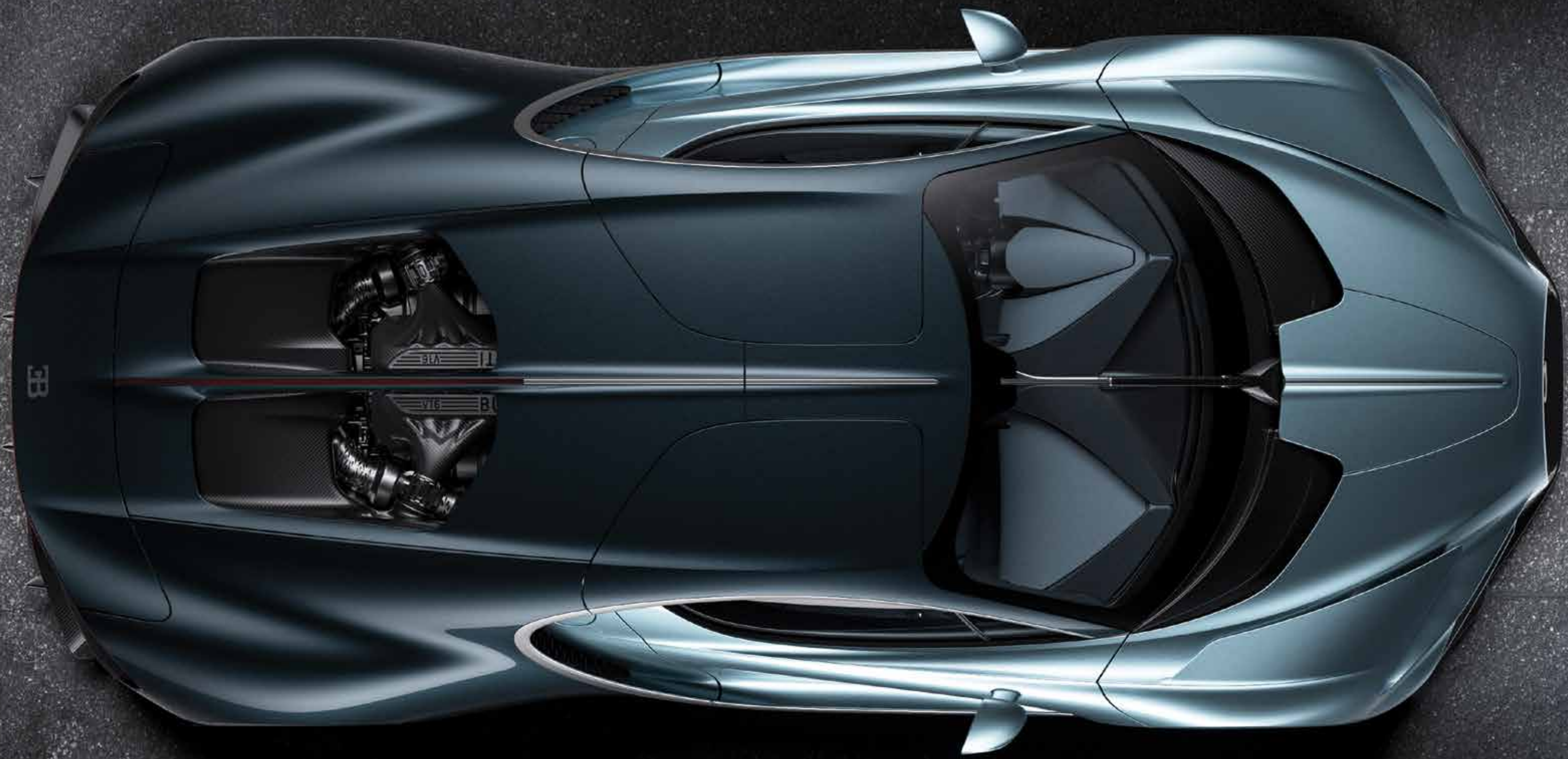
Instead, the name Tourbillon was chosen as the perfect encapsulation of this car's character. A French word, and a subtle reference to Bugatti's French heritage and home in Molsheim, the tourbillon is a watchmaking invention of a Swiss-born genius living in France in 1801. A completely original creation without compare, it is both complex and beautiful, helping to counteract

the effects of gravity on a watch to ensure more consistent time-keeping. And over 200 years later it is still revered as the pinnacle of watchmaking.

This sense of mechanical timelessness was a core part of the Bugatti Tourbillon journey. For a car that will be displayed on the concours lawns of this and the next centuries, technology can easily date – especially large digital screens – so it's important that it uses as many timeless components as possible. The Tourbillon therefore utilizes a number of design and engineering techniques that will never age, including a completely analogue instrument cluster crafted by Swiss watchmakers and finished with the same care and attention you find in the world's greatest timepieces. Just as these become heirlooms over generations, the Tourbillon is designed as a car for eternity.

As with every Bugatti of the modern era, the Tourbillon is 'shaped by speed'. The ability to travel at more than 400 km/h requires every single surface, inlet and ridge to be finely honed to ensure it is not only aerodynamic but also beneficial to the car's thermodynamics. This is the guiding principle of the Tourbillon, which is then evolved around four Bugatti design elements inspired by







history: the horseshoe grille, the Bugatti Line, the central ridge and the dual color split.

Frank Heyl, Bugatti Director of Design, said: “The creations of Ettore and Jean Bugatti are ingenious in their aerodynamics, innovation and enduring beauty. We draw from the Bugatti Type 35, where the whole shape of the car was guided by the shape of the horseshoe grille, tapering back into this streamlined fuselage shape. We find inspiration in the Type 57SC Atlantic – the S stood for Surbaissé, which essentially meant lowered – bringing down the frontal area, lowering the roofline, lowering the driver and creating this wonderful stance and proportion.

That’s something that was very important for us, carefully curating the placement of volumes that are both functional but also supporting the extreme proportions of the car. If the car lower, it looks wider and the size of the wheels are emphasized; it looks like there is tension in the muscles, a posture ready to pounce. Every design decision is geared towards creating a sense of speed even at a standstill.

“Ever since Jean Bugatti began to apply bold dual-tone paintwork to his cars, it has become an important part of Bugatti design DNA, and in the Tourbillon, we evolve it once more in an authentic but modern way. That split happens around our fourth key design element: the Bugatti line, inspired by the color split lines of the Type 41 Royale and reborn as a core design element of both Veyron and Chiron². In-keeping with our new proportions, and lowered roofline, the Bugatti line now curves around more sharply, leaning forwards slightly as it winds its way around the roof, imbuing the side profile with a leaping motion.”

Although beautiful in its design and proportions, every surface, intake and vent is carefully honed

to balance the enormous aerodynamic forces of a car travelling at over 400 km/h as well as the thermodynamic requirements of a V16 engine, electric motors and battery at full performance.

Using over 20 years of expertise from the Veyron and Chiron, the Tourbillon features a number of patented technologies. As a result, the rear wing even remains submerged during top speed runs, with a perfect equilibrium of forces generated by these new innovations. The wing is utilized to establish higher downforce at slower speeds and as an airbrake for improved stability under deceleration.

Much of this aerodynamic equilibrium is thanks to the new diffuser concept, which starts to climb from just behind the passenger cabin, rising at an ideal angle to keep the Tourbillon in perfect balance. The diffuser is built around a completely new crash concept, which is fully integrated within the structure of the diffuser itself, keeping it both enormously effective but also hidden from sight, enabling the open rear-end design.

At the heart of the Tourbillon’s design ethos is the iconic horseshoe, from which all lines of the car originate, shaping the central fuselage volume. Docked onto that left and right are the flying fenders that allow to stream air underneath the headlights to boost air mass flow into the side intakes. This intricate interplay of airflow is further exemplified by the frontal design, which, while maintaining the dimensions of a sculpted overhang, ingeniously houses an ultra-efficient cooling system that directs air through and out of the front bonnet, augmenting downforce while ingeniously packaging a sizable frunk in between the two radiators.

A set of advanced, electrically actuated dihedral doors not only allow for easy entry into the vehicle

but provide a dramatic sense of arrival, able to be opened and closed from the key fob, the door opening button found just underneath the Bugatti Line and on the center console.

INTERIOR

Ever since car manufacturers began to embrace digital screens and touchscreens in cars, the rate of progress has been so rapid that within less than a decade, the technology appears outdated. Imagining the Tourbillon on concours d’*élégance* lawns not just in 10 years but perhaps in 100 years, the design philosophy of the interior focused on timelessness. Inspired by the world of horlogerie, in which wristwatches over 100 years old can still be worn and used today, integrated into modern fashion and lifestyles seamlessly, the design and engineering teams pioneered an authentic analogue experience in the cabin.

The centerpiece of this takes the horlogerie philosophy to its most literal conclusion; an instrument cluster designed and built with the expertise of Swiss watchmakers. Made up of more than 600 parts and constructed from titanium as well as gemstones such as sapphire and ruby, the skeletonized cluster is built to the largest tolerance of 50 microns, with the smallest at 5 microns, and weighs just 700g. This intricately engineered masterpiece remains a focal point of the driving experience, fixed in place as the rim of the steering wheel rotates around it – a set-up known as a fixed hub steering wheel. Through this ingenious concept Tourbillon drivers have an unobstructed view of their instrumentation independent of the steering angle because the spokes reach around the back of the instrument cluster. The center console is a blend of crystal glass and aluminum, revealing the intricate workings of the switches and the engine start ‘pull’ lever that it hosts. This glass was developed over 13 separate stages to ensure it was both perfectly clear and extremely strong and safe in



the event of an accident. The aluminum parts of the console are anodized and milled from a single block of metal, while the knurled aluminum switches sit at the head of a complex mechanism that is fully visible beneath the crystal glass – entirely developed in-house. The act of igniting the all-new naturally aspirated V16 engine and electric powertrain has been crafted to be a physical experience, a nod to the rituals of historic automobiles – a pull to start and a push to cease.

But hidden from view until desired is a high-definition digital screen, which displays vehicle data and offers seamless mobile connection. An intricately engineered mechanism deploys the touchscreen from the top of the center console; portrait mode for the reversing camera in just two seconds and full landscape mode in five seconds. Every interior decision – just as it is with the

exterior – is made with ultimate performance in mind, without compromising in any way on practicality or comfort. The seats, for example, are fixed to the floor to be as light and as low as they can possibly be, the pedal box can be electrically adjusted forwards and backwards to ensure a comfortable driving position for everyone. Thanks to this new solution, the interior is spacious, making it ideal for longer trips and daily use. Even the audio system is being engineered without traditional speakers and woofers, opting for an advanced system that features exciters on the door panels and throughout the car to use existing interior panels as speakers. It is a lighter and more efficient system than traditional audio set-ups.

Christophe Piochon, President of Bugatti, said: “As well as the spectacular analogue innovations that have gone into creating a timeless interior

such as this, we focused on authenticity of materials and perfection in every part. Informally we say that ‘what you see is what you get’, describing the fact that if you see a piece of what you think is titanium, then that’s what it is. Or if you see carbon fiber, or leather, then it will be exactly that – and always the best possible. With the Tourbillon, we are taking this impeccable authenticity and craftsmanship to the next level. Our completely new Bugatti platform has been designed in every single detail to express the pursuit of engineering excellence. It is clear from looking at any of Ettore Bugatti’s creations that every component – even if it is never seen – is a work of art, and that was our intention with Tourbillon, too. It is stunning in every detail, recognizably Bugatti and also a masterpiece of packaging and engineering.”

