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MAGAZINE



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

THE 2026 MERCEDES



Maybach SL 680 Monogram

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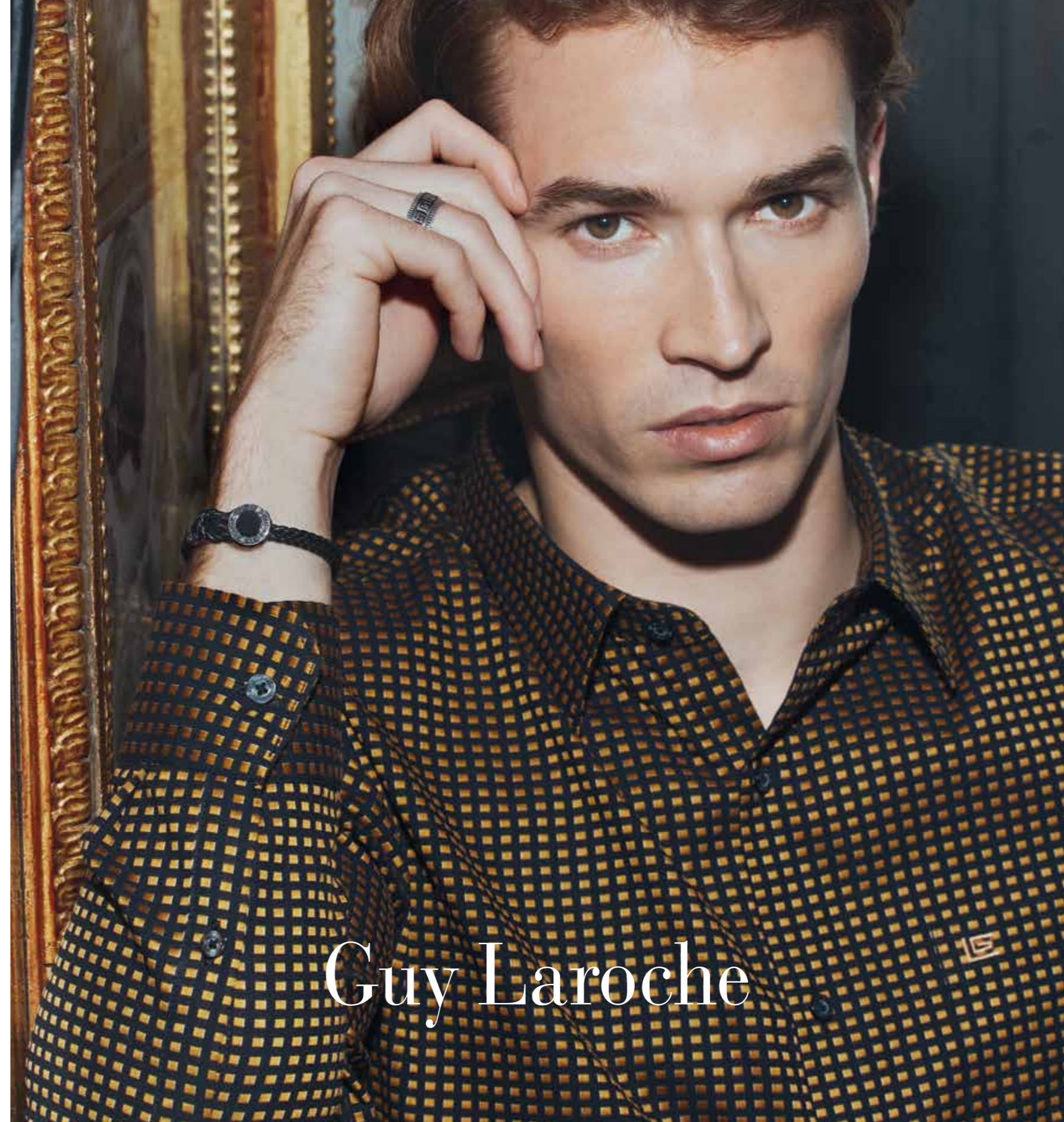
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Publication of Al Badia

CERRUTI 1881



LUXURY GALLERY

www.luxurygallery.com

Agents Distribution

Lebanon: Al Nasheron Distribution Co. +961 1277007
Qatar: Arabian Establishment for Commerce, +9745518898

UAE: Dar Al Hikma, +97142665394
London: General Co. for the distribution, +447818088777

Bahrain: Al Hilal Corporation, +97317480800
Muscat: United Agency for the media, +96892113295

Jeddah: Alkhazindar Co. +96626838025
Kuwait: United Distribution Co. +9652412820

Lebanon: 5,000 LL - UAE: 20 AED - KSA: 20 SAR - Kuwait: 1.25 KD - Oman: 1.5 OMR - Qatar: 1.5 QAR - Bahrain: 1.5 BHD - Morocco: 15 MAD - UK: 4 GBP - France: 4 EUR - Germany: 4 EUR

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 6th 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 6th 1,800 hp car: the Chiron. At the heart of these cars was the world's most advanced automotive engine: an 8.0-liter W16 quad-turbo D15. Now, 20 years after Bugatti invented the hyper sports car, it redefines the concept completely with an entirely new powertrain and platform. This is the Bugatti Tourbillon.

NAME AND PHILOSOPHY

Mate Rimac, CEO of Bugatti Rimac, said: 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.

DESIGN AND AERODYNAMICS

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’*elegance* 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.”

THE 2026 MERCEDES-MAYBACH SL 680 MONOGRAM



- Two curated design concepts – “Red Ambience” and “White Ambience”
- Chrome element and upright star on the hood as well as aerodynamic scoop behind the seats redefine proportions
- Exclusive Maybach pattern elegantly blends exterior and interior design
- Highest level of refinement with exceptional acoustic and road comfort

The 2026 Mercedes-Maybach SL 680 Monogram Series is the sportiest model in Maybach brand history. It introduces a uniquely harmonious combination of colors and materials for the exterior and interior, with the Maybach pattern

as a linking design element. These special accents appear throughout vehicle, inside and out. Two specially curated design concepts will be available exclusively for the open-top two-seater when it arrives at U.S. dealerships in the second half of 2025.

The Mercedes-Maybach SL 680 Monogram Series Red Ambience is characterized by a new two-tone paint finish of Obsidian Black Metallic over MANUFAKTUR Garnet Red Metallic. In the White Ambience design concept, Obsidian Black Metallic contrasts with MANUFAKTUR Moonlight White Magno. The exceptionally brilliant red and elegant white hues embody sensuality, beauty and lightness. These also perfectly express the philosophy and driving

experience of the all-new model. The interior features sustainably tanned, MANUFAKTUR Crystal White Exclusive Nappa leather and gleaming silver chrome accents.

“Our customers love something special. The Mercedes-Maybach SL Monogram Series adds a sporty two-seater to our model family for the ultimate open-air pleasure. It combines a dynamic driving experience with everything that characterizes a Mercedes-Maybach: excellent craftsmanship, exquisite design details and fine materials.”

Daniel Lescow, Head of Mercedes-Maybach, Mercedes-Benz Group AG





Iconic design refined with exclusive Maybach elements.

