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GT3 World War 世界大戰

2016 is an extraordinary year for all GT3 race cars, new born models are heading to battle fields for championships and renowned race events around the world. In Asia, the race week in Macau Guia street circuit will catch car lovers' eyeballs for sure.

今年是GT3賽車新力軍湧現的一年，各大車廠籌劃經年的戰鬥利器將會在世界各地進行大戰，亞洲區的主要戰場澳門東望洋賽道，將會是世界的焦點所在。



HIGHLIGHT / ROAD SAFETY

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MOST WANTED CARS 2016

The HKAA suggests 20 cars that would be most wanted to land Hong Kong in this year. See the favorite one for you!
香港汽車會選出了20款今年最為人期待登陸香港的汽車，哪一款最合你意？

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MODEL CAR

A WORK OF ART

1/18 FERRARI 250 GTO BY CMC

CMC's Ferrari 250 GTO is a showcase of exquisite craftsmanship and hailed as the best replica in 1/18, a masterpiece not to be missed by model car enthusiasts.

由CMC出手炮製的法拉利250 GTO，將會是最佳比例中的最佳代表作；身為模型車發燒友，豈能錯過？

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A STAR-STUDD PARTY

HONG KONG AUTOMOTIVE OSCAR –
HKAA THE 2ND HONG KONG CAR OF
THE YEAR RESULTS ANNOUNCEMENT

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DRIVING THE AUTO INDUSTRY FORWARD 全力推動汽車業發展

It is really nice to "catch up" with HKAA members via our magazine DRIVEN and share my views about the latest news in the auto sector.

Looking back at 2015, we have witnessed stable market conditions and yet intense competition in Hong Kong vehicle sales. Many car brands have resorted to trimming prices to fight for the market share. To a certain degree, the rise of electric cars somehow has its impact on the long-established market ecology. And we have no doubt that EV will play an increasingly important role in the automobile market. While still in the startup stage, fully electric car racing can provide a sound platform to speed up the development of EV related technologies. And I am really thrilled up to this moment for being able to obtain on behalf of HKAA the right of hosting a leg of the next season of FIA Formula E championship in October 2016.

The Hong Kong leg of FIA Formula E is the grand event that we are most looking forward to and busy preparing in the new year. At present, the preparation is already in steady progress. Many overseas experts have come to do the planning along the designated track. In the coming months, all related facilities will get ready even without particular notice from common passers-by.

The dissemination of electric vehicles is an irreversible trend. I believe the government will do more coordination work in strengthening the support of charging electric cars to face this big trend. In my opinion, hosting Formula E is only the first step of greeting the new milestone of Hong Kong auto sector. In fact, Hong Kong can go much further in the development of auto related fields. Currently I am discussing with the auto sales and services sector to call for a unison voice at a right time in fighting for a government granted land to build a modern automotive park which comprises car testing centres and integrated maintenance services.

Enthusiasts including me have long called for the establishment of a permanent racing circuit in Hong Kong. While that remains our ultimate goal, I think a more practical suggestion at this stage is an automotive park first. We propose to build it in a new development area, for example the reclaimed land on Lamma Island. The main idea is to put together all the various kinds of work related to the automobile industry in the park - new or repaired cars can be examined right away here at a testing track; services that are less environment friendly or require more risk management, like car painting or taxi fuel tank repairing, can be done here far away from the residential area; maintenance of heavy goods vehicles can then be moved away from the current abandoned lands in the suburban districts, thus improving the surrounding environment there; even the following can be made possible – an automobile engineering course administered by the university and a new research and development centre on car technologies, for example the technologies of electric vehicles.

If this can become real, not only the auto industry of Hong Kong can be systematized further and put on a more professional image, but even the local job market, economy development and the international fame of Hong Kong will have much to gain and nothing to lose. After the Formula E, it will be the next thing that I hope most to realize in Hong Kong.

電動車普及勢不可擋，我相信政府將會在電動私家車的充電配套上作出更多協調，迎接這個大趨勢。在我來看，舉辦電動方程式只是香港汽車領域新里程的第一步，香港在汽車相關的發展上可以走得更遠。我正與汽車銷售及服務業界商討，在適當的時候攜手向政府爭取批地，建立一個集汽車測試場與綜合維修服務的現代化交通城。

長久以來，不少熱心人士，包括我在內，都曾經爭取過在香港興建賽車場，那當然是一個終極目標，但在這之前，我認為交通城會較切合實際需要，建議在新發展區，如大嶼山填海部分撥地興建。它的中心概念，是將香港汽車業的各個工種集中於此：新車或維修後的汽車可以在試車道進行測試；較污染或需要風險管理的維修工作，如車身噴油或的士燃料缸維修等，可在那裡進行避免接近民居；重型貨車維修遠離荒地改善當區環境；還可設立由大學管理的汽車學科，及新科技研發中心，如電動車技術發展。

成事的話，香港汽車行業除了能進一步系統化，以及形象上的專業化之外，對於本地就業、經濟發展、以至國際上的聲譽，都百利而無一害。那是電動方程式之後我最希望香港會出現的事情。



Lawrence K.K. Yu
BBS, MBE, JP
余錦基太平紳士

President
Hong Kong Automobile Association
香港汽車會會長

很高興再次在香港汽車會自家炮製的《DRIVEN》雜誌，跟會員分享車壇訊息及我的個人看法。

回顧 2015 年，香港的汽車銷售市道平穩，但箇中的競爭可謂激烈，不少汽車品牌以減價方式爭取市場佔有率，某程度上，電動車的興起多少影響到傳統市場的生態，亦無可否認，電動車在汽車市場的角色將會變得愈來愈重要。電動方程式賽車的發展仍在起步階段，然而它是一個很好的平台讓電動車相關技術加速發展，我能代表汽車會為香港爭取到今年十月份新一季賽事的分站主辦權，激動的心情一直未能平伏下來。

在新的一年，電動方程式香港站賽事將會是我們最為期待及忙碌準備的盛事。目前，電動方程式香港站的準備狀況已在一步一步進行，不少來自外國的專家已先後在賽道選址進行規劃，在未來多個月份相關設施會在市民未必察覺到的情況下準備妥當。

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THE NEW DAWN 新的開始

Thank you for reading this latest issue of our magazine DRIVEN. I am Chacky C.K. Ip, the new Chief Executive Officer of the Hong Kong Automobile Association. First of all let me thank our President, Mr Lawrence K.K. Yu, BBS, MBE, JP, and the entire General Committee for giving me the opportunity to serve the HKAA. It is a tremendous honour to receive your appreciation. At the same time, I would also like to thank the former Chief Executive Officer, Mr Wilson Y.S. Mok. As a veteran figure in the Hong Kong automobile sector, he has kept the HKAA on a firm and steady track in the past eight years. I am really grateful for being able to assume the position without a hitch after his retirement.

I have worked in the field of Hong Kong automobile magazines for more than 15 years before coming here. My passion for cars, driving skills, motorsports and promoting the automobile culture in Hong Kong has remained strong throughout. Having a history of nearly 100 years, HKAA undoubtedly plays a most important role in the automobile sector of Hong Kong. Aside from its authority as a member of the Federation Internationale de l'Automobile (FIA) to issue local racing licenses and oversee official motorsport events, HKAA also upholds the principle of impartiality and fighting for the welfare of its members, voicing out for the promotion and development of Hong Kong automobile culture and events as a non-profit organization. With my passion and experience in the sector, I hope I could also contribute in passing on the good traditions of HKAA.

Following common international practice, we have divided automobile-related topics in the sector into two main categories, namely “Mobility” and “Motorsports”. For the “Mobility” part, international concern in recent years has been on road safety, traffic transport and technology development. As for “Motorsports”, the emphasis is on upholding the spirit and entertaining value of the sport through fair play, as well as applying the various technologies developed from racing to commercial vehicles. The upcoming debut of the FIA Formula E Hong Kong ePrix in October will be a good example of this. As pointed out by our President, it will provide an independent platform for auto companies to introduce new technologies for the future commercial electric vehicles.