2025 PORSCHE 911 CARRERA GTS HYBRID BUILT FOR THE ROAD THAT NEVER ENDS.



The 2025 Porsche 911 Carrera GTS Hybrid represents a significant milestone in Porsche's journey towards electrification while maintaining its identity as a premier sports car manufacturer. Blending the brand's legendary performance with modern hybrid technology, the GTS Hybrid is a stunning example of how tradition and innovation can coexist.

Powertrain and Performance

At the heart of the 2025 Porsche 911 Carrera GTS Hybrid lies a powertrain that seamlessly integrates a high-performance internal combustion engine with electric assistance. Porsche has opted for a mild hybrid setup for this model, meaning that the electric motor is used primarily to enhance performance and efficiency, rather than operating as a standalone driving force. The 3.0-liter twin-turbocharged flat-six engine, which powers most of the 911 lineup, remains the core of the GTS Hybrid. However, it is paired with a compact electric

motor that delivers an additional boost of torque when needed. This combination results in an output exceeding 500 horsepower, making it one of the most powerful versions of the 911 Carrera.

The hybrid system is also equipped with a small battery pack that recharges via regenerative braking, ensuring that energy is continuously recovered while driving. This setup not only provides a performance boost during acceleration but also improves fuel efficiency and lowers overall emissions, aligning with the growing demand for greener, more sustainable sports cars.

Despite the added weight of the hybrid components, Porsche engineers have ensured that the car's driving dynamics remain sharp and engaging. The GTS Hybrid features Porsche's renowned rear-wheel-drive system, although all-wheel drive is also an option,

providing exceptional grip and stability. The suspension has been fine-tuned to account for the slight weight increase, ensuring that the car remains nimble and responsive, a hallmark of the 911 driving experience.

Design and Aesthetics

Visually, the 2025 Porsche 911 Carrera GTS Hybrid maintains the sleek, timeless design that has made the 911 a sports car icon for decades. The exterior features subtle design tweaks that hint at its hybrid nature without sacrificing the overall aesthetic. Slight modifications to the front and rear bumpers improve aerodynamics and cooling for the electric motor and battery pack. In addition, unique hybrid badging and optional aerodynamic enhancements, such as carbon-fiber accents, give the GTS Hybrid a distinct look within the 911 family.

The car sits on lightweight alloy wheels designed to reduce rotational mass and





improve efficiency, while the adaptive rear spoiler and active aerodynamics ensure that the car remains stable at high speeds. Inside, the cabin reflects Porsche's blend of luxury and sportiness, with high-quality materials and a driver-focused layout. The dashboard features a hybrid-specific instrument cluster that displays energy flow, battery levels, and regenerative braking status, seamlessly integrated with Porsche's signature digital displays. Technology and Features

The 2025 911 Carrera GTS Hybrid is equipped with cutting-edge technology aimed at enhancing both performance and comfort. Porsche's latest iteration of the PCM (Porsche Communication Management) system is standard, offering seamless smartphone integration, navigation, and real-time traffic updates. Driver assistance features, such as adaptive cruise control, lane-keeping assist, and automated emergency braking, are also available, ensuring that the GTS Hybrid is as

safe as it is fast.

One of the key innovations in the GTS Hybrid is its drive mode selector, which allows drivers to switch between different driving modes depending on their preferences. In addition to the traditional modes like "Sport" and "Normal," the GTS Hybrid includes an "E-Boost" mode that maximizes the electric motor's contribution for short bursts of power, ideal for overtaking or launching off the line.



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THE ALL-NEW BMW 1 SERIES ONE OF THE MOST SATISFYING COMPACT HATCHES AROUND



The pioneer of driving pleasure in the premium compact segment is entering its fourth model generation. With a dynamic design presence, a completely revised drive portfolio and extensively improved chassis technology, the new BMW 1 Series has sharpened its profile as the sportiest vehicle in the competitive environment. Highly efficient engines with 48-volt mild hybrid technology and a production process designed to conserve resources and recycle materials optimise sustainability throughout the entire product life cycle. Its progressive character is also reflected in the redesigned interior, an extended range of automated driving and parking systems, the new BMW iDrive with QuickSelect and innovative

digital services based on BMW Operating System 9.

The pioneer of driving pleasure in the premium compact segment is entering its fourth model generation. With a dynamic design presence, a completely revised drive portfolio and extensively improved chassis technology, the new BMW 1 Series has sharpened its profile as the sportiest vehicle in the competitive environment.

The premiere of the new BMW 1 Series marks the start of a new chapter in the brand's 20-year success story in the compact segment. The new model generation will also be produced at the BMW Group plant in Leipzig. Its market

launch is scheduled for October 2024. The most important sales region is the German domestic market. In addition to other European countries, Japan is one of the top five markets for the new BMW 1 Series.

Exterior design: Dynamic front end and hallmark BMW proportions.

The sporty aura of the BMW 1 Series is underlined in the latest model generation by typical BMW proportions: a long bonnet, a passenger cell set well back, a dynamically flowing roofline and a powerful rear end. The dimensions of the five-door model have changed only slightly compared to its predecessor. The exterior length of the new BMW 1 Series has increased by 42 millimetres





to 4,361 millimetres, while the wheelbase is 2,670 millimetres. The vehicle width is 1,800 millimetres, while the height has increased by 25 millimetres to 1,459 millimetres.

With a strikingly flat front end that sits significantly lower to the road than its predecessor, the new BMW 1 Series signals its sporty character more than ever. The wide, forward-leaning BMW radiator grille features an innovative structure of vertical and diagonal bars. The standard LED headlights feature striking vertical elements for the daytime running light and the turn indicators. Adaptive LED headlights with glare-free matrix high beam, cornering light function and blue accents are optionally available.

The side view of the new BMW 1 Series is characterised by the dynamic wedge shape and the flat window graphics that taper towards the rear. The standard BMW Individual high-gloss Shadow Line includes a graphic element with the number 1 in the Hofmeister kink counter-swing on the C-pillar. A long roof spoiler and side air deflectors emphasise the stretched silhouette. Vertical reflectors and a black diffuser-style insert add to the powerful appearance of the rear apron. The striking, two-

part rear lights extend will into the side sections.

The body paintwork of the new BMW 1 Series is available in two solid paintwork finishes and seven metallic finishes. Four BMW Individual paint finishes and a wide range of BMW Individual special paint finishes are also available. The new BMW 1 Series is the first model in the brand's range to be available with an optional contrasting roof paint finish. The high-gloss black finish adds to the sporty appearance of the car.

BMW M automobile with individual performance character.

The optional M Sport Package and the M Sport Design optional equipment available at market launch in Europe make the new BMW 1 Series even more dynamic. Its M specific design features include large air intakes on the front apron, pronounced side skirts and a three-dimensional diffuser element in the rear apron.

At the top of the model range is the BMW M135 xDrive (combined fuel consumption: 8.1 - 7.6 l/100 km (62 miles); CO2 emissions combined: 184 - 173 g/km according to WLTP; CO2 classes: G - F) with significantly enhanced performance characteristics. The BMW M

model is powered by a 221 kW/300 hp four-cylinder engine, features an Adaptive M Chassis with sport steering and intelligent all-wheel drive as standard and accelerates from zero to 100 km/h (62 mph) in 4.9 seconds. On the outside, the M radiator grille with horizontal bars, M exterior mirror caps and four exhaust tailpipes make it instantly recognisable as a top-of-the-range model. An M Technology Package with specific suspension components, stiffness and lightweight measures, an M Compound brake system and 19-inch forged light-alloy wheels is available exclusively for the BMW M135 xDrive. An M Sport Package Pro and model-specific BMW M Performance Parts are also available for all variants of the new BMW 1 Series.

Sporty premium ambience, leather-free interior. The newly designed interior of the new BMW 1 Series, which is completely leather-free as standard, offers a modern premium ambience with sporty accents and generous space for up to five occupants. Newly designed seats offer a high level of comfort for long journeys. Sport seats in the Econeer version with covers and upholstery made from recycled polyester and M sport seats are optionally available. Perforated seat surfaces are also available in the Veganza version with leather-like properties. The Veganza/Alcantara



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equipment is part of the M Sport Package and standard equipment in the BMW M135 xDrive.

Heated seats and a wide range of electric adjustments, including memory on the driver's side, are available as options for all seat versions. Lumbar support can be added to the sport seats and the M sport seats. An optional massage function is also available for the sport seats. A driver and front passenger interaction airbag is now fitted as standard to further enhance occupant protection. By folding down the rear seat backrests, the storage space under the tailgate can be increased from 380 litres to 1,200 litres (BMW 120, BMW 120d: 300 - 1,135 litres).

High-quality surfaces and trim, the redesigned gear selector and the BMW Curved Display underline the progressive, premium ambience of the interior. The fully digital display system comprises a 10.25-inch Information Display and a 10.7-inch Control Display. The number of buttons and controls in the cockpit has been significantly reduced thanks to the consistent use of digital technology. The air conditioning in the new BMW 1 Series is also controlled digitally. As an alternative to the standard sport steering wheel, a similarly redesigned M leather steering wheel is also available. It is part of the M Sport Package and has shift paddles for manual gear changes.

New generation of engines, 7-speed Steptronic transmission with dual clutch as standard.

Like the BMW M135 xDrive engine, all of the other engines available for the new BMW 1 Series are part of the latest generation of modular engines from the BMW Group. The three-cylinder petrol engine of the new BMW 120 (combined fuel consumption: 6.0 - 5.3 l/100 km (62 miles); CO2 emissions combined: 135 - 121 g/km according to WLTP; CO2 classes: D) and the four-cylinder diesel engine of the new BMW 120d (combined fuel consumption: 4.8 - 4.3 l/100 km (62 miles); CO2 emissions combined: 125 - 112 g/km according to WLTP; CO2 classes: D - C) are combined with 48-volt mild hybrid technology, which enhances both their efficiency and their spontaneous power delivery. All of the drive units transmit their power to a 7-speed Steptronic transmission with dual clutch as standard.

With a maximum power output of 125 kW/170 hp, the drive system of the new BMW 120 accelerates from 0 to 100 km/h (62 mph) in 7.8 seconds. The new BMW 120d generates a power output of 120 kW/163 hp and accelerates from 0 to 100 km/h (62 mph) in 7.9 seconds. The BMW 118d, also powered by a four-cylinder diesel engine (combined fuel

consumption: 5.2 - 4.6 l/100 km (62 miles); CO2 emissions combined: 136 - 122 g/km according to WLTP; CO2 classes: E - D) delivers 110 kW/150 hp and an acceleration of 8.3 seconds.

Improved body rigidity and further development of the chassis.

The agility, steering precision and cornering dynamics of the new BMW 1 Series benefit from the increased rigidity of the body structure and the chassis connection. Advanced chassis technology includes optimised kinematics, highly preloaded anti-roll bar mounts and new shock absorber technology. The caster of the front wheels has been increased by 20 per cent, ensuring particularly stable directional stability and optimised steering feedback.

In addition to the directly controlled wheel slip limitation, the new BMW 1 Series also features an integrated braking system and 17-inch light-alloy wheels (BMW M135 xDrive: 18-inch) as standard. The optional M Sport Package includes the Adaptive M Chassis, which lowers the vehicle by up to 8 millimetres, sport steering and 18-inch light-alloy wheels. Up to 19-inch light-alloy wheels and an M sport brake system are also available as optional equipment.



State-of-the-art systems for automated driving and parking.

The new BMW 1 Series offers a significantly extended range of automated driving and parking systems as standard or optional equipment. Standard features include the Driving Assistant with front collision warning, Lane Departure Warning, Exit Warning and Traffic Sign Recognition, as well as the Parking Assistant with Reversing Assistant.