In keeping with the brand philosophy, the Mercedes-Maybach SL offers a holistic sensory experience. The contours of the Maybach-specific chrome radiator grille are illuminated, as is the finely integrated MAYBACH lettering. The distinctive hood bears an upright Mercedes star and a chrome element positioned longitudinally along the center. To further enhance exclusivity, the Obsidian Black Metallic hood is also available with the Maybach pattern incorporated in Graphite Grey. This is accomplished with a complex process where the hood first receives a base coat and is sanded by hand. The Maybach pattern is then printed onto the hood. Next, the hood is coated in matte clear, sanded by hand and finally finished with an additional coat of matte clear. Each part of the process is meticulously executed with the utmost precision.

Exquisite exterior details continue with rose gold accents adorning the headlights, windshield frame finished in chrome and side sill panels featuring an integrated chrome element. The unique front fascia of the Mercedes-Maybach SL emphasizes the vehicle's width with horizontal air intakes. Exclusive 21-inch Maybach forged wheels in a 5-hole Monoblock or multi-spoke design further underscore the special nature of the vehicle.

The extensively insulated acoustic soft top is covered in light black fabric with a subtle anthracite Maybach pattern. The rear of the vehicle is characterized by taillights with the Maybach light signature, brand-specific rear fascia with chrome accents, unique diffuser panel and tailpipe trims with a signature horizontal bar. Behind the seats, an aerodynamically designed double scoop reinforces the distinctive design. Together with the chrome element on the hood,

it gives the profile of the two-seater particularly elegant and sporty proportions, especially with the top down.

Maybach-specific interior with radiant, Crystal White Nappa leather

Inside, sustainably tanned, MANUFAKTUR Crystal White Exclusive Nappa leather creates an exceptionally exquisite ambience. It extends to the door panels, center console and the brand's signature comfort seats. The seat upholstery features a new unique geometric design. The space behind the seats is also finished in Crystal White Nappa leather. The seat backrests and silver chrome trim provide a striking contrast. The digital driver display and electrically adjustable center multimedia display feature Maybach-specific start-up animations and display styles. Further brand hallmarks in the interior include the steering wheel, stainless steel pedals and stainless steel door sills.



2025 McLaren W1 THE REAL SUPERCAR



- 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



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.

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THE NEW BMW iX REDEFINING ELECTRIC LUXURY

BMW has long been at the forefront of automotive innovation, and with the introduction of the BMW iX, the German automaker is pushing the boundaries of electric mobility and luxury. As the flagship of BMW's electric vehicle (EV) lineup, the iX is more than just an SUV — it represents the brand's bold vision for a sustainable, tech-forward future. Let's take a deep dive into the design, performance, technology, and overall impact of this revolutionary vehicle.

Design: A Futuristic Aesthetic

The BMW iX boasts a design language that is both futuristic and distinctly BMW. At first glance, the kidney grille — a hallmark of BMW's design — immediately grabs attention. However, unlike traditional grilles that serve to cool internal combustion engines, the iX's kidney grille is a high-tech panel housing sensors, cameras, and radar for the vehicle's advanced driver-assistance systems (ADAS). It is a bold statement, signaling that this is not just another SUV but a beacon of cutting-edge technology.

The iX's sculpted bodywork, flush door handles, and slim LED headlights give it a sleek, aerodynamic silhouette. With a drag coefficient of just 0.25 Cd, the iX is one of the most aerodynamically efficient SUVs in its class, enhancing both its range and overall efficiency. The large wheels — available up to 22 inches — further add to its commanding road presence.

Interior: A Minimalist Sanctuary

Stepping inside the BMW iX reveals an interior that prioritizes minimalism, luxury, and sustainability. The cabin is spacious, with a flat floor made possible by BMW's all-electric platform. High-quality, eco-

conscious materials are used throughout, including recycled plastics, FSC-certified wood, and olive leaf-tanned leather.

The centerpiece of the dashboard is BMW's new Curved Display — a seamless combination of a 12.3-inch digital instrument cluster and a 14.9-inch infotainment screen, housed under a single glass surface. The interface runs on BMW's latest iDrive 8 operating system, offering intuitive controls and enhanced voice recognition capabilities. Physical buttons are kept to a minimum, replaced by haptic feedback controls and a crystal-like rotary dial on the center console.

Another highlight is the panoramic glass roof, which uses electrochromic technology to adjust transparency at the touch of a button, providing an open and airy feel to the cabin.

Performance: Electrifying Power

The BMW iX xDrive50, the current range-topping model, features a dual-motor setup delivering all-wheel drive and a combined output of 516 horsepower and 564 lb-ft of torque. This propels the iX from 0 to 60 mph in just 4.4 seconds — impressive for a vehicle of its size.

BMW's fifth-generation eDrive technology integrates the electric motor, transmission, and power electronics into a single, compact unit, enhancing efficiency and performance. The iX is equipped with a 111.5 kWh battery pack, providing an EPA-estimated range of up to 324 miles on a full charge.

Charging the iX is equally advanced. It supports DC fast charging up to 195 kW, allowing the battery to go from 10% to





80% charge in approximately 35 minutes. A 10-minute charge can add around 90 miles of range — perfect for long-distance journeys.

Technology: A Rolling Tech Hub

The BMW iX is as much a tech showcase as it is a luxury SUV. It comes equipped with an array of advanced features, including BMW's latest driver-assistance systems, augmented reality navigation, and 5G connectivity.

One of the standout innovations is the BMW Intelligent Personal Assistant, an AI-powered voice control system that responds to natural language commands, allowing drivers to adjust climate settings, open windows, or find charging stations without taking their hands off the wheel.

The iX also features an advanced head-up

display (HUD), projecting key information onto the windshield, and an immersive Bowers & Wilkins Diamond Surround Sound System with 30 speakers — including speakers integrated into the headrests for a truly 3D audio experience.

Sustainability: Driving Towards a Greener Future

Sustainability is at the heart of the BMW iX. Beyond its electric drivetrain, the iX incorporates environmentally responsible practices at every stage of its production. BMW uses renewable energy during manufacturing, and the vehicle's battery cells are produced without using raw materials sourced from conflict regions.

The interior design also embraces sustainability. The carpets and floor mats are made from recycled fishing nets and

plastic waste, while the use of natural and recycled materials reduces the vehicle's carbon footprint. Additionally, BMW offers a range of digital tools for owners to monitor and optimize their driving habits to reduce energy consumption.

Impact: Redefining the EV Landscape

The BMW iX is more than just a luxury electric SUV — it is a bold step forward for the brand and the automotive industry. With its combination of cutting-edge technology, powerful performance, and sustainable design, the iX redefines what an electric vehicle can be.

For BMW, the iX serves as a blueprint for future electric models, blending innovation with luxury. It appeals to tech-savvy consumers and eco-conscious drivers alike, pushing the boundaries of electric mobility





while staying true to BMW's heritage of driving pleasure.

The new BMW iX is a game-changer in the world of electric vehicles. It seamlessly combines futuristic design, thrilling performance, and sustainable innovation, setting a new benchmark for luxury EVs. As BMW continues its journey towards a fully electric future, the iX stands as a bold statement of intent — one that paves the way for the next generation of premium electric vehicles.

For those seeking a vehicle that offers cutting-edge technology, exceptional range, and a luxurious, eco-friendly driving experience, the BMW iX is a compelling choice. It's not just about going electric — it's about driving the future.