As a publication exclusive to HKAA members, DRIVEN will have the two aforementioned fields as the basic of its future editing direction. But on top of the main topics, other elements will also be introduced to enrich the content. Here I want to thank HK major car dealers, the Hong Kong branch offices of auto companies and other friendly organizations for their firm support. I am confident that DRIVEN will become an important window of HKAA to promote and develop Hong Kong automobile culture and events.

多謝 各位賜讀新一期《DRIVEN》雜誌！

我是香港汽車會新任行政總裁葉卓奇，有機會能夠在香港汽車會服務，首先要向會長余錦基太平紳士及常務委員會所有委員作出致謝，得到各位的賞識，萬分榮幸！同時，我亦感謝上一任行政總裁兼車壇前輩莫裕生先生，在過去八年把香港汽車會營運得穩妥有加，榮休之後讓我這個後輩能順利接管，無限感激！

上任之前，我在香港汽車雜誌行業工作超過十五年，對於汽車、駕駛技術、賽車運動及推動香港汽車文化充滿熱情，一直未有減退。接近一百年歷史的香港汽車會，毫無疑問在本地車壇擔當著極重要的角色，除了是國際汽車聯合會 (FIA) 地區成員，授權簽發本地各類賽車駕駛執照，有能力管理正規賽事之外，作為非牟利組織，在香港本著公正持平的宗旨，為會員爭取福利，為推動香港汽車文化及活動發展發聲。希望我的熱誠與經驗，能把車會的優良傳統承傳下去。

在汽車範疇之中，我們跟隨國際視野的劃分，把汽車相關的不同題材，分為運輸交通 (Mobility) 及賽車運動 (Motorsports) 兩大範疇，前者在國際間近年特別關注交通安全、交通運輸及科技發展，後者推崇公平競技，提升汽車運動精神及娛樂性之餘，旨在把賽車上發展出來的不同技術應用到民用汽車，今年十月將會在香港首次舉辦的電動方程式 Formula E 賽事，便是一個很好的例子，正如余錦基會長所講，這是一個獨當一面的平台，讓不同車廠一步一步孕育出未來民用電動車的新科技。

《DRIVEN》雜誌作為香港汽車會廣大會員的專享讀物，未來編採方向將會以以上提到的兩大汽車範疇作基礎，把重點題材加上其他元素充實內容，多得香港各大汽車代理、汽車製造商駐港公司及各大友好機構公司的支持，我深信《DRIVEN》雜誌會是香港汽車會的一個重要工具，協助推動香港汽車文化及活動的發展。



Chacky C.K. Ip
葉卓奇

Chief Executive Officer
Hong Kong Automobile Association
香港汽車會行政總裁

HIGHLIGHT / ROAD SAFETY

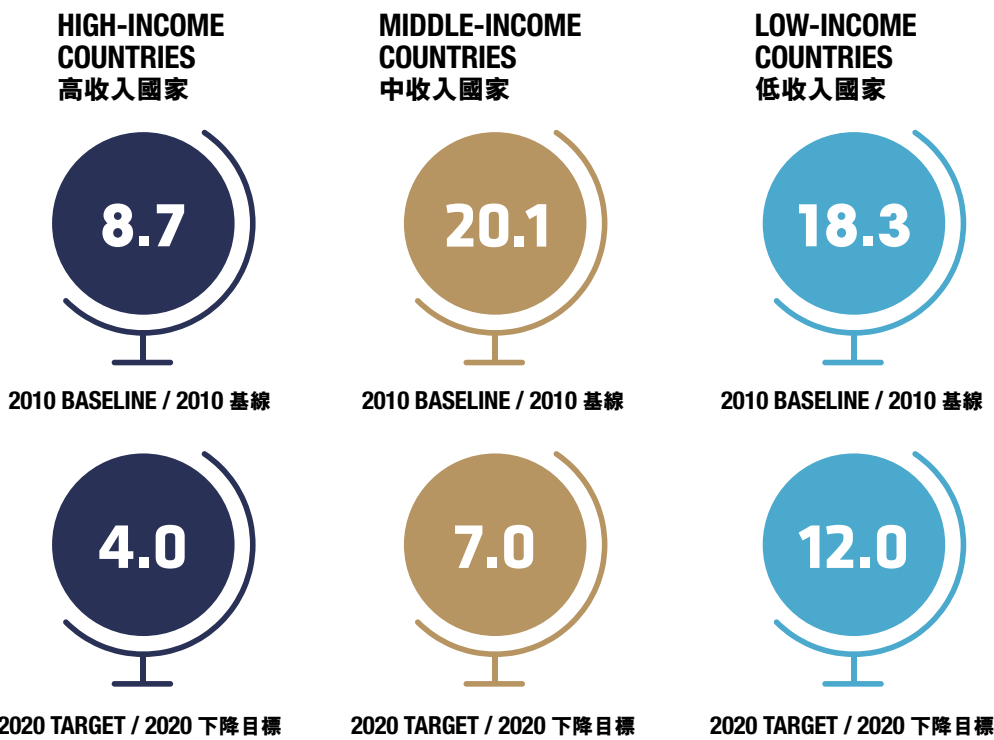
The FIA High Level Panel for Road Safety is being established with the goal of engaging the private sector to raise much-needed new resources and awareness for road safety in response to the global road safety crisis.

國際汽車聯合會（FIA）道路安全高水平專家組織正式成立，目標是針對私營機關、民眾，強調應對全球道路安全危機的重要性，提倡遠遠被忽略的道路安全意識，並籌集更多必要的資源把局面扭轉。

POST-2015 GLOBAL ROAD FATALITY TARGETS
後 2015 年代全球道路意外死亡率下降目標

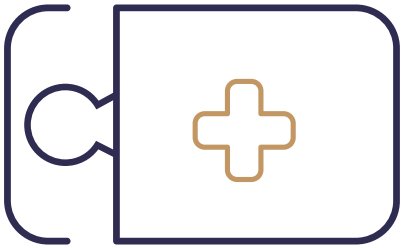


DEATHS PER 100,000 POPULATION
每 10 萬人口意外死亡率



1.3 MILLION

PEOPLE KILLED EVERY YEAR AND 50 MILLION INJURED AND DISABLED DUE TO ROAD TRAFFIC CRASHES.
因交通意外每年有 130 萬人死亡及 5000 萬人受傷或甚殘缺



#1 KILLER

ROAD CRASHES ARE THE NUMBER ONE KILLER OF 15 TO 29 YEARS OLD.
撞擊意外是 15 至 29 歲人口的頭號殺手



\$500BN

ROAD CRASHES COST MORE THAN 500 BILLION USD YEARLY TO NATIONAL GOVERNMENTS.
撞擊意外另各國政府每年資出 5 千億美元



EVERY 30 SECONDS

ROAD CRASHES KILL ONE PERSON EVERY 30 SECONDS – THAT'S MORE THAN 3,000 KILLED A DAY.
因交通意外，每大約 30 秒便一人死亡，每日達 3,000 人



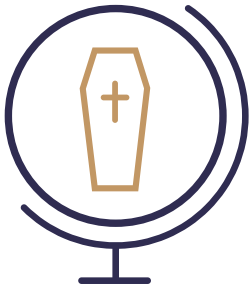
500 CHILDREN

ROAD CRASHES KILL 500 CHILDREN DAILY.
撞擊意外每日奪去 500 名小童的生命



90% OF DEATHS

OCCUR IN DEVELOPING COUNTRIES WHERE ONLY AROUND 50% OF THE VEHICLES REGISTERED WORLDWIDE ARE LOCATED.
全球汽車數目約有 50% 在發展中國家但那些國家卻佔全球死亡意外的 90%



夢寐以求



MOST WANTED CARS 2016

The HKAA suggests 20 cars that would be most wanted to land Hong Kong in this year. See the favorite one for you!