Highlights of the optional range include Steering and Lane Control Assist, Automatic Speed Limit Assist and route guidance when using Active Cruise Control with Stop & Go function. Parking Assistant Professional is also available for the new BMW 120 and the new BMW 120d, allowing parking and manoeuvring to be controlled by smartphone. Expanded standard equipment, targeted individualisation.

In addition to the high-quality assistance systems, the significantly expanded range of standard equipment of the new BMW 1 Series also includes automatic air conditioning, electrically folding exterior mirrors and the BMW Live Cockpit Plus including the BMW Maps cloud-based navigation system. New optional equipment packages allow targeted individualisation.

The Innovation Package includes BMW Live Cockpit Professional with BMW Head-Up Display and Augmented View on the Control Display as well as Parking Assistant Plus. The Premium Package includes the telephone option with wireless charging, Comfort Access, logo projection from the exterior mirrors, automatic dimming interior mirror and adaptive LED headlights. The range of optional equipment also includes 2-zone automatic air conditioning, a panoramic glass roof and a Harman Kardon sound system.

The new BMW Operating System 9, BMW iDrive with QuickSelect and BMW Digital Premium.

The new BMW 1 Series features the latest version of BMW iDrive with QuickSelect for intuitive and convenient operation of the vehicle's functions. The new home screen shows function icons vertically arranged on the same level. "QuickSelect" allows direct access to functions without having to switch to a submenu. The new BMW iDrive is consistently designed for touch operation and voice control. It is based on the BMW Operating System 9, which also provides the basis for a highly individual selection of additional digital services. Remote software upgrades allow new and improved vehicle functions to be integrated into the vehicle over-the-air. With BMW

ConnectedDrive Upgrades, customers can also test selected functions free of charge for a period of one month and then book them for a specific period. The new BMW Digital Premium offer can also be booked for the new BMW 1 Series in the BMW ConnectedDrive Store.

BMW Digital Premium makes it possible to use country-specific apps, such as music and video streaming, news or gaming, in the vehicle as part of a subscription. The offer also includes data usage for all digital services and the apps contained in the BMW ConnectedDrive Store. BMW Digital Premium also extends the functions of the BMW Maps navigation system and the selection of My Modes and the lighting for the welcome and goodbye animation. In selected countries, BMW Digital Premium also enables digital payment of parking fees and fuel bills from the vehicle.

Smartphone integration with Apple CarPlay® and Android Auto™ is available as standard in the new BMW 1 Series. BMW ID and My BMW App offer a convenient way to personalise the user experience in the new BMW 1 Series. The BMW Digital Key Plus with ultra-wideband wireless technology for compatible smartphones with iOS or Android operating systems and the Apple Watch can also be optionally set up via the My BMW App.

LEXUS INTRODUCES ENHANCEMENTS TO THE LX SERIES AND THE ALL-NEW LX 700H FEATURING A NEWLY DEVELOPED ADVANCED HYBRID SYSTEM



The pursuit of electrification worthy of an LX preserving its reliability, durability, and off-road performance

- The first-ever electrified LX upholds the concept of “Effortless and Refined on Any Road.”
- Introducing a rugged new hybrid system that is built to take on tough terrain.
- Further pursuit of the unique driving experience, the Lexus Driving Signature, for both On-road and Off-road conditions.
- Introduction of an OVERTRAIL edition featuring specialized equipment and unique interior and exterior colors inspired by the LEXUS OVERTRAIL PROJECT.

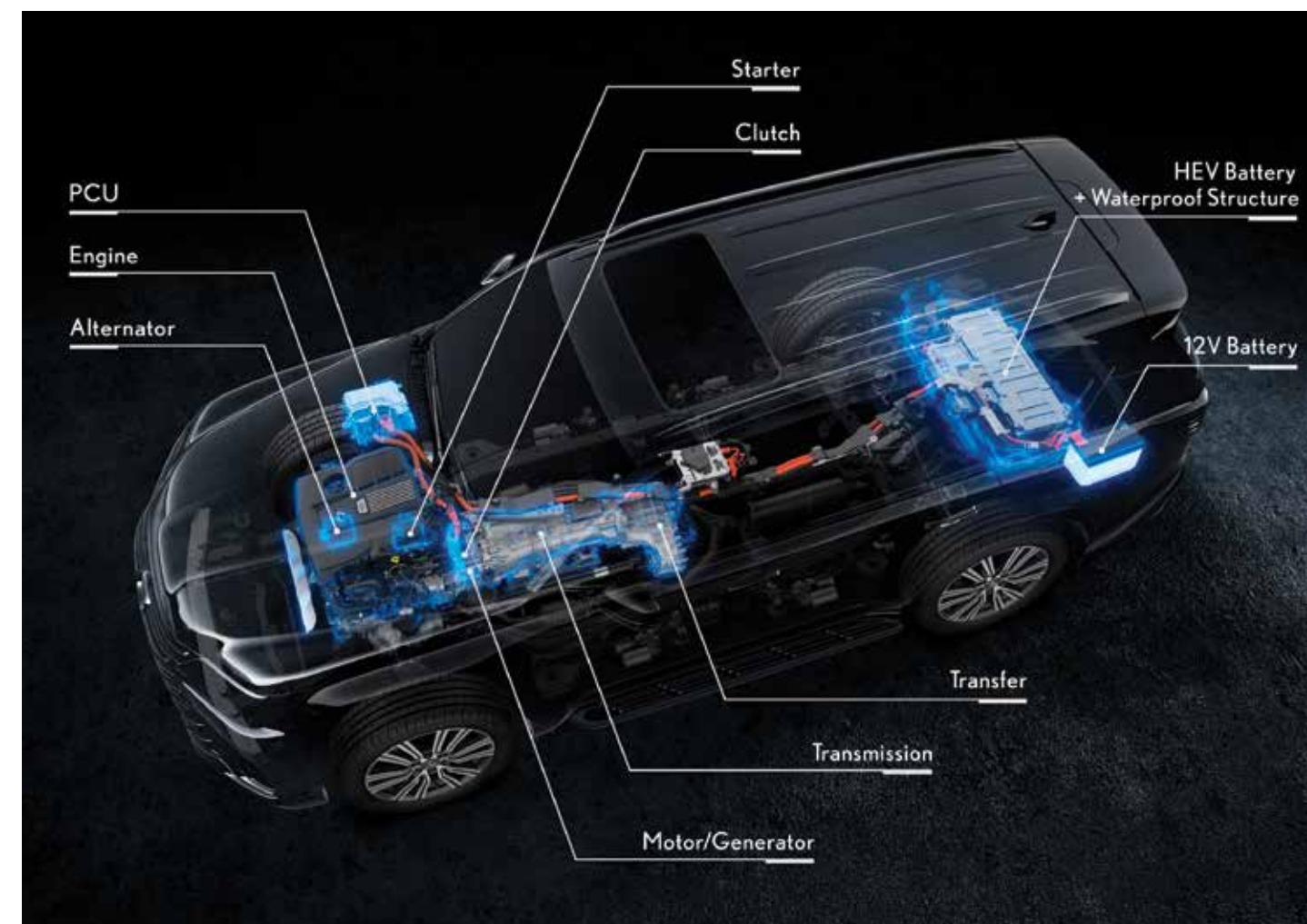
Lexus brings new enhancements to the LX and introduces the LX 700h, featuring the brand's newly developed hybrid system, which was announced on October 10th. A phased rollout across various regions is scheduled to begin in late 2024.

Since its founding in 1989, Lexus has consistently upheld a spirit of innovation, continually striving to provide customers with new technologies and value. With the aim of achieving a carbon-neutral society and the desire to enrich automotive lifestyles with one's car, we will continue to provide a diverse range of options to meet the needs of customers around the world.

The LX is a flagship SUV based on the concept of “effortless and refined driving on any road around the world.” It combines driving

performance that can handle any road in the world, while still providing the signature refined comfort of a Lexus. It is now beloved by customers in over 50 countries across the globe. At the same time, it was also the only model in the Lexus lineup that did not have an electrified vehicle option.

Introducing the LX 700h, Lexus has developed a new parallel hybrid system that prioritizes preserving the “reliability,” “durability,” and “off-road performance” that the LX series has cultivated over generations, even amidst the shift to electrification. By utilizing motor torque to achieve the signature Lexus driving experience, annual CO₂ emissions across all global vehicles will be significantly reduced, further improving environmental performance.





Lexus has further refined its distinctive Lexus Driving Signature by enhancing the core fundamentals, including the engine model. The “engaging driving dialogue” that reacts instantly to driver inputs has been further refined while the vehicle has been upgraded with the latest Lexus Safety System + (LSS+) for enhanced safety and peace of mind. To further meet the diverse needs of our global customers, we have added the new OVERTRAIL series. With the early launch of the GX and NX OVERTRAIL models, we will continue to expand the lineup of the LEXUS OVERTRAIL PROJECT.

Takami Yokoo, Lexus International Chief Engineer

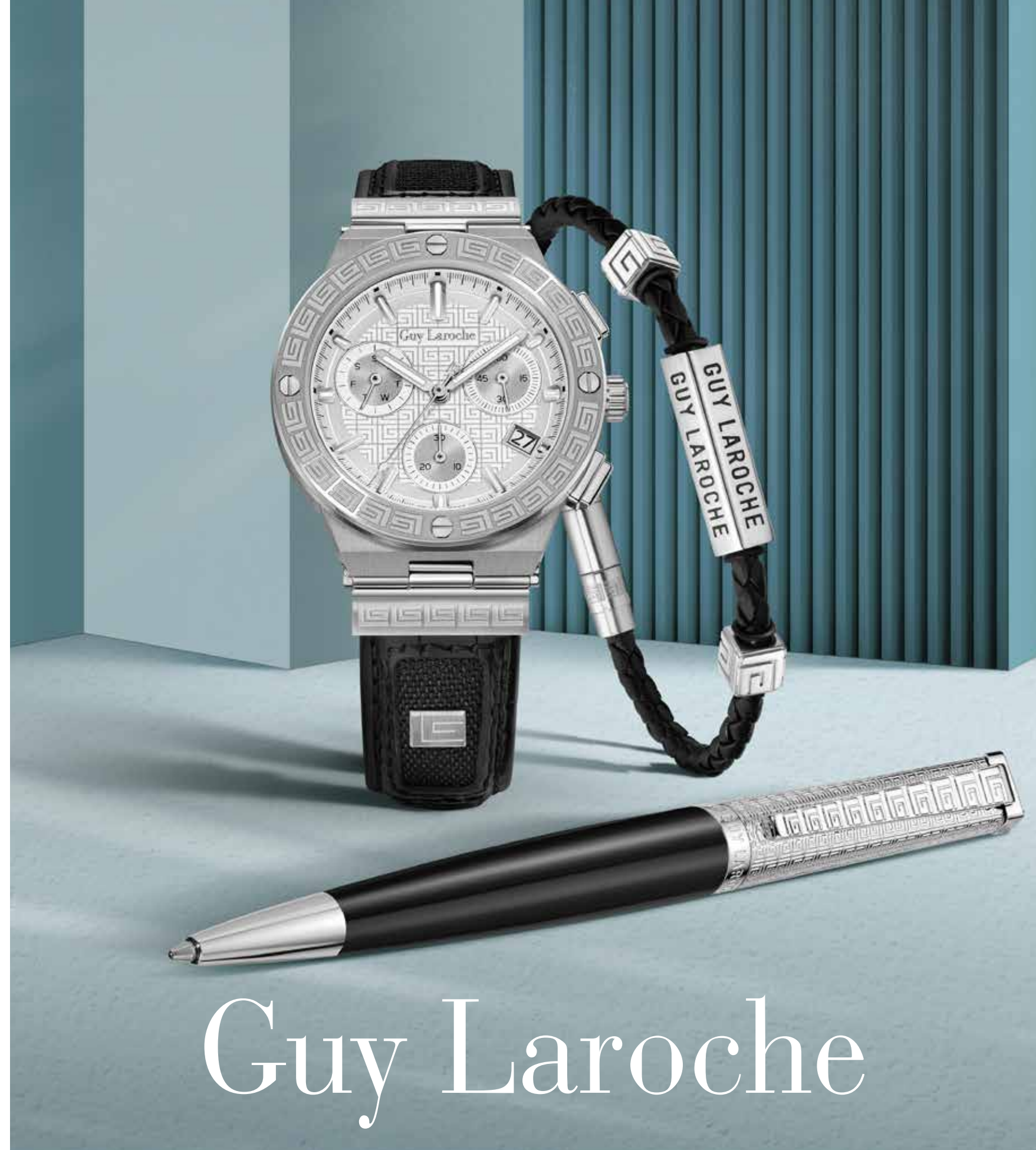
In 2021, the LX underwent a full model change based on the concept of “effortless and refined driving on any road,” earning widespread

acclaim from customers worldwide, for which we are sincerely grateful. However, it posed a challenge within the Lexus lineup, as it remained the only model without an electrified option - despite our commitment to achieving a carbon-neutral society. For those of us who have been deeply involved with the LX over the years, electrifying it for use in demanding global environments seemed both an immense challenge and a long-held aspiration.