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2025 MASERATI GRANCABRIO FOLGORE

The First 100% Electric Convertible On The Luxury Segment Market



Highlights

- Maserati GranCabrio Folgore is the first 100% electric convertible on the luxury segment market
- Maserati GranCabrio Folgore is the fastest 100% electric convertible on the market
- Maserati GranCabrio Folgore adopts a 100% electric battery-based powertrain
- The Folgore system is based on 800V technology and has been developed with cutting-edge technical solutions derived from Formula E. It offers superb performance, combined with the comfort and elegance typical of the Trident, made possible by the three powerful 300-kW permanent magnet motors.
- Like its GranTurismo twin, the Maserati GranCabrio combines the high performance of a sports car with comfort suitable for long distances
- Maserati GranCabrio provides four real seats with the comfort needed, even for long journeys
- The soft top offers reduced dimensions, providing space for four people's luggage
- The roof can also be operated on the move

at speeds of up to 50 km/h and opens in just 14 seconds. The controls on the centre display can also be operated with a single finger, with no need to take your eyes off the road

- The neck warmer makes it possible to travel with the top down, even when the temperature drops; the wind stopper reduces turbulence inside the passenger compartment
- Even out in the open air, GranCabrio guarantees exceptional acoustic and thermal comfort
- Like the GranTurismo's, the technical architecture of the GranCabrio is the result of an innovative project that makes extensive use of lightweight materials such as aluminium and magnesium, together with high-performance steel. This multi-material approach required new manufacturing processes to be created, resulting in best-in-class weight levels.
- A key feature of the GranCabrio is the Atlantis High electrical/electronic architecture, previously

seen in the GranTurismo. Based on high-speed CAN FD messages, the system comes with advanced cyber-security and flash-over-the-air features. The fulcrum is the Vehicle Domain Control Module (VDCM) master controller, with 100% Maserati-designed software that provides 360° control of all the most important car systems, for the best driving experience in all conditions

- The GranCabrio cabin is equipped with innovative systems, including the Maserati Intelligent Assistant (MIA) multimedia system, the latest infotainment, a Comfort display that brings together the main functions in an integrated touchscreen interface, a Digital Clock and the Heads-up Display (available as an option)
- An all-round sound experience is guaranteed by the iconic signature sound of the Maserati engine, even in the electric version thanks to innovative work by engineers at the Maserati Innovation Lab. The sound experience is completed by the immersive Sonus faber 3D sound system.





Maserati continues to race towards an electric future, without neglecting its history. Introducing the GranCabrio Folgore, the first full-electric convertible in its segment to hit the market. The Gran Cabrio Folgore, with its top speed of 290 km/h, is also the fastest electric convertible on the road.

Following in the footsteps of the GranTurismo, the open-top variant also offers an electric motor, the Folgore version, which maintains all the brand's typical characteristics by combining luxury with performance, driving comfort with sportiness, refined power with a new electrified elegance and modern technology.

With a fabric roof that does not take up too much space when stored in the boot, GranCabrio was created to share the pleasure of open-air travel with four passengers.

It is an authentic four-seater that makes it possible to travel with family and friends, enjoying the performance and luxury of the car with its fine materials, immersed in a drive that imposes no limits.

GranCabrio lets you share the thrill of a journey in a unique car, a symbol of Italian elegance, combined with the technology that a current Maserati can offer in all its forms.

Even with the top down, GranCabrio guarantees exceptional thermal and acoustic comfort.

An illustrious history of successes

A Maserati convertible immediately puts you in touch with the elegance of the car, not concealed under the roof and behind the windows. An open-top Maserati looks even more elegant and offers full enjoyment of the engine's roar. These cars place the driver in contact with the road and the landscape that surrounds them; they provide the full experience by combining the emotions of driving with those of the world through which we are all travelling.

The first open-top Maseratis date back to the company's origins, when two cars born to race – the 1931 4CS and the 1932 8CM – were adapted for road use. This inaugurated a history of great success, of the Maserati convertibles, long known in the House of the Trident's language as "spyders", with a 'y'. The story began in the 1930s, then continued with the rare A6/G 2000 Spyders bodied by Frua, successors of the first Maserati road car launched by the Maserati brothers before they left the company. Only small numbers were produced at this point, as collector's items.

In the late 1940s, Maserati started visiting international motor shows to unveil its cars, still designed and given form by the great Italian coachbuilders of the time. The story of the Maserati convertible was truly starting to take shape. In 1957, when Juan Manuel Fangio brought the Formula 1 World Championship to the Trident with the legendary 250F, the 3500 GT was presented in

Geneva as the first mass-produced road-going sports car. This was also the first Maserati to cross the Atlantic to the US.

Two years later, at the 1959 Geneva Motor Show, the 3500 GT Convertibile was launched, designed by Giovanni Michelotti and built by Vignale around a 3.5-litre engine that could deliver 235 horsepower. A car destined to leave a mark for its style, so much so that the Italian press called it "a work of art in motion". Journalists at the UK's Autocar magazine wrote: "the impeccable deployment of horsepower and brilliant road holding immediately convinced us". It had a steel body, but the doors, bonnet and tailgate were made of light alloy with a slightly angular and geometric grille.

The 1960s marked a historic turning point: Maserati abandoned the acronyms it used for its cars and began to name them after winds. The first of these was the Mistral, for the strong northerly wind that blows over the Mediterranean. Designed by the Frua coachbuilder, the Mistral was unveiled in 1964 in a spyder version, an elegant reinterpretation of the fastback coupé, with an enormous amount of space for luggage. Fitted with a powerful 3.5 or 4.0-litre six-cylinder engine, it offered exhilarating performance with the wind in your hair.

Legend has it that when his people asked him why he insisted on keeping a Maserati Ghibli in his garage, Henry Ford II replied: "It's staying there until you produce just as beautiful a Ford". A car of such great beauty had to have a spyder version, created by the

prodigious hand of Giorgetto Giugiaro. One of the most expensive cars of its time, it was equipped with a 4.7-litre V8 engine, or more rarely with a 335-hp 4.9-litre in the Spyder SS version.

In the 1980s, Maserati introduced the turbocharged engine with the 180-hp twin-turbo V6, with a top speed of over 215 km/h. The Biturbo Spyder was developed by Zagato, which transformed it into a two-seater (with two fold-down seats in the rear) by reducing its original wheelbase by 2400 mm. The Biturbo Spyder was launched in 1984 and continued to evolve until 1994, selling more than 3000 cars in a decade.

Under the protective wing of Ferrari at the turn of the millennium, Maserati restarted its production of convertible cars with the Maserati Spyder, a basic name to reconnect to the history of the Mistral and Ghibli, the basis for many important pages written by fans of the genre. The Maserati Spyder – also known as the 4200 GT Spyder – arrived in 2001 and was presented as a sleek and modern car, with a luxurious interior and a powerful 4244-cc V8 engine that could deliver 390 hp and a top speed of 283 km/h. A luxurious car with a great rush of technology, such as the "Cambicorsa" steering wheel gearbox inspired by Formula 1.

We then come to the 21st century, by which point Maserati still believed in open-top models, launching the GranCabrio in 2009. Designed by Pininfarina, it embodied the essence of Italian style and elegance by offering a powerful V8 engine

and cutting-edge technology, a new symbol of Maserati's commitment to combining driving pleasure with uncompromising performance.

