

MIDDLE EAST AUTOMOTIVE NEWS

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## MASERATI MC20

A SUPER SPORTS CAR TO RIVAL THE PRANCING HORSE'S BEASTS!



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## WELCOME

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Dear Reader,

We are thrilled to bring you an in-depth review of the most hotly anticipated car this year—the Maserati MC20. Billed as a “super sports car,” the 2021 MC20 opens up a new era for the Trident brand by mixing blistering performance, refined sportiness, and ultimate luxury in quintessential Maserati style. The mid-engined supercar has everything it takes to make life harder for rivals such as the Ferrari F8 Tributo, McLaren 720S, and Lamborghini Huracan Evo.

Diving in to this issue you'll find it's filled with action-packed stories. Despite the global pandemic, car manufacturers have successfully launched a stunning range of vehicles, with something to whet everybody's appetite!

Elsewhere, we had the opportunity to climb behind the wheel of one of the most stunning subcompact SUVs currently available on the market—the MG ZST. The facelifted MG ZST wowed us with its high-quality materials, cutting-edge technologies, a powerful 1.3L turbo engine, and a spacious interior.

Moving to the all-new Geely Azkara, we put this Chinese five-seater crossover to a proper test. We discovered that the Azkara outshines other more established rivals in the market.

Finally, we got our hands on the 2021 Hyundai Santa Fe. The facelifted high-riding utility vehicle brings together a bold new exterior design with a refreshed interior, and cutting-edge technologies, while offering a wide array of driver-assistance features as standard.

Enjoy the issue,

TAREK HAWCHAR  
FOUNDER/MANAGING DIRECTOR

**NEW FERRARI “812 COMPETIZIONE”,  
“812 COMPETIZIONE A” UNVEILED**  
TWO LIMITED EDITIONS TAKE THE THRILL FACTOR TO THE NEXT LEVEL



Ferrari has recently dropped the lid off two limited editions derived from the 812 Superfast: the 812 Competizione and its open-top sibling, the Competizione A. Both hardcore versions were revealed at the recently opened GT Sporting Activities Department located alongside the famous Fiorano track in Maranello.

The real treasure of the two “beasts” is under the hood, where a naturally aspirated, mesmerizing V12 engine chugs out 830 cv and 692 Nm of torque—it’s the same 6.5-liter engine as the 812 Superfast V12’s. However, unlike the latter, the re-tuned twelve-cylinder mill has undergone a whole host of changes. It has been significantly re-engineered to achieve a record new red line while optimizing the fluid dynamics of the intake and combustion systems, not to mention reducing internal friction.

The engine managed to reach 9,500 rpm, which together with a rising crescendo of torque delivery, unleashes a feeling of progressive and boundless power and acceleration, thus delivering a thrilling driving experience.

Both the 812 Competizione and 812 Competizione A are equipped with a seven-speed dual-clutch transmission—it comes with new software that reduces shift times by a further 5% while retaining the same gear ratios as the 812 Superfast. The 812 Competizione duo go from zero to 100 km/h in a whopping 2.85 seconds, before hitting a max speed of 340 km/h.

Style-wise, the new 812 Competizione models are unmistakably Ferrari. The exterior updates have helped to improve aerodynamic efficiency, thanks to the deep creases in the bonnet, a revamped front apron with a carbon fiber front splitter, and deep side vents that allow the hardcore versions to further boost cooling by 10% over the 812 Superfast. A front spoiler features a passive mobile aero system, which opens over 250 km/h, stalling the diffuser and allowing the duo to reach their maximum speed.

Moving to the rear, there’s a new full-width rear spoiler that helps to increase the rear downforce, thus guaranteeing maximum horizontal expansion of the underbody’s aerodynamic flows. The new exhaust system consists of rectangular pipes mounted at either end of the bumper, while the new 812 Competizione models also get all-carbon-fiber rims—for the first time on a Ferrari V12.

Other exterior highlights include the eye-catching taillight clusters lending the cars a more aggressive look, a bold-looking rear bumper with two imposing air vents, and the engine air intakes on either side of the central grille. The 812 Competizione A’s removable roof panel is made of carbon fiber, making it slightly different than the coupe variant, mainly because it loses the cascading louvers in the rear deck in favor of roll hoops and flatter sculpting for the tail. Dimensionally speaking, the new 812 Competizione duo has an overall length of 4,696 mm and measures 1,971 mm and 1,276 mm in width and height, respectively, with a 2,720 mm long wheelbase.

Though Ferrari has significantly updated the interior, it’s still reminiscent of and faithful to the 812 Superfast. Among the key interior highlights are the lighter door panels and the adoption of the iconic gear-gate theme with a modern twist—a link between Ferrari’s past and future, making it the first time this design trait has been used on a V12 car, while mirroring the spirit of the 812 Competizione and the marque’s tradition.



**THE 812 COMPETIZIONE DUO GO FROM ZERO TO 100 KM/H IN A WHOPPING 2.85 SECONDS, BEFORE HITTING A MAX SPEED OF 340 KM/H**





On the technology front, the new 812 Competizione models sport a host of advanced and innovative gadgets, including the latest version of the Side Slip Control (SSC 7.0) and an independent rear-wheel steering system featuring a new electronic management system that enables the right and left actuators to be actioned individually rather than synchronized. The SSC is integrated with the E-Diff3, F1-Trac, the magnetorheological suspension (SCM), and the Ferrari Dynamic Enhancer (FDE). The new hardcore versions also come with a dedicated set of bespoke Michelin Cup 2 R tires wrapped on all-carbon-fiber wheels. Available for the first time on a Ferrari V12, the new carbon-fiber rims offer a total weight reduction of 3.7 kg compared to the lightweight, forged 812 Superfast wheels.

Overall, thanks to the new components used in the engine, gear, and bodywork, the weight of the 812 Competizione duo has been reduced by 38 kg, compared to the 812 Superfast, which weighs in at 1,487 kg.

**350** KM/H  
TOP SPEED

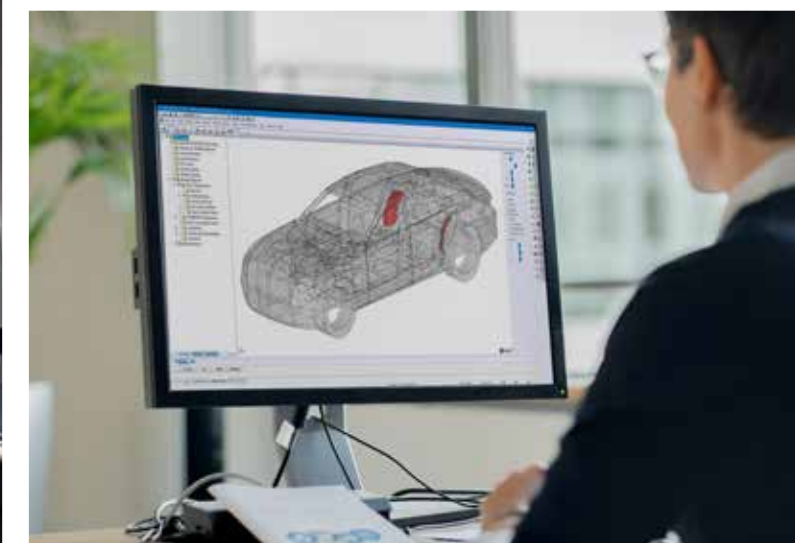
**2.85** SECONDS  
0 - 100 KM/H

“  
THE NEW hardcore VERSIONS ALSO  
COME WITH A DEDICATED SET OF BESPOKE  
MICHELIN CUP 2 R TIRES WRAPPED ON  
ALL-CARBON-FIBER WHEELS



# BENTLEY FLYING SPUR

MAKING THE BEST CAR EVEN BETTER



The world's finest four door sedan has been made even better with increased technology and comfort now as standard, along with new and contemporary interior veneer choices and a new exterior paint - Cambrian Grey, that expands the standard paint palette to 63 colours. City Specification consolidates an array of optional content and becomes part of the standard vehicle specification at 22 Model Year. These features include; Traffic sign recognition, hands free boot opening, extended safeguard features, top view camera, welcome lighting and automatic dimming mirrors, as well as the Air Ioniser. This adds a greater depth of features to one of the most luxurious cabins of any grand tourer.

The serenely quiet Flying Spur benefits from the application of state-of-the-art technology to deliver the ultimate, in-cabin experience. Noise, vibration and harshness - known in the automotive industry as NVH - have been painstakingly eliminated, helping to ensure the Flying Spur is not only the world's finest, luxury four-door Grand Tourer, but also offers phenomenal acoustic performance. The supremely refined and quiet cabin of the Flying Spur, which is designed, engineered and handcrafted in Crewe, continues W.O. Bentley's aim when he founded the company in 1919. He ultimately met the challenge of building a



**BY USING VIRTUAL PROTOTYPING, BENTLEY SUCCEEDED IN WHAT WE SET OUT TO DO – OPTIMISE EVERY COMPONENT OF THE FLYING SPUR FIRSTLY IN THE VIRTUAL WORLD BEFORE WE CREATE PHYSICAL PARTS**

high-performance luxury car, stating: "I have always wanted to produce a dead silent 100mph car, and now I think that we have done it" when he launched the 8-Litre in 1930.

#### Technology and Hand-Craftsmanship

The latest generation of the Flying Spur offers a number of technological benefits for the customer. Traffic sign recognition, hands free boot opening, extended safeguard features, top view camera, welcome lighting and automatic dimming mirrors all become the new standard. Increasing comfort levels (also as a standard feature), onboard air ionisers emit negatively charged particles from the central air conditioning vents, enhancing cabin air purity and customer wellness. These create a static charge around pollutants such as dust or allergens in the air, which in turn cause them to stick to the nearest surface. The result is to remove such contaminants from the air that the occupants breathe thus improving the feeling of wellness.

Further personalisation is available from now, with the addition of the new Cambrian Grey exterior paint, providing an alternative strong performance look from this technical, solid grey. In the cabin, new features include the option of open-pore veneer, which is finished with an ultra-thin matt lacquer solely

for protection. Liquid Amber, Dark Burr Walnut and Tamo Ash veneers are all available in an open-pore finish. Selected from only the very best, most figured stock available, open-pore veneer is painted with just three ultra-thin layers of lacquer, together totalling only 0.1 mm in thickness. By comparison, Bentley's High Gloss lacquer coating is 0.5 mm thick and has a glossy, smooth finish.

#### Luxury Refinement via Digitilastion

To create a cabin environment fit for 'the best luxury sedan in the world', one offering unrivalled levels of comfort and refinement, advanced virtual design processes have been utilised in the testing and production cycles of the third generation Flying Spur. These cutting-edge techniques are ultimately more sustainable, dramatically reducing the need to manufacture physical parts. The challenging job of pinpointing unwanted cabin noise relied on Virtual Prototyping through development partner ESI, allowing Flying Spur designers to use digital mock-ups that helped identify NVH before building a physical version of the car. The finely-tuned process enabled acoustic tests for any airborne sounds filtering in to the cabin to be completed, as well as any impact from the structure itself, such as tyre noise.

#### Sustainability Through Design

The time-saving process also helped engineers keep vehicle weight to a minimum, increasing agility to offer a sublime, driver-focused experience, backed up by a class-leading portfolio of intelligent and intuitive equipment.

Simon Noble, Acoustic Engineer at Bentley Motors, explains: "By using Virtual Prototyping, Bentley succeeded in what we set out to do – optimise every component of the Flying Spur firstly in the virtual world before we create physical parts. At the same time, we have reduced physical prototypes, creating the quietest in-cabin experience for our customers. "Virtual Prototyping means fewer prototypes have to be built, and we reduce our testing mileage. It also helps influence the design and engineering of the car at an early stage and affords significant benefits in the extensive testing phase."



# GENESIS PREMIERES

FIRST ELECTRIC VEHICLE AT AUTO SHANGHAI 2021



Today, global luxury automotive brand Genesis officially introduced its first electric vehicle, the electric model of the G80 (hereafter, Electrified G80) to the global market at the 2021 Shanghai International Automobile Industry Exhibition (hereafter, Auto Shanghai 2021), which took place at the Shanghai National Exhibition and Convention Center. The occasion marked Genesis' first appearance at Auto Shanghai. In addition to debuting the Electrified G80, Genesis presented the Genesis X Concept, an EV-based Gran Turismo (GT) concept car, to the Asian market for the first time, marking the beginning of a new journey towards electrification. Genesis aired the official Auto Shanghai event through its global online channel

beginning at 11:40 AM (KST). (Genesis Worldwide YouTube) At the event, the brand's global and Chinese market strategies were introduced, and the Electrified G80 and the Genesis X Concept were unveiled.

"Today is very special because it represents a variety of firsts for the Genesis brand. Not only because this is Genesis' very first appearance at the Auto Shanghai, but it is also the first time we are unveiling a new product outside of Korea," said Jay Chang, Global Head of the Genesis brand. "The Electrified G80, the perfect balance of athleticism and elegance, marks the beginning of our journey into the EV market, representing Genesis in the era of electrification."

## Genesis' First EV Model

The Electrified G80 is Genesis' first EV model, presenting a new standard for luxury electric sedans. It builds on the heritage of the G80 with its perfect balance of Athletic Elegance, while also offering customers much more value with its electric powertrain.

The Electrified G80 represents the perfect balance of Athletic Elegance, offering a luxurious and sophisticated driving atmosphere.

Based on the NEDC standard, the estimated maximum range per charge is more than 500km. (Based on the Korean EV certification system, the estimated number is 427 km ) while 350kW rapid charging enables the battery to charge from 10% to 80% in just 22 minutes.

The Electrified G80 is available only as an AWD (All-Wheel Drive). It delivers powerful performance with 272kW and 700Nm torque, by applying motors with 136kW and 350Nm at maximum to the front and rear wheels. This allows for dynamic driving, accelerating from 0 to 60 mph just in 4.9 seconds. (sports mode, result from Genesis R&D Center)

The Disconnecter Actuator System (DAS) can also automatically connect or disconnect the motor and drive shaft based on various driving conditions, including vehicle speed and driving mode, enabling seamless switching between 2WD and AWD to reduce unnecessary power loss and increase efficiency.



The Electrified G80 features a 400V/800V multi rapid charging system, allowing customers to use various charging infrastructures. Its driving motor and inverter can boost the level of voltage from 400V to 800V – a more optimized level for the system – for more stable charging. Customers can not only use the 800V rapid charging system without an additional converter, but a 400V charger as well.

The Electrified G80 also provides V2L (Vehicle to Load) feature that enables customers to use electric power of 3.6kW, which is higher than the level used by an average household, making it possible to use electric appliances conveniently outside of the vehicle.

In order to ensure a comfortable driving experience, Genesis equipped the vehicle with ANC-R (Active Noise Control-Road; formerly known as RANC). It reduces the level of noise significantly by measuring and analyzing road noises with four sensors and six microphones inside the vehicle, and by simultaneously creating sounds at opposite phase. The Preview Electronic Control Suspension (Pre-view ECS), suspension which can be controlled by information supplied through the front camera and navigation system, also helps to create the optimum driving experience.

The design inherits the G80's design character - 'Athletic Elegance' and 'Beauty of White Space' for the exterior and interior, as well as various elements that differentiate high-end EV sedans. The Genesis signature Crest Grille evolves into an aerodynamic crest featuring an inverted G-Matrix pattern that emphasizes the G80

272<sup>KW</sup>

700<sup>NM</sup>  
TORQUE

4.9<sup>SECONDS</sup>  
0 - 60 MPH



EV's mission for sustainability. The charging door is located in the grille's upper right corner, and is invisible when closed. Inside the charging door, Two Lines chrome design has also been applied, highlighting its design identity and consistency.

The Electrified G80 also features various latest technologies that emphasize sustainability. The solar roof integrated in the roofline can generate electricity using sunlight with a solar panel that increases energy efficiency.

The vehicle also features various natural and recycled materials in its interior, including leather that utilizes natural dye in the seats, console and rear seat armrests. In addition, an eco-friendly 'forged wood' garnish for electric vehicles, which is made from recycled pieces of wood from the furniture manufacturing process, as well as environmentally friendly fabric made from recycled PET have also been applied. Genesis will provide exclusive color options for the Electrified G80, including the Matira Blue (exterior) and the Dark Green Twotone (interior).

Electrification is one of the key strategies for Genesis as it aims to design and provide new experiences for customers with its luxury EV models. Genesis initiates its electrification with its Electrified G80 model and will continue to drive innovation in this area with additional EV models to come.

**Genesis X Concept's Asian Premiere**  
Genesis also presented the Genesis X Concept at Auto Shanghai for the first time in Asia.



The brand's fifth concept car, unveiled online on March 31, 2021, epitomizes its new take on sustainable luxury car design and embodies the essential elements that it pursues in its designs. The name 'Genesis X' is a combination of Genesis and the letter X, which symbolizes a "hidden hero."

Genesis X Concept maximizes use of the Genesis' signature, Two Lines design, throughout the interior and exterior, including electric charging devices, capturing the design language of future Genesis models.

The front of the Genesis X features a low, yet broad silhouette thanks to the combination of the shield-shaped Crest Grille, which represents the brand's inherent dignity and pride, and the two-lined headlamps, which cut through the wheel arch.

Inspired by the Beauty of White Space, the Genesis X Concept's interior features a driver-oriented design with a cockpit that surrounds the driver with all operating systems and displays.

In addition, the Free-Form display, which manages various functions such as clusters, navigation and HVAC (heating, ventilation, and air conditioning) systems, and the Crystal Sphere Electronic Shift Lever, which integrates driving mode settings, add a high-tech atmosphere to the interior.

**Genesis Drives Its Market Entry Into China**  
Almost six years old, Genesis is a relatively young brand, but that has allowed the brand to be more audacious and push boundaries. The result is in sync with the values of Generation Genesis - a new generation of vibrant consumers in China.

"The world premiere of the first ever electric vehicle of Genesis here in Shanghai shows our strong dedication and commitment

to the Chinese market," said Markus Henne, Chief Executive Officer of Genesis Motor China. "It takes confidence to create something new. In China, we see this spirit everywhere. Genesis will strive to build authentic relationships with Chinese customers through a new China-tailored business model."

During the press conference at Auto Shanghai, the pre-order of Genesis G80 and Genesis GV80 was kicked off and a new China-tailored business model was introduced to allow the brand to meet the Generation Genesis where they are, which is through an omnichannel approach based on direct sales, supported by trusted agents and online sales.

At Auto Shanghai 2021, Genesis exhibited a total of eight key models, including the Electrified G80, the Genesis X, two G80s, and four GV80s.

Meanwhile, Genesis plans to actively penetrate the Chinese market with various vehicles and content. Recently, Genesis hosted a series of events to mark its official launch into China. On April 2, the brand held a Genesis Brand Night at Shanghai's International Cruise Terminal, signaled the brand's launch in China.

Genesis also collaborated with Shanghai Fashion Week, offering an elevated and in-depth exploration of progressive luxury style through world-class fashion concepts. On April 8, it opened its first Genesis Studio in China in the center of Shanghai, which completely embodies its customer-centric mindset and allows guests to immerse themselves in the entirety of the brand experience. Its second brand experience space will open in Chengdu in May.