香港汽車會選出了 20 款今年最為人期待登陸香港的汽車，哪一款最合你意？

Rolls-Royce Dawn

The Rolls-Royce Dawn is gorgeous of its fastback-like shape inherited from the Wraith, with enormous amount of luxury, and the all-new Satellite Aided Transmission that uses GPS mapping data to preselect gears. The 2+2 configuration with two spacious seats for adult passengers. The idea of creating a car like Dawn that can be used in comfort by only two adults on a day to day basis is anathema. In creating Dawn Rolls-Royce has accepted no compromise to the comfort and luxury of four adults who want to travel together in the pinnacle of style. Estimated time of arrival in the second quarter.

勞斯萊斯 Dawn 可以說是 Wraith 硬頂驕跑的開蓬版本，廠方強調它的後座空間及豪華舒適程度不比前座遜色，四名成年人乘坐都十分大方得體。6.6 公升雙渦輪增壓引擎推動 2,560kg 輕而易舉，0-100km/h 只需 4.9s。預期今年第二季到港，是顯赫家族的必然之選。

Specifications

Engine 引擎

6,600cc V12 48V turb

Output 輸出

563hp, 79.5kgm

Transmission 傳動

Weight 重量 2,560kg

Weight 2,500kg

Top Speed 極速

250km/h



JEEP Renegade

The new JEEP Renegade offers the open-air freedom and iconic styling JEEP is known for in an all-new efficient, trail and urban-friendly size - designed to take the growing global Small SUV segment head-on with its boxy proportions and purposeful design elements. Inside, the Renegade features high-quality materials, useful features and thoughtful storage to maximize versatility and capability.

The model available in Hong Kong is using a 160hp 1.4-liter Turbo engine, which may equip with a nine-speed automatic transmission or a six-speed automatic Dry Dual Clutch Transmission. Estimated time of arrival in the second quarter.

千呼萬喚的 JEEP Renegade 終於鐵定到港，擁有 JEEP 剛陽硬朗的外型、味道，卻以中小型 SUV 形態出現，使用 1.4 公升渦輪增壓引擎，加上預料售價大約在 30 萬港元水平，對不少喜愛 JEEP 的人士來講相當合理。至於到港型號是配用 9 前速自動波箱還是 6 前速雙離合器波箱，那就要等到第二季新車落地時分曉了。

20 MOST WANTED CARS 2016



Specifications
Engine 引擎
3,000c.c. 16 24V turbo
Output 輸出
420hp, 75.4kgm
Transmission 傳動
7-speed M or dual clutch
Weight 重量 1,430kg
0-100km/h 3.9s
Top Speed 極速
308km/h

Porsche
911 Carrera S

Porsche's 911 has gone twin-turbo for the 2016 model year, bringing more performance and improved economy while the outside gets a refreshed look. As part of Porsche's new generation of turbocharged engines, the Carrera and Carrera S are first cabs off the rank and both get a 20hp lift in power over the outgoing models from the now bi-turbo 3.0 litre flat six-cylinder engine. The new outputs are 370 hp for the 911 Carrera and 420 hp for Carrera S. Porsche says along with adding turbochargers to its power plants it has changed the exhaust system and the engine management. Torque is also up for both the Carrera and the S, with the new figures of 45.9kgm and 51.0kgm respectively. Add it all up, and the Carrera with PDK automatic and Sport Chrono Package can now hit 100km/h from rest in 4.2 seconds, while the S in the same spec takes just 3.9 seconds. Both models in 2016 guise are 0.2 seconds quicker than the models they replace. Top speeds are 295km/h for the Carrera and 308km/h for the Carrera S.

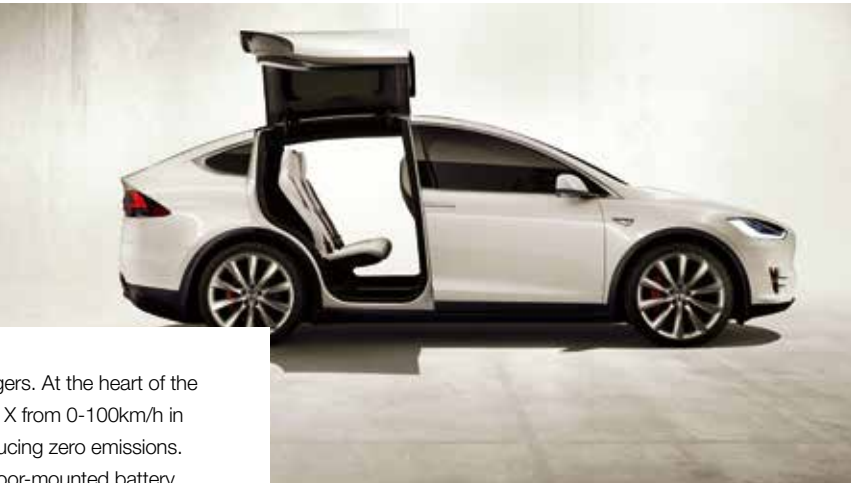
概念上這是 911 車系的 Facelift 小改款型號，然而引擎卻是全新打造，結構維持水平對向六汽缸設計，但就放棄了沿用多年的自然吸氣編排改為雙渦輪增壓，就容積從 3.6 公升下調至 3.0 公升。馬力數值獲得顯著提升，Carrera 版本的數值為 370 匹，而 Carrera S 則為 420 匹，兩者比前期型號錄得 20hp 的增幅。其他變動包括改配新設計頭泵把、引擎艙蓋入氣口等；而車廂內的 PCM 多媒體主機，除擁有全新介面，更可加入支援 Apple Carplay 和 Android Auto 功能，方便與智能手機連線。預計最快今年首季到港。

Specifications
Motor 馬達
Front/ Rear axle independent
前 / 後軸各一
Output 輸出
259+503hp, 98.6kgm
Transmission 傳動
-
Weight 重量 2,473kg
0-100km/h 3.2s/ 3.8s
Top Speed 極速
248km/h

Tesla
Model X

Model X is the world's first SUV accommodates 7 passengers. At the heart of the vehicle is Tesla's proven electric powertrain, accelerating Model X from 0-100km/h in 3.3 seconds and hitting a top speed of 248km/h, all while producing zero emissions. Designed with Tesla's electric vehicle architecture, Model X's floor-mounted battery gives the vehicle a low center of gravity and ideal weight distribution for performance and handling. Dual motors digitally and independently control torque to the front and rear wheels to give Model X unparalleled control of traction while increasing performance and efficiency. Signature Model X comes with a 90 kWh battery providing customers a driving range of 400km on a single charge.

四門房車 Model S 在香港大賣的 Tesla，落實推出第三個型號 Model X，並估計今年第二至第三季在香港登陸。以 Model S 房車作為基礎，卻設有三排座椅，可載 7 人。歐翼式向上打開車門優點是方便乘客進出車廂。儲電量達 90kWh 的電池置於地台之下，騰出車頭及車尾兩個行李廂空間，中控台就設有一個 17 吋輕觸式屏幕，控制車內大部分設備。分為後驅與四驅兩個版本，前者只設一個的電動馬達驅動後輪，佈局與 Model S 相同，四驅版則在前軸多加一個馬達，能增加 50% 扭力輸出，最強版本 0-100km/h 加速只需 3.2 秒。



BMW
M2



This compact high-performance BMW sports car with its high-performance six-cylinder in-line engine, rear-wheel-drive agility, lightweight aluminium M Sport suspension and extrovert styling, the M2 Coupe has all the ingredients to deliver the last word in driving pleasure. Car lovers have been waiting so long.