And here we are with the present-day GranCabrio, the direct successor to the GranTurismo, a luxury car that then as now continues to turn heads and ruffle hair in the wind. In the Folgore version, it is the first full-electric open-top car in its class. Another step towards the future.

Pillars of GranCabrio

The characteristics of GranCabrio can be summed up in four basic concepts that condense the enormous potential of Maserati's latest product:

- Open-top elegance. Passion for detail, luxurious materials and extraordinary quality to create an unrivalled outdoor experience in a convertible, as the epitome of the Maserati spirit
- Performance. Driving pleasure, a powerful and muscular car on the track as well as on the road, ideal for travelling long distances in company
- Cutting-edge technology. GranCabrio incorporates state-of-the-art technology, from the infotainment system to driver aids, to improve performance, safety and entertainment
- Iconic design. A unique style, designed alongside the coupé version, to interpret the transition from a hard roof to a retractable top in the best possible way



Fabric roof

Maserati GranCabrio stands out for its unparalleled "open-air experience", to enjoy the road as you travel down it. The canvas roof, available in five colours – Black, Blue Marine, Titan Grey, Greige, Granata – offers an impeccable driving experience when closed in a coupé form, whereas the excellent aerodynamics and great comfort are maintained even when driving it as a convertible.

The canvas soft top can be operated when driving at speeds of up to 50 km/h (31 mph). It opens in 14 seconds and closes in 16 seconds. The roof can be opened or closed at any time via a touch button on the comfort display.

To provide enough space for the folded top in the boot, a cargo space is available, which can also be put away (horizontally in the boot) if you decide to travel with the roof closed, to increase the boot capacity.

The Cabrio menu includes the option to open and close the soft top, either by gesture control or by pressing and holding the button. By swiping and holding a finger to the left, the user can close the soft top, or can swipe and hold right to open it. The movement can be stopped/resumed at any time by lifting the finger from the screen as the roof closes or opens, giving the user complete control of the mechanism.



Neck warmer and wind stopper

Comfort in the passenger compartment, even with the top down, is ensured by the neck warmer, which envelops the driver and passenger by blowing warm air directly from the newly designed seats. As standard on all models, it can be activated via a dedicated button on the comfort display, which can also be used to adjust the intensity of the air to any of the three speeds available.

One of the optional extras is a wind stopper that can be folded up in the boot. When fitted behind the front seats, it prevents the formation of turbulence in the passenger compartment when the top is down.

Naturally, this option is only available when two people are travelling, to optimise the aerodynamics even with the top down.

The wind stopper comes with a protective bag, for easy storage in the boot.

Design

Iconic design and open-top elegance

The new GranCabrio was created in parallel with the GranTurismo and follows the understatement and elegance of its lines, reaffirming the concept expressed by the coupé version with the optimal balance between aesthetic approach and unostentatious functionality. Just like in the GranTurismo, a union that has created a natural beauty and a design unaffected by fads, always remain timeless.

With undeniably unique and immediately recognisable lines, Maserati has created a sculpted technology: a pure shape suitable to cover best-in-class mechanics, emphasising the purity of its forms and its refined design cues.

The classic proportions of the brand's cars have been maintained, with the long bonnet and the central body intersected by the four fenders; proportions even further highlighted in such a sporty model, just like the GranTurismo. The fabric roof maintains the clean line when closed and highlights the luxury of the passenger compartment when open, maintaining the cleanliness of the lines.

Again for the GranCabrio, a decision was made to maintain continuity with the design of the previous generation, widely appreciated among customers. The simultaneously elegant and decisive profile gives the surfaces a pleasantly dynamic appearance, the lines are sinuous, the volumes are gentle, with specific characterisation in the wheel arches to highlight the transition between the refinement of the design and the technical aspects of the car.

Exterior

Unique front and eye-catching rear light clusters

As with all new Maserati models, starting with the MC20 halo car, the front of the GranCabrio also features vertical lights, bringing back what

has become a new lighting signature for the brand. This stylistic decision gives the car a fresh, sporty look.

Conversely, the front grille includes the iconic 3D Trident logo.

The rear features the taillights launched in the GranTurismo, a mix between the classic boomerang form from many Maserati models in the past and a harpoon. Illuminated by Full LED technology, this shape also gives the GranCabrio an unmistakable, very assertive signature at the rear. GranCabrio offers the driver and their passengers an exclusive welcome, featuring an interior and exterior lighting strategy, triggered based on how far the key is away. The system uses interior and exterior lights to provide a greater sense of welcome and security when the user gets into the vehicle in the dark. The lights turn on as you approach and move away.

The feature also supports locking and unlocking the doors and tailgate,

based on how close the key fob is to the vehicle. Customers can choose to unlock the doors when approaching the vehicle (Approach Unlock) and lock the doors when they move away from the vehicle (Walkaway Lock)*.



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FULL-SIZED ELEVATION: WHAT'S NEW IN THE 2025 INFINITI QX80



INFINITI is proud to introduce the all-new 2025 QX80, an evolution of its flagship luxury SUV. Building on its solid foundation, the latest QX80 elevates the driving experience with significant advancements in performance, cutting-edge technology, and sophisticated design.

Performance Upgrades

The 2025 QX80 is powered by an all-new VR35DDTT 3.5-liter twin-turbocharged V6 engine, offering 450 horsepower and 700 Nm of torque, an increase over the previous generation's output of 400 horsepower, 560 Nm torque. This power is paired with a 9-speed automatic transmission, replacing the previous 7-speed transmission, delivering improved efficiency and responsiveness.

Enhanced Technology

The 2025 model introduces a suite of advanced technologies, replacing the single 12.3-inch display with dual 14.3-inch screens for navigation and entertainment. The all-new

INFINITI InTouch with Google built-in ensures seamless connectivity, while the Biometric Cooling system makes its debut, ensuring first-class hospitality through automated cooling.

Improved Camera Systems

Safety and convenience are augmented with the Invisible Hood View, 3D Enhanced Around View® Monitor, 170-degree Front Wide View camera, and optimized Smart Rear View Mirror, a giant leap from the previous generation's standard Around View® Monitor and Smart Rear View Mirror.

Premium Audio Experience

The 2025 QX80 introduces the 24-speaker Klipsch® Reference Premiere audio system delivering a rich 3DX Surround Sound Experience, replacing the Bose® 13- and 17-speaker systems. The SENSORY and AUTOGRAPH grades take the audio experience even further with this system, which features Individual Audio functionality,

leveraging stunning metal-trimmed speakers mounted to the front seat headrests. When enabled, Individual Audio allows for focusing only certain audio elements – such as navigation directions, music, or phone calls – to the driver's seat. For example, the driver can make a phone call while passengers continue listening to music, or the driver could listen to a favorite playlist and hear map guidance without disturbing the rear passengers.

Refined Design

The all-new INFINITI QX80 introduces a two-tone roof and dark chrome detailing, amplifying the SUV's sophisticated appeal. In addition, the INFINITI Light Path exterior lighting system adds a distinctive, welcoming touch.

Enhanced Suspension

Getting an upgrade from standard suspension, the 2025 INFINITI QX80 introduces an advanced electronic air suspension system. This system automatically adjusts to road





conditions, ensuring an exceptionally smooth and controlled ride, whether navigating city streets or exploring rugged terrains.