**THE WORLD PREMIERE OF THE FIRST EVER ELECTRIC VEHICLE OF GENESIS HERE IN SHANGHAI SHOWS OUR STRONG DEDICATION AND COMMITMENT TO THE CHINESE MARKET**

# GENESIS X CONCEPT UNVEILED

GENESIS X  
CONCEPT MAKES  
GLOBAL DEBUT IN  
LOS ANGELES



Genesis has officially introduced the Genesis X Concept, an EV-based GT (Gran Turismo) concept car. A world-premiere video captured the concept car's debut, which took place on March 26 on Hudson Loft's rooftop in Los Angeles, showcasing the latest expression of Genesis design before a stunning backdrop. To mark the occasion, Genesis partnered with award-winning director, Jason Bergh, in the creation of a film highlighting the dynamism of California's car culture, Genesis' pioneering spirit, and the promise of a sustainable future for all. The film can be viewed through Genesis Worldwide and local social channels (Genesis Worldwide). "The car that we are unveiling today is a concept car that embodies the essential elements that Genesis pursues in

its designs. Please take a moment to meet the future of Genesis design through this concept car, which embodies our brand's progressive and audacious spirit" said Jay Chang, Global Head of the Genesis Brand.

The Genesis X Concept is the brand's fifth concept car, following the New York, GV80, Essentia, and Mint concepts, and epitomizes its new take on sustainable luxury car design. In particular, the new concept car is a high-performance GT that maximizes use of the Two Lines design element that Genesis is known for. The Two Lines theme, which is applied throughout the interior and exterior, including electric charging devices, embodies the design language of future Genesis EV models.

The name 'Genesis X' is a combination of Genesis and the letter X, which symbolizes a "hidden hero."

"The Genesis X Concept can be described as the ultimate vision of Athletic Elegance, the inherent design language of Genesis," said SangYup Lee, Head of Genesis' Global Design. "The signature Two Lines theme and sustainable luxury will be blueprints for the futuristic designs and state-of-the-art technologies that Genesis seeks to adopt in its future models."

The front of the Genesis X features a low, yet broad silhouette thanks to the combination of the shield-shaped Crest Grille, which represents the brand's inherent dignity and pride, and

the two-lined headlamps, which cut through the wheel arch. The double-layered bumpers also create a strong impression. In particular, the two-lined Quad Lamps symbolize Genesis' unparalleled technology and design.

Moreover, a three-dimensional G-Matrix pattern was applied to the sharp and intricate metal structure of the Crest Grille, the symbol of Genesis, to accentuate the imagery of a futuristic electric car. The internal pattern of the grille has been painted in the same color as the exterior in order to create a sense of unity. Furthermore, the Genesis X presents a simple, yet sophisticated image by integrating the hood and the fender to create a single panel-based Clamshell hood, resulting in one clean, sensual and



uninterrupted surface. The bottom front air vent intake features a thin and sophisticated mesh form that not only creates a sturdy impression, but also helps cool down the vehicle, facilitates airflow, reduces air resistance, and helps extend mileage.

The side follows the traditional GT model design with a long hood and a short rear, and the two-lined lamps leading to the headlamps and taillights are impressive. In addition, the arching Parabolic Line that runs along the side, and the fender's maximized volume, create a dynamic and elegant impression.

The Two Lines' design in the Digital Side Mirrors and the side window molding accentuate the sophisticated aspects of Genesis design.

Furthermore, while the slick, slide-to-open charging door, which features no parting lines, creates a progressive and high-tech image, the Two Lines design element is emphasized through the two-lined lights around the charging port. Genesis maximized the concept car's sporty sensibility by incorporating two-layered, turbine-type alloy wheels with five spokes. The brake calipers' lime accenting hints at the high-performance character of the Genesis X Concept.

The rear design, incorporating the shape of a horseshoe, exudes a simple and sleek image, while the voluminous fender creates a sophisticated, yet strong impression. In addition, the taillights, which feature a two-lined design like the headlamps, evoke a sense of unity with the front, and create a sophisticated and sensual image with diffusers that accentuate the Two Lines aesthetic.



**THE GENESIS X CONCEPT CAN BE DESCRIBED AS THE ULTIMATE VISION OF ATHLETIC ELEGANCE, THE INHERENT DESIGN LANGUAGE OF GENESIS**

The Genesis X Concept's Lençóis Blue color was developed to express the level of sustainable luxury that Genesis pursues. It is inspired by the lagoons of Maranhenses National Park in Brazil, where a lake forms only during the rainy season.

Inspired by the Beauty of White Space, the Genesis X Concept's interior features a driver-oriented design with a cockpit that surrounds the driver with all operating systems and displays. Differentiation of space by coloring the driver's seat scotch brown and the passenger seat an ocean wave green blue helps emphasize the concept car's unique design.



The Genesis X Concept also features a dashboard that creates the sense that it is enveloping passengers and is connected to a floating center console. Furthermore, the application of the Two Lines design element to the slim and indirect air vents that surround passengers, as well as the side window molding, emphasizes the model's Two Lines concept while providing a sense of unity with the exterior design.

In addition, the Free-Form display, which manages various functions such as clusters, navigation and HVAC (heating, ventilation, and air conditioning) systems, and the Crystal Sphere Electronic Shift Lever, which integrates driving mode settings, add a high-tech atmosphere to the interior.

The Genesis X Concept features bucket seats and four-point seat belts, which are optimized for driving, and its exposed metal seat frames create an athletic impression. The Genesis X Concept's interior materials showcase the type of sustainable luxury that the Genesis brand pursues. The use of upcycled materials adds unique character to the Genesis X's interior. A weave-patterned fabric made out of leftover pieces of leather from previous manufacturing processes was used for the safety belts, parts of the steering wheel, and the airbag cover, highlighting the concept car's eco-friendliness.

To debut the Genesis X Concept to consumers around the globe, the brand opened its digital motor show website (<http://digitalmotorshow.genesis.com>) with the unveiling of the concept car, offering visitors various interactive experiences and 360-degree views of its interior and exterior.





## LAND ROVER DISCOVERY SPORT OFFERS EFFICIENT PLUG-IN HYBRID AND POWERFUL PETROL SPECIAL EDITION

THE DISCOVERY SPORT'S CREDENTIALS AS A SUPREMELY CAPABLE AND VERSATILE COMPACT PREMIUM SUV HAVE BEEN STRENGTHENED WITH EFFICIENT ENGINES, ADVANCED TECHNOLOGIES AND TWO SPECIAL EDITIONS

The Discovery Sport, Land Rover's family-friendly 5+2 seat premium compact SUV, delivers efficient next-generation mild-hybrid Ingenium engines, Pivi and Pivi Pro infotainment and two special editions: the captivating 'Urban Edition' and the powerful 'Discovery Sport Black' featuring a 290PS Ingenium petrol engine.

The Discovery Sport is available with a range of different engine options, including the P300e plug-in hybrid, first introduced in 2020. Discovery Sport uses Land Rover's latest mild-hybrid (MHEV) technology when paired with AWD, featuring a battery to harvest energy lost under deceleration. The result is a smoother stop-start operation and optimised fuel economy – giving customers a taste of the benefits of an electrified vehicle without needing to plug in and charge.

The Discovery Sport petrol range is enhanced further with the 'Discovery Sport Black' Edition. Powered by a turbocharged petrol engine producing 290PS for effortless and refined performance, the Discovery Sport Black Edition features a host of exterior and interior design enhancements for the perfect blend of eye-catching looks, family versatility and the Discovery Sport's hallmark all-terrain capability. The five-seat variant offers a 0-60mph time of 7 seconds (0-100km/h time of 7.4 seconds) with CO2 from 211g/km.

Also available for 2021 is the Discovery Sport Urban Edition. Based on the R-Dynamic the special edition features distinctive design elements including shadow aluminium finishers, non-leather Luxtec Suedecloth seats and a black contrast roof. The Urban Edition is available in six exterior colourways: Namib Orange, Carpathian Grey, Firenze Red, Santorini Black, Ostuni White and Hakuba Silver.

The digital experience has been transformed inside Discovery Sport with Land Rover's state-of-the-art Pivi infotainment. The system is ready to go as soon as it's switched on – a separate data plan and battery mean there's no delay. Software updates are available over-the-air via the vehicle's embedded data connection at no cost, and can even be scheduled at a time to suit, ensuring customers always have the latest maps, apps and vehicle features without having to visit a retailer. The system, enabled by the Electrical Vehicle Architecture EVA 2.0, is available as either standard Pivi or the more advanced Pivi Pro, from S-specification.

Finbar McFall, Land Rover Brand Director, said: "Next-generation mild-hybrid diesel engines bring enhanced efficiency to the Discovery Sport, while the Discovery Sport Black Special Edition adds to its appeal. The addition of the advanced Pivi Pro infotainment system with immediate start-up and self-learning capabilities mean the Discovery Sport is now even more capable and versatile, and ready for family adventures."



Streaming music and media has never been simpler, with Spotify integrated as a 'media source' within the infotainment menu – data included – and Bluetooth connectivity for two phones at once. There's also wireless device charging with signal-boosting option. The second-generation Activity Key is also available, allowing customers to unlock any door, lock or even start the vehicle just by being nearby – with no need for a traditional key fob.

Customers can even check the quality of the air in the cabin via the touchscreen by activating the smart Cabin Air Filtration system to filter out harmful fine particulate matter often found in cities and high-traffic areas. The system – introduced in addition to the existing Cabin Air Ionisation feature – filters out fine particulate matter, allergens, pollen and even strong smells. The system can filter ultrafine particulates (up to and even below PM2.5). Occupants simply select 'Purify' mode to activate the system, which filters and continually monitors the air inside the cabin relative to the air outside. The touchscreen offers reassurance that the air within is cleaner than the air outside.

Other technology within Discovery Sport includes a comprehensive suite of Advanced Driver Assistance features, such as Rear Traffic Monitor with automatic braking. Rear Collision Monitor uses radars to constantly monitor the vehicle's rear, meaning the Discovery Sport is primed to reduce the severity of an impact for the occupants, while the optional 3D Surround Camera lets the driver see what's happening around the vehicle at speeds of up to 19mph, making manoeuvring and even navigating difficult terrain simpler than ever.



## NEXT-GENERATION MILD-HYBRID DIESEL ENGINES BRING ENHANCED EFFICIENCY TO THE DISCOVERY SPORT, WHILE THE DISCOVERY SPORT BLACK SPECIAL EDITION ADDS TO ITS APPEAL

These systems complement the ClearSight Ground View and ClearSight Interior Rear View Mirror technologies introduced in 2019; smart camera technology stitches together images below the bonnet, while the latter provides an interchangeable rear-view mirror and video screen, for enhanced visibility.

Discovery Sport features a practical 5+2 design, with 40:20:40 split-folding second row seats that provides 24 possible seat configurations, ensuring flexibility for family adventures.

Buyers can choose from the Discovery Sport S, SE, R-Dynamic SE, R-Dynamic HSE, Discovery Sport Urban and Discovery Sport Black specifications.

# MASERATI LEVANTE HYBRID

LEVANTE HYBRID THE SUV OF DUALITY: PERFORMANCE AND REDUCED CONSUMPTION, FAST, SUSTAINABLE, UNIQUE AND FOCUSED ON THE FUTURE



330<sub>HP</sub>

450<sub>NM</sub>  
TORQUE

The spark of electrification hits the “Maserati of SUVs”. They say that lightning never strikes the same spot twice, but that’s just a legend: the incandescent flash that electrified the Ghibli Hybrid last year continues its path and prepares to ignite all future Maserati models.

Levante Hybrid marks a bold step forwards into the future of Maserati. This new step combines the two-litre 4-cylinder thermal engine with a 48-volt Hybrid system that allows to the driver to recover energy during deceleration and braking. Technology meets exclusivity; power combines with a respect for the environment. Accepting less than the best is not an option.

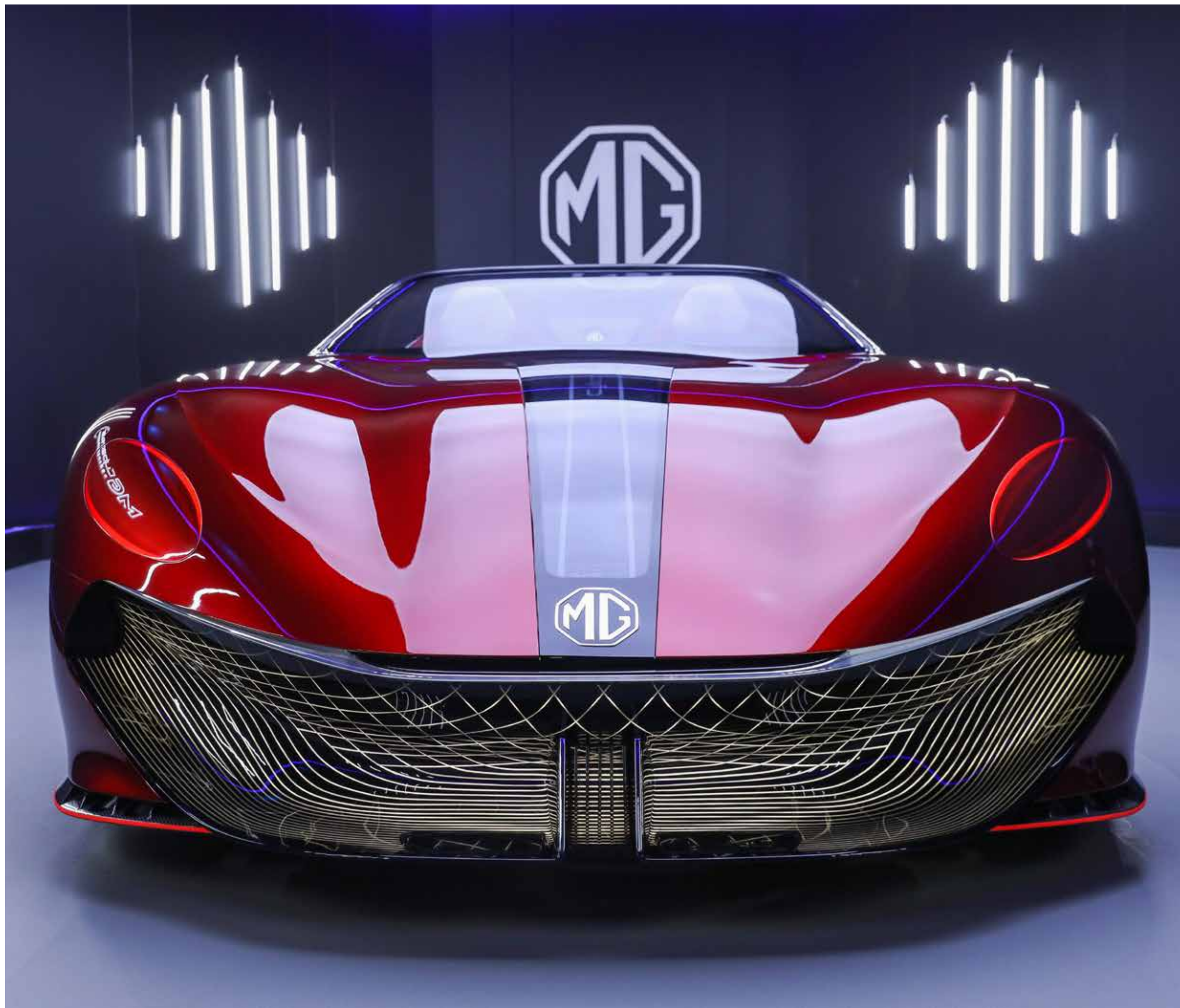
This latest evolution in the SUV is lighter than its corresponding petrol version: faster, greener and even more iconic. Incredible performance with minimal impact on the environment. With a maximum speed of 240 km/h, and 0 to 100 km/h in just 6 seconds, the Maserati Levante Hybrid reaches 330 hp of maximum power and 450 Nm of torque at 2,250 rpm. But do not worry, despite the hybridization, the Brand’s unmistakable trademark – the distinctive Maserati sound - still remains.

New icons in the Brand’s voyage towards electrification, bold blue cobalt illuminates details throughout the Levante Hybrid: from the three signature side air intakes, to the brake callipers; from the logo on the rear pillar, to the embroidered stitch work on the interiors. The futuristic lightning bolt takes shape in the metallic tri-layer colour “Azzurro Astro”, chosen for the launch of Levante Hybrid. Iridescent and magic at the same time: a perfect balance that shifts between blue, when touched bathed in light and grey when in the shadows. Blue like the sky above Modena and like the oceanic home of the God Neptune, who lent his Trident to the Maserati brothers.

Levante Hybrid is a SUV built of contrasts: balancing performance with reduced consumption, similarly, its global launch will be both virtual, on [houseof.maserati.com](http://houseof.maserati.com), and physically at the Shanghai Auto Show.







# MG

## CYBERSTER CONCEPT CAR

MG MOTOR REVEALS MORE DETAILS ABOUT ITS CUTTING-EDGE, FULLY-ELECTRIC CYBERSTER CONCEPT CAR

**M**G Motor has shared more details about its cutting-edge Cyberster concept car, which is set to premier at the 2021 Shanghai Auto Show this April. Developed by the team at the MG Advanced Design Centre in London, the Cyberster is a two-door, two-seater sports car recalling the brand's heritage and featuring styling cues from the classic MGB Roadster.

The Cyberster introduces supercar-level performance from a fully-electric MG. Its intelligent all-electric architecture delivers an Electric Vehicle range of 800km (500 miles) and a 0-100km/h time (0-62mph) in less than three seconds. It will also feature 5G interconnectivity. Additionally, a collaboration between MG and Bilibili e-sports has resulted in the co-creation of the industry's first super e-sports cockpit for the Cyberster.



Showcasing an undeniably bold and eye-catching exterior styling, the Cyberster features classic round MG headlights, coupled with a slim grille design, along with interactive 'Magic Eye' headlights that open when switched on. Other striking details include a 'laser belt' LED strip down the side of the car and the outline of the door, which follows the direction of the LED strip.

Its powerful sports car profile has a distinct two-stage shoulder line, with a flattened 'kamm tail' rear. The tail lamps are of LED construction and are integrated flat into the rear of the car, projecting a digital image that echoes MG's British heritage.

Tom Lee, Managing Director of MG Motor's Middle East operations, commented: "With the release of the Cyberster, the brand is adamant on bridging and strengthening its British heritage with its current high-tech and state-of-the-art products. MG has always been known for its sports cars and we will always be keen to offer customers exclusive masterpieces that are truly unique".

MG has confirmed its intention to manufacture the Cyberster as a production car, and will reveal more information on the Cyberster when it is revealed at the Shanghai Motor Show (April 21-28, 2021).



“  
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 STRENGTHENING ITS BRITISH HERITAGE  
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 OF-THE-ART PRODUCTS**



## BENTLEY CONTINENTAL GT SPEED CONTENT HUB

BENTLEY MOTORS HAS DEVELOPED A BESPOKE CONTENT HUB, SPECIFICALLY FOR MEDIA, FEATURING VIDEO AND IMAGES OF THE CONTINENTAL GT SPEED AT THE FAMOUS SILVERSTONE CIRCUIT IN THE UK

**T**he Continental GT Speed is the most dynamic road car in Bentley's 101 year history and ultimate performance-focused interpretation of the world's benchmark luxury Grand Tourer.

Designed, engineered, developed and handcrafted in Bentley's carbon neutral luxury automotive factory, this new third-generation model builds on a long tradition of Speed variants. The latest GT Speed continues the bloodline by representing the ultimate combination of luxury and performance in a Grand Touring package.

### ON TRACK

Watch as the Continental GT Speed laps the full GP circuit of Silverstone and then take an board position, as a Bentley engineer takes you on a dynamic hot lap.

### PIT LANE

Bentley Motors introduces their hospitality area at the iconic International Wing pit lane at Silverstone. See in detail the marvel of engineering on the rear axle of the Continental GT Speed and take a walk back through the generations of the ultimate Grand Tourer.