The new M2 Coupe makes no secret of its extraordinary performance potential. The low front apron with large air intakes, muscular flanks with characteristic M gills, 19-inch aluminium wheels in familiar M double-spoke design and low, wide rear with M-specific twin-tailpipe exhaust system all play impressive roles here. As the interior, the Alcantara of the door cards and centre console together with porous carbon fibre creates an ambience of rare quality and heady sporting ambition further underlined by blue contrast stitching and M embossing on selected details. Sports seats, an M sports steering wheel and an M gearshift lever ensure BMW M2 drivers are in perfect command of their car it at all times.

The newly developed, three-litre six-cylinder in-line TwinPower single turbo engine develops 370 hp at 6,500 rpm and, peak torque of 47.4kgm can be increased to as much as 51.0kgm in short bursts under overboost. All of which enables the new BMW M2 Coupe with optional seven-speed M Double Clutch Transmission (M DCT) and Launch Control to accelerate from 0 to 100 km/h in just 4.3 seconds. Top speed is electronically limited to 250 km/h.

在今年第一季至第二季到港的 M2，絕對是長久以來寶馬 M 系玩家最期待的型號，熱血回歸！M2 車在外觀配上 M 系 19 吋輪圈，並具備整合主動轉向、遠光燈輔助的遠近雙功能氙氣大燈，且擁有頭燈高壓清洗裝置，同時配上高光澤黑色窗框。

內籠部分，除了免鑰匙進入及引擎啟動系統、Dakota 真皮內裝、恆溫空調、碳纖維飾板、5.7 吋資訊顯示屏外，前座跑車座椅更整合了電動腰靠、電動調整含記憶機能，中控台上方的 8.8 吋彩色螢幕亦有原廠中文衛星導航系統，並具有 12 個揚聲器的 Harman Kardon 音響系統。

然而，M2 最大的賣點仍在於它的 3.0 升直列六缸渦輪增壓引擎，於 6,500rpm 時可輸出 370 匹最大馬力，47.4kgm 峰值扭矩則可於 1,400-5,560rpm 湧現，在超增壓模式下更可在 1,450-4,750rpm 範圍把最大扭矩進一步增加至 51kgm。手排型號由靜止加速至時速 100 公里僅需 4.5 秒，M-DCT 七速雙離合器版雖然車重高出 25kg，加速卻縮短至 4.3 秒，電子速限在 250km/h，可選配 M 駕駛套件將速限提升至 270km/h。



Specifications
Engine 引擎
2,979c.c. 16 24V turbo
Output 輸出
370hp, 47.4kgm
Transmission 傳動
6-speed MT or 7-speed dual clutch
Weight 重量
1,520kg (7-speed dual clutch)
0-100km/h 4.3s (7-speed dual clutch)
Top Speed 極速
270km/h



Specifications
Engine 引擎
1,991c.c. 2.4 Turbo
1,991c.c. 1.4 Turbo + Motor

Output 輸出
184hp, 30.6kgm / 236hp, 61.2kgm

Weight 重量 -
0-100km/h 7.7s, 6.2s

Top Speed 極速 -

Transmission 傳動
9-speed AT

MERCEDES-BENZ E-CLASS

The new E-Class compared with its predecessor, its wheelbase length has grown by 65 mm (2939/2874), its overall length by 43mm (4923/4880). The base version features the classic Mercedes radiator grille with the star on the bonnet. The AVANTGARDE and AMG Line models are identifiable by the sports radiator grille with a large Mercedes star as its centre piece. Each of the radiator grille designs lends the E-Class a distinct character, offering a unique degree of diversity that makes each different model stand out.

The interior of the new E-Class embodies the synthesis of emotion and intelligence. Optional extras include two next-generation high-resolution displays, each with a wide screen diagonal of 12.3 inches. Beneath their shared glass cover, the two displays visually conflate into a wide-screen cockpit that seems to be hovering in thin air, creating a central element that emphasizes the horizontal orientation of the interior design. As the instrument cluster, this wide-screen cockpit contains a large display with virtual instruments in the direct field of vision of the driver as well as a central display above the centre console. The driver can choose between three different styles to select their preferred design for the wide-screen instrument cluster: "Classic", "Sport" and "Progressive".

A choice of two engines at market launch: the E 200 with a four-cylinder petrol engine and the E350 e featuring PLUG-IN HYBRID technology. Both using a four-cylinder petrol engine, the E200 in conjunction with a powerful electric motor, gives E350e a total system output 286 hp with a system torque of 61.2kgm. Another variant to join the range will be the E 400 4MATIC whose six-cylinder petrol engine has an output of 333 hp and a maximum torque of 48.9kgm.

代號 W213 的新 E-Class 是自 1993 年推出以來的第 5 代車型，它與 S-Class 同樣採用 MRA 底盤發展而成，車體尺碼比上一代有所增加，輪軸距的增多了 65mm 至 2,939mm，車身長度增加 43mm 至 4,923mm，明顯地後座乘坐空間會最為受益，走向更接近 S-Class 的定位，氣派與動感並重。

新 E-Class 共有三個不同外觀版本。入門型號 Exclusive Line 選用傳統的車頭設計，橫柵鬼面罩及星形徽置頂；Avantgarde 和 AMG Line 兩個版本，則配備大型星徽置於跑車化鬼面罩中央，後者加入適量包圍配件強化戰鬥味。車廂整體鋪排沿著 S-Class 的路線，所用皮革和木製裝飾經過細心安排。設備的焦點是設於中控台和駕駛者前方的兩組 12.3 吋屏幕，前者主要功能是與多媒體系統連線，協助乘客操控各種配備，後者則是虛擬錶板，把行車資訊展示出來。開售初期，電油版分別有 E200 及 E350e，前者配備 2.0 公升 184 匹渦輪增壓引擎，後者是同一副引擎搭配 Plug-in Hybrid 插電式混能系統，綜合馬力及扭力分別是 286 匹和 61.2kgm。稍後會加入 333 匹馬力的 E 400 4MATIC 型號。首批車到港日期預計為今年第三季。



Alfa Romeo Giulia

The key elements of the Alfa Romeo Giulia are the 50/50 weight balance and rear wheel drive. In order to balance the weights perfectly, the engine and the mechanical parts are arranged between the two axles. This is why the Giulia has very short overhangs, a long bonnet and front wings, a retracted passenger compartment 'settled' on the drive wheels and muscular rear wings which visually mark the point where power is unleashed onto the road.

Giulia Quadrifoglio, the most exciting four-wheel drive version is powered by a V6 cylinder 2.9-litre turbo-petrol with 510hp, and inspired by Ferrari's technology and technical expertise, Alfa Romeo guarantees the a thrilling performance: a maximum speed of 307 km/h, a 0-100 km/h acceleration in just 3.9 seconds and a maximum torque of 61.2kgm.

過去很多年愛快已沒有生產過前置引擎後輪驅動房車，但一再生產的時候，便來一頭生人勿近的野獸，並要利用四輪驅動把他的蠻力好好利用。

強調前後車軸重量分配以 50/ 50 為目標的 Giulia，以前置引擎後輪驅動為基礎，推出數個不同引擎版本的型號，詳細資料快將公佈。然而廠方卻先把最強版本 Giulia Quadrifoglio 的最重要數據公諸於世，2.9 公升高增壓渦輪增壓引擎，馬力達到 510 匹，0-100km/h 加速只需 3.9 秒，單是這些數據加上外觀照片，足以令香港的愛快及非愛快車迷，抱著既好奇的心情落定金、興奮的心情期待交車的一日，話題性會比 4C Competition 大很多。

Specifications
Engine 引擎
2,902c.c. V6 turbo

Output 輸出
510hp, 61.2kgm

Transmission 傳動
6-speed MT

Weight 重量 1,524kg

0-100km/h 3.9s

Top Speed 極速
307km/h



Ferrari 488 Spider

The 488 Spider is Ferrari's eighth V-8 spider. The first was the 1977 308 GTS. To show you how incredible the 488 Spider is, all you have to do is compare its performance to other spiders in the past. It is not even close. By the numbers, the new Ferrari absolutely smokes its great-(six times over) grandfather. The 488 Spider goes from 0 -100km/h in 3.0 seconds, 100-200km/h in 8.7 seconds.