During development, we were determined in our commitment not to compromise the reliability, durability, and off-road performance that has defined previous LX models, even with electrification. Our goal was to ensure safe, reliable operation, allowing customers to return home safely, while preserving the true Lexus driving experience. The solution we reached, as a unified development team,

was the development of a new parallel hybrid system along with upgrades to the GA-F platform.

Three years after the release of the gasoline and diesel models, we have further refined the Lexus Driving Signature, while enhancing both safety and comfort features. Our extensive ongoing driving flavor refinements have been fully integrated into the HEV models, elevating the “engaging driving dialogue” with the car. With updates to the electronic platform and the latest enhancements to LSS+, we have introduced improvements that make driving even more effortless and refined. We invite you to experience the new LX, thoughtfully crafted with the passion and dedication of our development team, as we embrace the next chapter of electrification with the HEV models.



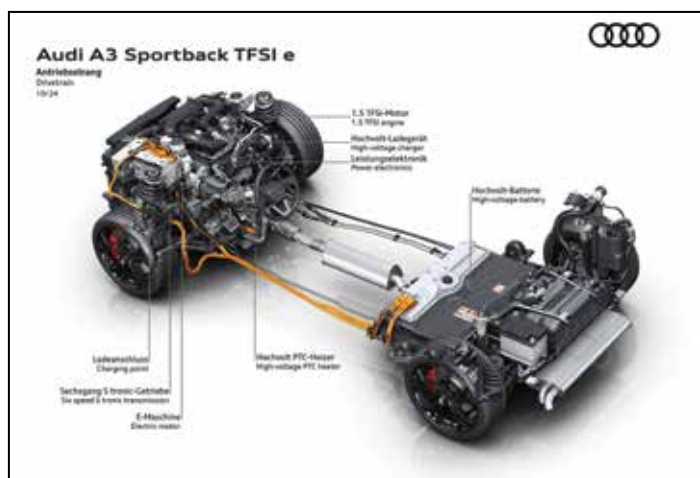
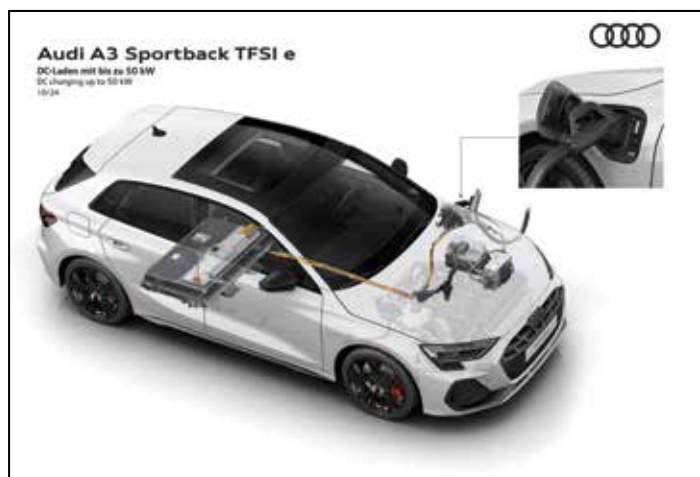
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MORE POWERFUL AND EFFICIENT THAN EVER. THE NEW AUDI A3 SPORTBACK TFSI e



More power for the sporty A3 Sportback 45 TFSI e1

Audi offers the A3 Sportback TFSI e in two performance levels: 40 TFSI e2 and 45 TFSI e1. In the more powerful model, the 1.5 TFSI evo2 delivers 130 kW (177 PS), which is 20 kW (27 PS) more than before. The maximum torque is 250 Nm, which is available between 1,500 and 4,000 revolutions per minute. In combination with the electric motor, the A3 Sportback 45 TFSI e1 delivers a total of 200 kW (272 PS) system output and 400 Nm system torque. This enables it to achieve strong driving performance: The acceleration from 0 to 100 km/h takes 6.3 seconds. The model reaches a maximum top speed of 237 km/h. In the smaller version, the combustion engine has an output of 110 kW (150 PS) and also develops 250 Nm of torque. The new 1.5 TFSI evo2 and the electric motor provide 150 kW (204 PS) of system power. When they work together with maximum boost, the system torque is 350 Nm. The A3 Sportback 40 TFSI e2 accelerates from 0 to 100 km/h in 7.4 seconds and on to a top speed of 225 km/h. The all-electric top speed for both models is 140 km/h.

Intelligent drive management for maximum efficiency

The compact plug-in hybrid's drive management is designed for high efficiency. Starting is always electric, down to -28° C. The driver can prioritize the electric drive with the EV button in the switch panel or by selecting it in the MMI, which enables the vehicle to operate like a fully electric model. In "Auto Hybrid" mode, the primary operating mode, the combustion engine and electric motor share the work intelligently – purely electric driving at low speeds, with the TFSI engine taking priority at higher speeds and often both drives together. Depending on the situation, the A3 Sportback TFSI e can coast, recuperate – both in thrust and braking – or boost together with the electric motor and TFSI. In addition, the hybrid management system keeps the battery charge level constant to save

enough electrical energy for later use, for example, in a low-emission zone.

Recuperation via the steering wheel paddles

When you take your foot off the accelerator pedal, the A3 Sportback TFSI e coasts with the engines switched off, or the electric motor recuperates in overrun mode. This depends on the driving situation. When braking, the electric motor takes over the deceleration alone up to around 0.3 G and thus covers the vast majority of all braking processes in everyday driving. The hydraulic wheel brakes only come into play when you step harder on the brake pedal. The transition is almost imperceptible, and recuperation remains active. When braking, the electric motor can recover up to 43 kW of power. Based on all-electric models, the steering wheel paddles are now used to control the degree of recuperation in EV mode for the first time. The optimum driving level is set in the background. More power when boosting

The A3 Sportback TFSI e reveals its sporty potential in shift program S of the dual-clutch transmission. In "Auto Hybrid" mode, the drive calls up the full system power and releases the boost power in acceleration phases during kickdown. In the A3 Sportback 40 TFSI e2, this amounts to 40 kW and is available for up to 15 seconds or even up to 18 seconds under optimum conditions. In the A3 Sportback 45 TFSI e1, it is 70 kW for up to eight seconds, as the electric motor has to deliver more power to utilize the full system potential. In EV mode, the combustion-engine vehicle also switches on during kickdown, and the boost power is called up.

DC fast charging function with up to 50 kW*

For the first time, Audi is offering DC charging at fast-charging stations for a plug-in hybrid model. The A3 Sportback TFSI e uses DC charging with up to 50 kW* and thus allows comfortable traveling with electric drive. This means a battery discharged to 10 percent can be recharged to 80 percent* in less than half an hour. In addition, it is possible to charge at AC charging points such as a wallbox or municipal charging stations with

three-phase charging at up to 11 kW. The charging process takes 2.5 hours. The necessary Mode 3 cable is included as standard. Audi's own charging service, Audi charging, provides access to around 630,000 charging points in 29 European countries on request, including Audi's own charging hubs in Berlin, Munich, Frankfurt, Nuremberg, Zurich and Salzburg (further locations to follow). A single card can be used to charge conveniently there and at numerous other providers.

Specifically tuned chassis

Compared to the conventionally powered A3, the axle load distribution in the plug-in hybrid is slightly more rear-heavy, with 55 percent on the front axle and 45 percent on the rear axle. This is due to the lithium-ion battery, which is located under the vehicle floor in the area of the rear seat bench. The suspension and dampers have, therefore, been specifically tuned. The combination of slightly increased spring rates and a somewhat sportier damping behavior ensures high ride quality and dynamics in equal measure. The electromechanical steering works sensitively and provides support depending on the driving speed. It offers a precise steering feel at high speeds; when parking the A3 Sportback TFSI e feels very easy to handle. Progressive steering with a variable ratio depending on the steering angle is available as an option for an even more agile driving experience.

New functions and sporty equipment for the 45 TFSI e1

The plug-in hybrid models benefit from the innovations introduced on the A3 at the beginning of the year: sportier styling, new design elements, and digital offerings. Extended standard equipment increases comfort, selectable daytime running light signatures, and the flexible addition of vehicle functions ensure a high degree of individualization. Both plug-in hybrid models are equipped with 17-inch alloy wheels, the Audi drive select dynamic handling system and stationary air conditioning as standard. Special displays provide information about the drive: the graphically revised power meter in the Audi virtual cockpit shows the power currently being called up, the drive mode, the battery charge status, and the range. The MMI display also visualizes the energy flows. In keeping with its higher performance, the A3 Sportback 45 TFSI e1 comes with the S line exterior as standard, which includes an S-specific radiator grille and an S roof edge spoiler. The black plus styling package accentuates the Audi Singleframe, the trim strips on the side windows, and the bumpers. The exterior mirror housings also shine in black; the Audi rings are in anthracite gray. The striking exterior is completed by red brake calipers and darkened rear windows as standard. In the interior, black sports seats, aluminum-look applications, and door sills with aluminum inlays reflect the sporty character of the A3 Sportback 45 TFSI e1.

With a higher battery capacity, DC charging at fast-charging stations, and an electric range of up to 143 kilometers, the Audi A3 Sportback TFSI e is undergoing a comprehensive technology upgrade. Its intelligent drive management ensures outstanding efficiency, high recuperation performance, and locally emission-free driving over long distances in everyday life. The plug-in hybrid combines dynamic handling with increased comfort.

New turbo petrol engine and optimized electric motor as powerful duo

The new turbocharged petrol engine and the electric motor with increased power density are at the heart of the drive system. The 1.5 TFSI evo2 replaces the previous 1.4 TFSI and boasts a wide range of high-tech features. In addition to optimizing combustion chamber cooling, the symbiosis of the turbocharger with variable turbine geometry and the Miller cycle, as well

as the early closing of the intake valves, ensures a higher compression ratio. The ratio is now 11.5:1, compared to 10:1 in the 1.4 TFSI. Thanks to this combustion process, the new unit operates with a high degree of efficiency, reducing fuel consumption and emissions. Injection takes place at a pressure of up to 350 bar. By comparison, the 1.4 TFSI reached a maximum of 200 bar. Plasma-coated cylinder liners reduce internal friction in the new engine. Pistons with cast-in cooling channels optimize combustion.