### ENGINEER TALKS

The Bentley chassis dynamic engineering team talks through what makes the Continental GT Speed, the most dynamic Bentley ever.



DESIGNED, ENGINEERED, DEVELOPED AND HANDCRAFTED IN BENTLEY'S CARBON NEUTRAL LUXURY AUTOMOTIVE FACTORY, THIS NEW THIRD-GENERATION MODEL BUILDS ON A LONG TRADITION OF SPEED VARIANTS





## GIULIA GTA: A LEGEND HITS THE STREET

INSPIRED BY ONE OF THE MOST SUCCESSFUL MODELS IN ALFA ROMEO'S 111-YEAR HISTORY, THE NEW GIULIA GTA IS THE EPITOME OF STYLE, MECHANICS AND DRIVING PLEASURE.

Balocco was the setting for the unveiling and testing of the Alfa Romeo Giulia GTA as well as its "extreme" GTAm configuration. The GTA brings back one of the legends of motoring and a milestone of the brand's history: the 1965 Giulia GTA. It is an authentic return to the roots of the brand established 111 years ago, those of the worlds of performance and touring.

It was only fitting that the official debut would happen at the former Autodelta workshops at the Balocco Proving Ground (Vercelli province), the site of the 1960s creation of the Giulia Sprint GTA. This 60-year-old venue is the home of the development and testing of all Alfa Romeo cars. It was right here that journalists tested out the new Alfa Romeo supercar, and later enjoyed its road-going qualities on a panoramic off-track route from the countryside of Vercelli province to the Ivrea moraine and the Lago di Viverone in the foothills of the Alps.

### THE MODEL IN BRIEF

The Giulia GTA is characterized as both aesthetic and functional, confirming it is not an exercise in style but instead a high-performance vehicle derived from the exceptional Giulia Quadrifoglio. Its weight is reduced by up to 100 kg compared to the Giulia Quadrifoglio, and it is powered by an upgraded version of the 540-hp Alfa Romeo 2.9 V6 Bi-Turbo engine with a best-in-class weight-to-power ratio of 187 hp/L. It also delivers extraordinary performance with the Launch Mode system where it goes from 0 to 100 km/h in just 3.6 seconds.

Alfa Romeo engineers have worked to improve its aerodynamics, handling, and weight through the widespread use of carbon fiber and composite material. The technical expertise comes straight from Formula 1, courtesy of the synergy with Sauber Engineering. The GTA was entrusted with a new rear spoiler – adjustable to 4 positions in the GTAm, and the active front splitter, which can be extended for use on the track by up to 40 mm on the GTAm. The latter is able to develop double the pressure compared to the Giulia GTA, and a triple increase compared to the Giulia Quadrifoglio thanks to a special new air

extractor capable of increasing the car's ground effect. Taking part in this work were two drivers from the F1 team, Antonio Giovinazzi and Kimi Räikkönen, who played an active role in some track testing sessions.

Other features developed include the Akrapovič central exhaust system in titanium, built into the rear diffuser in carbon fiber, and the 20-inch wheel rims with single locking nut, paired with specially selected Pilot Sport Cup 2 Michelin tires. Handling has been improved by widening the Quadrifoglio's front wheel tracks by 25 mm and their rear counterparts by 50 mm, and by developing a specific suspension setup for the suspension systems (the front with two oscillating arms, the rear using independent multilink springs).

### A UNIQUE, FUNCTIONAL DESIGN THAT TRANSCENDS TIME

The bodywork features a powerful front with new, larger air intakes and technical elements in carbon fiber, giving a specific and precise role and position to the aesthetics. In the lower part, the active splitter has been made even larger on the GTAm, and can now be adjusted lengthways by 40 mm to ensure a perfect balance with the rear. With the large spoiler's aerodynamic profile and 4-position adjustment (low-high drag) of the central section, the car is also perfectly aerodynamically balanced. On the sides, the carbon fiber side skirts, broadened front fender and the clearly visible carbon fiber on the rear wheel arches accentuate the car's "size impression".

The interior stands out with full Alcantara® upholstery on the dashboard, door panels, glove compartment, side pillars, and the central trim on the seats. Alcantara® is used even more



**THE GIULIA GTA IS CHARACTERIZED AS BOTH AESTHETIC AND FUNCTIONAL, CONFIRMING IT IS NOT AN EXERCISE IN STYLE BUT INSTEAD A HIGH-PERFORMANCE VEHICLE DERIVED FROM THE EXCEPTIONAL GIULIA QUADRIFOGLIO**

extensively in the GTAm version, where the rear seats have been removed, leaving room for a fully upholstered "basin", hosting specific moldings designed to hold helmets and a fire extinguisher. In the new GTAm, the interior differs slightly in that it features a roll bar, no rear door panels, and the front doors are opened with "pull loops" instead of a handle, in the same colors as the 6-point SABELT seat belts.

### TAILOR-MADE SUPERCARS

Alfa Romeo has set up an exclusive, dedicated purchase process. This exclusivity is accentuated by an experience package, including Bell helmet in special GTA livery with a dedicated serial number, a specific body-color Goodwool car cover, and exclusive after-sales services. The GTAm will also come with full Alpinestars racing apparel. Individual customers can request one of the liveries on offer, including one version featuring the Italian flag, another with Lipari Brown paintwork. Once the customized liveries are gone, the Giulia GTA and GTAm will come in Etna Red, Trophy White and Montreal Green, a color palette that pays tribute to the Italian flag. Another layer of customization lies in the selection of a color for the brake calipers – including the brand-new gold; and in the interior, the roll bar, seat belts and stitching.



# JAGUAR E-PACE

## JAGUAR ENHANCES E-PACE WITH NEW R-DYNAMIC BLACK EDITION AND ADVANCED TECHNOLOGY

Jaguar has enhanced the E-PACE range with the introduction of the sophisticated R-Dynamic Black Edition, and updated connectivity features. The new R-Dynamic Black Edition elevates the compact SUV's dynamic design and visual appeal with a bespoke choice of exterior elements. The R-Dynamic Black Edition expands the E-PACE range, which features Jaguar's advanced Premium Transverse Architecture, a choice of efficient Ingenium powertrains – including Plug-In Hybrid (PHEV) and Mild Hybrid Electric Vehicle (MHEV) technologies – state-of-the-art connectivity and luxurious interiors. New technologies, including wireless Apple CarPlay® will provide added convenience and connectivity. Wireless Android Auto™ will also become available at the same time, making E-PACE ownership more connected than ever.

### NEW E-PACE R-DYNAMIC BLACK EDITION

The distinctive new R-Dynamic Black Edition is based on the E-PACE R-Dynamic S. It offers customers specially selected design elements that give E-PACE an even more dynamic and sophisticated presence. The design includes Gloss Black door mirror caps and Gloss Black detailing to the front bumper and lower grille surround, main grille surround and grille tips. The side window surround and side vent – complete with the Jaguar leaper – also feature a Gloss Black finish, along with the Jaguar script and rear badging. Distinctive 19-inch Satin Grey alloy wheels with contrasting red brake calipers, privacy glass and a panoramic roof complete the exterior.

The R-Dynamic Black Edition is available with all E-PACE exterior colours, including new Ostuni White. The distinctive finish has greater depth and substance, and perfectly complements E-PACE's contemporary exterior design. Inside, the R-Dynamic Black Edition delivers heightened luxury, enhanced connectivity and greater refinement. The focal point of the new interior design is the curved 11.4-inch HD touchscreen integrated into the central instrument panel.

The large touchscreen operates the intuitive Pivi Pro infotainment system, which provides greater clarity and allows the driver to carry out 90 per cent of common tasks within two taps from the home screen thanks to its simplified menu structure. Advanced All-Wheel Drive (AWD) makes use of second-generation 'Standard Driveline' technology that automatically distributes torque

between the front and rear wheels to ensure optimum traction. This AWD system utilises Driveline Disconnect technology that intelligently disengages AWD to optimise efficiency – for example when cruising at constant speeds.

### ENHANCED E-PACE SPECIFICATION

The latest E-PACE comes with even greater technology and connectivity options, with wireless Apple CarPlay® becoming available soon as standard. Wireless Android Auto™ will also become available as standard at the same time, with both available via a SOTA update for all Pivi and Pivi Pro equipped E-PACE models – seamlessly replicating the customer's smartphone display on the central touchscreen and giving drivers multiple methods of controlling infotainment and phone functions. The E-PACE is also available with wireless device charging.

Jaguar's advanced Pivi Pro infotainment system has a range of embedded apps, fast start-up from its own dedicated power source and dual-SIM technology so you can stream media and download updates simultaneously.

Pivi Pro technology is complemented by the 12.3-inch HD Interactive Driver Display that features enhanced graphics, a fully configurable layout with digital dials, media information, phone functions or full-screen mapping for the navigation system. With the optional Head-Up Display, the E-PACE's interior technology ensures the driver is provided with numerous ways of configuring the set-up in the most convenient way possible. The Cabin Air Purification system improves interior air quality through NanoE technology, which removes allergens and unpleasant odours. The advanced system features PM2.5 filtration, which captures ultra-fine particles – including PM2.5 particulates – to improve occupant health and wellbeing and is activated by pressing the 'Purify' button within the central touchscreen.

The latest enhancements ensure Auto High Beam Assist is fitted as standard on E-PACE S models, previously standard on SE and HSE derivatives, while the seating options have been simplified,



## THE DISTINCTIVE FINISH HAS GREATER DEPTH AND SUBSTANCE, AND PERFECTLY COMPLEMENTS E-PACE'S CONTEMPORARY EXTERIOR DESIGN

ensuring customers can specify the perfect E-PACE with ease. High-quality Meridian Audio Sound is now standard from SE specification and memory functions for the door mirrors and seats are now standard on S models.

All R-Dynamic models feature Configurable Dynamics as standard, allowing drivers to hone detailed aspects of the E-PACE's driving dynamics, including throttle and gearbox responses, as well as steering settings and suspension (where Adaptive Dynamics is specified) to tailor the driving characteristics to suit individual driver preferences.

### STATE-OF-THE-ART ARCHITECTURE

Jaguar Land Rover's Premium Transverse Architecture (PTA) ensures E-PACE is available with the latest electrified powertrain technologies, as well as delivering improved ride comfort with the performance and handling agility Jaguar customers expect. New engine mounts contribute to enhanced throttle response, while the suspension layout ensures a comfortable ride while retaining Jaguar's trademark dynamics. This is all complemented by the luxurious interior, which is more tranquil than ever thanks to the E-PACE's advanced body architecture, which reduces vibrations and noise transfer into the cabin.

# LUCID UX

INTUITIVE, EFFORTLESS, AND ELEGANT



Lucid Motors, which is setting new standards for sustainable mobility with its advanced luxury EVs, today revealed the Lucid User Experience – or Lucid UX – the constellation of technology designed for intuitive, effortless, and elegant interaction with Lucid Air.

“In much the same way that a holistic, clean-sheet approach to design and engineering has made possible the revolutionary packaging and efficiency of Lucid Air, this built-from-the-ground-up strategy has also enabled the creation of Lucid UX, a truly innovative human-machine interface that is easy-to-use and aesthetically beautiful,” said Derek Jenkins, Senior VP of Design and Brand, Lucid Motors. “Lucid UX retains specific aspects of a traditional physical interface and pairs those with an innovative

digital form factor that’s highly advanced and ergonomic, providing intuitive access to all vehicle systems.”

#### GLASS COCKPIT AND PILOT PANEL

The interior of the Lucid Air features two primary touch-control displays – the Glass Cockpit, a sweeping 34-inch 5K-resolution curved instrument display, and the Pilot Panel, the centrally located lower console display enabling further in-depth controls. Both are contoured toward the driver and are positioned to be within easy reach. The Glass Cockpit groups information and controls logically into three sections, with a gentle sweeping curvature to not only the glass, but also the underlying displays themselves. At the left are core vehicle controls, such as window defrosters, lighting, and wiper settings. The center cluster is

designed to take full advantage of the flexibility of a digital display, showing speed and range information in a clutter-free space. When certain features in the DreamDrive driver assistance system are activated, this same screen is instantly reconfigured to a three-dimensional depiction of the Lucid Air and the other vehicles around it on the road. To the right of this is a home screen for managing navigation, media, and communications.

In addition to displaying climate controls and seat functions, the centrally positioned Pilot Panel also serves as a larger canvas when users need more information. For example, a driver or passenger can simply swipe menus from the Glass Cockpit to the Pilot Panel to display in-depth controls for music or navigation. The Pilot Panel can also retract, opening access to a storage space behind it.



**LUCID UX RETAINS SPECIFIC ASPECTS OF A TRADITIONAL PHYSICAL INTERFACE AND PAIRS THOSE WITH AN INNOVATIVE DIGITAL FORM FACTOR THAT’S HIGHLY ADVANCED AND ERGONOMIC, PROVIDING INTUITIVE ACCESS TO ALL VEHICLE SYSTEMS**



Both the Glass Cockpit and the Pilot Panel were designed in close concert with the rest of the vehicle interior to ensure a seamless transition between digital and physical, ultimately creating an interior that feels like a single coherent space.

**MODES OF INTERACTION THAT FIT THE TASK – SPEAK, HEAR, SEE, AND TOUCH**

Lucid UX is designed to be warm and inviting. The graphical interface, like the interior themes in Lucid Air, are inspired by the warmth and light of Lucid’s design home in California. In fact, even the colors shown on digital displays are perfectly color-matched to the fabrics and trims.

Lucid believes that the mode of interaction should truly fit the task. Working in close collaboration throughout the development process, interior designers and software engineers jointly identified a set of features and interactions that would be best served with dedicated physical touchpoints, such as climate controls and window switches. These are operated with physical controls on the dashboard, doors, and steering wheel that are crafted to look beautiful, feel solid, and still provide clear tactile feedback. To this end, a single toggle switch or roller in the Lucid Air could go through over 100 iterations of different shape, weighting, damping, and detent placement as part of fine-tuning the tactile feedback for the user.



**THE GRAPHICAL INTERFACE, LIKE THE INTERIOR THEMES IN LUCID AIR, ARE INSPIRED BY THE WARMTH AND LIGHT OF LUCID’S DESIGN HOME IN CALIFORNIA**

This concept of unifying digital and physical also extends to the 21-speaker Surreal Sound system, featuring the world’s first integration of Dolby Atmos. By directing sound with precision throughout the interior of Lucid Air, this technology not only creates an incredible in-car audio experience, but takes it a step further to deliver directional auditory cues for alerts, notifications, and warnings to the driver and passengers.

Key partnerships are reflected in Lucid UX that give users a range of options, both in terms of content and control. Users can control many vehicle features simply by speaking, thanks to Alexa Built-in, the best-in-class voice AI. Lucid has also worked with outside tech companies to bring their popular features into the Lucid Air. Apple CarPlay®, for example, will be available with a wireless connection. For Android users, Android Auto™ will also be offered. In addition, several music services – including Spotify and iHeartRadio – can be controlled directly from the vehicle dash.

**AN EVOLVING, CONNECTED USER EXPERIENCE**

Lucid UX is designed to evolve and grow over time so it can best meet customer needs today and into the future. This starts with a cutting-edge, lightning-quick foundation centered around the Lucid Ethernet Ring. By linking powerful processors throughout the vehicle with an innovative ethernet connection, systems communicate with each other at gigabit speeds. This innovative electrical architecture has the added benefit of providing a robust layer of redundancy for individual components in the system.

What’s more, integrated mobile and Wi-Fi connectivity will ensure that every Lucid Air can receive Over-the-Air (OTA) software updates, bringing new features and even changes to pre-existing

features that reflect real-world user preferences and feedback. This capability will also be fully leveraged to expand and enhance the DreamDrive advanced driver assistance system, powered by a whopping 32 on-board sensors including the world’s first high-resolution LIDAR in an EV.

This deep level of connectivity will enable Lucid owners to stay connected with their vehicle no matter where they are. With the Lucid mobile smartphone application, users can view charge status, check and set the climate controls, and pre-load navigation journeys from anywhere.

# THE ULTIMATE OPEN-TOP ROADSTER EXPERIENCE

WINDSCREEN VERSION OF ULTRA-EXCLUSIVE MCLAREN ELVA ENTERS PRODUCTION



Luxury supercar manufacturer McLaren Automotive will shortly commence production of the windscreen version of its Elva roadster. Designed for customers who prefer to have a physical screen rather than the barrier of air provided by the Active Air Management System (AAMS), as well as to meet local legal requirements in some states in the USA, the windscreen variant – which will be among the rarest of McLarens – is revealed today in full for the first time, with images of the prototype car.

“Super-lightweight and extremely powerful, the Elva delivers the ultimate connection between a driver, the road and the elements. Created to celebrate the pure joy of driving, it’s one of the most distinctive – and exclusive – cars we have made. Roofless and without windows, whether you opt for the screenless model with its sophisticated AAMS technology that provides an invisible barrier of air, or the windscreen version with an additional level of enclosure, this is a roadster that rewards owners with the most exhilarating of open-air driving experiences, delivered as only a McLaren can.”

*Mike Flewitt, Chief Executive Officer, McLaren Automotive*

While having had its own engineering programme to optimise aerodynamic and dynamic performance, the windscreen Elva shares all of the ethos and performance of the original car: neither has a roof, side windows or rear screen, which when combined with a dry lightest weight of less than 1300kg\* and a mid-mounted, 815PS, twin-turbocharged 4.0-litre V8 engine, delivers the ultimate in driver exhilaration.

The screenless Elva is McLaren Automotive’s lightest-ever road car and the target for the windscreen version is only 20kg\* heavier, even with the inclusion of electronically synchronised rain-sensing wipers, washer jets and sun visors, as well of course

as the heated glass windscreen within a carbon fibre surround. The Active Air Management System (AAMS) is deleted as it has no role to play in the windscreen car.

The acceleration of both versions is comparable with that of a McLaren Senna, the screenless model reaching 100km/h from standstill in 2.8 seconds\* and covering 0 – 200km/h in 6.8 seconds\*. Dynamic performance and vehicle stiffness also remain unchanged from the screenless car, as does the scintillating driving experience. The windscreen, which is a permanent fixture, affords greater protection from the elements but it does not in any way reduce the levels of excitement.

The Elva links McLaren’s heritage to its present and future with a name and style that recalls the McLaren-Elva race cars of the 1960’s. These were amongst the first sportscars designed and raced by Bruce McLaren and the company that he founded, and today’s Elva was created to evoke the spirit of driving enjoyment symbolised by these cars.

Created as an homage to Bruce McLaren’s legendary race cars, heritage liveries like that of the Satin Casa Blue windscreen model prototype pictured have captured the imagination of Elva owners. Demand for bespoke customisation of this kind by McLaren Special Operations (MSO) has produced a series of dramatic and unique cars that stand out even among one of the rarest of McLarens – no more than 149 examples of the Elva will be specified and built to customer order. The first examples of the windscreen Elva will be delivered to customers towards the end of this year, following personalisation by McLaren Special Operations.

*\*Full technical details and performance figures for the windscreen Elva are pending final validation*



# ROLLS-ROYCE

# 'BOAT TAIL'

A COUNTERPOINT TO INDUSTRIALISED LUXURY





**THIS IS AUTHENTIC LUXURY. THIS IS CONTEMPORARY PATRONAGE IN ITS TRUEST FORM. THIS IS ROLLS-ROYCE COACHBUILD**

Today marks a seminal moment for the House of Rolls-Royce. We are proud to unveil Rolls-Royce Boat Tail to the world, and with it, the confirmation of coachbuilding as a permanent fixture within our future portfolio.