Its 3.9-liter, twin-turbocharged engine makes 661hp and 77.5kgm of torque. It redlines at 8,000 rpm but kicks in max torque at 3,000 rpm. Its seven-speed dual-clutch transmission shifts gears faster than a person blinks an eye.

Like any carmaker, Ferrari has done considerable research into its owners. Typical Ferrari coupe drivers tend to drive alone, suggesting they are spending weekends at track days. Spider owners spend more time with a passenger riding along, Ferrari says. Furthermore, Ferrari spider customers love these kinds of cars, with 90 percent of spider owners only buying spider models. Spider owners also drive their cars more often than coupe owners and use their vehicles more often to attend social events.

Ferrari spider owners will drive their cars more often with the top down, so the 488 Spider makes even this task easier. The top comes down in 14 seconds and can be operated while this supercar is moving slower than 45km/h.

法拉利有史以來馬力最強的中置引擎、後輪驅動 V8 硬頂開篷跑車 488 Spider，跟 488 GTB 同樣使用 3.9 公升 V8 雙 Turbo 引擎，擁有 670PS/8,000rpm 馬力及 77.5kgm/3,000rpm 扭力，比起 458 Spider 足足多 100PS 及 22.5kgm 之多。雖然 1,525kg 車重比 488 GTB 高出 50kg，但是 0-100km/h 加速亦只需 3 秒完成，0-200km/h 則是 8.7 秒，極速微下降至 325km/h。兩片式硬頂利用輕巧的物料及簡單結構，比傳統帆布軟篷還要輕 25kg，開合時間亦只需約 14 秒。電動玻璃尾窗有三種高度調校，開篷時可升高尾窗以減低座艙的氣流，當受到大雨或環境影響而未能打開硬頂，也可降低尾窗來欣賞引擎的聲浪。

然而重點是，根據法拉利的用家研究報告指，硬頂版 V8 通常單人乘坐，開篷版則常有乘客，而且 90% 的開篷版買家只會一直買開篷版，而且開篷版的車主駕車的時間及開篷駕車的時間都較長，即是說，488 Spider 是較多人期待駕駛遊街的。



Specifications
Engine 引擎
3,902c.c. V8 turbo

Output 輸出
670hp, 77.5kgm

Transmission 傳動
7-speed dual clutch

Weight 重量 1,525kg

0-100km/h 3.0s

Top Speed 極速
325km/h



Formula E Hong Kong

Yeah! Yeah! Yeah! The Formula E will head to Hong Kong on October 9th as part of the third Formula E season. This is, of course, the No. 1 most wanted car and event in 2016! Formula E is a new FIA championship and the world's first fully-electric racing series. It represents a vision for the future of the motor industry, serving as a framework for research and development around the electric vehicle, accelerating general interest in these cars and promoting sustainability.

今年香港人最期待的汽車，必定是將於 10 月舉行的電動方程式錦標賽香港站賽事的電動賽車。這是一項圍繞能源、環境、娛樂三個核心進行推廣和發展的賽事，這不僅開創了純電動系列賽事的先河，為全球電動汽車的推廣和可持續的研究發展提供了最佳展示平台，更代表了未來汽車工業的發展方向。

Formula E 正在進行第二屆 (2015-2016) 賽季，將在 7 月初完成。

香港賽站將會在第叁屆 (2015-2016) 賽季之中，並有機會成為賽季開鑼的首站，這個第一次，絕對叫人期待及興奮！



The first Formula E race took place in Beijing in September 2014, the first of 11 taking place in major cities around the world including London, Berlin and Moscow. For the inaugural season, 10 teams, each with two drivers, went head-to-head creating a unique and exciting racing series designed to appeal to a new generation of motorsport fans.

Nelson Piquet Jr. came first in the overall standings, and becomes the first ever and reigning Formula E champion. Piquet Jr. is a Brazilian former Formula One driver. The son of three-time Formula One world champion Nelson Piquet, he was signed as test driver for Renault Formula One team for the 2007 season, and was promoted to the race team for 2008.

Piquet did not have a great start in the first season but then he achieved step by step to higher ranking points. At Miami was in top five. At Long Beach to celebrate a Piquet victory. Nelson Piquet Jr. took his first Formula E win in the same spot where his father scored his maiden Formula 1 victory.

He also won the first ever Moscow ePrix making a significant step forward in his fight for the title. He picked up 25 points, which means he arrived in London for the grand finale with a lead of 17 points (128 to 111) over his closest rival, fellow countryman Lucas di Grassi.

The big story of the last round in London was the title fight, with three contenders, Buemi, di Grassi and Piquet, who went on to cross the line in that order. However, only the last of them was smiling about his finishing position, because the six points that go with seventh place were enough to finish just a single point ahead of Buemi in the classification.

Paying the highest price for the drops of rain that

Piquet Jr. is the first time champion of the Formula E Championship. 小畢奇稱王首屆電動方程式錦標賽。

Buemi lost the Champion title by just one single point. 布美屈居首總亞軍

FORMULA E
SEASON ONE
REVIEW

回顧首屆電動
方程式錦標賽

text by Crystal Lei



hit that track was Piquet, who was in the third group and thus found himself in 16th place on the grid, behind fellow countryman di Grassi (11th) but more importantly, a long way off Sebastian Buemi, his closest title rival.

Buemi paid the price for a spin shortly after his pit stop: the mistake meant Bruno Senna got ahead of him to finish fourth. Piquet proved to be an unshakeable opponent for the e.dams-Renault driver, who tried his best in the final few metres to take back the position that would have given him the title by just one more single point than Buemi.

di Grassi is at third place in overall ranking. 迪加拉斯獲得車手總季軍



2014-2015 Drivers' Championship 賽季積分榜					
	Car No. 車號	Driver 車手	Nat. 國籍	Team 車隊	Points 積分
1	99	Piquet 畢奇	Brazil 巴西	NEXTEV TCR (China Racing)	144
2	9	Buemi 布美	Swiss 瑞士	e.dams Renault Racing	143
3	11	di Grassi 迪加拉斯	Brazil 巴西	Audi Sport ABT	133
4	7	Ambrosio 岩布斯奧	Bel 比利時	Dragon Racing	113



第一屆 電動方程式錦標賽 (2014 至 2015 年) 總共設有 10 站共 11 場賽事，分別在世界各地城市舉行賽事，揭幕戰在北京奧林匹克公園賽道展開，接著在馬來西亞、烏拉圭、阿根廷、美國邁阿密、長灘 (Long Beach)、摩納哥、德國柏林和英國倫敦等城市舉行，所有賽道都在市區之內，每圈大約長 2.5 至 3 公里，以街道賽形式進行比賽。國際汽聯希望藉此能使賽車運動進一步接近民眾，並向各地市民推廣使用電動車。而每站賽事的練習、排位賽和比賽都在一天內完成，以便降低營運成本，並且將對舉辦城市的影响降到最低。

首個賽季共有 10 支車隊參賽，每車隊均擁有 2 位車手。車手陣容不乏前 F1 車手，包括 Audi Sport ABT 的巴西車手迪加拉斯 (Lucas di Grassi)、e.dams Racing 的瑞士車手布美 (Sebastien Buemi)、Venturi Racing 的德國車手希菲特 (Nick Heidfeld)、Dragon Racing 的比利時車手岩布斯奧 (Jerome d'Ambrosio)、Virgin Racing 車隊的西班牙車手阿古亞舒亞利 (Jaime Alguersuari)、Trulli GP 的意大利車手特魯利 (Jarno Trulli)、Mahindra Racing 的印度車手查鐸 (Karun Chandhok) 和巴西車手般奴拿拿 (Bruno Senna) 等。