The electric drive is provided by a permanently excited synchronous motor, which now delivers 85 kW and 330 Nm of torque. As with its predecessor, it is integrated into the housing of the six-speed S tronic, which is now equipped with a more robust gearbox bearing to cope with the higher system output.

It transfers the torque from the two engines to the

front axle. The dual-clutch transmission has an electric oil pump that ensures the change of gears and oil supply even when the TFSI is temporarily deactivated.

Battery capacity and energy content of the HV modules doubled

The gross capacity of the high-voltage battery is now 25.7 kWh and has, therefore, almost doubled with nearly identical dimensions to the predecessor model. The net capacity is 19.7 kWh. Its 96 prismatic cells, which are divided into four modules, store significantly more energy than before: thanks to optimized cell chemistry and a better package, the charge quantity of the modules is now 73 instead of 37 ampere hours. The developers have thus increased the electric range to up to 143 kilometers in the WLTP cycle. A dedicated cooling circuit ensures the battery temperature is maintained in the optimum range.

“DEFINING ELECTRIC SAFETY”: MERCEDES-BENZ SHOWS THE SAFETY OF ELECTRIC VEHICLES



• Safety is an essential part of Mercedes-Benz's DNA and has always been one of the company's self-imposed responsibilities. The company has shaped modern vehicle safety with its innovations and is still a pioneer in this field today. The brand with the three-pointed star uses this new campaign to demonstrate its claim to building the safest vehicles in the world.

• The new campaign “Defining Electric Safety” focuses on the safety features of the all-electric Mercedes-Benz models. Mercedes-Benz is therefore continuing the communication from autumn 2023, which showed a pioneering frontal

crash between two EVs (the EQA and EQS SUV) in public for the first time worldwide.

• The campaign illustrates a situation that could have led to a head-on crash if the assistance systems had not prevented the driver from leaving their lane. In another case, the driver of a crossing vehicle sneezes and accidentally crosses the stop line. Thanks to autonomous emergency braking, the Mercedes-Benz vehicle is able to avoid the probable accident and so protects all road users.

• A small distraction; a little inattention – and a dangerous situation can arise on

the road. In such a case, the assistance systems from Mercedes-Benz can help to defuse the situation. This capability is impressively demonstrated by the “Defining Electric Safety” campaign.

Campaign details & media mix

• The colour orange dominates the imagery of the campaign. For over 60 years, Mercedes Benz crash test vehicles have been painted in this distinctive colour and are associated with safety.

• “Defining Electric Safety” is presented with an impressive fusion of real crash-test images and computer-generated footage. This creates a

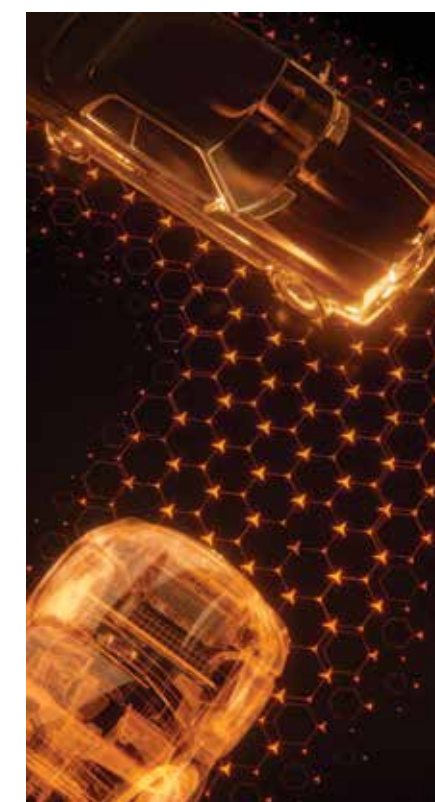


minimalist aesthetic that is all the more striking.

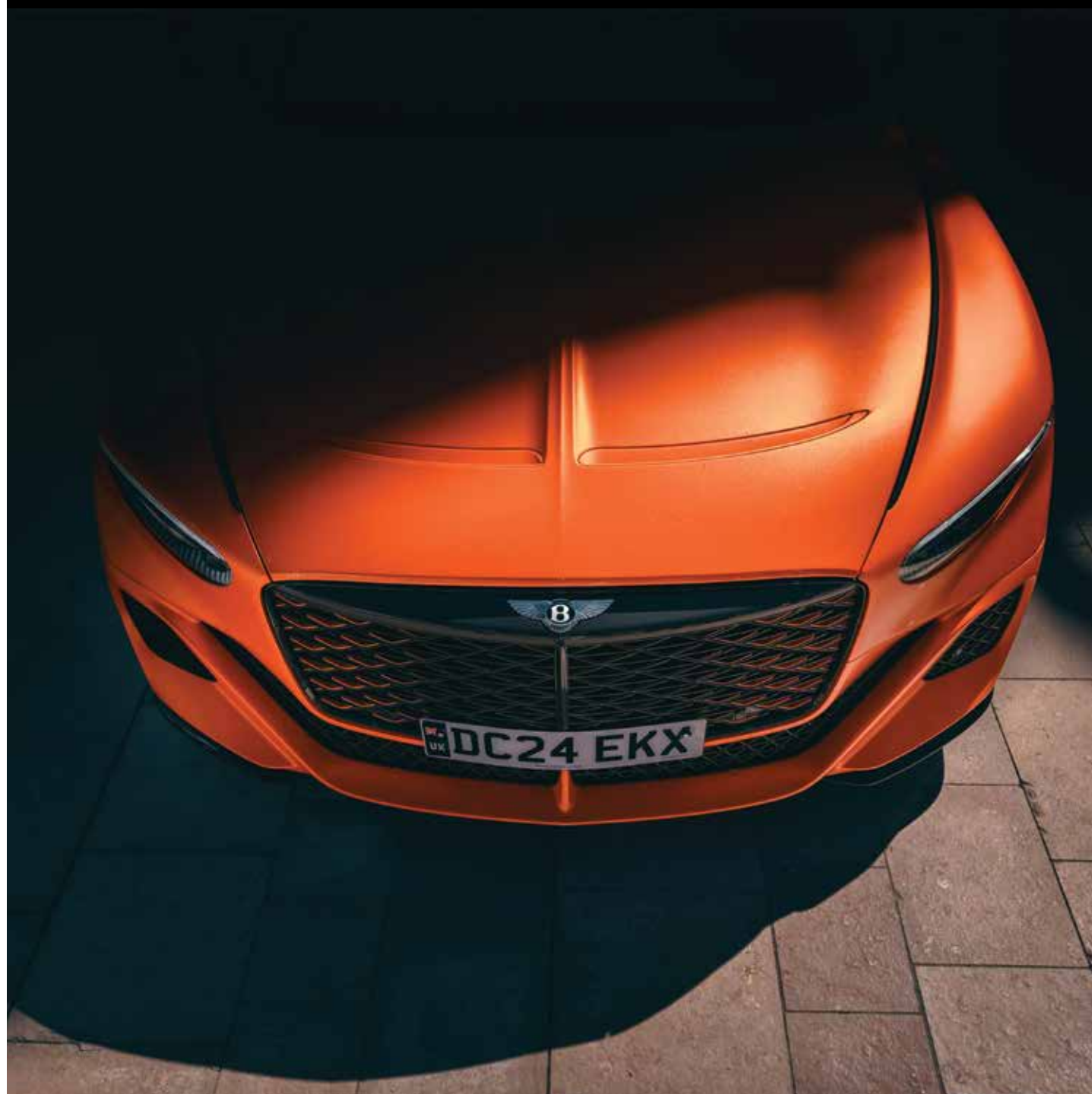
• The global social-media campaign about the safety of electric vehicles is launched on the Mercedes Benz social

media channels under #allforsafety.

• In addition to a variety of assets, such as stills and videos of different lengths, “Defining Electric Safety” includes a campaign film.



MOST POWERFUL W12 BENTLEY STARTS ITS SIGN-OFF JOURNEY



- Pair of Batur Convertible development cars begin final development trails across Europe
- 16 Batur Convertible examples among the last W12-powered Bentleys, after the retirement of the engine in July
- Extensive whole vehicle development program includes 120 individual tests over more than a year
- Testing opens with 3,000 km drive from Germany to Spain, ahead of high-speed assessment at Idiada proving ground
- Both development cars reflect the choices available to Mulliner customers,

with bespoke colours and finishes to every single surface of both the cabin and the exterior

The most powerful W12-engined Bentley – the highly exclusive Batur Convertible – has begun its final suite of sign-off testing. Created by Mulliner, Bentley's in house bespoke division and the longest standing coachbuilder in the world, the Batur Convertible is the third car in Mulliner's Coachbuilt family, following the Bacalar barchetta and the Batur coupe. Strictly limited to just 16 units, the Batur Convertible is the most powerful W12-powered drop-top Grand Tourer in Bentley's history.

Bentley announced the retirement of the W12 engine earlier this year, with the last engine leaving the production line in July. The 16 customer examples of the Batur Convertible will be among the recipients of the final W12 engines, each producing 750 PS as the most powerful iteration of the engine ever developed.

The validation activities include durability for both the engine and whole vehicle, environmental compatibility and sunlight simulation, high speed stability, aerodynamics, noise and vibration, and driving dynamics. More than 120 individual tests in all cover everything from the quality of the surface finish of the gold "organ stop" ventilation controls to the new W12 engine hardware and software. Over 58

weeks of vehicle validation have been scheduled across a pair of pre-series cars – Batur Convertible Car Zero and the Batur Convertible Engineering Car.

The real-world testing campaign started with an extensive 3,000 kilometre, five-country drive across Europe to simulate real world conditions. The route left Germany and travelled through Italy, France and Spain, across mountains, highways and cities, with the cars pausing briefly for an afternoon in Monaco for photography before continuing their journey to Idiada in Spain, where high speed testing will begin on private test tracks.

Paul Williams, Chief Technical Officer for Mulliner, comments:

“The purpose of an engineering validation public road drive is to test a vehicle’s performance, safety, and reliability under real-world conditions. It allows our engineers to assess how the vehicle operates in a variety of environments, traffic scenarios, and weather conditions that cannot be fully replicated in controlled testing environments. This stage is critical for identifying potential issues, validating system integration, and ensuring the vehicle meets regulatory standards and customer expectations as part of the engineering development test program. At the start of the project, it was clear that this car had to be the ultimate open-air Grand Tourer and so every element from the exterior design, engine power and hand-crafted interior has been created without compromise.”

At the proving grounds, the Batur Convertibles will begin seven weeks of durability work on handling tracks, mixed road conditions, high speed testing and abusive surface conditions. During all of these activities data and feedback are collated ensuring the technical targets are being met.

The Final W12 Grand Tourer

The Batur Convertible furthers the innovative design DNA introduced by its

coupe sibling that will ultimately guide the design of Bentley’s future cars.

Created by Mulliner, the Batur Convertible follows the exquisitely hand-crafted Bacalar barchetta and Batur coupe. With the Batur Convertible, Mulliner continues its long tradition of crafting truly individual cars, tailored to the wishes of each of its extraordinary clients.