"Historically, coachbuilding had been an integral part of the Rolls-Royce story. In the contemporary Rolls-Royce narrative, it has informed our guiding philosophy of Bespoke. But it is so much more. Rolls-Royce Coachbuild is a return to the very roots of our brand. It represents an opportunity for the select few to participate in the creation of utterly unique and truly personal commissions of future historical significance.

"Rolls-Royce has carefully listened to its closest clients, each of whom has expressed a desire to deepen their relationship with the brand by creating ambitious, personal statements of true luxury. Rolls-Royce Boat Tail is not a concept created to be retrospectively sold.

"Quite the contrary. Rolls-Royce believes in complete authenticity and Boat Tail is the culmination of a four-year collaboration with three of our most special clients.

"Rolls-Royce Coachbuild clients are intimately and personally involved at each step of the creative and engineering process. We work in harmony with the client to gain complete fluency in the nuances of their character and personality. We carefully translate these qualities into the elements with which they wish to imbue their commission.

"Only the House of Rolls-Royce can offer its Coachbuild clients the inimitable opportunity to commission a product of future historical significance, that is as fundamentally unique as they are – and then participate in every detail of its creation.

"This is authentic luxury. This is contemporary patronage in its truest form. This is Rolls-Royce Coachbuild."

*Torsten Müller-Ötvös, Chief Executive, Rolls-Royce*

"Rolls-Royce Boat Tail challenges the notion of what a motor car is and creates a new definition of what a motor car means.

Boat Tail exists far beyond a mere means of transport. It is not just the method to reach a destination, but the destination itself. It is an ambition realised with a remarkable cohort of women and men who empowered the marque to create a concept of extraordinary scope.

"Coachbuild provides freedom to move beyond the usual constraints. Normally, there is a natural ceiling to Rolls-Royce Bespoke by way of the canvas. At Rolls-Royce Coachbuild we break through that ceiling, embracing the freedom of expression afforded by coachbuilding to shape a concept directly with our commissioning patrons.

"With Boat Tail we have achieved this. We have created a trio of exceptional cars which, although they share a common body style, are each imbued with the unique, highly personal imprint of the commissioning patron, thereby telling differing stories. Boat Tail is unprecedented. Boat Tail is a distinct counterpoint to industrialised luxury."

*Alex Innes, Head of Rolls-Royce Coachbuild Design, Rolls-Royce*

As a House of Luxury, Rolls-Royce imbues its products with meaning. A Rolls-Royce serves as a canvas onto which clients reflect their personal tastes, express ambitions and often, define legacies. The Bespoke treatment of a Rolls-Royce elegantly reflects its status as 'the best car in the world' while stylishly expressing the personality of its commissioning client.

Ever increasingly, clients appreciate and enjoy the marque's Bespoke capabilities and Rolls-Royce is called upon, by its clients, to integrate itself into their lives in meaningful ways. The brand and its clients have become progressively closer and the designers, engineers and craftspeople at the Home of Rolls-Royce, a Global Centre of Luxury Manufacturing Excellence, have developed a unique fluency in interpreting the lifestyles of these remarkable women and men. This evolution of mutual confidence has resulted in ever more ambitious commissions, reaching well beyond the scope of Bespoke competencies and capacity, into the rarefied realm of coachbuilding.





To fulfil these extraordinary client commissions Rolls-Royce has reached a decision to return to one of the historical roots of the marque and to initiate a distinct department within the company, Rolls-Royce Coachbuild.

Coachbuilding is a highly distilled expression of Rolls-Royce Bespoke and is reserved for those who look to move beyond existing constraints. It is based on a true commission model and represents a collaborative exploration of meaningful luxury, design and culture between the marque and its commissioning client. The results become pivotal moments in time that create a future historical legacy, advancing designs which in turn define an era, extending influence far beyond the original intended purpose of a mere means of transportation.

Rolls-Royce Coachbuild is contemporary patronage in its truest form.

The discipline inherent in Rolls-Royce's approach to coachbuilding requires elite artistic skills that do not exist elsewhere in the automotive industry. Commissioning clients demand an object that is truly transformative; an object that makes a permanent statement and sets itself apart from anything that has gone before.

In response, the marque must interrogate and deeply understand two worlds. The first is the intimately personal context of the client – their individual life-space, how they celebrate, what and who they surround themselves with, and the experiences that have defined the very best moments in these exceptional people's lives. The second is the broader cultural context in which a Coachbuild car will exist. Here the marque explores the cultural nuances of the client, movements in architecture, couture, colour palettes, artistic tastes – even hospitality.

#### THE DAWN OF A MOVEMENT

In 2017, the celebrated Rolls-Royce Sweptail defined the dawn of the contemporary coachbuilding movement. It created a definitive moment that raised the awareness of a new



### CUTTING-EDGE ENGINEERING TECHNOLOGIES WITHIN ROLLS-ROYCE ARE FUSED WITH THE ARTISTIC PRACTICE OF COACHBUILDING TO EXPLOIT NEW POSSIBILITIES

watermark in luxury and automotive possibility, illustrating a new realm of exploitation owing to its hand-built nature. This remarkable product, which was instantly proclaimed as one of the finest intercontinental tourers in history, represented a major recalibration of possibility, and confirmed that the legacy of Rolls-Royce will be defined in collaboration with its clients.

Sweptail set a new waterline of potential and ignited a fascination among a rarefied cohort: collectors, patrons of the arts and commissioning clients of now-iconic architecture. A number of these women and men approached Rolls-Royce to discover if they too could collaborate on a unique commission, one that was even more profound – one that provided an elevated sense of curation. The marque agreed, signalling the genesis of a permanent contemporary Coachbuild department at the Home of Rolls-Royce.

Within this group, it emerged that three potential patrons shared a deep appreciation of contemporary nautical design. J-Class yachts were often referenced as points of inspiration, both for their purity of form and their requirement for hand craftsmanship at the highest level to will them into existence.



This client-led creative expression coincided with a long-held ambition of the design team at Rolls-Royce to create a contemporary expression of the Boat Tail typology, where coachbuilders would graft the hull forms of sailing boats onto the rolling chassis of a Rolls-Royce. When the idea of this design direction was proposed, the three patrons were unequivocal in their approval. And all three shared a single demand: "Show me something that I have never seen before."

In consultation with the clients concerned, an agreement was reached whereby three cars would share a common body, but each would then be individually, highly personalised, reflecting the confluence between vision, capability and ambition of the marque and each of the individual commissioning patrons.

*Rolls-Royce Boat Tail was conceived.*

#### THE TRANSFERENCE OF SOUL

The manual techniques of coachbuilding offer new realms of design opportunity. Once the preliminary design proposal is penned by hand, the discovery of the form is enabled with a full-sized sculpture in clay, allowing hand-crafted manipulation of the expansive surfaces to perfect its shape. Throughout this process, the clients were invited to envisage the scope of the collaboration and influence its direction. Cutting-edge engineering technologies within Rolls-Royce are fused with the

artistic practice of coachbuilding to exploit new possibilities. The clay sculpture is digitally remastered, from which the buck, is created on to which aluminium sheets are hammer-formed by hand.

Employing age-old individual hand skills and craft, a living canvas is created from metal – honing and optimising the aluminium body, creating a clarity of surface and continuation of line that is unable to be achieved by machine alone.

The process is akin to yacht building, easing the transference of soul into the creation. A process of hand refinement is repeated almost endlessly, without the pressure of time. Slowly, vast sheets of metal transform into the sculptural representation of Boat Tail. A truly pure form is created: uninterrupted by panel breaks, dramatic in its curvature, monolithic in scale and formed from one seemingly endless surface.

#### A CELEBRATION OF SUCCESS

The first Rolls-Royce Boat Tail, unveiled today, is a curation of exceptional thoughts, concepts and items, which culminate to form the clients' perfect experience. The commissioning patrons, a globally successful couple who are highly proficient in the appointment of Rolls-Royces, truly personify connoisseurship; their luxury curation is an artform in itself. Their proposition was purposefully self-indulgent. Their desire was to create a response

to a life of hard work, success achieved, and celebration required. Their Rolls-Royce Boat Tail should be joyful, a celebratory car to enjoy with their family.

Together, with the marque's designers, they embarked on an intellectual journey, founded on a long-standing and creative relationship with the brand. Indeed, the clients' fascination of the Boat Tail form was furthered by a motor car in their private collection; a 1932 Rolls-Royce Boat Tail, lovingly restored, by them, in time for their modern Boat Tail's completion.

Rolls-Royce Boat Tail presents a wonderful new aesthetic for the marque, balancing previously unseen levels of sculpture with discrete, sometimes playful functionality. The creation tells the romantic tale of Rolls-Royce's history, echoing a Boat Tail design but not explicitly mimicking it, fusing an historical body type with a thoroughly contemporary design.

At nearly 5.8m long, its generosity of proportion and clarity of surface present a graceful and relaxed stance. The front profile is centred on a new treatment of Rolls-Royce's iconic pantheon grille and lights. The grille becomes an integral part of the front end, not an applique; a freedom of design bestowed only upon models within the Coachbuild portfolio. This progressive treatment softens Rolls-Royce's familiar formality while retaining the marque's undeniable presence. A strong horizontal graphic with deep-set daytime running lights forms Boat Tail's intense brow line and frames classical round headlamps, a design feature recalled from the design archives of Rolls-Royce.

In profile, nautical references are very suggestive. The wrap-around windscreen recalls the visor on motor launches, while the gentle rearward lean of the A-pillar, the large, crisp volumes at the front and the tapered rear create a gesture that recalls a motor launch rising out of water under power. A progressive negative sculpture in the lower bodyside creates a lithe impression, while making an historical reference to the running boards of prominent heritage Rolls-Royce designs.

Viewed from dead rear, the body resolves in a gentle sharpening of the form. As with the front, a horizontal emphasis is established at the rear with wide, deep-set lamps – a break from the expected vertical Rolls-Royce lamp iconography.

Indeed, it is at the rear where the nautical references become more apparent. The aft deck, a modern interpretation of the wooden rear decks of historical Boat Tails, incorporates large swathes of wood. Caleidolegno veneer is applied in a feat of Rolls-Royce engineering; the grey and black material which is typically housed in the interior, has been specially adapted to be used on the exterior, with no compromise to the aesthetic.

The open pore material features a linear wood grain which is visually elongated by brushed stainless steel pinstripe inlays, serving as an optical nod to the typical wooden construction of yachts – both old and new. The honed skills of Rolls-Royce's wood specialists have manipulated and book-matched the grain so as to contract with the geometry of the car. The veneer treatment extends to the lower transom area resolving the taper and overall volume astern. This bold truncation is a subtle reference to the hull lines of classic Boat Tail bodies.



From the rear, one perceives a strong graphical composition marked by further horizontal emphasis, accentuating Boat Tail's great width. Deep-set lamps establish a dramatically low reference point, evoking the dipped stern and proud bow of a motor launch under power and on plane.

An explicit architectural influence is discovered in Boat Tail's unconventional fixed-canopy roof. Adding to the sculptural form, the sweeping roofline concludes in delicate structural elements that touch down on the rear, redolent of flying buttresses. Of course, if inclement weather is encountered while the roof is removed, a temporary tonneau is stowed for static transitory shelter.

#### A MUSE IN BLUE

The exterior of Rolls-Royce Boat Tail is swathed in a rich and complex tone of the client's favourite colour – blue. The hue, with an overt nautical connotation, is subtle when in shadows but in sunlight, embedded metallic and crystal flakes bring a vibrant and energetic aura to the finish. To ensure the smoothest possible application when rendering the exterior, a finger was run over the definitive body line before the paint had fully dried to soften its edges. The wheels are finished in bright blue, highly polished and clear coated to add to Boat Tail's celebratory character. A hand-painted, gradated bonnet, a first for Rolls-Royce, rises from a comparatively subdued deeper blue which cascades onto the grille, providing a progressive but informal aesthetic and a solidity of overall volume when viewed from the front.

The interior leather reflects the bonnet's colour tone transition with the front seats swathed in the darker blue hue, recognising Boat Tail's driver focused intent, while the rear seats are finished in the lighter tone. A soft metallic sheen is applied to the leather to accentuate its pairing with the painted exterior while detailed stitching and piping is applied in a more intense blue inspired by the hands of the car's timepieces. A brilliant blue is also found woven at a 55 degree angle into the technical fibre elements to be seen on the lower bodywork, precisely orientated to emulate the spill of a water's wake.

The fascia is distilled in its appearance, purposefully reduced to provide a modern aesthetic. This minimalist canvas accentuates the jewel like features of the completely unique BOVET 1822 timepieces specifically commissioned by the client for Boat Tail (see below). Collecting pens is another of the clients' great passions. A particularly cherished Montblanc pen will reside in a discretely placed, hand-crafted, case of aluminium and leather, in Boat Tail's glove box.

The instrument panel dials are adorned with a decorative technique named Guilloché, more commonly perfected in the workshops of fine jewellers and watchmakers. An elegant, thin rimmed two-tone steering wheel then bears the colours of the commission.

The tactility of the open pore Caleidolegno is brought into the cabin. Anthracite in colour, the veneer brings modern strength and depth to offset the softness of the light blue and metallic sheen. The wood is applied to the lower cabin and floor area, reminiscent of wooden hull forms, again, at 55 degrees, perfectly book matched on centre line providing a uniform appearance when viewed from either side.



### THIS CAR SHOULD MARK A SENSE OF OCCASION AND SERVE THAT OCCASION LIKE NOTHING ELSE

#### A SENSE OF OCCASION

"This car should mark a sense of occasion and serve that occasion like nothing else".

Such was the brief of Rolls-Royce Boat Tail's commissioning patrons. In response and in reflection of their character, the rear deck inconspicuously houses a highly ambitious concept never seen before in the automotive world. At the press of a button, the deck opens in a sweeping butterfly gesture, to reveal an intricate and generous hosting suite. Its complex movement was inspired by cantilever concepts explored by renowned architect Santiago Calatrava.

The hosting suite creates a celebratory focal point for a shared occasion and affords ample opportunity to reveal the individuality of the clients' tastes and desires. It harbours an abundance of surprises executed to the highest quality. Expressed in a celebratory fashion, subverting the very notion of the motor car, the hosting suite surprises and delights all who come to experience it.



Hinged towards the centre line, the synchronised balletic opening movement reveals a treasure chest of moving parts that offer themselves to the host at a precise angle of 15 degrees. This subtle gesture of presentation reflects a genteel and quintessentially British expression of service.

The chest is appointed with the perfect accoutrements for a true Rolls-Royce al fresco dining experience; one side dedicated to aperitifs, the other, cuisine, complete with cutlery engraved with the name 'Boat Tail', made by Christofle in Paris.

A double refrigerator has been developed to house the clients' favourite vintages of Armand de Brignac champagne. Elegant cradles were created to stow the specific bottle size within the refrigerator, the surrounds are highly polished and colour matched to the bottle.

While champagne is a familiar trope in the luxury world, Boat Tail's client had a particular affinity with fine wine. The husband of this couple recalled a story from his humble beginnings. A great friend of his was a sommelier in his hometown and educated him in the taste profiles of various Grandes Marques de Champagne. This became a life-long education that turned into one of the most informed collections of rare Grand Cru champagnes in the world. The requirement for this knowledge and passion to be shared through the client's Boat Tail was paramount – as was the need for this champagne to be rapid-cooled to precisely six degrees – the optimum serving temperature of the preferred vintage.

A classic design element of contemporary Rolls-Royce motor cars is the stowage of Rolls-Royce umbrellas in the doors, in anticipation of possible poor weather. In a delightful twist and to heighten the languid experience of Boat Tail, a unique parasol is housed beneath the rear centre line in anticipation of fine weather. A telescopic movement opens this beautiful and whimsical canopy inversely, ensuring effortless deployment.

Cocktail tables, which elegantly rotate to mimic the offering of an attendant, open on either side of the hosting suite providing access to two highly contemporary minimalist stools, which are

discretely stowed below. Designed by Rolls-Royce and created by Italian furniture maker Promemoria, the slim-line interlocking stools are formed from the same technical fibre found on the exterior of the car. The interior blue Rolls-Royce leather provides the stools' suitably comfortable seating materials.

**TIMELESS PASSION – A COLLABORATION WITH BOVET 1822**

In a move that further demonstrates the clients' visionary approach to contemporary patronage, two great luxury Houses with a common pursuit of perfection have been brought together at the clients' behest. World-class craftspeople from the House of BOVET 1822, which was founded on the philosophy of ingenuity and engineering, were called upon to work hand-in-hand with Rolls-Royce's own masters in their field.

The mechanically minded clients sought to break new ground in horology. As esteemed and passionate collectors of both the Swiss-based House of BOVET and Rolls-Royce, their vision was to create exquisite, ground-breaking timepieces for their Boat Tail. In an act of tireless endeavour and genuine collaboration, the Houses have come together to re-imagine Rolls-Royce's iconic centrepiece, the dashboard clock. The result is an accomplishment never before realised in either industry. Two fine reversible timepieces, one for the lady and one for the gentleman, have been designed to be worn on the wrist, or, placed front and centre within Boat Tail's fascia as the motor car's clock.

The two-sided timepieces required Rolls-Royce and BOVET 1822 to work side by side over the course of three years to develop a ground-up remastering of the Amadeo convertible system, the most complex undertaken to date. The result is a true reflection of BOVET's mastery, allowing for the bespoke tourbillon timepieces' inclusion in the motor car.

Pascal Raffy, owner, BOVET 1822, commented, "I am so proud of the BOVET 1822 team, who worked in tandem with the elite design team at Rolls-Royce to produce something spectacular. These two pieces, and the mounting system, are completely unique and unlike anything we have ever done before."

The story behind the creation of these remarkable works of art, and a detailed exploration of their mechanisms, together with information on the precious materials, unique micro-sculptures and the vast complexity of the watch carrier will be shared via a press release on 8 June, 2021 at 1pm BST.

**AN ENGINEERING MARVEL**

To fulfil the clients' extraordinary ambitions, significant engineering challenges were overcome in the development of Rolls-Royce Boat Tail. Indeed, 1813 completely new parts were created specifically for the cars. Time, patience, dedication and passion were the project's hallmarks. To complete the preliminary engineering phase, prior to the commencement of production, a total of over 20 collective years were expended.

While designs were being finalised with the clients, the marque's body-in-white, with its scalable aluminium spaceframe architecture, was completely reconfigured to support Boat Tail's generous proportions, a process that took eight months in itself. As ever, the 15-speaker Bespoke Rolls-Royce Audio System was intended from the motor car's inception, but the spaceframe architecture was exploited differently.

Rolls-Royce's existing product portfolio use a specially designed sill section of the architecture as the resonance chambers for the sound system's bass speakers. In Boat Tail, the entire floor structure is utilised, creating an exceptional audio experience for the client.

To support the complex requirements of the hosting suite to the rear of Boat Tail, a unique electronic treatment was required. Five electronic control units (ECUs) were created for the rear of the car alone – a process that required a completely redesigned, dedicated wiring harness, which was the product of nine months of intensive research and development. Only then was it possible for the aft deck lids to open to an appropriate 67-degree angle, incorporate a highly secure locking mechanism and integrate a total climate control system to the rear hosting suite to preserve any cuisine stowed on board.



**THE FIRST ROLLS-ROYCE BOAT TAIL, UNVEILED TODAY, IS A CURATION OF EXCEPTIONAL THOUGHTS, CONCEPTS AND ITEMS, WHICH CULMINATE TO FORM THE CLIENTS' PERFECT EXPERIENCE**

Indeed, the inside temperature of the hosting suite was a specific consideration. Boat Tail was created in anticipation of fair weather, so measures needed to be taken to ensure that heat absorption did not adversely affect the contents of the suite, which could include food, liquids and of course champagne. To that end, two fans are mounted in the lower section of the hosting suite to dissipate heat. To confirm this and to ensure that Boat Tail's hosting suite will acquit itself in all climates, it has been rigorously and successfully tested to 80 degrees Celsius and -20 degrees Celsius.