此外，尼高拉斯保魯斯 (Nicolas Prost) 和小畢奇 (Nelson Piquet Jr) 這兩位將門之後亦分別代表 e.dams Racing 和 NEXTEV TCR (China Racing) 出戰電動方程式錦標賽，他們的父親分別是四屆 F1 世界冠軍保魯斯 (Alain Prost) 和三屆 F1 世界冠軍畢奇 (Nelson Piquet)。其他參賽車手還有曾擔任 Renault F1 車隊測試車手的中國車手董荷斌，活躍於德國房車大師賽 (DTM) 的葡萄牙車手達哥斯達 (Antonio Felix da Costa) 和 GP2 系列賽的阿比徹 (Daniel Abt) 亦加入戰團。

年度賽事結果由小畢奇勇奪車手總冠軍，而車隊總冠軍則由 e.dams Renault Racing 奪得。小畢奇奪得總冠軍的過程可謂峰迴路轉，他在中國北京奧林匹克公園賽道展開的揭幕戰只獲得第八名，然後在馬來西亞布城舉行的第二站賽事中更因意外事故而未能完成比賽。當逐漸適應電動方程式戰車的操控和電池管理後，他的成績漸入佳境，先後於烏拉圭埃斯特和阿根廷布宜諾斯艾利斯舉行的分站賽事中打入三甲位置。而在美國長灘舉行的第六站賽事中，他更首次奪得分站冠軍。之後越戰越勇在摩納哥蒙地卡羅站和德國柏林站分別獲得季軍和殿軍，並且在俄羅斯莫斯科站勇奪分站冠軍後，使他在車手積分榜進佔領先位置。

可是充滿戲劇性的英國倫敦站為小畢奇的奪冠征途一度存在暗湧，該站首回合賽事後他與積分榜第二位車手差距只有 5 分。壓軸一戰排位因降雨影響只能排在第十六位發車，主要競爭對手則排在第六位起跑。

當比賽正式展開後，小畢奇在狹窄的 Battersea 公園賽道上展開絕地反，起跑超越多位對手，之後採取較為省電的駕駛策略，使他可以較其他對手多跑一至兩圈才需要更換戰車，借此機會來縮小與前方對手距離，最終以第七名完成比賽，於在積分榜上僅以 1 分之微敗在壓軸戰中獲得第五名的布美，驚險地加冕首屆電動方程式錦標賽車手總冠軍。



FROM
SINGLE SPEC
TO OPEN
CHAMPIONSHIP
由統一規格到
開放發展

In the first season (2014-2015) of Formula E, all 10 teams used identical single-seater cars – the Spark-Renault SRT_01E. It was homologated by the FIA was built by French company Spark

Racing Technology, led by Frédéric Vasseur, together with a consortium of some of the leading companies in motorsport. Italian firm Dallara, who boast more than 40 years' motorsport experience, have constructed the monocoque chassis. Made from carbon fiber and aluminium, the chassis is both super lightweight and incredibly strong and fully complies with the latest FIA crash tests - the same used to regulate Formula One.

Providing the electric powertrain and electronics is McLaren Electronics Systems, the world leader in high-performance technology for motorsport. Meanwhile, Williams Advanced Engineering, part of the Williams group of companies that includes the world famous Williams F1 Team, supplies the batteries producing 270bhp. This is linked to a five-speed paddle shift sequential gearbox, supplied by Hewland, with fixed ratios to help reduce costs further.

Overseeing all the systems integration is the championship's Technical Partner Renault, a leader of electric vehicles and an expert in motorsport thanks to its Renault Sport Technologies and Renault Sport F1 programmes. Specially designed 18" treaded tires will be supplied by Official Tire Partner Michelin, capable of providing optimum performance in both wet and dry conditions.

For this season (2015-2016), Formula E becomes an open championship allowing teams, and manufacturers, to develop their cars. This will begin with the development of new powertrain solutions - incorporating the e-motor, inverter and transmission – with future regulation changes allowing for battery development.



所有參加電動方程式錦標賽的戰車只依靠電力來提供能源，讓賽車生產商和製造商可以打造自己的純電動戰車。首個賽季(2014 至 2015 年度)賽事指定採用的 Spark-Renault SRT_01E 戰車，是雷諾運動技術部門專為城市賽道設計而開發，並在戰車電力系統設計和研發中扮演重要角色。透過參與所有測試和比賽，為參賽車隊收集和總結資料，並對戰車作出持續改進。

SRT_01E 戰車由具備豐厚的賽車底盤、空氣力學和懸掛系統組裝能力的 Spark Racing Technology，再結合多家知名廠家合力打造，包括意大利著名車架製造商 Dallara 負責設計與建造 SRT_01E 電動戰車的單體式座艙；法國車廠 Renault 則主理傳動系統的設計以及各部系統的整合工作；Williams Advanced Engineering 主力於戰車的電池以及電池管理系統；至於 McLaren Electronic System 則主要負責提供電動變速箱以及動力控制單元等部分。另外錦標賽的官方輪胎合作夥伴 Michelin 為所有的賽車提供了 18 寸的輪胎。

採用後輪驅動設計的 SRT_01E 戰車擁有 270 匹最大馬力，主要是提供給練習及排位賽使用，但到了正式比賽期間因應持久性的需要，戰車會啟動節能模式，此時戰車的最大馬力下降至 180 匹，另可透過按鍵啟動 Power Boost 功能，讓車手在限定時間短暫擁有 270 匹的最大馬力來超越前方對手。此外，SRT_01E 戰車擁有 0-100km/h 只需 3 秒的加速實力，極速可達每小時 225 公里。而相較於 F1 賽車在比賽時產生的高達 130 分貝的音量，電動方程式戰車僅為 80 分貝。

SRT_01E 戰車嚴格遵守國際汽聯 2014 年安全標準，採用特殊的安全措施，比如碳纖維前後防撞結構和駕駛艙頭部圍繞保護。同時通過正面、側面、尾部和駕駛艙碰撞測試，頭部和尾部的翻滾碰撞測試以及硬殼式構造車架的強度測試。

今個賽季賽會讓賽車動力部分開放發展，使得不同車隊、車廠可以介入發展相關的電動技術，無論對賽事的可觀性及電動科技發展速度都有正面幫助。





BUEMI LEADS
AFTER
3 ROUNDS
本屆賽事
目前戰況

text by Crystal Lei

The new era of Formula E is here. The racing was as spectacular as ever and with 76,000 people attending the Olympic Park during the event there was a fantastic atmosphere.

Sébastien Buemi started the second season in Beijing of the FIA Formula E Championship in perfect fashion becoming the first driver to ever score the maximum possible points haul of 30 points.

After taking the Julius Baer Pole Position in the new Super Pole shoot-out, the Swiss ace then went on to dominate the SWUSP Beijing ePrix setting the Visa Fastest Lap in the process to complete a unique hat-trick. Buemi admitted he didn't make the best of starts, but he fended off the fast-starting Mahindra of Nick Heidfeld into the first corner to hold the lead. From there on after he dominated the race and won.

In the race of Malaysia, Lucas di Grassi claimed his second Formula E Championship win in a race at Putrajaya

that was packed with incident from start to finish. With no one directly alongside, Buemi had a clear run into the first corner, he pulled away into a comfortable lead. But this would be no back-to-back win for the Swiss, as his car ground to a halt as the race neared its mid-way point. Di Grassi took over in second following the pitstop phase, but only because Loic Duval suffered an over-long stop. The Frenchman had briefly held the lead following Buemi's troubles, but was now behind not only di Grassi but the impressive Team Aguri car of Antonio Felix da Costa too. As Prost struggled with his car cutting out, di Grassi made his move for the lead and was left unpressured at the front and duly collected the win.