ProPILOT Assist 1.0

A new addition to the QX80 is ProPILOT Assist 1.0, which combines intelligent cruise control and steering assistance for added ease and comfort during long drives.

Off-Road Capability

Catering to regional terrains, the INFINITI

QX80 is for the first time equipped with a rear differential lock. This enhancement significantly facilitates off-road performance, ensuring the QX80 can tackle challenging terrains with ease.

Greater Comfort and Versatility

The 2025 QX80 features semi-aniline leather with open-pore ash wood and metal inlays, elevating cabin luxury. A subtle ambient lighting feature, boasting 64 color options, adds to the interior's refined elegance.

Refined Grade Levels

The 2025 INFINITI QX80 debuts two tailored grades: the SENSORY grade, focused on comfort and cutting-edge technology, and the AUTOGRAPH grade, which offers exclusive design elements and bespoke finishes.

With enhanced features that offer a significant upgrade in terms of technology, comfort, design and performance, the all-new 2025 INFINITI QX80 sets a new standard in luxury.



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2026 GENESIS NEWLY REDESIGNED GV70 SUV



- 2026 GV70 starts at an MSRP of \$47,985
- GV70 features bold new exterior and interior designs, and elevated convenience for a refined experience

Genesis announced U.S. pricing for the newly redesigned 2026 GV70 SUV. Starting from a manufacturer's suggested retail price (MSRP)* of \$47,985, the 2026 GV70 embraces Genesis' "Athletic Elegance" design philosophy by offering consumers the perfect blend of utility and refinement.

"GV70 is the most popular Genesis model in North America and the 2026 model year updates bring even more excitement to our SUV lineup,"

said Tedros Mengiste, chief operating officer of Genesis Motor North America. "With its athletic appearance, updated cabin and elevated driving experience, we look forward to welcoming even more customers into our growing GV70 family."

The 2026 GV70's exterior design has been elevated with enhanced details, such as the redesigned G-Matrix Crest Grille and iconic two-line headlamps equipped with micro lens array (MLA) technology. The front end has been enhanced with a bolder skid plate design, creating a robust stance that is complemented by extended air intake grilles, creating a uniquely sporty appearance. The athletic side profile has been accentuated with newly redesigned 19" and 21" wheel options, and the updated rear fascia

includes redesigned exhaust tips.

The interior of the new GV70 offers high-tech sensibility with an all-new 27-inch OLED display that integrates the gauge cluster and updated infotainment system into a single expansive horizontal layout. Numerous features elevate the in-cabin and driving experience, including enhanced voice recognition controls, improved over-the-air update capabilities, Genesis Digital Key, Smart Key, Terrain Mode, and new standard adjustable interior ambient lighting. The available Bang & Olufsen surround system with Beosonic technology provides rich, immersive sounds.

The GV70 comes with a comprehensive suite of available advanced safety and convenience





capabilities which include Forward Collision Avoidance Assist, Blind Spot Monitor, Surround View Monitor, Rear Cross Traffic Avoidance Assist, Parking Distance Warning, Highway Drive Assist, and more.

The 2026 GV70 comes in two powertrain options: a 2.5L turbocharged inline four cylinder with all wheel drive capable of 300 horsepower, and a 3.5L twin-turbo V6 with all wheel drive

delivering 375 horsepower.

At the start of sales, GV70 will come in nine different exterior colors, including the new Ceres Blue, which was inspired by the dwarf planet between the orbits of Mars and Jupiter. Bering Blue, which is a solid metallic color with a subtle combination of cool blue and gray that is inspired by the icy Bering Sea, will be available at a later date. Four Nappa leather interior color options

with new available sport orange stitching, led by Ultramarine Blue, provide a robust set of choices for customers.

The newly redesigned 2026 GV70 will arrive at retailers in the coming weeks. Customers should contact their local Genesis retailer and visit www.genesis.com for more information.

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THE NEW AUDI A6 AVANT A CLASS ACT



The new Audi A6 Avant is more dynamic, efficient, and digital than ever. It stands for first-class travel like no other vehicle in the premium full size class. Modern gasoline and diesel engines increase performance and reduce CO2 emissions thanks to the mild hybrid technology MHEV plus. On long journeys and in the city, the adaptive air suspension and all-wheel steering ensure a high level of driving comfort and agile handling in equal measure. The outstanding drag coefficient of 0.25 – the best value of an Audi Avant with a combustion engine – means high efficiency and demonstrates the perfect interplay of form and function. The exterior reflects the vehicle's sporty, elegant character and gives the

A6 Avant a striking presence with new digital lighting technology. The model also impresses with its intuitive and systematically user-oriented operating and infotainment concept with Audi MMI panoramic display and front passenger display.

The perfect interplay: design and aerodynamics. With its reduced design language, the A6 Avant conveys a functional and timeless character. This is reflected in both its design and the aerodynamics, which boasts a drag coefficient of 0.25 – the best value of a combustion-engine Avant at Audi. In addition to the large air curtains and controllable cool-air intakes at the front, the

striking roof spoiler and aerodynamic panels on the sides of the rear window are the main contributors to this achievement in aerodynamics. The sporty rear with eye-catching diffuser embodies typical Avant characteristics. Paired with the quattro blisters powerfully emerging from the shoulder area and the wide track, the rear accentuates the model's dynamic design. At the same time, its long wheelbase and extended hood embody elegance and round off the perfect proportions of the A6 Avant.

Economical and powerful: MHEV plus technology

The MHEV plus mild hybrid technology





drives play a key role in the outstanding driving experience. In addition to the 2.0 TDI four-cylinder with 150 kW (204 PS)¹, the 3.0 TFSI six cylinder with 270 kW (367 PS)² also features this type of partial electrification. The MHEV plus system supports the combustion engine, increases performance and driving comfort, and reduces carbon emissions. The system consists of three main components: a 48-volt battery, the belt alternator starter (BAS), and the powertrain generator (PTG) with integrated power electronics. The PTG enables fully electric parking and maneuvering. The A6 Avant also runs on electric power when driving slowly in the city, in slow-moving traffic, or outside city limits when coasting to the next village. Furthermore, the PTG produces additional torque up to 230 Newton meters and up to 18 kW (24 PS) of power when starting off or overtaking. When decelerating, the PTG can recover up to 25 kW of energy.

A synthesis of sportiness and comfort: the chassis and steering

The new A6 Avant perfects the synthesis of

sportiness and comfort thanks in part to optional features such as all-wheel steering and adaptive air suspension, the latter of which regulates body height and shock absorption. Moreover, the quattro sport differential ensures even greater agility.

The standard progressive steering of the new A6 Avant now responds even more directly. Compared to its predecessor, the entire path from the steering wheel to the wheels is designed to be stiffer. This includes the torsion bar, the rigidly bolted steering rack, and the stiffer control arm bushings. Camber on the front axle has also been slightly increased. All in all, these measures result in a noticeably improved steering response and more feedback from the road, which, in combination with the high-performance drive, leads to precise and light-footed handling. All-wheel steering is available as an option in conjunction with quattro all-wheel drive. It works with a dynamic function whose reaction speed has been improved even further. At low speeds, the rear wheels turn up to five degrees in the opposite direction to the front wheels. The

car is thus more agile in city traffic and in tight curves, and the turning circle is reduced by up to one meter. At medium and higher speeds, the rear wheels turn in the same direction, enabling stable and even more precise handling.