The Batur Convertible retains the most powerful version of Bentley’s iconic W12, with a 750 PS, hand-assembled 6.0-litre twin-turbocharged engine that has metaphorically and literally powered Bentley’s success for the last two decades. The Batur Convertible will be the last ever Bentley to use this incredible powertrain.

The convertible roof delivers an aesthetic of beauty as a modern, tactile alternative to a hardtop roof. A combination of insulation material, sealing system refinements and acoustic treatments create a cossetting environment in a system which can be deployed or stowed in just 19 seconds, with the car travelling at speeds of up to 30 mph (50 km/h), transforming the car from a luxurious coupe into an open-top Grand Tourer at the touch of a button.

Mulliner’s in-house design team will help co-create every Batur Convertible with its customer, working together through a specially created Mulliner visualiser that allows any part of the car to be customised in colour and surface finish. Endless samples of unique materials bring texture to the process, and the resulting designs will be truly individual and created by the customer – limited only by their imagination.

Batur Convertible Car Zero

Like all Mulliner Coachbuilt vehicles, the Batur Convertible is infinitely customisable – with each customer able to specify the colour and finish of literally every single surface of both the exterior and cabin of the car.

The engineering development car – Batur Convertible Car Zero – has had the same level of attention to detail as a customer’s own specification. The exterior paintwork is a bespoke colour – Vermillion Gloss over Vermillion Satin Duo tone – that provides a vibrant colour across the contemporary surfaces. The bodywork is underscored by front splitters, side skirts and rear diffuser in high gloss carbon fibre.

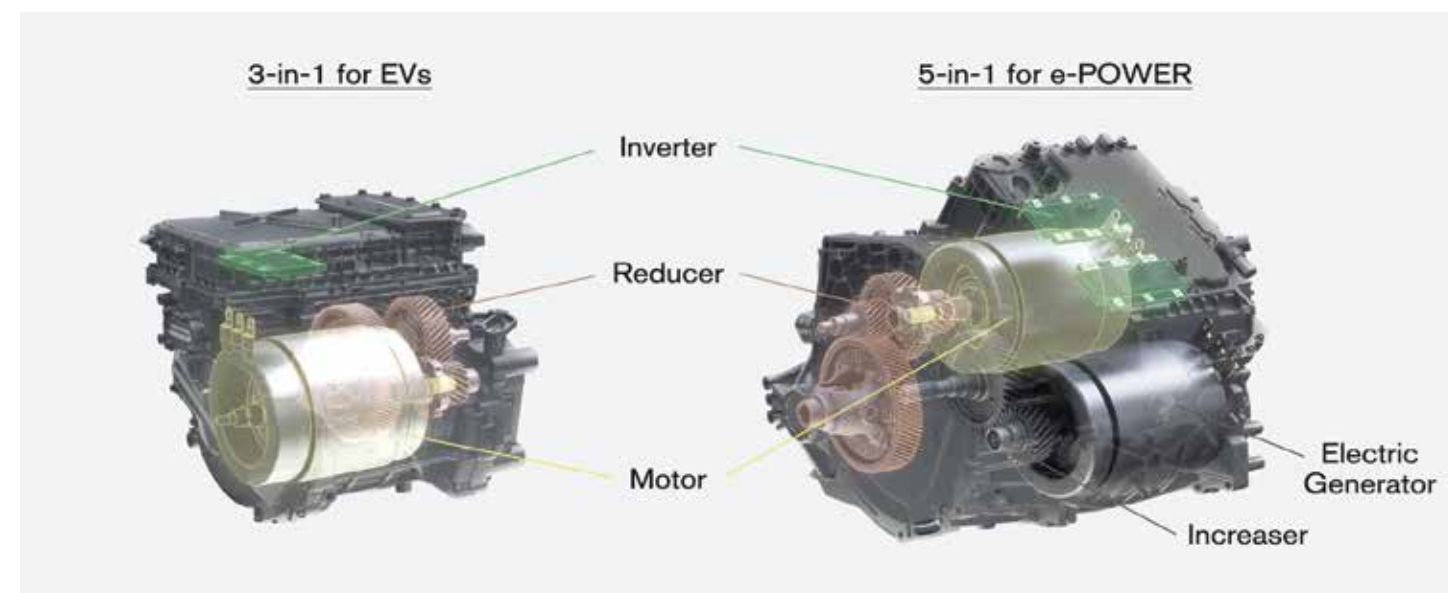
The front of the car features a grille of exceptional art – with the main matrix finished in Gloss Dark Titanium, accented with contrast chevrons in a horizontal ombré pattern that flows from Beluga in the centre and lighten to the vibrant sides in Vermillion Gloss. The “endless bonnet” line is finished in Gloss Dark Titanium paint, as are the 22” wheels – with the spokes in Gloss and Satin Black Titanium with Vermillion Gloss accents.

The second development car – known simply as the ‘Engineering Car’, features an entirely different specification. Midnight Emerald exterior paintwork is finished with a high gloss carbon fibre body kit and Satin Dark Titanium finished bonnet brightware and lower bumper meshes. The wheels are tri-tone – with a Satin Dark Titanium body, gloss Porpoise accent faces and gloss Mandarin pinstripe. The same combination of Satin Dark Titanium and Mandarin is joined by gloss Beluga for the three-colour ombré fade to the front grille. The cabin echoes the exterior, with Cumbrian Green and Porpoises leather being accented with Mandarin stitching and piping, complemented with machined titanium Organ Stops and Bullseye vents. The veneer is Mulliner’s exquisite “guitar fade”, where the colour across the width of the cabin changes gradually from gloss Beluga, to high gloss carbon fibre, and back to gloss Beluga, and finished with a laser-etched audio signature of the W12 engine.

mavi



NEXT-GENERATION X-IN1- ELECTRIC POWERTRAIN



-25%



Change to X-in-1 conversion

-10%

3-in-1

-10%

5-in-1

Further commonize and modularize core EV and e-POWER components, with the goal of reducing the cost of e-POWER to that of ICE vehicles by 2026

Nissan's current electrification strategy is based around with two pillars: electric vehicles (EVs) and e-POWER. Our development of the X-in-1 next-generation electric powertrain will promote the spread of EVs through the pleasure of a 100 motor-driven experience and the sharing and modularization of core

components. These efforts will enable us to develop electrification technologies more efficiently by applying the knowledge gained from EVs to e-POWER and vice versa.

Commonized use and modularization of core components

The EV and e-POWER electric powertrains are 100% motor-driven and are unique to Nissan. Since both only use motors, core components can be commonized. The modularization of the X-in-1 will result in improved performance,

reduced weight, smaller size, and better noise and vibration control through integration. Additionally, sharing core components will lead to cost reductions. Our aim is to reduce the cost of parts and production by 30% compared to 2019.

3-in-1 for EVs Modularize three components (motor, inverter, reducer)

5-in-1 for e-POWER

Modularize five components (motor, inverter, reducer, electric generator and increaser)

MERCEDES-BENZ ELECTRIC VEHICLES: JUST AS SAFE AS EVERY STAR MODEL



With the world's first public crash test involving two fully electric vehicles, Mercedes-Benz is going above and beyond not only the legal requirements but also those of the ratings industry.

Euro NCAP stipulates a frontal impact test using a 1,400 kg trolley with an aluminium honeycomb barrier replicating the front of another vehicle. In accordance with the specifications, the test vehicle and the trolley collide with an overlap and at a speed of 50 km/h. Mercedes-Benz, however, used two real vehicles, an EQA and an EQS SUV, which are significantly heavier at around 2.2 and three tonnes respectively. In addition, both models were faster, each going 56 km/h, which meant that the overall crash energy was considerably higher than required by law. The vehicles' extensive deformation following the collision may seem alarming to the non-expert. For the Mercedes-Benz engineers, however, it shows that the vehicles were able to effectively absorb the energy of the collision by deforming. As a result, the passenger safety cell of both electric models remained intact and the doors could still be opened. In an emergency, this would make it possible for occupants to exit the

vehicle on their own or for first responders and rescue personnel to reach them. The high-voltage system in the EQA and the EQS SUV switched off automatically during the collision. The crash test at the Group's Technology Centre for Vehicle Safety in Sindelfingen demonstrates Mercedes-Benz's real-life safety philosophy: To make cars that hold up not only in defined crash test scenarios, but also in real-life accidents. The test scenario involving a speed of 56 km/h and 50 percent frontal overlap corresponds to a type of accident common on rural roads, for example during a failed overtaking manoeuvre. The speed selected for the test takes into account that, in a real-life accident, the drivers would still try to brake before the worst case of a collision. Dummy readings indicate risk of occupant injury

The EQA and the EQS SUV each carried two adult dummies – a total of three females and one male. Analysis of the up to 150 measuring points per dummy indicate a low risk of serious to fatal injury. This means that the defined crumple zones and advanced restraint systems in both vehicles offer very good protection potential for the occupants in a crash of this

severity. All safety equipment, such as airbags and belt tensioners with belt force limiters, worked as intended. The crash test thus confirmed the results that the engineers had previously calculated in numerous computer simulations. Real-life vehicle testing always also serves as a final comparison with the simulations. Furthermore, the crash test clearly shows that compatibility (i.e. the interaction of the deformation structures of different vehicles involved in an accident) is part of the safety requirements for Mercedes-Benz cars.

Special high-voltage safety concept

Mercedes-Benz has developed a multi-stage high-voltage protection concept for its electric vehicles. The system has eight key elements to ensure the safety of the battery and all components with a voltage above 60 volts. Examples include separate positive and negative wiring and a self-monitoring high-voltage system that automatically switches off in the event of a serious collision. In many cases, the company's high internal safety standards exceed the legal requirements or those of consumer protection organisations. Mercedes-Benz has impressively demonstrated this once again with the latest crash test.

THE FUTURE OF AUTONOMOUS DRIVING: ARE WE THERE YET?



The rise of autonomous vehicles (AVs) promises a revolution in transportation, but as development continues, the question remains: are we truly close to a future where self-driving cars become commonplace? Here's an in-depth look at the technology driving autonomous cars, the challenges they face, and what we might expect in the years to come. The State of Autonomous Driving Technology Today, self-driving technology is classified into five levels by the Society of Automotive Engineers (SAE):

- 1 **Level 0: No automation (the driver controls all aspects).**
- 2 **Level 1: Driver assistance (systems like adaptive cruise control).**
- 3 **Level 2: Partial automation (driver must still be ready to take over).**
- 4 **Level 3: Conditional automation (driver only intervenes in certain conditions).**
- 5 **Level 4: High automation (operates without driver intervention in designated areas).**
- 6 **Level 5: Full automation (can handle all driving tasks anywhere).**

Most commercially available cars today operate at Level 2 or Level 3, with Tesla, GM, and other automakers leading the way. Tesla's Autopilot, for example, enables the vehicle to handle tasks like lane changes and braking, but drivers still must stay engaged. At the forefront of fully autonomous Level 4 and Level 5 systems is Waymo, Google's self-driving car project, which is testing AVs in specific areas with no human intervention. However, there are significant hurdles before these vehicles become widely available.

Technological Hurdles and Advancements

One of the primary challenges in AV development is creating software that can process and react to vast amounts of data in real-time. AVs rely on sensors like LiDAR, radar, and cameras to understand their surroundings, but interpreting this data quickly enough to make safe decisions is a technological feat. Neural networks and machine learning algorithms have made great strides in recent years, but they must be trained on millions of scenarios to ensure reliable performance.

Another hurdle is dealing with unpredictable road conditions, like weather and construction. Autonomous driving systems must be able to adapt to diverse environments while maintaining passenger safety. Companies like Tesla and Waymo have heavily invested in neural networks and AI systems that "learn" from real-world driving experiences. However, this learning process is ongoing, as there are endless potential scenarios to cover.