Buemi recharged his title assault with a sensational win in the Julius Baer Punta del Este ePrix. For the first time this season the Renault e.dams star failed to take pole position, but from fifth position on the grid he produced a charging drive to the delight of over 10,000 passionate Uruguayan fans to score his second victory in this season.

Di Grassi gave everything to put Buemi under pressure, but couldn't get close enough to force a move or a mistake and settled for second.

電動方程式錦標賽踏入第二屆 (2015-2016) 賽季，於賽例上作出了一些革新，例如參賽戰車在保持底盤、電池不變的基礎上，允許車隊對電機、逆變器、變速箱和冷卻系統等部分進行升級改造。這些變化吸引了更多的汽車廠商參與電動方程式賽事，例如雷諾車廠和首賽季冠軍車隊 e.Dams 合作共同開發 Renault Z.E.15，雪鐵龍 DS 則與 Virgin Racing 合作，NEXTEV TCR Formula E Team 則獲得 Nextev 耐來汽車技術支持。

本屆錦標賽總共設有 10 站賽事，揭幕戰在北京奧林匹克公園賽道展開，接著在馬來西亞布城、烏拉圭埃斯特角、阿根廷布宜諾斯艾利斯、墨西哥城、美國長灘、法國巴黎、德國柏林和英國倫敦等城市舉行。

本賽季共有 9 支車隊參賽，包括 ABT Schaeffler Audi Sport、Renault e.dams、Venturi Formula E Team、NEXTEV TCR Formula E Team、Amlin Andretti Formula E、Dragon Racing、Team Aguri、DS Virgin Racing Formula E Team、和 Mahindra Racing Formula E Team 等。

車手陣容方面，奪得首屆車手總冠軍的小畢奇再度聯手 NEXTEV TCR Formula E Team 進行其衛冕戰，其最大競爭對手布美和迪加拉斯則分別效力 Renault e.dams 和 ABT Schaeffler Audi Sport。此外，韋尼、希菲特、岩布斯奧和般奴洗拿等前 F1 車手亦繼續參戰。至於新加入的車手亦具有一定的名氣，包括曾於 1997 年奪得 F1 世界冠軍的加拿大車手韋倫諾夫 (Jacques Villeneuve) 和於 2015 年奪得寶珀 GT 系列賽 (Blancpain GT Series) 總冠軍的荷蘭車手富林斯 (Robin Frijns) 等。

本年度錦標賽已先後在中國北京、馬來西亞布城和烏拉圭埃斯特角舉行，經過前三站比賽後，布美先後於中國和烏拉圭賽站奪冠，在車手積分榜暫領群雄。而上一個賽季的總冠軍小畢奇暫時未有積分。



2015-2016					
Driver Standings after 3 rounds 3 站後賽季積分榜					
	Car No. 車號	Driver 車手	Nat. 國籍	Team 車隊	Point 積分
1	9	Buemi 布美 Piquet 畢奇	Swiss 瑞士	e.dams Renault Racing	62
2	11	di Grassi 迪加拉斯	Brazil 巴西	Audi Sport ABT	61
3	7	Ambrosio 岩布斯奧	Bel 比利時	Dragon Racing	28
4	2	Bird 貝特	GB 英國	DS Virgin Racing Formula E Team	24





BMW TO CONTINUE
AS THE
OFFICIAL
VEHICLE
PARTNER
寶馬再當安全車

text by Crystal Lei



BMW to continue as the Official Vehicle Partner for the FIA Formula E Championship through the 2015/16 season with the i3, i8, and X5 xDrive40e plug -in hybrid.

The futuristic BMW i8 hybrid sports car (fuel consumption combined: 2.1 l/100 km / 134.5 mpg imp; CO2 emissions combined: 49 g/km) is once again see action as the Safety Car in the trailblazing race series for electrically-powered formula machines. The all-electric (and therefore emission-free) BMW i3 (energy consumption combined: 12.9 kWh; CO2 emissions combined: 0 g/km) performs the role of Medical Car, as it did in the series' inaugural season. Added to which, a pair of BMW C evolution electric scooters and a BMW X5 xDrive40e plug -in hybrid have already made their Formula E debuts.

Qualcomm applied "Qualcomm Halo" wireless electric

vehicle charging (WEVC) technology in the modified BMW i8 and i3 course cars. Positioned at each end of the pit lane will be one of each model, charged-up, at the ready, to rapidly sprint to on-track incidents. This real-world stress test of "Qualcomm Halo" WEVC technology can save seconds in course car deployment—and in motor racing, seconds can save lives.



寶馬再次成為電動方程式的合作伙伴，提供 i8 混合動力跑車、i3 電動車、X5 xDrive40e plug -in hybrid 混合動力 SUV 及 C evolution 電動小綿羊，給賽事中不同角色的工作單位使用。

X5 xDrive40e plug -in hybrid 及 C evolution 電動小綿羊主要作後勤運輸之用，i3 電動車是醫療人員車，車身有「Medical」字樣，而帶領賽車的安全車需要較高速度及性能表現，i8 無疑是理想之選。今個賽季特別之處，是同樣作為 Formula E 的技術合作夥伴的電子科技公司 Qualcomm，為大會的醫療車及 Safety Car，即是寶馬 i3 及 i8，引入了 Qualcomm Halo 無線充電技術，這項磁共振技術跟智能電話無線充電原理相近，實際上需要接收與發射器，但兩者在充電時卻不需要完全接觸，便能夠讓兩款車的電池快速充電。技術成熟之後，希望能夠盡快應用到一般用家層面，那便功德無量了！

Jaguar has announced its return to global motorsport. In the autumn of 2016, Jaguar will enter the third season of the exciting FIA Formula E Championship as a manufacturer with its own team.

FIA Formula E offers a unique opportunity for Jaguar Land Rover to further the development of future EV powertrain including motor and battery technology.

Nick Rogers, Group Engineering Director for Jaguar Land Rover, said: "I am proud to announce Jaguar's return to racing with an entry into the innovative FIA Formula E championship. Electric vehicles will absolutely play a role in Jaguar Land Rover's future product portfolio and Formula E will give us a unique opportunity to further our development of electrification technologies. The Championship will enable us to engineer and test our advanced technologies under extreme performance conditions.

It is my belief that over the next five years we will see more changes in the automotive world than in the last three decades. The future is about being more connected and more sustainable; electrification and lightweight technologies are becoming more important than ever as urbanization continues to increase. Formula E has recognized and reacted to these trends and the championship's exciting and pioneering approach is the perfect fit for our brand."

Jaguar Land Rover employs over 8,000 engineers and is the UK's largest investor in research and development across any business sector. Jaguar's Formula E team will be able to draw upon this industry leading resource with Jaguar Land Rover engineers working closely with the race operations team.

Those engineers will not only be able to apply their knowledge within the race team environment but crucially

JAGUAR JOINS FORMULA E NEXT SEASON

方程電豹

Formula E and approved by the FIA.

Alejandro Agag, Chief Executive Officer for Formula E, said: "We are delighted to welcome Jaguar into Formula E. Jaguar is a brand with a rich sporting heritage and the fact that it is returning to global motorsport with Formula E is a huge endorsement of the championship and its ability to influence the development of electric cars. Jaguar brings with it a passionate fan base that will drive the popularity of the championship across the world and once again shows that Formula E is the future of motorsport."

Jean Todt, President of the FIA said: "The FIA is pleased to welcome Jaguar as a new manufacturer to enter the FIA Formula E Championship. We built this series to offer an alternative competition for manufacturers to step into the sport and develop road-relevant electric technologies. The choice of Jaguar to come back to motor racing with Formula E is a proof of success. As it forges a path forward for the future of the electric car, Formula E managed to attract one of the most prestigious and historical brand across the automotive industry. I wish them success ahead of their arrival in 2016/2017".

use the experience to extract data and push the boundaries of electric technology in a performance environment.