Superior comfort with digital functions: the interior

The interior also ensures first-class travel with its generous space and state-of-the-art technology. The operating concept puts the driver first and, thanks to the panoramic and passenger displays, takes the digital experience to a new level. Personalization plays a major role here – including in the lighting. The driver can choose from seven digital light signatures at the front and rear. Active segments that intelligently brighten and dim visibly showcase the innovative technology, especially in combination with the second-generation digital OLED rear lights. They create a strong recognition value while also increasing road safety. Digital lighting technology – an essential part of Audi DNA – thus contributes to a comfortable and safe driving experience.



2025 BENTLEY CONTINENTAL GT SPEED: REDEFINING THE DEFINITIVE GRAND TOURER



Bentley Motors is proud to reveal the fourth generation Continental GT Speed, following in the 21-year tradition of the Continental GT family by redefining the ultimate blend of supercar performance, handcrafted luxury and everyday usability.

A comprehensive exterior and interior redesign with clean modern detailing follow the new design DNA established by the coachbuilt Bentley Bacalar and Batur. Outstanding performance is brought by an all-new Ultra Performance Hybrid powertrain with 782 PS and 1,000 Nm, from a 4.0-litre V8 working in tandem with a 190 PS electric motor. 0-60 mph in 3.1 seconds is the result, with the benefit of 50 miles (81 km) of usable electric-only range (on the EU drive cycle) and a total range of 534 miles (859 km) – creating an everyday supercar.

The performance of the powertrain is matched by a new chassis system, with new two-chamber air springs paired with new dual-valve dampers, along with Bentley Dynamic Ride (48V active anti-roll

control), eLSD and torque vectoring. Incredible body control and the best Continental GT ride comfort to date are the results, supported by a 49:51, rear-biased weight distribution for the first time in the car's history.

Under the skin, a suite of modern innovative technology delivers class-leading capability so that every journey is a seamless experience in terms of driver assistance, infotainment systems and connected car services.

The new exterior continues the design revolution for Bentley's future journey, with the biggest revision to the face of the Continental GT in two decades, and the first mainstream Bentley with single headlamps since the 1950s.

World-leading Bentley interior cabin design, materials, quality, and craftsmanship continue with the introduction of further wellness seat technology, new air ionisation, three-dimensional leather textures, new modern quilting, and technical finishes such as

new dark chrome.

A completely new 400-volt electrical architecture enables the most advanced suite of powertrain technology to be offered by a luxury automotive brand today, delivering emissions of 29 g/km of CO2 and an electric range of 50 miles / 81 km on the WLTP drive cycle.

For the first time in the history of the Continental GT, the convertible Continental GTC is being launched concurrently with the coupe - providing ultimate flexibility for customers who appreciate both open topped and closed roof motoring.

Both coupe and convertible models will be crafted entirely by hand at Bentley's Dream Factory in Crewe, England. Production and deliveries are due to begin in Q3.

The Ultra Performance Hybrid

For the new Continental GT Speed, a brand-new Ultra Performance Hybrid powertrain has been





developed. The new powertrain combines a new 4.0 litre V8 engine capable of producing 600 PS (584 bhp) with a 190 PS (187 bhp) electric motor. Peak system output is 782 PS (771 bhp) – enough for a 0-60 mph sprint time of just 3.1 seconds and a top speed of 208 mph (335 km/h).

System torque is increased by over 11 per cent compared to the outgoing W12-powered Continental GT Speed, from 900 Nm = to 1000 Nm (738 lb ft). System power has also increased by 19 per cent, from 659 PS to 782 PS. This makes the new Continental GT Speed the most powerful Bentley ever, beyond the levels of the second-generation Supersports and the Batur.

The system manages the energy flows dependent upon the mode chosen – with pure EV, electric boost, regenerative braking – and, most importantly for this new GT Speed – a charge mode, where the engine drives the wheels and charges the battery at the same time.

The new class-leading powertrain delivers extreme performance and sets the latest Continental GT apart from other competitors - with more horsepower, more torque and a significant drop in CO2 and fuel consumption figures to around one tenth of equivalent conventional petrol powertrains. In turn, this provides an extraordinary range of driving capability, from extreme performance to silent and effortless electric luxury.

Due to the combination of the V8 engine and electric power, Bentley's engineers have been able to deliver improved power and torque across the full rev range. This includes a vital boost from the electric motor for strong acceleration from low speeds and throughout the mid-range, combined with increased performance from the V8 engine at higher speeds too. A significant amount of development has also been invested in the exhaust note too, emphasising the cross-plane quality – and without the use of artificial, electronic enhancement.

Equally impressive are the electric modes, allowing customers to enjoy silent and seamless motoring. In full electric mode, the electric motor alone can deliver 190 PS and 450 Nm, more than enough to keep up with the traffic in most situations. Full electric mode can be deployed at speeds of up to 87 mph / 140 km/h, with throttle applications of up to 75 per cent. The battery can be fully replenished in as little as 2¾ hours thanks to significant improvements in charger and battery capacity, with 11 kW peak charging power.

The Performance Active Chassis

The new Continental GT Speed and GTC Speed models both benefit from the new Bentley Performance Active Chassis. This includes Active All Wheel Drive, an electronic limited slip differential, all wheel steering, torque vectoring (front to rear and across the axles), Bentley Dynamic Ride active anti roll system, and a new generation of ESC control software. In addition, the car is fitted with a new dual

valve damper system and dual chamber air springs, which enables more sophisticated tuning options. The result is that the new cars can achieve an even more impressive combination of performance, handling, and comfort.

The new twin-valve damping brings a number of benefits. The system allows increased force spread between soft and firm settings – the result is reduced compromise between road surface isolation and body control. The damper control ECU now has complete control over independent compression and rebound damping delivering better body control during compression/rebound directional changes.

Overall dynamic ability, and steering feel, have both been improved by the car's now perfect weight distribution of 49:51, achieved thanks to the intelligent positioning of the hybrid battery. The weight split brings a car that is inherently balanced during dynamic driving, and permits a range of driving styles to be accessed. With the car's advanced ESC system fully engaged, the new Continental GT Speed is completely planted and controls traction to inhibit oversteer. In Dynamic Mode, the car allows some rear axle slip, allowing the driver to control the cornering attitude of the car whilst maintaining a safety net to bring the car back in-line if required. The ESC system can also be completely turned off, at which point the Continental GT Speed's cornering stance can be balanced on-throttle by the driver for the most dynamic Bentley driving experience yet.



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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.



BUGATTI TYPE 35: THE RACE WHERE IT ALL BEGAN EXACTLY 100 YEARS AGO



A century ago, on August 3rd 1924, the Bugatti Type 35 was introduced to the world for the first time as five examples of Ettore Bugatti's new racing car took to the starting grid at the Grand Prix de Lyon. With one held in reserve to showcase to the media, there was an immediate appreciation of the elegance and beauty of the Type 35, but no one could have imagined just how quickly, and how far, the legend of this lightweight Grand Prix racer would grow. Even 100 years later, it continues to inspire the direction of new Bugatti hyper sports car and Bugatti enthusiasts all over the world celebrate its impact.