Regulatory and Ethical Challenges

The regulatory landscape for AVs is another significant barrier. In the U.S., each state sets its own rules for AV testing, which can create a patchwork of regulations for manufacturers to navigate. European countries have generally taken a cautious approach, mandating high safety standards that delay large-scale testing. Without consistent international standards, companies face difficulty launching AVs across borders, slowing down mass adoption.

Ethical considerations also play a crucial role in AV deployment. Who is responsible if a self-driving car causes an accident—the car manufacturer, software

developer, or the passenger? Automakers and lawmakers must address these concerns to build public trust. Additionally, AI-driven ethical decision-making in unavoidable accident scenarios—often called the "trolley problem" for AVs—is a deeply complex issue. Some argue for government involvement to create an ethical framework for AVs, while others advocate for leaving ethical programming to manufacturers.

The Road Ahead: What's Next for AVs?

Looking to the future, most experts agree that Level 5 autonomy is still several years away, with realistic estimates putting its arrival at least a decade out. Even though Tesla and other companies have ambitious timelines, technical and regulatory challenges may hinder progress. In the near term, however, Level 4 autonomy may become more prevalent in urban areas, especially with ride-hailing services like Waymo and GM's Cruise leading the way.

Public acceptance will also play a crucial role in the AV rollout. Many people are hesitant about fully autonomous cars due to safety concerns, and incidents involving self-driving prototypes have only heightened these fears. Manufacturers will need to educate the public on AV safety features and provide ample testing to prove reliability before people embrace this technology en masse.

The future of autonomous driving holds exciting possibilities, but it's essential to temper expectations. While AVs are indeed advancing rapidly, achieving widespread adoption will require significant improvements in technology, regulatory frameworks, and public trust. Until then, we're likely to see a gradual integration of more advanced driver-assistance features that bridge the gap to full autonomy.

THE CURRENT STATE OF EV CHARGING TECHNOLOGY



EV charging infrastructure has come a long way in recent years, but it's still catching up with consumer demand. There are three main types of chargers:

- 1 **Level 1: Slow charging using a standard 120V outlet, which can take over 24 hours for a full charge.**
- 2 **Level 2: Faster, 240V charging, which provides a full charge in 4-8 hours, suitable for home and public stations.**
- 3 **DC Fast Charging: Rapid charging, offering up to 80% charge in around 30 minutes, ideal for highway stations.**

Companies like Tesla have revolutionized charging accessibility with the Supercharger network, which provides DC fast charging at dedicated locations globally. However, most EV owners still rely on Level 2 chargers, and accessibility varies by region, creating potential challenges for long-distance travel.

Fast-Charging Technology: The Quest for Speed
One of the most critical areas of EV charging development is reducing charging time. Most consumers expect a charging experience similar to refueling a gas vehicle, and DC fast-charging technology brings us closer to that goal. Ultra-fast charging, which offers charging rates of 350 kW and higher, is being developed by companies like ChargePoint, Ionity, and Tesla, which recently unveiled its V3 Supercharger capable of adding up to 15 miles of range per minute.

Another promising technology is solid-state batteries. Unlike conventional lithium-ion batteries, solid-state batteries can handle

higher energy densities, meaning they can store more power and charge faster. Toyota and QuantumScape are pioneering solid-state battery development, with prototypes expected in the coming years.

Addressing Charging Infrastructure Gaps

A significant barrier to EV adoption is the uneven distribution of charging stations, especially in rural or remote areas. Governments and private sectors are investing billions to expand EV infrastructure, with the U.S. government allocating funds under the Infrastructure Investment and Jobs Act. In Europe, the Green Deal includes provisions for EV infrastructure, with an emphasis on fast chargers in underserved areas.

Private companies are also stepping up to close these gaps. Tesla's Supercharger network and Electrify America are two of the most extensive networks in the U.S., while Ionity is a major player in Europe. By establishing stations in high-traffic areas like highways, shopping centers, and workplaces, these companies are creating a web of accessible charging points.

The Future: Innovations in Charging Technology

Looking forward, we're seeing innovations that could further revolutionize EV charging. Wireless, or inductive, charging is an emerging technology that could eliminate the need for physical connections entirely. Companies like WiTricity are developing wireless pads that charge EVs when parked above them. This technology could be installed in driveways, parking lots, and even roadways for continuous charging while driving.

Battery-swapping is another concept being tested by companies like NIO in China. Instead of waiting for a battery to charge, EV owners could drive into a station and swap their depleted battery for a fully charged one in minutes. While battery-swapping stations require substantial infrastructure, they offer the advantage of near-instantaneous refueling.

What Does the Future Hold for EV Charging?

In the next decade, we're likely to see a dramatic increase in EV charging availability and speed. With technological advancements, EVs may reach a point where they can achieve a full charge in as little as five minutes, putting them on par with traditional refueling. Governments will continue to support these changes through subsidies, creating incentives for private companies to invest in the necessary infrastructure.

While EV technology is advancing rapidly, the transition will depend on consumer acceptance and continued government support. With an emphasis on making charging faster, more efficient, and widely accessible, we are likely on the cusp of an era where EVs become the primary choice for personal and commercial transportation.

As these innovations continue, electric vehicles will play a significant role in our transition to a sustainable future—powered by the progress in charging technology.

ALL-NEW INEOS GRENADIER QUARTERMASTER MAKES ITS PUBLIC DEBUT IN THE UAE AT ADIHEX 2024



The all-new INEOS Grenadier Quartermaster makes its first public appearance in the UAE at the Abu Dhabi International Hunting and Equestrian Exhibition (ADIHEX) 2024.

The exhibition runs until 8 September at the Abu Dhabi National Exhibition Centre (ADNEC) in Abu Dhabi, and provides an opportunity for regional prospects and enthusiasts to familiarise themselves with the long-anticipated pick-up truck during its first public display. Participants and visitors will also have the opportunity to explore the rest of the INEOS Grenadier lineup throughout the event.

Sales of the INEOS Grenadier in the UAE are managed through the official retail partner, Adamas Motor Group. Combining rugged British spirit and design with German engineering precision, the INEOS Grenadier

4X4 is a tough, go-anywhere vehicle with best-in-class off-road capability, paired with the modern comfort, refinement, and quality standards expected by today's drivers.

INEOS Grenadier Quartermaster

The new Quartermaster is the latest addition to the Grenadier family and is the largest model in the current line-up. Blending the original design with the practicality and versatility of a pick-up truck, it is named after the British Army officer responsible for the supply and distribution of provisions. With a wheelbase of 3,227mm, 305mm longer than the Grenadier Station Wagon, the Quartermaster's extended chassis allows it to accommodate a large and versatile cargo area, capable of carrying a load of up to 835kg and effortlessly transporting a standard euro pallet. Like the Grenadier Station Wagon, the backbone of the Quartermaster is a full box-section ladder frame chassis, with heavy-

duty solid beam axles, a two-speed transfer case and up to three locking differentials. It is powered by a BMW 3.0-litre turbo-charged inline six-cylinder gasoline engine, which has been specifically calibrated for this application. Practical features include integrated roof bars, pre-wiring for auxiliary lamps and accessories, and a front bumper to sit on. An 'open-source' approach to accessories means owners can tailor the vehicle to their specific requirements.

The interior combines versatility and practicality with the latest technology and exceptional comfort. Its intuitive and functional layout features physical switches that are widely spaced for easy use on the move. A central infotainment touchscreen gives intuitive access to a range of information displays and settings menus. An overhead console provides controls and switches for off-road and auxiliary controls.



Hose-out rubber flooring, leather seats and numerous stowage options mean the Grenadier is ready for anything work and life can throw at it. The new Quartermaster is priced from AED 312,000.00, with local deliveries starting by the end of the year. Karl Hamer, Chairman & CEO of Adamas Motor Group, said: "The INEOS Grenadier has achieved remarkable

success in the UAE, resonating strongly with customers who demand durability and performance in every environment. We are thrilled to build on this success with the debut of the new Quartermaster pick-up truck at ADIHEX 2024. I am confident that this vehicle will not only meet but exceed our customers' expectations, especially when paired with the

exceptional ownership experience and care provided by Adamas Motor Group."

The order book for the INEOS Grenadier Quartermaster is now open with INEOS Grenadier UAE, operated by Adamas Motor Group. For further information on the vehicle and to register your interest, please visit: <https://uae-ineosgrenadier.com/>.

ADAMAS MOTORS CELEBRATES THE OPENING OF THE NEW INEOS GRENADIER SHOWROOM IN ABU DHABI



- Brand-new INEOS Grenadier showroom in Abu Dhabi opens for business
- Second Sales Facility in the UAE reflects outstanding reception and growing demand for INEOS Automotive vehicles in the country
- New home of the INEOS Grenadier aims

- to build a strong and involved community of owners in Abu Dhabi
 - Further expansion underway with dedicated Service facility scheduled for completion in 2025
- Adamas Motor Group is delighted to announce the opening of a new INEOS Grenadier Sales

Facility, proudly situated on the prestigious Corniche Road, in the heart of Abu Dhabi. This boutique two-car showroom showcases a complete portfolio of INEOS Grenadier models and is operated by a dedicated team of expert Sales Consultants, who are committed to delivering an exceptional purchasing and ownership experience.

Combining rugged British spirit and design with German engineering precision, the INEOS Grenadier 4X4 is a tough, go-anywhere vehicle with best-in-class off-road capability, paired with the premium comfort, refinement, and quality standards expected by today's drivers.

This new vehicle has received an overwhelmingly positive reception in the UAE since the initial deliveries commenced in 2023 and this latest step in network expansion underscores strong confidence in the future of the INEOS brand.

Karl Hamer, Chairman & CEO of Adamas Motor Group, commented: "We are tremendously excited to introduce the INEOS Grenadier to the capital of the UAE with this new, high-profile location. Our expert team is ready to welcome all local customers and enthusiasts, and I am confident that we will deliver an exceptional ownership experience that perfectly complements the excellence of this remarkable product."

Tim Abbott, Regional Head, Middle East & Africa at INEOS Automotive, added: "We would like to thank and congratulate the whole

team at Adamas Motors on the opening of this excellent new facility. This great milestone is a testament to their ongoing commitment, and we look forward to celebrating future achievements together, as well as seeing Abu Dhabi customers embracing the Grenadier."

INEOS Grenadier

The backbone of the Grenadier is a full-box-section ladder frame chassis, with heavy-duty solid beam axles, a two-speed transfer case and up to three locking differentials. It is powered by a BMW 3.0-litre turbo-charged inline six-cylinder gasoline engine, which has



been specifically calibrated for this application. Practical features include a 70:30 split rear door, integrated roof mounting bars, pre-wiring for auxiliary lamps and accessories, and a front bumper to sit on. An 'open-source' approach to accessories means owners can tailor the vehicle to their specific requirements.

The interior combines versatility and practicality with the latest technology and exceptional comfort. Its intuitive and functional layout features physical switches that are widely spaced for easy use on the move. A central infotainment touchscreen gives intuitive access to a range of information displays and settings menus. An overhead console provides controls and switches for off-road and auxiliary controls. Hose-out rubber flooring, leather seats and numerous stowage

options mean the Grenadier is ready for anything work and life can throw at it.

The Grenadier Trialmaster Edition is built with extreme off-road driving in mind, prioritising go-anywhere capability and versatility. The Trialmaster includes a raised air intake, exterior utility belt and auxiliary battery. It comes with front and rear differential locks and BF Goodrich All-Terrain T/A KO2 tires as standard, designed to handle the harshest of conditions.