As Boat Tail is a fully homologated, road-legal motor car that was created to be driven, it was only fully released by the marque once it had undergone the same rigorous dynamic testing as all other Rolls-Royces, including high speed analysis to ensure the contents of the rear hosting suite are sufficiently fastened and therefore silent under power. Indeed, each client has stipulated that they wish to drive their Boat Tail immediately upon receipt.

Torsten Müller-Ötvös, concluded, "Boat Tail is the culmination of collaboration, ambition, endeavour, and time. It was born from a desire to celebrate success and create a lasting legacy. In its remarkable realisation, Rolls-Royce Boat Tail forges a pivotal moment in our marque's history and in the contemporary luxury landscape."



## F TRIBUTO SPECIAL EDITION

### MASERATI COMMEMORATES FANGIO'S VICTORIES IN THE 250F WITH A SPECIAL EDITION

Motorsports in its genes, power rooted in the spirit of pure competition, unprecedented wins and unrivalled achievements, Maserati celebrates its racing past with F Tributo Special Edition.

Maserati's racing debut was exactly 95 years ago; it was on 25 April 1926 that the first racing car to bear the Trident on its bonnet, the Tipo26, won the 1,500 cc class at the Targa Florio with Alfieri Maserati at the wheel.

28 years later, on 17 January 1954, Maserati made its debut in F1 and entered the pinnacle of world motorsports with the 250F driven by Juan Manuel Fangio.

An iconic partnership, crowned by many victories, which Maserati is commemorating today in a fitting tribute. The Brand's history in competition and its connection with the racing world inspired the new F Tributo Special Edition, which received its world premiere at Shanghai Auto Show 2021.

F for Fangio, the driver who made his mark on an Era. Tributo, in clear homage to the glorious victories of the past.

The special series is available on Ghibli and Levante in two exclusive colours - Rosso Tributo and Azzurro Tributo - and evokes Maserati's audacious spirit in this sporty version alluring in both looks and details.

The reference to the glorious past is obvious even from the exterior. Red is the colour of Italian motorsports, and historically Maserati cars always raced in paintwork of this hue, which represented Italy in motor racing in the early years of the last century.

The bright, vibrant blue of Azzurro Tributo, on the other hand, reminds us that blue is one of the colours (together with yellow) of the City of Modena, the Brand's historic home.

There are further references to Fangio's 250F, which had a distinctive red and yellow livery, in the yellow brake calipers and the wheel trims.

To complete the exterior look, Levante F Tributo is fitted with Anteo 21" wheels in Black and Ghibli F Tributo with 21" Titano wheels in glossy black. There is a specific badge in glossy black on the wheel arch and the trident logo in body colour on the C-pillar.

Finally, the shades of the exterior details are reflected on the interior in the red or yellow stitching combined with the Black full-grain "Pieno Fiore" leather.

# GORDON MURRAY

## T.50S NIKI LAUDA

A 725-HP, TRACK-FOCUSED SUPERCAR WITH  
ONLY 25 EXAMPLES SET TO BE PRODUCED!



725 BHP

485 NM  
OF TORQUE



Several months after the debut of its road-going T.50, Gordon Murray Automotive has unveiled the promised track-only variant of its ultra-lightweight, V12-powered hardcore hypercar—the T.50s Niki Lauda.

Named after the legendary three-time Formula One World Champion and Gordon Murray's former Brabham F1 colleague, Niki Lauda, the T.50s Niki Lauda's production will be limited to just 25 examples; each costing £3.1m before local taxes. Production of this track-focused variant starts in January 2023, after the 100 standard units of the regular T.50 are completed.

Just like the standard model, the T.50s Niki Lauda is powered by a Cosworth-engineered, naturally aspirated 3.9-liter, V12 engine, delivering 725 hp and 485 Nm of torque, meaning that the track-ready version is more powerful than the standard T.50 that has 654 hp and 467 Nm of torque—due to the ram-effect in the engine's air intake!

The 74-year-old professor Gordon Murray has insisted that the T.50s Niki Lauda will “deliver an on-track driving experience like no other car in history” and will give “a visceral connection between driver, car, and track, the like of which has not been experienced to date.”

DESIGNED AND ENGINEERED TO  
OFFER “AN ON-TRACK EXPERIENCE  
LIKE NO OTHER CAR TO DATE”







**THOUGH THE NEW T.50S NIKI LAUDA ADOPTS MANY ELEMENTS OF THE MCLAREN F1-INSPIRED T.50 HYPERCAR, INCLUDING THE CARBON FIBER MONOCOQUE, THE TRACK-ONLY VARIANT IS A DIFFERENT BEAST**

**Exterior**

Though the new T.50s Niki Lauda adopts many elements of the McLaren F1-inspired T.50 hypercar, including the carbon fiber monocoque, the former is a different beast.

For example, all the carbon fiber body panels, including the aerodynamic components, of the track-spec T.50s Niki Lauda are completely different.

The track-focused variant has unique aerodynamic equipment to catch up to its rivals, including a front splitter with a central aerofoil section, barge boards, and dive planes. Also a large dorsal fin leads back to a massive delta rear wing that's almost 1800 mm wide.

Similarly, a massive rear diffuser sits just under the same 400 mm ground-effect fan that the road-going T.50 has.

With all these aerodynamic goodies in place, the track-ready T.50s Niki Lauda weighs just 852 kg—almost 134 kg lighter than the T.50—and can produce up to 1500 kg of downforce at high speed, which is almost 500 kg more than the 814-hp Senna GTR!

The track-focused T.50s Niki Lauda also sits on unique magnesium forged 18-inch wheels—weighing less than 6 kg each—that are wrapped in Michelin tires measuring 250 mm wide at the front and 300 mm wide at the rear.

In terms of dimensions, the T.50 has an overall length of 4352 mm and measures 1850 mm and 1164 mm in width and height, respectively. The track-only T.50s Niki Lauda shares the same dimensions, but the suspension settings have managed to drop the ride height by 87 mm in front and 116 mm at the rear.



**THE CABIN GETS A RECTANGULAR CARBON-FIBER STEERING WHEEL, FEATURING ONLY THE KEY CONTROLS A DRIVER WOULD NEED**

**Interior**

As you would expect from a track-only supercar, the interior leverages from a driver-focused central seating position, while the driver sits on a full, racing carbon fiber seat and is secured with a six-point harness.

The cabin gets a rectangular carbon-fiber steering wheel, featuring only the key controls a driver would need. A single display behind the steering wheel, shows essential vehicle and engine data, aero information, the gearchange indicator, telemetry, lap time, tire pressures, and g-forces, and also has a camera video feed.

A large panel sits to the right of the driver, where all the switches are arranged vertically—similar to the one found inside the McLaren F1 GTR. To the left of the driver, there is a fixed passenger seat with a four-point harness.

**JUST LIKE THE REGULAR MODEL, THE T.50S  
NIKI LAUDA IS POWERED BY A COSWORTH-  
ENGINEERED, NATURALLY ASPIRATED  
3.9-LITER V12 ENGINE, DELIVERING 725 HP  
AND 485 NM OF TORQUE.**

**Engine and Performance**

Under the hood, the new T.50s Niki Lauda is equipped with a revised version of the same Cosworth-designed 3.9-liter V12 engine as the road-going T.50, delivering 725 hp revving to an eye-watering 12,100 rpm and 485 Nm of torque at 9000 rpm—a 71 hp and 18 Nm increase over the T.50. The track-only version of the T.50 hits a top speed of 338 km/h.

The twelve-cylinder mill is mated to a bespoke Xtrac IGS (Instantaneous Gearshift) six-speed paddle-shift gearbox that utilizes a pre-selector function to deliver instantaneous shifts. Its ratios will top out at over 338 km/h, but a set of shorter ratios will also be available for tighter circuits and will cut the maximum velocity to 274 km/h.

The monocoque chassis of the new T.50s Niki Lauda is identical to the road-going T.50. The same forged aluminum front and rear double-wishbone suspension setup has been retained, but the springs, dampers, and anti-roll bar have been modified to optimize track performance. Also, Gordon Murray Automotive can offer an optional Trackspeed package service to adjust the various parts of the chassis to fit the owner's ideal setup.

**Conclusion**

Apart from looking sinisterly different to the regular T.50, the new low-slung beast, the T.50s Niki Lauda, introduces more aerodynamic features, has a more powerful Cosworth-designed V12 engine, a new monocoque tub, and a new transmission, making it one of the wildest track-only hypercars ready to hit the market, sure to be exclusively dedicated to the most elite customers.





## CELEBRATING 70: JAGUAR C-TYPE JOINS CLASSIC CONTINUATION FAMILY

Jaguar Classic is celebrating the 70th anniversary of the legendary C-type sports racer by creating a strictly limited production run of new C-type Continuation cars, which will be hand built at Jaguar's world-class Classic Works facility in Coventry.

The C-type Continuation programme will allow historic motor racing enthusiasts to purchase a new factory-built example of the ultimate 1953 disc-braked 'works' C-type direct from Jaguar for the first time.

The C-type, which was originally made between 1951-53, was famed for its exceptionally fluid shape by Jaguar Cars designer, aerodynamicist and artist Malcolm Sayer. The C-type won the gruelling Le Mans 24 Hours on its debut in 1951, scoring the first of Jaguar's seven outright wins at the French endurance race.

From 1952, the C-type pioneered the adoption of innovative disc brake technology in motorsport, with a revolutionary system developed by Jaguar and Dunlop scoring the first win for a disc-braked car with Stirling Moss at the Reims Grand Prix in France and contesting the 1000-mile Mille Miglia in Italy.

The C-type won the Le Mans 24 Hours again in 1953, another first for disc brakes, and also enjoyed success in the hands of private owners, which contributed to Jaguar finishing vice-champion in the inaugural World Sportscar Championship.

Dan Pink, Director, Jaguar Classic, said: "Driven by some of the most-admired racing drivers in history, the C-type laid the foundations for Jaguar's success in endurance racing and is synonymous with design and engineering innovation.

Seventy years on, Jaguar Classic is proud to be able to utilise the latest innovations in manufacturing technology – alongside traditional skills and unrivalled expertise – to reintroduce this legendary car for a new generation of enthusiasts to enjoy."

Of the 53 Jaguar C-types built in the 1950s, 43 were sold to private owners, but the production C-type specification was limited to drum-braked cars with twin SU carburettors and 200bhp, in the style of the 1951 works cars.

Eight new C-type Continuation cars will be built ahead of a racing-inspired celebration event for their owners in 2022. Each example will reflect the 1953 Le Mans-winning works team car specification, including 3.4-litre straight-six engine with triple Weber 40DCO3 carburettors for 220bhp and disc brakes.

## JAGUAR CLASSIC IS CELEBRATING 70 YEARS OF THE C-TYPE BY CREATING A STRICTLY LIMITED NUMBER OF NEW HAND-BUILT EXAMPLES OF THE LEGENDARY 1950S SPORTS RACER

Building on the experience gained with previous Jaguar Classic Continuation programmes for Lightweight E-type, XKSS and D-type, Jaguar Classic engineers have consulted Jaguar's archives and cross-referenced scan data taken from an original C-type in conjunction with the latest computer aided design technology to create the most authentic new C-type possible.

Exclusive access to original engineering drawings and company records created by the original C-type development team – including Malcolm Sayer, competitions manager Lofty England, and engineers William Heynes, Bob Knight and Norman Dewis – ensure the authentic 1953 specifications are accurately maintained.



**FULLY-AUTHENTIC NEW DISC-BRAKED JAGUAR C-TYPES WILL BE BUILT BY JAGUAR CLASSIC EXPERTS AT THE WORLD-CLASS JAGUAR LAND ROVER CLASSIC WORKS FACILITY IN COVENTRY, UK**



**CONTINUATION PROGRAMME WILL ALLOW JAGUAR CUSTOMERS TO PURCHASE A NEW FACTORY-BUILT EXAMPLE OF THE ULTIMATE 1953 LE MANS 24 HOURS-WINNING C-TYPE FOR THE FIRST TIME**



Taking that engineering CAD data a stage further, for the first time ever Jaguar Classic is also able to give customers the opportunity to visualise their C-type Continuation virtually using a specially designed online configurator. This new tool at [classicvisualiser.jaguar.com](http://classicvisualiser.jaguar.com) allows users to compare colour and trim options from the 12 authentic exterior colours and eight interior colours available, and apply optional racing roundels, steering wheel badge and bonnet badging.

Additional options available to C-type Continuation customers include an FIA-approved Harness Retention System or rollover protection. Not just for show, these authentic new C-types will be eligible for historic racing, track and closed-road use.



680<sup>PS</sup>

720<sup>NM</sup>  
OF TORQUE



# MCLAREN ARTURA

McLaren Automotive, the British creator of luxury, high-performance supercars, has revealed the long-anticipated McLaren Artura today, marking the beginning of both a new chapter for the pioneering luxury supercar company and a new era in supercar technology and performance.

Underpinned by the McLaren philosophy of super-lightweight engineering, the Artura is a distillation of every attribute inherent in a McLaren, combined with faster throttle response, lower emissions and ability to run in pure EV mode, thanks to its ground-breaking electrified powertrain.

"We are proud and honoured to showcase the all-new McLaren Artura in the Kingdom of Bahrain and on the day of its global debut. This revolutionary High-Performance Hybrid supercar marks a beginning of a new era for both McLaren Automotive and the wider supercar segment. Every drop of our engineering expertise gained across more than 50 years of racing has been poured into the Artura, to deliver a combination of breath-taking performance, driver engagement and dynamic excellence, which our brand is so renowned for. I am confident that this extraordinary creation will appeal to both our existing and new customers in the Middle East region."

Brett Soso, Managing Director – Europe, Middle East & Africa, McLaren Automotive Ltd.

The McLaren Artura is the first model built on the new McLaren Carbon Lightweight Architecture (MCLA), which sets new standards for advanced and flexible chassis design and has been optimised for hybrid applications through bespoke battery compartment, domain-based ethernet electrical architecture, as well as electrical air-conditioning. The new platform compliments a wealth of additional weight-reduction measures, resulting in class-leading lightest dry weight of 1,395kg\*, and a DIN kerb weight of 1,489kg\*.

At the heart of the Artura's all-new powertrain is a lightweight 2,993cc twin-turbocharged V6 petrol engine, paired to a bespoke eight-speed transmission and a compact e-motor, which provides the supercar with instant torque and improved throttle response. The package generates a combined power output of 680PS (671 bhp) and 720S Nm of torque, which translates to a class-leading power-to-weight ratio of 488PS per tonne\*, as well as truly breath-taking performance figures. The Artura's top speed is electronically limited to 330km/h with 0-100km/h reached in just 3.0 seconds\* and 0-200 km/h in 8.3 seconds\*.

The Artura is designed with full Plug-in Hybrid (PHEV) capability and can be charged to an 80% level in just 2.5 hours. The battery pack, comprising five lithium-ion modules, can also harvest power from the combustion engine during driving, depending on the driving mode selected.



## NEXT-GENERATION SUPERCAR BLENDS THRILLING PERFORMANCE, DRIVING DYNAMICS AND ENGAGEMENT WITH PURE EV DRIVING CAPABILITY

This solution provides the driver with a unique ability to enjoy the car in silent, pure EV mode with a range of up to 30km and a top speed of 130km/h.

The engineering artistry beneath the Artura's skin is complemented by its exterior design, which gives the car a 'shrink-wrapped' appearance and pushes the McLaren design language seen in recent models to a new level. The technical sculpture of the car has been conceived to optimise aerodynamic performance, as well as cooling, and is driven by the McLaren design principle of 'everything for a reason'.

Every McLaren cockpit is built around the driver, but the Artura brings a new level of meaning to that principle. The driving experience is enhanced through a new Digital Instrument Cluster mounted to the steering column, so it moves in conjunction with the steering wheel. The Artura is also the first McLaren to offer Over-The-Air (OTA) updates, as well as Advanced Driver Assistance Systems (ADAS), which include Intelligent Adaptive Cruise Control with Stop/Go, Road-Sign Recognition, Lane-Departure Warning and High-Beam Assist.

Peace of mind on quality and durability were core considerations with the all-new Artura and it is no surprise that its development programme was the most rigorous ever in McLaren's history.

# FERRARI 296 GTB

DEFINING FUN  
TO DRIVE



**T**he 296 GTB, the latest evolution of Maranello's mid-rear-engined two-seater berlinetta, was premiered today during an online event broadcast on Ferrari's social media and web channels. The 296 GTB redefines the whole concept of fun behind the wheel, guaranteeing pure emotions not just when pushing the car to its limits, but also in day-to-day driving situations.

The 296 GTB ushers in an authentic revolution for Ferrari as it introduces a new engine type to flank the marque's multi-award-winning 8- and 12-cylinder power units: a new 663 cv 120° V6 coupled with an electric motor capable of delivering a further 122 kW (167 cv). This is the first 6-cylinder engine installed on a road car sporting the Prancing Horse badge: it unleashes its massive 830 cv total power output to deliver previously unthinkable performance levels and an innovative, exhilarating and unique soundtrack.

#### POWERTRAIN

The 296 GTB is the first Ferrari road car to sport a V6 turbo with a vee with an angle of 120° between the cylinder banks, coupled with a plug-in electric motor. This new V6 has been designed and engineered from a clean sheet by Ferrari's engineers specifically for this installation and is the first Ferrari to feature the turbos installed inside the vee. Aside from bringing significant advantages in terms of packaging, lowering the centre of gravity and reducing engine mass, this particular architecture helps deliver extremely high levels of power. The result is that the new Ferrari V6 has set a new specific power output record for a production car of 221 cv/l.

As the V6 turbo is integrated with an electric motor at the rear, the 296 GTB's combined maximum power output is 830 cv, putting it at the top of the rear-wheel-drive sports car segment as well as making it extremely flexible. This is true both in terms

of day-to-day contexts (the 296 GTB has a full-electric mode range of 25 km), and in driving enjoyment (accelerator pedal response is instant and smooth at all engine speeds).

#### INTERNAL COMBUSTION ENGINE

Thanks to its 663 cv and 221 cv/l, the 296 GTB's ICE sets the new specific power output record for a production road car. Central to achieving this result was the introduction of the 120° vee configuration with equally-spaced firings as well as the positioning of the turbos inside the vee which produces a much more compact engine and optimally distributed masses.

The architecture is also ideal in terms of combustion sequence and the integration of the intake plenums and the engine supports on the intake sides of the cylinder heads. The engine is thus lighter and more compact because of the elimination of the plenums and exterior supports, while the fluid-dynamics benefit from the reduction in volumes, boosting intake efficiency.

#### ELECTRIC MOTOR

This is the first ever Ferrari with a rear-wheel drive-only PHEV (Plug-in Hybrid Electric Vehicle) architecture in which the ICE is integrated with a rear-mounted electric motor producing up



**2.9** SECONDS  
0 - 100 KM/H

**330** KM/H  
TOP SPEED

**740** NM  
TORQUE



to 122 kW (167 cv) derived from the Formula 1 application from which it also inherits the MGU-K (Motor Generator Unit, Kinetic) moniker. The electric motor and ICE communicate via the Transition Manager Actuator (TMA) which allows them to be used both together to produce a combined power output of 830 cv or decouples them to allow the electric motor to run solo.