The series of Grand Prix races between 1922 and 1925 was a period of great innovation in the automotive world, requiring cars to have engines of no more than 2 liters in capacity, weigh a minimum of 650kg and with a minimum width of 80cm, allowing for mandatory passenger mechanics. It did, in effect, drive the evolution of roadgoing sports cars, and required manufacturers to derive more power with new inventions in engine technology rather than simply increase capacity. Ettore Bugatti's latest entry into this elite tier of motorsport was the Type 35.

The Lyon-Givors race itself was globally renowned, and attracted more than 100,000 spectators, making it the ideal launchpad for Bugatti's newest racing car. Over 500 miles and 35 laps, the races regularly lasted more than seven hours so to compete was not just to prove your speed but also to prove reliability. And as if seven hours of full throttle racing wasn't enough of a test, Ettore Bugatti asked for the Type 35s to be driven from the factory in Molsheim to the race, on public roads, and back again – a journey of five hours each way even today.

The revolutionary cars made the road journey





to Lyon without trouble but the race would turn out to be not quite as straightforward. However, the Type 35's main issue during its debut race was caused by a component Bugatti had no control over: the vulcanized tires. Characteristic of Bugatti's meticulous attention to detail, mechanical failures were rare, but a manufacturing defect within the tires caused many of the cars to retire, but not before one of them could secure a fastest lap of the whole race.

Testing within the intensity of a motor race such as the Grand Prix allowed Ettore Bugatti to identify the Type 35's weaknesses and improve them consistently; a formula which he continued to apply as the Type 35 evolved over its six years of production. During its active period, the beautifully proportioned, sublimely engineered racing car won some 2,500 victories across multiple disciplines, including road races, rallies, speed trials, and hill climbs. At the most demanding road competition of the age – the Targa Florio in Italy – the Bugatti Type 35's star shone brightest and burnt longest, with five consecutive victories between 1925 and 1929, a record that stood right up until the last

Targa Florio happened in 1977. It was such an astonishing motorsport achievement that it is celebrated to this day, with the International Bugatti Meeting 2024, hosted in Sicily in May, welcoming a number of historic Bugatti models to take part and celebrate the 100-year anniversary of the Type 35.

Achievements such as this exemplify how the iconic Bugatti model sparked a period of innovation in racing and road car design, as manufacturers hurried to develop faster cars, only for further ingenuity to emerge from Molsheim, including supercharged variants of the Type 35. Earlier in the year the Bugatti Club France retraced the cars' route from Molsheim to Lyon in a number of Type 35s and Bugatti Grand Prix cars. And just recently, to coincide with the exact anniversary date of the centenary, August 3, the Bugatti Owners Club UK set off from England in a number of historically significant vintage Bugatti models, including a selection of Type 35s, setting their sights on the original route of the 1924 circuit in Lyon. On their way from England to Lyon, they paid homage to Hellé Nice with a visit to her grave

at Saint-Mesme. Nice – as well as Elisabeth Junek – became two iconic female racers of the Type 35 building its global notoriety even further.

From August 3, 1924, the course of Bugatti changed forever. Even today, the impact of the world's most successful racing car ripples throughout the brand. The track-only Bugatti Bolide¹ – being currently assembled in the Atelier – takes its inspiration directly from the Type 35's lightweight, focused design. The Mistral², a two-seater open-top car with agility at its heart, also found inspiration from the Type 35, and so did the car ushering in another all-new era for Bugatti: the Tourbillon³. The Type 35's elegant and narrow fuselage served as a great source of inspiration for the Tourbillon's frontal design, while its renowned agility and unbeatable performance is infused in the Tourbillon's character.

Two cars, separated by more than 100 years but united by the same spirit of innovation and constant improvement that has always defined Bugatti.



MCLAREN'S CARBON FIBRE HERITAGE AND DNA:

From the Revolutionary MP1/4 Formula 1 Car To the New W1 Ultimate Supercar



With over 60 years as a leader in innovative technologies developed in Formula 1, McLaren is advantageously placed to deliver breakthrough automotive technologies that set the standards in lightweight supercar engineering.

And it is with carbon fibre that McLaren's innovative capabilities are strongly represented. Lightweight, strong, and rigid, McLaren is now approaching half a century as a world leader in this highly technical area of materials science and continues to push the boundaries of what is possible.

Carbon fibre plays an essential part in delivering supercars with the best possible

combination of attributes on road and track. Every single McLaren production car since the first, the McLaren F1, has been based on a chassis made from this composite material. The light weight and rigidity of the material is key to delivering benchmark performance and thrilling dynamics, but also class leading ride quality and the added benefits of efficiency. Its strength provides safety, assurance and durability. It is the perfect material upon which to create a platform for a supercar with incredible packaging solutions, enabling designers to create cars with incredible aesthetics and aerodynamic efficiency.

It is a technology firmly rooted in McLaren's Formula 1 heritage, and is a core part of the McLaren DNA:

MP4/1 (1981)

The MP4/1 revolutionised Formula 1 as the first race car to use a full carbon fibre monocoque chassis. Its lightweight, rigid structure significantly improved both safety and performance. Designed by John Barnard, this pioneering chassis led to widespread carbon fibre adoption in motorsport, changing F1 car design forever.

The introduction of carbon fibre chassis cars in the sport began a modernised era in Formula





1. The superiority of carbon fibre from a safety perspective was demonstrated in spectacular fashion at the 1981 Italian Grand Prix. McLaren driver John Watson sustained and walked away from a huge 140mph accident unharmed. It was a major moment in convincing the wider Formula 1 paddock that carbon fibre chassis technology was the future of safety in Formula 1. The performance potential of a carbon chassis was made clear only three races later, as Watson won that year's British Grand Prix by more than 40 seconds.

McLaren F1 (1993)

Of the many groundbreaking design features of the McLaren F1, the utilisation of a carbon fibre monocoque chassis and a full carbon fibre body, emphasizing minimal weight and maximum structural rigidity, were among the most important. Pioneering the use of carbon fibre in road cars, the F1 boasted unmatched performance because of its light weight of only 1,140kg and its immense power of 627PS from its 6.1-litre V12 engine. The carbon fibre monocoque – engineered using at the time cutting-edge computer aided design and analysis - allowed the F1 to achieve a significant power-to-weight ratio previously unheard of in road cars, becoming an icon of supercar engineering. It was the platform upon which not only the world's fastest road car was built, achieving a top

speed of 240.1mph at the Ehra-Lessien proving ground in Germany, but it also embarked carbon fibre technology on a complete circle of track, to road, and back again, after the F1 GTR won the 1995 Le Mans 24 Hours.

McLaren 12C (2011)

The McLaren 12C, the first road car to be produced by McLaren Automotive at the state-of-the-art McLaren Production Centre, introduced the MonoCell; a single-piece carbon fibre tub that provided unprecedented stiffness and lightness in a road car at the time. The development of the chassis took the McLaren carbon fibre story into the 21st century. MonoCell was the backbone of the world's first truly mass-produced full carbon fibre tub supercar range, delivering the benefits of this type of chassis construction on a scale never seen in the automotive industry before.

The MonoCell was one of several revolutionary new technologies introduced by 12C to the supercar segment, while also being one of the core elements in the creation of McLaren's modern supercar DNA, laying the foundations for the future. Its advantages over the Aluminium designs still popular at the time ranged not only from incredible light weight of only 75kg for the tub itself, but torsional rigidity so great that the Spider

variant of the 12C required no additional chassis strengthening – a no compromise solution true of all McLaren spiders created to date.