The Grenadier Fieldmaster Edition is designed for those with an adventurous lifestyle who need their vehicle to get them and their kit to wherever they want to go. It includes full-grain leather seats, a premium sound system and carpet floor mats. It also comes standard with Safari Windows in the roof that can be tilted

for ventilation or removed completely.

The Grenadier Quatermaster double cab pick-up is the largest model in the current line-up and offers class-leading off-road capability. It is named after the British Army officer responsible for the supply and distribution of provisions. With a wheelbase of 3,227mm, 305mm longer than the Station Wagon, the Quatermaster's extended chassis allows it to accommodate a large and versatile cargo area, capable of carrying a load of up to 835kg and effortlessly transporting a standard euro pallet.

For further information on INEOS Grenadier in the UAE and its range of premium 4X4 vehicles, please visit: <https://uae-ineosgrenadier.com>.

DUBAI DUTY FREE INTERNATIONAL WEEKEND SHOWPIECE ATTRACTS HIGH-PROFILE SUPPLEMENTARY ENTRIES



2023 winning connections of Array in the Dubai Duty Free Mill Reef Stakes with Dubai Duty Free officials

Dubai Duty Free, the world's leading airport retailer, returns to Newbury Racecourse as title sponsor of the Berkshire track's most prestigious fixture of the Autumn season, the Dubai Duty Free International Weekend which begins on Friday, 20 September.

Nine of the 14 scheduled races at the two-day meeting will carry the Dubai Duty Free brand including Saturday's feature the Group 2 Dubai Duty Free Mill Reef Stakes which promises to be a strong renewal having attracted two high-profile supplementary entries.

Wathnan Racing's unbeaten juvenile, Defence Minister, trained by Hamad Al Jehani and Sylvester Kirk's Brian, who finished a strong third in last month's Sirenia Stakes at Kempton Park are set to join the line-up for the GBP 100,000 showpiece following the publication on Monday,

16 September of 19 Confirmations for the race. Last year's winner, Array, provided a poignant first success for local trainer Andrew Balding in the race named after the 1971 Derby, Eclipse, King George VI and Queen Elizabeth Stakes and Prix De l'Arc De Triomphe winner, Mill Reef, trained at Park House by his father Ian.

Balding will be bidding for a second victory this year with the favourite Cool Hoof Luke, winner of the Group 2 Al Basti Equiworld, Dubai Stakes at York last month.

The Dubai Duty Free Mill Reef Stakes is supported on Saturday's card by the Group 3 Dubai International Airport World Trophy, the Dubai Duty Free Autumn Cup, the Dubai Duty Free Handicap - both Class 2 contests - and the Dubai Duty Free Finest Surprise Handicap which combine to add a further GBP 255,000 to

the day's prize money.

Dubai Duty Free's Managing Director Ramesh Cidambi said, "We are delighted that our continued support has helped Newbury racecourse to significantly increase their prize money offer across the season and in particular at the Dubai Duty Free International Weekend".

"We look forward to another two days of high-quality racing and wish every success to connections with runners at the meeting."

Racegoers attending the two-day fixture will have the opportunity to sample complimentary Arabic coffee and dates in the Dubai Duty Free Marquee where there will also be the chance to win on the spot prizes including free entry into the Dubai Duty Free Millennium Millionaire and Finest Surprise draws.

DUBAI DUTY FREE INTERNATIONAL WEEKEND FEATURE DELIVERS GROUP 2 SUCCESS FOR SHEIKH RASHID DALMOOK AL MAKTOUM'S POWERFUL GLORY



Sheikh Rashid bin Dalmook Al Maktoum's representative Philip Robinson receives the Dubai Duty Free Mill Reef Trophy from Dubai Duty Free Managing Director Ramesh Cidambi, Sinead El Sibai, SVP - Marketing and Noel Parial, Supervisor - Projects & Events

Five Dubai Duty Free-sponsored races with prize money totalling GBP 350,000 on day two of the Dubai Duty Free International Weekend stage at Newbury Racecourse on Saturday, 21 September, were spearheaded by the 100,000 Group 2 Dubai Duty Free Mill Reef Stakes for two-year olds. It was the 51st running of the race commemorating the great

Mill Reef, trained locally at Kingsclere by Ian Balding.

Mill Reef was Horse of the Year 1971 when he won the Derby, Eclipse Stakes and the Prix de l'Arc de Triomphe among many other triumphs. In recent years the race run in his name has seen the racing careers of such as

Ribchester, Harry Angel, Kessaar and Dark Angel take off, before becoming top class stallions.

Richard Fahey who came down from the north to win the Dubai Duty Free Mill Reef Stakes in 2015 with Ribchester and 2013 with Supplicant, fielded Powerful Glory in

the colours of Dubai Racing Club Chairman Sheikh Rashid Dalmook Al Maktoum. He was bought at the Breeze-Up Sales and after his debut win in August and the trainer expressed his gratitude that Sheikh Rashid had granted him liberty to "Do what you want with him."

"So this was always the target," said Philip Robinson, the former top jockey representing the owner. "Yes, he was favourite but he hated the ground. His extra class got him home," said Robinson of the unbeaten colt who only imposed on the field's outsider La Bellota in the last hundred yards, but a bright future undoubtedly lies ahead of him.

The romance of racing exceeds mere figures and statistics. Twelve year-old Not So Sleepy, twice the age of any of his opposition in the GBP 70,000 Dubai Duty Free Autumn Cup Handicap, proceeded to make all the running to repeat his victory of last year. Early in the morning the heavens had opened, as they did last year, to provide Not So Sleepy's favourite going but it was his courage and Tom Marquand's perseverance that saw him home.

It was the result everyone bar his rivals wanted. There was a spontaneous round of applause from an appreciative audience when Not So Sleepy returned to the winner's circle.

"He works on his own at home and they left him alone today," said his trainer Hughie Morrison, sticking to last year's script. "You know, he ran here as a two-year-old back in 2014, and finished last. He's run respectably in the Champion Hurdle. It's character horses like Not So Sleepy that make this game what it is. He pleases himself. We thought we should have retired him three or four years ago, and he said 'no'."

If this was the horse's swansong - the immediate thought of his owner breeders Lord and Lady Blyth - what a way to bow out!

The third race, the Dubai Duty Free Handicap, provided more unalloyed joy - from the many members of the Newmarket Racing Club with their Mustazeed.

Mustazeed was bred by the late Sheikh Hamdan bin Rashid Al Maktoum's Shadwell Estate Company but only raced once in the blue and white colours of Shadwell before being sold for a modest sum to his present owners, who promptly had him gelded. He had since won three times and, quite remarkably, only twenty-four hours before, over the same Newbury course, was narrowly beaten!

Today he carried 21lb less. "You can't be dogmatic about horses," said his trainer Harry Eustace. "He ate up last night, didn't have to travel back to Newmarket so we thought it was worth him taking his chance."

Only six days prior No Half Measures had been beaten less than two lengths in Paris in a Group 3 sprint. But he has won before after a brief interlude and trainer Richard Hughes was confident of a good showing in the five furlong GBP 85,000 Group 3 Dubai International Airport World Trophy, the first race on Saturday's card.

No day of the Dubai Duty Free International Weekend is complete without a winner for Sheikh Mohammed's Godolphin operation and it came through their single runner, Movie Maker trained by Saeed bin Suroor. In the seventh race, the Conundrum Consulting Handicap over seven furlongs Movie Maker, though absent since finishing fourth in the Jumeirah Guineas Trial at Meydan in January, found enough to touch off Amphius.

This was a battle royal between two champion jockeys, Oisin Murphy leading the current table by a considerable margin and Ryan Moore, already winner of the first race.

The mark of a true champions is an insatiable lust for success. "I needed that," said Murphy after completing a treble in the last three races of the day. In the concluding GBP 15,000 Dubai Duty Free Finest Surprise Handicap over a mile, Murphy again had to work hard on his willing partner Atlantic Gamble who has won five of his last six races and shot up no less than 25lb in the handicap.

The feature race on the the opening day of the fixture on Friday, 20 September was the Dubai Duty Free Cup, a Class 1 Listed contest for three-year-olds and above run over a distance of seven furlongs and worth GBP 50,000. The winner, Witness Stand, began his season finishing last but has progressed through the handicap ranks and this gelding, who "loves his job" according to his young Newmarket trainer Tom Clover, will step up to the Group 3 Challenge Stakes at Newmarket in October.

As is traditional, a large variety of Dubai Duty Free entertainments attracted the crowds. Racegoers visiting the Arabic-themed Dubai Duty Free marquee sampled complimentary Arabic coffee and dates and enjoyed the chance to win fabulous prizes including free entry into the Dubai Duty Free Finest Surprise and Millennium Millionaire prize draws.

The Dubai Duty Free International Weekend, a firm fixture in racegoers' diaries, concludes the prolific award-winning airport retailer's season of horseracing events which began in April with the Dubai Duty Free Spring Trials Weekend at Newbury Racecourse followed by the Dubai Duty Free Irish Derby at The Curragh in June ahead of the world's premier international jockeys' competition, the Dubai Duty Free Shergar Cup at Ascot in August

AL TAYER MOTORS OPENS UAE'S FIRST VINFAST 3S FACILITY



Al Tayer Motors, one of the UAE's premier automotive dealerships, has opened the country's first home for the VinFast brand, with sustainable luxury at its heart, in Al Barsha, Dubai.

The 3S facility with a total area spanning more than 950 square metres, includes a 400 square metre showroom, as well as service and spare parts areas ensuring customers can avail all these services under one roof.

"We are extremely excited to launch VinFast into the UAE having signed the brand just a few months ago. As the automotive sector undergoes a massive transformation with futuristic mobility solutions, we now offer customers the choice of vehicles from one of the world's newest and fast-growing global EV brands. With sustainability at the core of its brand ethos, VinFast vehicles herald the arrival of the sustainable luxury into the UAE," said Ashok Khanna, Chief Executive Officer, Al Tayer Motors.

The VinFast facility will be part of the 55,000 square metre eco-friendly Al Tayer Motors complex, which has a 660kW rooftop solar power generating system with solar panels covering the entire roof of the building. The electricity generated by the system meets 25% of the requirements of the building. Other green technologies such as intelligent lighting and cooling systems are employed in the facility to make it extremely energy efficient.

Ta Xuan Hien – CEO of VinFast Middle East shared: "We are proud to officially open VinFast's first dealership in Dubai, one of the world's most dynamic economic and commercial hubs. Our collaboration with Al Tayer Motors, a prestigious partner with extensive experience in the automotive industry in the region, marks an important milestone in VinFast's expansion strategy in the Middle East. We are committed to delivering world-class electric vehicles that are safe and environmentally friendly, contributing to the

goal of sustainable development and leading the transition to green energy in this region."

This key milestone coincides with VinFast's grand entry through regional brand launch in UAE on 28th October. Al Tayer Motors will retail VinFast's VF 8 two row electric SUV, designed by the famed Italian powerhouse Pininfarina, which will be the Vietnamese brand's first vehicle to make its appearance on UAE roads. Other models such as the VF 6, VF 7, and VF 9 will be available in 2025.

With a fluid, sporty appearance, spacious interiors, state-of-the-art technology, tremendous range and lightning-fast charging speeds topped by a 10-year car warranty, VinFast vehicles represent a refined and future-proof choice for UAE customers. Available in two trims Eco and Plus, VF 8 prices start from AED 183,240/- (VAT inclusive) with various options of exterior and interior colours.

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