#### AERODYNAMICS

The 296 GTB bursts into the mid-engined berlinetta sports car range, with a slew of radical and innovative solutions. The turbo has been installed above the vee of the crankcase in a hot-V configuration. This means that all of components most critical to heat generation are clustered in the upper centre area of the engine bay, which in turns allows more efficient heat management both of the engine bay itself and of the electrical components. This sharp break from the past is further highlighted by aero choices, which have turned the active aero paradigm introduced from the 458 Speciale onwards, on its head. On the 296 GTB, for the first time, an active device is being used not to manage drag but to generate extra downforce.

#### VEHICLE DYNAMICS

The 296 GTB's dynamic development focused around boosting the car's pure performance, delivering class-leading levels

of driver engagement making full use of the new architectural solutions (V6, hybrid powertrain, shorter wheelbase) as well as improving the usability and accessibility not just of the car's performance, but also the functionalities afforded by the hybrid layout.

The targets were achieved by honing the architecture and keeping all the main vehicle components as compact as possible, as well as managing energy flows and their integration with the car's vehicle dynamic controls. New components were developed specifically for the 296 GTB, not least the Transition Manager Actuator (TMA) and the 6-way Chassis Dynamic Sensor (6w-CDS) – a world first for the automotive sector. There are also new functions, such as the ABS evo controller, which uses the data gathered by the 6w-CDS, and the grip estimation integrated with the EPS.

#### EXTERIOR

The Ferrari 296 GTB's design is the result of the desire of the Ferrari Styling Centre to redefine the identity of the mid-rear-engined two-seater berlinetta by giving it an extremely compact line with an original, modern look. Thanks to its short wheelbase and its monolithic, sculpted structure, the 296 GTB is indeed the most compact berlinetta to emerge from Maranello in the last decade. The typical berlinetta fastback configuration has been abandoned in favour of creating a cabin architecture that

visually seems set into an imposing volume – the combined effect of the short wheelbase and the composition of elements, such as very muscular wings, the visor-style windscreen, robust flying buttresses and a new vertical rear screen. These forms produce a highly original cabin silhouette that dominates the overall perception of the car.

#### COCKPIT

The 296 GTB's cockpit was developed around the new concept of an entirely digital interface which Ferrari first debuted on the SF90 Stradale. This interior layout draws on the latter's stylistic coherence for its forms. While with the SF90 Stradale the designers wanted to highlight the presence of the advanced technology and underscore a clear break with the past, in the case of the 296 GTB, the idea was to clothe that technology in a sophisticated way. The result is a pure, minimalistic connotation characterised by a powerful elegance that, on an aesthetic level, perfectly mirrors the design of the exterior.

#### ASSETTO FIORANO

For clients who want to exploit the car's extreme power and performance to the utmost, the 296 GTB Assetto Fiorano package is available: it is completely uncompromising in terms of maximum performance, thanks to significant weight reduction and aero contents. Most notably, these include special GT racing-derived adjustable Multimatic shock absorbers optimised



**THE FERRARI 296 GTB'S DESIGN IS THE RESULT OF THE DESIRE OF THE FERRARI STYLING CENTRE TO REDEFINE THE IDENTITY OF THE MID-REAR-ENGINE TWO-SEATER BERLINETTA BY GIVING IT AN EXTREMELY COMPACT LINE WITH AN ORIGINAL, MODERN LOOK**

for track use; high downforce carbon-fibre appendages on the front bumper that can deliver an additional 10 kg of downforce, a Lexan® rear screen, and more extensive use of lightweight materials such as carbon-fibre for both cabin and exterior.

#### 7 YEARS MAINTENANCE

Ferrari's unparalleled quality standards and increasing focus on client service underpin the extended seven-year maintenance programme offered with the 296 GTB. Available across the entire range, the latter covers all regular maintenance for the first seven years of the car's life. This scheduled maintenance programme for Ferraris is an exclusive service that allows clients the certainty that their car is being kept at peak performance and safety over the years. This very special service is also available to owners of pre-owned Ferraris.

THRILLING NEW OPTIONAL BESPOKE SPECIFICATION REVEALED FOR LIMITED EDITION

# ASTON MARTIN V12 SPEEDSTER



## HISTORIC DBR1 OPTIONAL SPECIFICATION OFFERED FOR VISCERAL OPEN COCKPIT SPORTS CAR

Aston Martin revealed more details of its forthcoming V12 Speedster – the open cockpit celebration of the British luxury sports car brand's proud past and exciting future. Just 88 examples of the Aston Martin V12 Speedster are available to buyers worldwide and today the brand is unveiling details of a custom specification that is certain to underscore the cars' instant collector's item status.

The new car aligns gracefully with a heritage that features not only the exceptional DBR1, but also the breathtaking CC100 which was unveiled in 2013 as a stunning celebration of Aston Martin's century of sports car excellence – reflecting the sporting heritage and exceptional design capability woven throughout well over 100 years of Aston Martin history.

The DBR1 is, to date, the most successful racing machine constructed by Aston Martin, having triumphed in the 1959 staging of both the 24 hours of Le Mans and the 1,000 km of Nürburgring, also winning the latter in 1957 and 1958.

After its debut in 1956 the DBR1 recorded a string of famous victories, including at the Spa Sportscar Race (1957, Tony Brooks); the Goodwood Tourist Trophy (1958, Sir Stirling Moss, Tony Brookes; 1959, Sir Stirling Moss, Carrol Shelby, Jack Fairman); and the 1000 Km at the Nurburgring (1959, Sir Stirling Moss and Jack Fairman) in the same year as that famous Le Mans triumph which culminated in Aston Martin taking the World Sportscar Championship.

Although a car made for competitive racing, the DBR1 was also a precursor for some of the marque's most well-known heritage 'DB' road cars. It was styled in-house by a highly talented designer, Frank Feeley, and, working alongside Chief Racing Designer Ted Cutting, represents what is unquestionably his 'finest hour' – indeed the shape of the DBR1 remains one of the most beautiful and graceful of all time.

At the car's heart from 1958 onwards lay a 2,992 cc straight six engine mated to a David Brown five-speed gearbox. It was capable of powering this c. 800 kg sports car to an estimated top speed in excess of 150 mph.

Produced as a pure racing model – not directly derived from a road car – just five examples of DBR1 were built: four used to such commanding effect by the Aston Martin Works' team, and a single car for private use.

With such a rich and important history it's no surprise, then, that the brand should choose to create a dedicated optional DBR1 specification for its new V12 Speedster.

Featuring cleverly integrated custom elements reminiscent of the Le Mans winning race car, the Aston Martin V12 Speedster DBR1 specification offers highlights such as the iconic Aston Martin Racing Green paint finish, Clubsport White pinstripe and roundels, a Satin Silver anodised grille with Clubsport lipstick graphic, Conker saddle leather and Viridian Green technical textile/Caithness leather. All these features hint at the period attributes that made DBR1 the undisputed icon it remains today.





## METICULOUSLY CRAFTED DETAILS PAY HOMAGE TO 1959 LE MANS WINNING ORIGINAL

Unique Aston Martin Racing Green driver and passenger helmets sit under transparent 'windows', while solid silver 'wings' badges glint beneath transparent enamel. The finely judged application of gloss carbon fibre, Caithness Green leather and satin silver brushed aluminium switchgear in the V12 Speedster's open cabin underline the tasteful homage to a true motoring great.

Satin black diamond turned 21-inch centre lock wheels are a feature of this specialist specification, which each Aston Martin V12 Speedster spending more than 50 hours in the painting process alone at the brand's advanced paint facility.

Outlining the rationale behind this V12 Speedster tribute specification, Aston Martin Chief Creative Officer, Marek Reichman said: "Emotion and exclusivity are at the heart of this car.

A rare and exceptional Aston Martin, it has been engineered to offer a visceral driving experience that belies its elegant, artistic shape.



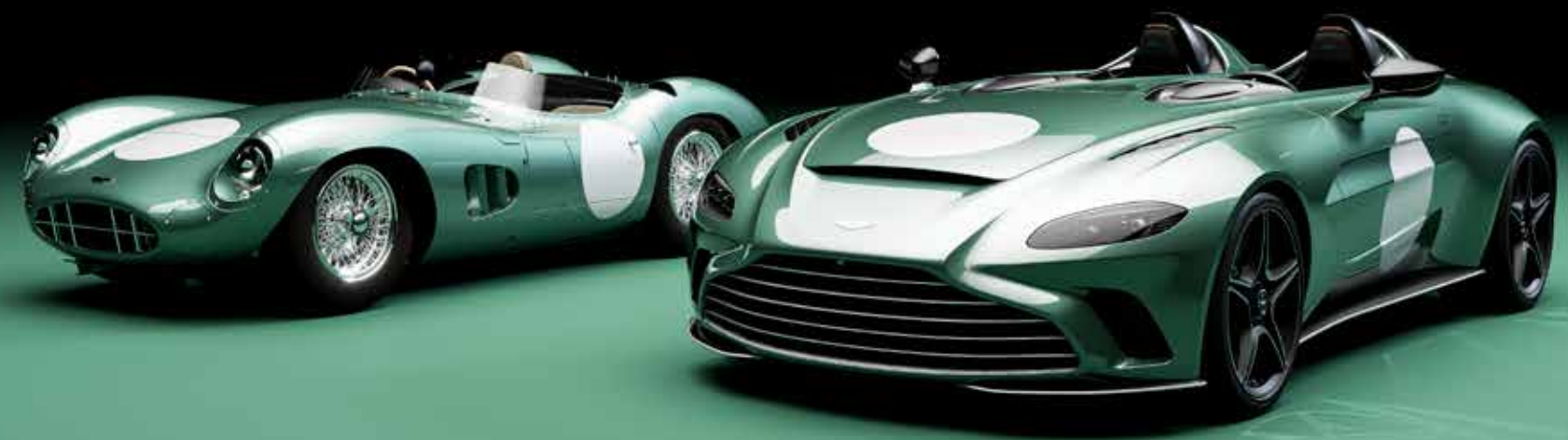


## 88 EXAMPLES OF THE ASTON MARTIN V12 SPEEDSTER TO BE BUILT

"Creating a bespoke specification that nods to the glory of the DBR1 has been a huge privilege for my team and I, and I very much look forward to seeing these cars being driven with the same enthusiasm that we have applied to their design."

At the new car's heart lies a high-performance variant of Aston Martin's now iconic, 5.2-litre V12 Twin-Turbo engine, capable of generating an output of around 700 PS and 753 Nm. Offering a compelling breadth of performance, superb response and thrilling V12 soundtrack, the engine is mated to a ZF 8-speed automatic transmission mounted towards the rear of the car.

This translates into a 0-62 mph time in the order of 3.4 seconds and a top speed of 198 mph – no mean feat in a car devoid of roof or windscreen.



# MASERATI MC20

A SUPER SPORTS CAR  
TO RIVAL THE PRANCING  
HORSE'S BEASTS

▲ BY: TAREK HAWCHAR



630<sub>HP</sub>

730<sub>NM</sub>  
OF TORQUE



Nearly fifteen years after the launch of the MC12, Maserati felt it was time to bring a new supercar to its line-up models, and the new beast is the 2021 Maserati MC20! The new “super sports car,” as the Italian luxury brand calls it, is the natural evolution and the spiritual successor to the Ferrari-based MC12, ushering in a new era for the Trident brand by mixing blistering performance, refined sportiness, and ultimate luxury in quintessential Maserati style.

While the previous supercar, the MC12, was a road-legal version of a race car, the MC20 was developed to be a supercar on the road and a race car on the track, according to the development chief “Luigi Sciarretta”—the MC20’s name refers to Maserati Corse (Maserati Racing) and the year of its launch, 2020.

Being Maserati’s fourth production mid-engined car, following the Bora (1971–1978), Merak (1972–1983), and the MC12 (2004–2005), the MC20 is aimed squarely at the 720-hp Ferrari F8 Tributo. It’s the kind of car that Maserati hasn’t been allowed to build for decades, as the Prancing Horse and the Modena-based brands were both owned by Fiat and the FCA!

Billed as “100% Maserati,” the new Maserati supercar is powered by a twin-turbo V6 engine, delivering 630 hp and 730 Nm of torque, and is mated to an eight-speed dual-clutch gearbox that sends power to the rear wheels via a limited-slip differential. The 2021 Maserati MC20 will definitely give other rivals such as the Ferrari F8 Tributo, the McLaren 720S, the Audi R8, and the Lamborghini Huracan Evo a run for their money!

**THE 2021 MASERATI MC20 IS THE  
NATURAL EVOLUTION AND THE  
SPIRITUAL SUCCESSOR TO THE  
FERRARI-BASED MC12**



## THE NEW SUPERCAR WAS DEVELOPED BY MASERATI INNOVATION LAB ENGINEERS ALONG WITH DESIGNERS FROM THE CENTRO STILE MASERATI IN TURIN

### EXTERIOR

Style-wise, the 2021 Maserati MC20 is nothing like other Maserati supercars of the past, most notably, the MC12. The two supercars don't have that much in common. That being said, the new Maserati MC20 has extremely sharp exterior lines that are a perfect blend of elegance, sportiness, and personality.

According to Maserati's official press release, the Maserati MC20 supercar was developed by Maserati Innovation Lab engineers along with designers from the Centro Stile Maserati in Turin. It was also produced at the historic plant on Viale Ciro Menotti in Modena. It took the Trident brand 24 months to develop the MC20 using virtual tools and sophisticated dynamic simulators to create and test digital versions of the supercar before constructing any real prototypes!

The first thing to jump out at us on the exterior was the wide oval grille, flanked by vertical LED headlights with irregular vents at the bottom, along with a prominent front splitter and sizeable cooling vents on the hood. Such elements help to generate downforce and improve aerodynamic performance.

Moving further back, there are aerodynamic side skirts, muscular wheel arches, and butterfly doors. The latter swing up and open to improve entry and egress. Among the other key exterior elements, one can mention the recessed door handles, a dual exhaust system, 20-inch wheels with ventilated discs measuring 380 mm at the front and 350 mm at the back, LED taillights, a large rear diffuser, and a rear window with a trident motif.

The exterior design's simplicity and aerodynamics were obtained following more than a thousand computational fluid dynamics simulations and over two thousand man-hours in the Dallara Wind Tunnel.

In terms of exterior colors, Maserati comes up with a range of six new colors, including the Bianco Audace, Giallo Genio, Rosso Vincente, Nero Enigma, Grigio Mistero, and the Blu Infinito. The latter pays tribute to the previous MC12.

Dimensionally speaking, the mid-engined supercar has an overall length of 4669 mm and measures 1965 mm and 1221 mm in width and height, respectively, with a 2700 mm long wheelbase.





## LIKE OTHER SUPERCARS ON THE MARKET, THE INTERIOR OF THE 2021 MASERATI MC20 REMAINS CLEAN AND SIMPLE

### INTERIOR

Like other supercars on the market, the interior of the 2021 Maserati MC20 remains clean and simple. The dashboard is smartly wrapped in leather, while an “MC20” badge and an Italian flag can be seen on the passenger side.

The full-blown supercar also features a 10-inch all-digital instrument cluster and a 10-inch infotainment system. There’s no trace of a regular center stack inside the new Maserati MC20. Instead, there is a “carbon fiber-clad central console” and a carbon fiber steering wheel—the latter’s sides are wrapped in Alcantara.

Elsewhere, there is a mix of premium materials, including black leather with contrasting blue stitching, Alcantara, carbon-fiber trim, and aluminum pedals. The bottom line is the materials used in the Maserati supercar’s cabin are one step above the competition!

Below the infotainment system, there is a row of three buttons, including the drive mode selector that has five driving modes: GT, Wet, Sport, Corsa, and ESC Off. Other key interior features include a smartphone pad with a wireless charger, Sabelt seats, and a 12-speaker, 695-watt Sonus Faber audio system.



**TECHNOLOGY-WISE, THE MASERATI MC20 SUPERCAR IS EQUIPPED WITH A NEW MASERATI INTELLIGENT ASSISTANT (MIA) MULTIMEDIA SYSTEM THAT IS POWERED BY AN ANDROID AUTOMOTIVE OPERATING SYSTEM**

Technology-wise, the Maserati MC20 supercar is equipped with a new Maserati Intelligent Assistant (MIA) multimedia system that is powered by an Android Automotive operating system. The new super sports car also features the Maserati Connect program that handles safety and security functions, allowing information to be exchanged continuously.



## ENGINE

The real treasure of the 2021 Maserati MC20 is under the hood, where a twin-turbo, 3.0-liter V-6 engine pumps out 630 hp and 730 Nm of torque. Billed as a “100% made in Modena” and “the highest-powered 6-cylinder powerplant in production,” the “Nettuno” engine features a long list of new components and technologies, including an F1-borrowed pre-chamber combustion system with twin-spark plugs, and a dual (direct and indirect) injection system.

Hooked to an eight-speed dual-clutch transmission sending power to the rear wheels via a limited-slip differential, the six-cylinder mill enables the Maserati supercar to go from zero to 100 km/h in under 2.9 seconds before hitting a top speed of 325 km/h.

Compared to the Ferrari F8 Tributo’s V8 engine, the Nettuno’s six-cylinder mill is about 90 hp and 40 Nm less powerful than the former.

But, in terms of acceleration and top speed, there is no big difference between the two powerplants!

Better yet, the Nettuno engine has a best-in-class weight to power ratio, at 2.33 kg/hp, thanks to making extensive use of quality materials like carbon fiber without sacrificing comfort.

Suspension-wise, the Maserati MC20 supercar has a central carbon-fiber monocoque and a double-wishbone suspension system with a semi-virtual steering setup to help manage the enormous power.

## VERDICT

Stopping the MC20 involves carbon-ceramic Brembo brake calipers. At the front, there are 390-mm six-piston calipers, while at the rear, there are 360-mm four-piston calipers.

Looking at the adjustable driving modes, the new Maserati MC20 comes with five driving modes, and each mode is identified by its own color. That being said, the GT Mode blue is the default one and is ideal for everyday driving as it prioritizes comfort with its soft suspension setup.

The Wet Mode green is suitable for wet road surfaces, as it prevents skidding during hard cornering or acceleration. The Sport Mode red is perfect for track use as it provides the highest performance. Those who want a more hardcore driving experience should choose the Corsa Mode yellow. The ECS Off Mode orange is similar to the Corsa’s, but totally deactivates the traction control system.

Thanks to a best-in-class weight to power ratio of 2.33 kg/hp, low center of gravity, and a powerful 630-hp V-6 engine, the 2021 Maserati MC20 has everything it takes to make life harder for rivals such as the Ferrari F8 Tributo, McLaren 720S, and Lamborghini Huracan Evo.

The worthy successor to the mighty MC12 might not look aggressive and macho like the above-mentioned supercars, and may not even be as powerful as the competition. However, it is still less expensive, has a more refined and upscale interior, and is notably as quick as the other Italian and British beasts. The new MC20 supercar will open up a new era for Maserati, showing how it has grown in independence—the carmaker has certainly demonstrated its capabilities by developing its very own supercar!



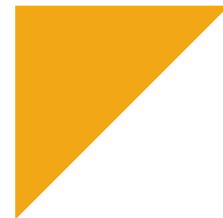
# MG ZS

A COMPACT SUV WITH MODERN STYLE  
AND CUTTING-EDGE TECHNOLOGIES

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▲ BY: TAREK HAWCHAR





**T**he Chinese-owned British carmaker MG Motor is gradually re-establishing itself in the Middle East. The leading Chinese brand has many crossovers and SUVs in all shapes and sizes in our region. There is the subcompact ZS, the compact RX5, the winner of the 2020 Middle East Car of the Year (MECOTY) award—the MG HS—and finally, the mid-size, 7-seat RX8.