McLaren 720S (2017)

The 720S introduced the Monocage II carbon fibre structure that is still employed by the McLaren 750S today, further enhancing rigidity and reducing weight compared to its predecessor, the MonoCell. The lightweight structure comprises the entire passenger cell, combining a carbon fibre tub with an upper structure in carbon fibre to further enhance lightweight attributes. This significant step forward in carbon monocoque technology in series production supercars delivered not only multiple-award winning performance and dynamics, but vastly improved ergonomics, visibility and design.

The incredibly slim roof pillars of the Monocage II result in outstanding visibility through the windscreen, and combined with B-pillars that are positioned rearwards on the cab-forward cockpit, the Monocage II contributes to a sensation of exceptional space. The sills of the Monocage II drop down towards where the occupants' feet are, for easier ingress and egress. The dramatic double-skinned dihedral doors hinge forwards and upwards as they open, taking a portion of



roof in the process. The carbon cell had delivered a supercar as easy to get in and out of as easy as it was to extract maximum performance from.

And like the advantages introduced by MonoCell, the Spider version of 720S and subsequently 750S features a bespoke upper rear structure in carbon fibre, without the need for additional strengthening or reinforcement to go with it, ensuring thrilling dynamics and minimal weight increase.

The McLaren Composites Technology Centre opens (2018)

The opening of the McLaren Composites Technology Centre (MCTC) in Sheffield, UK, in 2018 marked a £50m investment in the first standalone McLaren production facility outside Woking. This world-class facility, formed through a partnership between McLaren Automotive, the University of Sheffield's AMRC and Sheffield City Council, aims to be a centre-of-excellence in both composites engineering and research, but also in production of new-generation carbon fibre tubs that can directly integrate with future powertrain technologies.

The first production carbon fibre parts to be manufactured at MCTC would be for the incredible, ultra-lightweight McLaren 765LT, the car's active rear wing, rear bumper and front floor designed, engineered and manufactured at the centre.

McLaren Artura (2021)

The McLaren Artura introduced the McLaren Carbon Lightweight Architecture (MCLA), designed specifically to integrate a new generation of high-performance hybrid powertrains. Lighter and stronger than previous chassis, the MCLA supports the Artura's hybrid V6 powertrain, while continuing to optimise and develop further the structural advantages of using a carbon fibre monocoque. Manufactured at McLaren's first ever major facility outside of its Woking HQ, the MCLA is made at the McLaren Composites Technology Centre in Sheffield. The MCLA marks a revolutionary moment in carbon fibre monocoque technology, enhancing not only the lightweight and rigidity benefits previously developed into the MonoCell and MonoCage II structures, but incorporating a safety cell for the battery of the hybrid system used by the Artura and integrating further crash and load-bearing functionality into the tub.

McLaren's revolutionary technologies also allowed the Artura's MCLA carbon fibre monocoque to be productionised in volumes never before achievable. And with the launch of the Artura Spider, McLaren continues its lightweight spider DNA with no further strengthening or reinforcement for the chassis of the Artura Spider required over its coupe variant – McLaren's first convertible high performance hybrid supercar delivered without compromise.

McLaren W1 (2024)

The McLaren W1 continues McLaren's lightweight carbon fibre DNA evolution with the arrival of the Aerocell, our most radical and technologically advanced carbon fibre tub ever designed for a road car. Constructed using pre-preg carbon fibre, this technology – as used on the hyper exclusive, track-only Solus GT – uses composite that is pre-impregnated with a resin system that simplifies the curing process. Pressure treatment is then applied in the mould, which gives the Aerocell higher structural strength than comparable tubs.

Pound for pound, it results in a lighter tub that negates the need for additional bodywork in places on the car's exterior – a lightweight benefit explored in the design of the W1. The Aerocell has also been designed as a key element of the W1's extreme aerodynamic package making use of true ground effect, achieved by raising the floor of the monocoque by 65mm, which has lifted the footwell position and rising to 80mm towards the front of the Aerocell. At the same time, to reduce the length of the Aerocell - and of the overall vehicle - the decision was taken to fix the seat position and incorporate seating into the monocoque. Reducing the wheelbase by almost 70mm, this also has the added benefit of saving further weight.

ADAMAS MOTOR GROUP APPOINTS UNO MOTORS AS INEOS GRENADIER PARTNER IN LIBYA

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: "The appointment of UNO Motors as our dedicated partner in Libya marks a significant milestone for the INEOS Grenadier brand in the region. Libya

presents a unique opportunity to introduce the rugged yet luxurious Grenadier to an adventurous audience who value durability, capability, and premium quality. We are confident that UNO Motors' expertise and customer-centric approach will drive the success of the Grenadier in this market."

Moataz Abdulrahman Mohamed Ben Gleil of Uno Motors added: "We are

thrilled to partner with Adamas Motor Group to bring the INEOS Grenadier to Libya. This is a vehicle built for our terrain and lifestyle, combining toughness with modern technology and comfort. We look forward to building a strong community of INEOS Grenadier owners and delivering exceptional service that matches the high standards of this remarkable 4X4."



- UNO Motors brings the INEOS Grenadier brand and products into Libya.
- Dedicated partner aims to build a strong community of owners with focus on customer service and aftersales excellence.
- Operations begin from a temporary facility with brand-new INEOS Grenadier showroom in development.

Adamas Motor Group is delighted to announce the appointment of UNO Motors as a dedicated INEOS Grenadier partner in Libya. UNO Motors is currently operating from a temporary facility and will focus on establishing the INEOS brand in the local market, emphasizing excellent customer service and aftersales care. A brand-new stand-alone showroom is currently in development and is expected to be completed in 2025.

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 Middle East since the

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.

LOTUS CARS UAE CELEBRATES RECORD-BREAKING TRACK DAY AT DUBAI AUTODROME



- “Born on Track” event held at Dubai Autodrome on 23 January 2025.
- Over 70 Lotus sportscars gathered for the largest Lotus event yet in the Middle East.
- Celebration of growing and vibrant community of Lotus owners in the UAE.

Lotus Cars UAE, operated by Adamas Motor Group, are proud to announce the resounding success of a historic track day held from Dubai Autodrome on Thursday, 23 January 2025. The gathering, which saw over 70 Lotus sportscars take to the track, became the largest assembly of Lotus vehicles ever held in the Middle East

– a true testament to the overwhelmingly positive reception of this iconic British brand in the UAE.

The event provided an excellent platform for Lotus Cars UAE to share updates on planned facility developments and the expanding lineup of electrified

vehicles, including the Lotus Eletre and Emeya, which led the opening parade. Additionally, the gathering showcased the unwavering passion of brand enthusiasts and owners, who brought their Lotus Emira sportscars as well as various legacy models, such as the Evora and Exige, to the track.

Karl Hamer, Chairman and CEO of Adamas Motor Group, commented: “I would like to extend our sincere gratitude to all Lotus owners who joined us on the track last week. The event was a fantastic showcase of the unique spirit of Lotus Cars, combined with the customer-centric and personalized approach of Adamas Motors.

We’re delighted to have welcomed so many owners, and we look forward to continuing our engagement with the community as we take the brand to even greater heights.”

For further information on the range of Lotus Cars in the UAE, please visit: <https://www.lotuscars.com/en-AE>.



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