Speaking of the ZS, it is one of the most stunning subcompact SUVs currently available on the market. First introduced in 2017 as MG Motor's second SUV after the now discontinued GS, the MG ZS aims at competing against the likes of Nissan Juke, Mazda CX-3, Renault Captur, and Seat Arona.

In 2019, a facelifted version of the ZS was unveiled in China before later arriving in the Middle East for the 2021 model year. The 5-seater SUV has soldiered on with notable changes inside and out. With its clean exterior lines, revamped interior, state-of-the-art technologies, and, above all, its affordable price tag, we found the new ZS, which we had the chance to climb behind the wheel of, a great choice among the most popular small and affordable crossover SUVs.





**STYLE-WISE, THE FACELIFTED MG ZST HAS A SHARPER AND MORE AGGRESSIVE LOOK COMPARED TO THE PREVIOUS MODEL**



#### EXTERIOR

Style-wise, the facelifted MG ZST has a sharper and more aggressive look compared to the previous model. It's possible to glimpse some design traits borrowed from the Mazda CX-3—the front end and headlights, to be specific.

Billed as being a “fantastic evolution” of its predecessor, the new MG ZST now comes with a revamped black sport grille and new blackened LED headlights and taillamps. The compact SUV also adopts a sportier front bumper, a more aggressive rear bumper, and new fog lights. Other design highlights include restyled 17-inch alloy wheels, additional body-color elements, black door mirrors, red brake calipers, and faux aluminum trim, to name but a few.

Customers can also choose from five exterior paint colors, including pearl white, pearl black, silver, red, and blue. In terms of dimensions, the MG ZST is 4323 mm long, 1809 mm wide, and 1653 mm tall, with a 2585 mm long wheelbase.





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**THE MG ZST'S RED-AND-BLACK INTERIOR ALSO HAS NEW SWITCHGEAR, A NEW FRONT ARMREST, LEATHER UPHOLSTERY, AND UNIQUE RED STITCHING**

#### INTERIOR

Once you step into the facelifted ZST's cabin, you will realize that it's pretty sporty. The range-topping ZST has a new digital instrument cluster, aka Virtual Panel, along with a larger infotainment system with a 10.1-inch touchscreen compatible with Android Auto and Apple CarPlay.

Elsewhere, soft-touch materials and high-quality finishes dominate every spot around the cabin, except for a few places where hard plastic has been used! The MG ZST's red-and-black interior also has new switchgear, a new front armrest, leather upholstery, and unique red stitching.

Other amenities include a panoramic sunroof, three-spoke flat-bottom leather steering wheel, keyless entry, an engine start button, six-way electrically adjustable driver's seat, a six-speaker audio system, heated front seats, climate control with rear vents and air quality management, USB ports, Bluetooth connectivity, and cruise control, among other features.

On the comfort front, the seats are certainly very comfortable as they provide an ample amount of legroom and headroom, even in the back seats. Open up the boot, and you will find 359 liters of cargo space, which can be increased to 1166 liters with the 60/40 split-folding rear seats down.

When it comes to safety, the 5-seater SUV has an assortment of high-tech, driver-focused technologies, including front, side, and curtain airbags, anti-lock braking system (ABS), electronic stability control (ESC), tire-pressure monitoring system (TPMS), hill launch assistant, electric parking brake with auto hold, a 360-degree parking camera, a blind-spot warning system, ISOFIX child-seat anchors, parking sensors, and reversing camera.



**OVERALL, THERE'S REASONABLE BODY CONTROL AND NOT TOO MUCH ROLL IN BENDS, WHILE THE STEERING IS LIGHT AND REASONABLY DIRECT**

#### ENGINE

Buyers in the Middle East will be able to choose between two engine options for the facelifted MG ZS. The base 1.5-liter naturally aspirated four-cylinder engine pushes out 118 hp and 180 Nm of torque. This engine allows the compact SUV to get from zero to 100 km/h in 12.8 seconds, before maxing out at 170 km/h—as you can imagine, the performance of this engine isn't great! Power is channeled to the front wheels via a CVT transmission.

If performance is your main concern, opt for the powerful 1.3L turbo engine equipped with the range-topping ZST variant. The four-cylinder mill delivers 160 hp and 230 Nm of torque. Hooked to a 6-speed automatic transmission that sends power to the front wheels, the 2021 MG ZST will accelerate from zero to 100 km/h in 9.8 seconds, before hitting a top speed of 185 km/h.

Overall, there's good body control and not too much roll in bends, while the steering is light and reasonably direct. The suspension setup, which consists of a MacPherson strut at the front along with torsion beam rear suspension, brings with it higher levels of ride comfort to meet occupant expectations.

#### VERDICT

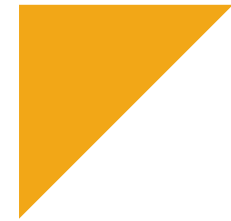
In a crowded segment with models like Honda HR-V, Mazda CX-3, Nissan Juke, Renault Captur, and others, it is a little surprising to see a Chinese model that outshines those established European and Japanese offerings. The facelifted MG ZST is a subcompact SUV that offers high-quality materials, cutting-edge technologies, a powerful 1.3L turbo engine, and a spacious interior, and is also pleasurable to look at.

# GEELY AZKARRA

REDEFINES THE COMPACT CROSSOVER SEGMENT!

BY: TAREK HAWCHAR





For quite some years, Geely was known as a cheap, no-frills carmaker used to building dreary, joyless, boring cars. But fortunately, those days are now over. This was a time before the arrival of Geely's beautifully designed and superbly crafted crossovers—the all-new Coolray and Geely Azkarra! It's a new era for the Chinese brand, characterized by producing some of the best-looking cars in the market!

Proof of the Chinese carmaker's successful transformation was first found in the Geely Coolray. Unveiled in late 2018, the Coolray was a well-designed crossover the same size as the Nissan Juke or the Honda HR-V. To prove it wasn't a stroke of luck, the Chinese car manufacturer needed to come up with an equally strong, if not better crossover. So, almost two years later, Geely introduced its second crossover in the Middle East—the Azkarra.

In fact, the Geely Azkarra isn't an entirely new car. It has been around since 2016 under the Geely Boyue name in China. In some countries, Azkarra is also sold as the Emgrand X7 or Proton X70, bearing in mind that Geely also owns the Volvo, Lotus, and Proton brands.

We had the chance to climb behind the wheel of this new compact crossover and discovered what makes the Azkarra outshine other more established rivals in the market, thanks to its modern exterior styling, premium-looking cabin, and a smorgasbord of safety and tech features.



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**WHILE THE COOLRAY HAS A SEMI-AGGRESSIVE DESIGN, THE GEELY AZKARRA HAS CLEAN LINES THAT GIVE IT A CLASSIER LOOK**



#### EXTERIOR

While the Coolray has a semi-aggressive design, the Geely Azkarra has clean lines that give it a classier look. Design-wise, the modern Geely styling language is present, including the iconic Expanding Cosmos grille that dominates the front end. The chrome-accented grille is flanked by a pair of sharp-looking LED headlights to further complete the premium and elegant look.

Moving further back, we can see flowing bodywork, modern LED taillights, dual-exhaust pipes, 18-inch alloy wheels, and a roof spoiler, to name but a few of the stylish features.

Slotting above the Coolray, the Geely Azkarra is 4544 mm long, 1831 mm wide, and 1713 mm tall, with a 2670 mm long wheelbase.





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**THERE IS A FLUSH OF HIGH-QUALITY MATERIALS, INCLUDING NAPPA LEATHER, A TWO-TONE INTERIOR THEME, AND SILVER AND GLOSSY BLACK ACCENTS**

#### INTERIOR

Taking a peep inside the compact crossover reveals how nice its interior actually is, featuring the kind of salon-level luxury usually found in pricier cars.

Elsewhere, there is a flush of high-quality materials, including Nappa leather, a two-tone interior theme, and silver and glossy black accents. The dashboard is dominated by a large 12.3-inch infotainment touchscreen, while drivers can find a 7-inch LCD in the instrument panel, along with a handful of other tech gadgets.

Speaking of the instrument panel, it comes in a variety of colors that can be changed according to the driving mode a driver selects. Thanks to a flat-bottom leather steering wheel, a full-size panoramic sunroof, a smart ambient lighting system, adjustable driving modes, keyless entry with push-button start, a Volvo-inspired gear knob, and wireless charging, the Azkarra's interior is in keeping with the premium theme!

As a compact crossover, space should be scarce inside the new Azkarra, but there is still enough room for three adults in the rear seat. Boot space is more than adequate too, as the trunk can swallow up to 377 liters of luggage.

On the safety front, the Chinese automaker has installed an assortment of driver-focused technologies into its new Geely Azkarra, including a blind-spot warning system, a lane-departure warning system, a rear collision warning system, hill descent control, hill start assist, and a full-range 360-degree panoramic 3D camera, along with six airbags and front and rear sensors.





**THE MILD-HYBRID SETUP COMBINES A 1.5-LITER ENGINE WITH A 48V ELECTRIC MOTOR SYNERGY (EMS), PRODUCING A TOTAL OUTPUT OF 190 HP AND 300 NM OF TORQUE**

#### ENGINE

Under the fresh sheet metal, the 2021 Geely Azkarra is equipped with a three-cylinder, 1.5-liter turbo engine. The base version's powertrain in this compact crossover—the same engine fitted to the Coolray—delivers 177 hp and 265 Nm of torque.

However, if you are looking for more power to cover ground more rapidly, you can opt for the top-of-the-line trim level that runs on a mild-hybrid setup. This powertrain combines the same 1.5-liter engine with a 48V Electric Motor Synergy (EMS), making for a total output of 190 hp and 300 Nm of torque.

Power is channeled to the front wheels through a six-speed automatic transmission with the standard variant, while the mild-hybrid system of Azkarra's higher trim level is mated to a seven-speed double-clutch gearbox that sends power to an all-wheel-drive system. The latter comes with four driving modes: Eco, Comfort, Sport, and Off-road.

The 1,745-kg Azkarra drives well, and it delivers power and speed whenever you need it, especially with the mild-hybrid system, bearing in mind that the acceleration isn't as brisk as the Coolray, though both crossovers share the same turbo engine!

In terms of cabin noise levels, one can say they are fairly good at speeds above 100 km/h, but not perfect by any means! In other words, the Noise, Vibration, and Harshness (NVH) levels are certainly tolerable.

#### VERDICT

All in all, our conclusion is that the Geely Azkarra is an affordable five-seater crossover that targets a different set of buyers than its smaller sibling—the Coolray. Even though both crossovers share some similarities, the new Azkarra is a more mature and sophisticated vehicle. It's one of the better-looking small SUVs on the market and is definitely one-step ahead of the competition.



# GENESIS G80

A MIDSIZE LUXURY SEDAN WITH SUPERIOR DESIGN AND OUTSTANDING PERFORMANCE

▲ BY: TAREK HAWCHAR



**W**hen Hyundai first introduced the Genesis sedan in 2009, no one would ever have predicted that the Korean company's first foray into the luxury-car market would be such a success! A decade later, Genesis has established itself as a premium brand, and the midsize luxury sedan—the Genesis G80—that started it all has been fully overhauled.

A more modern, bold look, a choice of two powerful engines, an advanced rear-wheel-drive platform, advanced driving aids, and more luxury features than ever before are only a few of the highlights of the 2021 Genesis G80. It is undoubtedly one of the best midsize luxury sedans ever created by a carmaker outside the well-known European brands! Yes, that's a strong statement, and we mean it!

We were lucky to climb behind the wheels of the new G8 that marks the third generation of the low-riding vehicle, competing directly with the likes of Mercedes E-Class, BMW 5 Series, and Audi A6. Simply put, the 2021 Genesis G8 was unexpectedly fun to drive, especially with its 3.5-liter, twin-turbo V6 engine!

#### EXTERIOR

From a design standpoint, the 2021 Genesis G80 adopts the Korean brand's latest design language, featuring a huge shield-shaped grille and the split-headlight design that continues over to the side profile of the luxury sedan. We can easily trace out the same cluster graphic in the rear with the neat-looking taillights—very much like what we have previously seen on Genesis's first SUV, the GV80!

The new G80 also comes with a choice of 18-inch or 19-inch wheels and a sleek, fastback profile to give the luxury sedan a sportier appearance.

As far as the dimensions go, the third-generation G80 has an overall length of 4995 mm and measures 1925 mm and 1465 mm in width and height, respectively, with a 3010 mm long wheelbase.



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**THE 2021 GENESIS G80 ADOPTS THE KOREAN BRAND'S LATEST DESIGN LANGUAGE, FEATURING A HUGE SHIELD-SHAPED GRILLE AND A SPLIT-HEADLIGHT DESIGN**



## INTERIOR

Unsurprisingly, feelings of luxury, minimalism, and cleanliness ooze from the cabin. The interior layout of the 2021 Genesis G80 is straightforward, while the few actual physical buttons are optimally placed within the drivers' reach.

The dashboard is dominated by a floating 14.5-inch infotainment screen—it can be controlled by touch or by handwriting recognized via Genesis's integrated controller.

Among other highlights are the 12.3-inch high-definition 3D instrument cluster, a panoramic sunroof, soft-close doors, rear seat dual monitors, heated and ventilated power-adjustable rear seats, three-zone climate control with an air-purification feature, wireless charging, and high-quality materials.

For audiophiles, Genesis offers the upmarket 18-speaker Lexicon sound system with the Quantum Logic Surround mode, allowing passengers to enjoy more dynamic and vivid audio effects.



## UNSURPRISINGLY, FEELINGS OF LUXURY, MINIMALISM, AND CLEANLINESS OOZE FROM THE CABIN

Space-wise, while there is adequate space up front, the sloping roofline limits rear headspace, but there is also plenty of legroom in the back, meaning the new G80 has one of the roomiest and most comfortable cabins in its segment.

On the safety front, the midsize luxury sedan offers a range of driving assistance features, such as the Forward Attention Warning (FAW) system, Blind-Spot View Monitor (BVM) system, a Surround View Monitor with 3D function, Reverse Parking Collision-Avoidance Assist (PCA) system, Intelligent Front-Lighting System (IFS), and Smart Cruise Control with Stop & Go, among other safety features.

380 HP

530 NM  
TORQUE

5.1 SECONDS  
0 - 100 KM/H

240 KM/H  
TOP SPEED



#### ENGINE

In the Middle East, the 2021 Genesis G80 is available with two engine options. The base model is equipped with a 2.5-liter, four-cylinder turbo engine that chugs out 304 hp and 422 Nm of torque. For those who feel the new G80 needs a bit more grunt, then they could opt for the bigger engine. The range-topping G80 is offered with a 3.5-liter twin-turbo V6 engine, pumping out 380 hp and 530 Nm of torque.

Both engines are hooked to the same eight-speed automatic transmission sending power either to the rear or four wheels. Despite a curb weight of 1960 kg and its relatively big proportions, pressing the accelerator of the four-wheel-drive G80 (that is equipped with the six-cylinder mill) to the floor made the luxury sedan surge forward with surprising urgency. Hence, we enjoyed a more aggressive run!

Better yet, the latest iteration of Genesis G80 now rides on an electronically controlled suspension with road preview. The latter automatically controls the damping force of the suspension to control the movement of the low-riding vehicle, ensuring a smooth and comfortable ride.

The 2021 G80 builds on Genesis's third-generation rear-wheel-drive platform, meaning that the Korean luxury automaker has been able to increase tensile strength, improve rigidity, and enhance the noise, vibration, and harshness (NVH) characteristics of the third-generation G80 over the previous model.

#### VERDICT

Thanks to a new rear-wheel-drive platform, a modern design that stands out, and a wide range of eye-popping luxury amenities, packed with a series of driving assistance features, the 2021 Genesis G80 is a viable luxury contender in a crowded segment. However, in our viewpoint, it is one step ahead of the cutthroat competition!

Overall, the new G80 will remain one of the most luxurious, technically advanced, and beautifully designed midsize luxury sedans out there. Yes, we are looking at a Korean vehicle that can compete with the likes of Mercedes E-Class, BMW 5 Series, and Audi A6, and even beat them at their own game!

THE 2021

# HYUNDAI SANTA FE

AN UPSCALE FAMILY SUV WITH BOLD DESIGN AND CUTTING-EDGE TECHNOLOGIES

▲ BY: TAREK HAWCHAR

For quite some time, customers were opting for mid-size and large SUVs, mainly because of their rugged, durable features, making them more suitable for off-roading and tackling unpaved roads. Fortunately, customers' behaviors have changed over time. Families are now looking for high-riding utility vehicles to ferry around five people or more on a regular basis!

First introduced in 2000, the original Hyundai Santa Fe was a compact SUV. Over the years, the five-passenger crossover has grown to become a midsize, seven-seater SUV. The current fourth-generation Santa Fe was launched back in 2018, opening a new chapter for one of the most successful SUVs in the market.

Named after a city in the American state of New Mexico, the Hyundai Santa Fe has received a facelift for the 2021 model year, bringing together a bold new exterior design with a refreshed interior and cutting-edge technologies, while a wide array of driver-assistance features is now offered as standard.

We had the chance to climb behind the wheel of the 2021 Hyundai Santa Fe to discover what makes the new midsize SUV outshine other rivals like the Nissan X-Trail, Mitsubishi Outlander, Honda CR-V, and Toyota RAV4, among others. Surely, with all its qualities, the latest Santa Fe will make life a lot harder for its competitors!

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**THE NEW MIDSIZE SUV NOW FEATURES A BOLD NEW DESIGN WITH A WIDER “CASCADING” GRILLE FLANKED BY TWO RESTYLED, SLIM LED HEADLIGHTS**

## EXTERIOR

Visually, the 2021 Hyundai Santa Fe comes with plenty of changes to the exterior. The new midsize SUV now features a bold new design with a wider “cascading” grille flanked by two restyled, slim LED headlights. The facelifted Santa Fe also has a new front bumper, refreshed T-shaped LED daytime running lights, and a sportier skid plate.

Other design highlights include the sculpted hood, the broad wheel arches, a choice of restyled 17-inch, 18-inch, or 19-inch alloy wheels, a new rear bumper, updated LED taillights, elevated ground clearance, and a hidden exhaust system, to name but a few.

Slotting between the smaller Tucson and the larger Palisade, the 2021 Hyundai Santa Fe is 4785 mm long, 1900 mm wide, and 1685 mm tall, with a generous wheelbase of 2765 mm.





**THE CABIN IS NOW A MUCH MORE INVITING PLACE TO SIT, THANKS TO A NEW “FLOATING” CENTER CONSOLE, A NEW 12.3-INCH FULL-LCD INSTRUMENT CLUSTER, AND A PUSH-BUTTON SHIFTER**

#### INTERIOR

Moving to the interior, bigger changes occur inside the 2021 Santa Fe. The cabin is now a much more inviting place to sit, thanks to a new “floating” center console, a new 12.3-inch full-LCD instrument cluster behind the chunky three-spoke steering wheel, and a push-button shifter.

The redesigned elements are not the only striking features of the cockpit. A choice between an 8-inch or 10.25-inch infotainment system with GPS navigation, Apple CarPlay, and Android Auto; a wireless smartphone charging system; dual-zone climate control; a head-up display; a new Harman-Kardon premium sound system; power-adjustable ventilated front seats; a rear door manual curtain; a panoramic sunroof; a power tailgate; and remote keyless entry, round up the list of standard and optional features.

The 2021 Santa Fe now offers more interior room, particularly in the second row and cargo area. That being said, the new midsize SUV offers headroom of 974 mm, legroom of 1,052 mm, and shoulder room of 1,500 mm at the front—in the models without a sunroof. In the second row, passengers will enjoy 958 mm of headroom, 1,060 mm of legroom, and 1,480 mm of shoulder room. The third row offers headroom of 917 mm, legroom of 746 mm, and shoulder room of 1,344 mm. With all the seats in place, the facelifted Santa Fe comes with a cargo space of 782 liters.

On the safety front, the 2021 Hyundai Santa Fe offers a host of new driving assistance systems such as a Blind Spot Collision-Avoidance Assist (BCA) that provides a warning once there is a risk of collision with a rear side vehicle, a Navigation-based Smart Cruise Control (NSCC) that automatically slows down the SUV when approaching curved sections, and a Lane Following Assist (LFA). The latter utilizes a front view camera on the front windshield to detect lanes and the vehicles ahead on the road, hence helping keep the SUV centered between the lanes. Other key safety features include a Forward Collision-Avoidance Assist (FCA), a Rear Cross-Traffic Collision-Avoidance Assist (RCCA), and Safe Exit Assist (SEA), among other driver-assistance systems.



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**FITTINGLY, THE LATEST ITERATION OF THE MIDSIZE SUV COMES WITH TWO ENGINE OPTIONS: A 2.5-LITER FOUR-CYLINDER MPI ENGINE AND A 3.5-LITER V6 MPI ENGINE**

**ENGINE**

Fittingly, the latest iteration of the midsize SUV comes with two engine options. The standard Santa Fe is equipped with a naturally aspirated, 2.5-liter four-cylinder MPI engine. It delivers 180 hp and 232 Nm of torque.

For customers who want something more powerful, they may opt for the punchier 3.5-liter V6 MPI engine. This six-cylinder mill produces 272 hp and 331 Nm of torque.

Both engines are mated to an 8-speed automatic transmission that can direct the power to the four wheels. As previously claimed, the facelifted Santa Fe is still “the first Hyundai to be equipped with an electronic four-wheel-drive system (HTRAC) that actively controls the driving force according to the drive mode,” according to the South Korean carmaker.

Developed as a multi-mode system, drivers can choose from different driving modes of the HTRAC via a Drive Mode Select system, including Comfort, Sport, Eco, Smart, Snow, Mud, and Sand modes. As for the suspension, it has been updated to enhance both handling and ride comfort.

**VERDICT**

The 2021 Hyundai Santa Fe is not just another hauler from the South Korean carmaker’s line-up models. It blends comfort, style, amenities, interior space, and thrilling performance. Surely, the facelifted Santa Fe is a viable midsize SUV contender in a crowded segment. Even with the 2.5-liter four-cylinder engine, the family SUV is one step ahead of the cutthroat competition!





# ALFARDAN SPORTS MOTORS

PROVIDES SPORTS CARS AFFICIONADOS IN QATAR WITH A REVAMPED HOME OF FERRARI

**A**lfardan Sports Motors, the official Ferrari Importer in Qatar, celebrated with media representatives in Qatar the inauguration of its fully renovated and enhanced Ferrari showroom. Located in the Pearl-Qatar, Doha, the showroom offers the Prancing Horse brand's discerning clientele and prospective owners the opportunity to experience the famous brand in an immersive state-of-the-art facility. This open day with the media featured as well the display of the iconic new Ferrari SF90 Stradale

Mr. Omar Alfardan, President and CEO of Alfardan Group, said: "The new showroom undoubtedly represents a new chapter for Ferrari in Qatar, worthy of the legendary Italian brand and its popularity in this country. We have always been committed to offer our customers the highest standards of service and ultimate ownership value, and we look forward to continue fulfilling this vision of unmatched excellence at the brand's new home in Qatar."

Located at the Pearl-Qatar, the renowned top-notch luxurious destination in the Qatari capital, the new Ferrari showroom has been expanded to offer a total dimension of 686m2. The main floor is dedicated to a new reception area and the main Ferrari showroom, which proudly displays a comprehensive selection of the prancing horse models, enhanced with state-of-the-art interactive screens and innovative lighting systems, including an immense video wall at the entrance, whose content is linked to Ferrari head-quarters in Italy.

The guest journey is enhanced with a private Atelier and Configurator room that has been enlarged and moved from the previous showroom layout. This space is equipped with a state of the art 65"OLED UHD screen, that allows clients and prospective owners to interact with products virtually and tailor cars to suit their personal exclusive tastes, leveraging the broad range of modification options. Clients can also relax in the new, spacious lounge, enjoying the finest Italian coffee bar, soaking up the Ferrari lifestyle whilst browsing an array of Ferrari reading materials.

## “ NEW FACILITY HOSTS A SPECIAL DISPLAY OF THE FERRARI SF90 STRADALE ”

Mr. Steeve Bou Abdou, General Manager of Ferrari at Alfardan Sports Motors said: "The opening of our expanded and fully renovated showroom is a great showcase of our ongoing commitment to enhance the experience of Ferraristi in Qatar. We are truly proud of our new home which will provide our community with the ideal setting to connect with our team and to come together to share their love for the brand".

In addition to the revamped showroom, the Ferrari ownership experience in Qatar is amplified by the Ferrari aftersales facility location, that is conveniently situated at The Pearl-Qatar, within a 5 min drive from the Ferrari Qatar Showroom. And it is worth mentioning that Alfardan Sports Motors is the only company in Qatar that provides its customers an aftersales facility in this luxurious location.

### SF90 Stradale

The showroom featured a special display that was launched with the official unveiling of Maranello's latest marvel, the SF90 Stradale. The model is the most powerful Ferrari ever, with a name that proudly references the 90th anniversary of the foundation of Scuderia Ferrari and the link that has always existed between Ferrari's track and road cars.

The new model is extreme on every level and represents a true paradigm shift, because it delivers unprecedented performance for a production car. Figures such as 1,000 cv, and a weight-to-power ratio of 1.57 kg/cv, and 390 kg of downforce at 250 km/h not only put the SF90 Stradale at the top of its segment, but also mean that a V8 is the top-of-the-range model for the first time in the marque's history. The SF90 Stradale has become the new benchmark: 0-100 km/h in 2.5 sec and 0-200 km/h in just 6.7 seconds achieved thanks to its ultra performant hybrid system and its advanced 4WD transmission.



## SKYLINE AUTOMOTIVE AND JAIDAH GROUP LAUNCHED THE ALL-NEW GEELY TUGELLA IN QATAR

Skylines Automotive, a Jaidah Group company, the exclusive distributor of “Geely Passenger” cars in Qatar, has launched the All-New Geely Tugella. An elegant, luxurious and high-performance crossover coupe, which sets new standards in the sports crossover segment.

Mr. Mohamed Jaidah, Group Executive Director at Jaidah Group commented the arrival of the new model: “The All-New Tugella is the perfect example of the Geely’s vision to become a major player in the automotive industry. The new model was developed based on the new Geely Compact Modular Architecture that offers a premium driving experience and we are pleased to bring this new experience to our customers in Qatar.”

Tugella gains its performance thanks to a powerful and efficient two-liter four-cylinder engine, with a turbocharger and direct fuel injection, that produces 238 horsepower and generates 350 Nm of torque. The engine is connected to an eight-speed Aisin automatic transmission and a fifth-generation four-wheel drive system developed by BorgWarner, which distributes the drive power evenly between the front and rear axles to ensure excellent road holding.

The advanced combination of package and body technology allows Tugella to accelerate from 0 to 100 km per hour in just 6.9 seconds, making the car a fun and exciting experience.

### Great comfort

Tugella is characterized by a long list of comfort features for the driver and passengers, in order to ensure an upscale driving experience, including the ability to enter the car and operate it remotely without a key, and front seats with heating and ventilation with an electrically adjustable six-way driver’s seat.

This is accompanied by a cup holder with heating and cooling, an automatic back door that works without touch, wireless charging for the phone, a 12.3-inch touch screen information and entertainment with an eight-speaker audio system, a panoramic sunroof, and more.







#### Servo systems

Tugella includes advanced driver assistance systems in order to ensure the comfort and safety of the driver and passengers, with 6 airbags to ensure passengers have complete protection in the event of an accident, in addition to the electronic stability control system, the lane departure warning system, the lane departure prevention system, and automatic braking in cases Emergencies that come as standard in the car to ensure safe running on the highways. And the driver's attention remains on the road thanks to the multifunction steering wheel, through which the audio, intelligent cruise control system and other functions are controlled. Behind the steering wheel is a dashboard with a 12.3-inch LCD, which is easy to read, to display all the important information about the car. Tugella is equipped with a driving mode selection system with 5 modes, economical, normal, sporty, snowy, and bumpy roads, to adjust the structure and the traction control system according to different driving conditions.

When parking, assisted the driver with 8 sensors and a high-precision 360-degree surround vision monitoring system, to get a full awareness of his situation during difficult maneuvers.

#### Advanced engineering

Tugella's remarkable performance is based on the highly advanced Geely Compact Engineering (CMA), as this technology was jointly developed by Geely Auto and Volvo Cars at the China-European Automotive Technology Center in Gothenburg, Sweden, and adopted Some of the most well-known brands for producing high-end, high-value, performance vehicles that are safe, smart, portable and well-designed.



## ALFARDAN AUTOMOBILES REVEALS THE ALL-NEW BMW M3 SEDAN AND BMW M4 COUPÉ FOR THE FIRST TIME IN THE MIDDLE EAST AT BMW M TRACK DAY

BMW M CAR OWNERS TOOK PART IN AN EXCLUSIVE BMW M TRACK DAY EVENT

**A**lfardan Automobiles, Qatar's official importer of BMW Group vehicles, unveiled two of BMW's most highly anticipated models, the all-new BMW M3 Sedan and BMW M4 Coupé, at its BMW M Track Day event that took place on Saturday 13th February.

The exclusive event was specially curated for BMW M and BMW M Performance owners. Hosted at the renowned Losail Circuit Sports Club, guests arrived with their vehicles and kicked off the day by witnessing the thrilling grand reveal of the BMW M3 and BMW M4 Coupé for the first time in the Middle East.

BMW M owners were also able to experience their own vehicles in full action in an exhilarating track setting, competing against the clock as they tried to set their fastest possible time each lap. Attendees also had the chance to test drive some of BMW's most renowned M models in all their glory, including the BMW M8 Coupé and the BMW M850i Gran Coupé.

Remarkable sporting prowess marks out the character of the all-new BMW M3 Sedan and new BMW M4 Coupé in all their variants, where exceptional design meets five decades of motorsport expertise from BMW M.

The BMW M3 Sedan demonstrates the racing performance potential of the BMW 3 Series. This comes courtesy of a 510 hp BMW M TwinPower Turbo engine capable of accelerating from 0 - 100 km/h in 3.9 seconds. Also powered by a rear-wheel drive and highly developed technologies derived from motorsport, such as the M specific suspension with Active M Differential.

A perfectly graduated manual 6-speed M transmission with short, precise shifting enables particularly intensive interaction between driver and vehicle - in everyday driving as well as on the racetrack. The rebel among high-performance sports coupés, the BMW M4 Coupé offers M typical driving dynamics at the very highest level.

Equipped with the 510 hp BMW M TwinPower Turbo inline 6-cylinder petrol engine and accelerating from 0 - 100 km/h in 3.9 seconds, the M4 Coupé makes the most of numerous drivetrain and suspension technologies adapted from motorsport, letting nothing stand in the way of the ultimate driving experience.

The optional M xDrive\* all-wheel-drive system with Active M Differential guarantees maximum traction in everyday driving as well as on the racetrack. The vehicle's athletic character is underlined by the powerful new design language of BMW M.

As the official BMW Group importer in Qatar, Alfardan Automobiles provides car enthusiasts with the latest and greatest BMW M models. The philosophy of M cars is based on the ideal interaction of dynamics, agility and precision whilst being suitable for everyday use.

The latest reveal marks the next stage in the ongoing expansion of BMW Group in the Middle East, and with the release of these distinctive M models, BMW emphasises their commitment to its customers.



## THE ALL-NEW FERRARI 296 GTB MAKES ITS EXHILARATING DEBUT IN QATAR: DEFINING FUN TO DRIVE

The 296 GTB, the latest evolution of Maranello's mid-rear-engined two-seater Berlinetta, premiered in Qatar, just a few short weeks after its global reveal in Maranello. The private preview is held in the luxury showroom of Alfardan Sports Motors, the official Ferrari importer in Qatar, starting Monday July 5th until Wednesday July 7th 2021 where Ferrari aficionados are invited to take a closer look at this new paramount model of Ferrari. The 296 GTB redefines the entire concept of fun behind the wheel, guaranteeing pure emotions not just when pushing the car to its limits, but also in day-to-day driving situations.

The 296 GTB ushers in an authentic revolution for Ferrari as it introduces a new engine type to flank the marque's multi-award-winning 8- and 12-cylinder power units: a new 663 cv 120° V6 coupled with an electric motor capable of delivering a further 122 kW (167 cv). This is the first 6-cylinder engine installed on a road car sporting the Prancing Horse badge: it unleashes its massive 830 cv

total power output to deliver previously unthinkable performance levels and an innovative, exhilarating and unique soundtrack.

The car's name, which combines its total displacement (2.992 l) and number of cylinders with the GTB (Gran Turismo Berlinetta) acronym, in finest Ferrari tradition, was chosen to underscore this new engine's epoch-changing importance to Maranello: it is not simply the living, beating heart of the 296 GTB, but also ushers in a new V6 era that has its roots deep in Ferrari's unparalleled 70-year-plus experience in motor sports.

Commenting on the launch, Steeve Bou Abdou, GM of Ferrari Qatar at Alfardan Sports Motors stated: "It feels great to see Qatar coming back on the track among the first countries to launch the all-new Ferrari 296 GTB. This is a promise we are fulfilling to our customers in the state of Qatar. Alfardan Sports Motors family is delighted to host this activity and to extend the exhilarating Ferrari experience to its customer base."

The very first Ferrari V6, in fact, featured a 65° architecture and debuted on the 1957, 1500 cc Dino 156 F2 single-seater. This was followed in 1958 by bigger displacement versions on the front-engined sport prototypes - the 196 S and 296 S - and F1 cars, such as the 246 F1 which powered Mike Hawthorn to the F1 Drivers' Championship title the same year.

The very first Ferrari to have a mid-rear mounted V6 was the 246 SP in 1961, which won amongst others the Targa Florio both that same year and in 1962. Also in 1961, Ferrari secured its first Constructors' title in the Formula 1 World Championship with the 156 F1, which was powered by a 120° V6. Ferrari first installed turbos between an engine's cylinder banks on the 126 CK in 1981 and subsequently on the 126 C2 in 1982, which became the first turbo-charged car to win the Formula 1 Constructors' World Championship title. This was followed up with a second title in 1983 with the 126 C3. Lastly, V6 turbo hybrid architecture has been used on all Formula 1 single-seaters since 2014.

The 296 GTB's plug-in hybrid (PHEV) system guarantees it is an incredibly usable car as well as cutting pedal response times to zero and delivering a 25km range in all-electric eDrive mode. The car's compact dimensions and the introduction of innovative dynamic control systems as well as meticulously honed aero ensure that the driver will instantly experience its astonishing



**IT FEELS GREAT TO SEE QATAR COMING BACK ON THE TRACK AMONG THE FIRST COUNTRIES TO LAUNCH THE ALL-NEW FERRARI 296 GTB. THIS IS A PROMISE WE ARE FULFILLING TO OUR CUSTOMERS IN THE STATE OF QATAR**

agility and responsiveness to commands. Its sporty, sinuous design and extremely compact dimensions also visually underscore its exceptional modernity, brilliantly referencing the likes of the 1963 250 LM, the perfect marriage of simplicity and functionality.

As was the case with the SF90 Stradale, for clients who want to exploit the car's extreme power and performance to the utmost, particularly on the track, the 296 GTB is also available with the Assetto Fiorano package, which includes lightweight features and aero modifications.

The Ferrari 296 GTB is available only through Alfardan Sports Motors, the official Ferrari importer in Qatar.



## ALFARDAN SPORTS MOTORS

### GATHER PRANCING HORSE AFICIONADOS IN QATAR AT LOSAIL INTERNATIONAL CIRCUIT

Under the patronage of H.E. the Ambassador of Italy to Qatar Mr. Alessandro Prunas, Alfardan Sports Motors – Official importer of Ferrari in Qatar invited the Ferrari enthusiasts for another treat at Losail International Circuit as over 25 Prancing Horse automobiles took part in an impressive track event at Losail International Circuit, enjoying an unrivaled driving thrill.

The track featured some of the most exciting Ferrari models including La Ferrari, F8 Tributo, F8 Spider, SF90 Stradale, 458 Spider, 488 GTB, 488 Pista, 812 superfast, 812 GTS, F12 Berlinetta, and the 208 GTB which engaged in four-hour adrenaline-pumping symphony of engine roars in a series of track activities.

The diverse collection of Ferrari vehicles produced a thrilling symphony of roaring engines throughout the day, as Ferraristis had the opportunity to explore the absolute limits of the Prancing Horse, as they completed timed competitive laps around the track.

Mr. Steeve Bou Abdou, The General Manager of Ferrari in Qatar, who welcomed the guests, commented: “It is with great enthusiasm that today we host the Ferraristis and share with them the unmatched driving pleasure, tremendous performance, substantial innovations, and state-of-the-art technology that characterize Ferrari cars.” He added, “The Ferrari Track Day is an exhilarating experience that all Ferrari owners in Qatar look forward to.”

The experience wrapped up with an awards ceremony where accolades were distributed to those who performed best on the day.



# MEN WATCHES

THE ONLY JEWELRY MAN CAN WEAR



#### THE ROYAL OAK CONCEPT REVEALS ITS TRUE POWER

Following the announcement of its long-term partnership with Marvel Entertainment, Swiss Haute Horlogerie manufacturer Audemars Piguet is delighted to reveal the first iteration of its Marvel heroes watch series, the Royal Oak Concept "Black Panther" Flying Tourbillon, limited to 250 pieces. Inspired by historical character watch designs, the Manufacture wanted to pay tribute to a new generation of inspirational heroes and chose to focus on the powerful Marvel universe. Audemars Piguet has decided to kick off this Marvel series with a Black Panther timepiece in celebration of the family values and seamless blend of traditions and technology embodied by Marvel's hero.



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PROGRAM

MORE  
THAN  
190  
POINT-CHECK

WARRANTY  
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UP TO  
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CERTIFICATION  
PROGRAM ISSUED AND  
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**Ghibli S** - engine: V6 60° 2979 cm<sup>3</sup> - max power: 430 hp at 5750 rpm - max torque: 580 nm at 2250-4000 rpm - max speed: 286 km/h - 0-100 km/h acceleration: 4.9 secs - fuel consumption (combined cycle): 11.3-11.9 l/100 km - CO<sub>2</sub> emissions (combined cycle): 254-268 g/km. **Quattroporte S** - engine: V6 60° 2979 cm<sup>3</sup> - max power: 430 hp at 5750 rpm - max torque: 580 nm at 2250-4000 rpm - max speed: 288 km/h - 0-100 km/h acceleration: 5.0 secs - fuel consumption (combined cycle): 11.4-12.0 l/100 km - CO<sub>2</sub> emissions (combined cycle): 257-270 g/km. **Levante S** - engine: V6 60° 2979 cm<sup>3</sup> - max power: 430 hp at 5750 rpm - max torque: 580 nm at 2000-4750 rpm - max speed: 264 km/h - 0-100 km/h acceleration: 5.2 secs - fuel consumption (combined cycle): 12.5-13.4 l/100 km - CO<sub>2</sub> emissions (combined cycle): 283-303 g/km. The data may not refer to the model represented.