Williams Advanced Engineering will be Technical Partner to the Jaguar Formula E Team and provide extensive motorsport knowledge, combined with high performance EV Systems experience and success. Jaguar Land Rover has a long term relationship with Williams, who partnered with Jaguar on the development of the Jaguar C-X75 plug-in hybrid concept car. The team entry has been granted by

Jaguar C-X75 is a hybrid-electric concept car which debuted at the 2010 Paris Motor Show. It produces 778 horsepower through four electric motors, each of which drives one of the four wheels. The batteries driving these motors are recharged using two diesel-fed micro gas turbines instead of a conventional combustion engine.



C-X75 概念超級跑車於 2010 年法國巴黎車展發表，它由四輪獨立的馬達驅動，最大馬力輸出 778 匹，馬達由電池提供電力，而電力除了來自自動能再生，例如是減速的時候，主要電力則由兩組柴油渦輪發動器產生，而非傳統的內燃引擎。



Jaguar R5
The chassis with a 3.0 V10 engine for the last season in F1
2004 年
Jaguar的R5一級方程式戰車。



曾經 在 1950 年代的法國 Le Mans 耐力賽拿下五次優勝，並且在 80 年代參加過歐洲房車賽，1988 年與 1990 年也再度拿下 Le Mans 優勝，2000 至 2004 連續五年參加 F1 一級方程式大賽，Jaguar 在賽車領域裡也擁有其傳奇的車廠故事，只不過自 2007 年脫離了 Ford 集團之後，已沒有 Jaguar 在賽場上的消息了。



Jaguar 有意重返方程式賽車壇，但並不是搭載渦輪增壓引擎的 F1 比賽，而是逐漸興起的 FIA Formula E Championship 電動方程式大獎賽。廠方確認了將在明年，即第三個賽季的 FIA Formula E Championship 開始正式參賽，計劃中將會跟同樣來自英國的 Williams 車隊作技術合作，雙方的合作關係建立在過往的 C-X75 plug-in hybrid 概念超級跑車的開發基礎之上，Williams 不僅是一支專業的方程式賽車團隊，車隊創辦人 Frank Williams 所開發的電池系統也是一大創新，目前已經使用在 Formula E 的 SRT_01E 賽車之上，所有參賽車隊均受惠於這個先進的電力供應系統。

根據廠方首席工程師 Nick Rogers 表示，電動車將在未來於 Jaguar Land Rover 品牌中扮演愈加重要的角色，參加 Formula E 是希望借助這個平台，加速電動車科技的研發精細度。透過爭取勝利的過程、激烈的競賽環境下，應用更先進的技術。

Formula E 大獎賽行政總裁 Alejandro Agag，以及國際汽車聯合會會長 Jean Todt 均歡迎 Jaguar 的參與，希望電動方程式競賽能推動有機械技術的發展。而 Jaguar 明年參賽要面對的，是 Audi、Renault 與 PSA 集團的 Peugeot 與 Citroen 等對手。



CONCEPT BUDD-E 經典 T1 的電動概念車

Volkswagen stays on course for innovation. The world premiere of the BUDD-e at the CES in Las Vegas shows the next step towards the mobility of the future. Its newly developed electric drive enables a driving range of up to 533 kilometers (NEDC) / 233 Miles (EPA estimated real-world driving range). The all-wheel drive vehicle's system has a total power output of 235 kW/317 PS. With the batteries located in the vehicle floor, the concept permits entirely new, unrestricted forms of interior design. Volkswagen is developing completely new and unique vehicle concepts – especially designed for long-distance electromobility. The



BUDD-e is a modern interpretation of the first Volkswagen bus.

One of its highlights is the charging cycle. It is possible to charge the battery to 80 percent of its capacity within just around 30 minutes.

明顯以 Buddy 作發音的 BUDD-e，是 Volkswagen 針對長續航距離需要的電動概念車，它集大功率馬達輸出、容納電池空間大、儲電力充沛等特點於一身，因為以 T1、T2 等 Volkswagen 經典小貨車為設計基礎，電池組能安置於地台之下，大大增加電池組數量及儲電量，得以搭載前後軸大功率獨立馬達，以最大 317 匹馬力四輪驅動行走，續航距離達 533 公里，實際續航距離約 370 公里。這樣大馬力又有理想續航力的電動車市面有售，然而換轉了是 T1 格局的這樣一款電動車，實用、經典與型格結合起來，必定能為 Volkswagen 有效打開電動車市場。



ELECTRIC RAPIDE MIGHT AVAILABLE IN MARKET 電動馬田或量產



中國國家主席習近平先生到訪英國倫敦的時候，在結束帝國理工的訪問之後，他與夫人一行人到過座落於倫敦西端的蘭卡斯特宮，參加中英產業交流活動，在場內威廉王子及王妃接待，在場外一部雅士頓馬田 RapideE 電動概念車停泊於庭園之中。原來，雅士頓馬田正準備跟一家中國投資集團簽署合作協議，投資開發量產的 RapideE，如果發展順利的話，大約 2 年這部電動四門超級房跑車便會面世。 **DRIVEN**



Aston Martin showcased a fully electric concept of its Rapide S four-door sports saloon outside Lancaster House in London – the venue for a meeting between Their Royal Highnesses Prince William, Duke of Cambridge; Catherine, Duchess of Cambridge and President of The People's Republic of China, Xi Jinping. The new RapideE concept has been developed in collaboration with Williams Advanced Engineering at its facility in Grove.

During the Lancaster House event, Aston Martin and Chinese investment group, ChinaEquity, announced an agreement to explore the development of a production version of the RapideE concept. If successful, the new luxury sports car would be constructed at Aston Martin's global HQ in Gaydon, Warwickshire, and could be brought to market in around two years.

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2015

FOURTH QUARTER SALES FIGURES

第4季 香港私家車 銷量

QUARTERLY BEST SELLING MODELS

QUARTERLY SALES FIGURES

ACCUMULATED SALES FIGURES

總結 2015 年 10 月至 12 月香港私家車銷量成績，由於在剛過去的 12 月份，包括豐田、凌志、福特、積架及越野路華在內五個香港英之傑集團旗下的私家車品牌，未有向香港汽車商會 (MTA HK) 提供 12 月份銷售數字，令原本銷量一直遙遙領先的豐田，於第四季成績被寶馬及平治後來居上，連最暢銷汽車型號亦交到本田 Stepwgn 手中，幸好年度最暢銷私家車品牌力保不失。

2015 年第 4 季
香港 20 大最暢銷汽車型號

2015 年
香港私家車品牌暢銷榜

品牌	型號	數量	總數量	總數量
AUDI	No.16 AUDI A3 SEDAN 1.4 ULTRA	59	858	2,565
ASTON MARTIN			7	30
ALFA ROMEO			2	54
BENTLEY			15	89
BMW	No.7 BMW 120I	186	1,979	6,061
	No.8 BMW 520I	185		
	No.15 BMW 220I GRAN TOURER	100		
	No.17 BMW 320I	56		
FIAT			8	53
FORD			83	362
FERRARI			20	94
HYUNDAI			35	156
HONDA	No.1 HONDA STEPWGNSTEPWGN	375	865	3,337
	No.9 HONDA JAZZ RS	164		
	No.14 HONDA FREED	121		
	No.16 HONDA ODYSSEY	59		
INFINITI			43	134
JAGUAR			14	75
JEEP			19	142
KIA	No.19 KIA MORNING	51	109	608
LAMBORGHINI			6	47
LAND ROVER			170	566
LEXUS			183	1,308
MERCEDES-BENZ	No.2 MERCEDES-BENZ E200	317	1,859	6,179
	No.3 MERCEDES-BENZ CLA250	257		
	No.9 MERCEDES-BENZ C200	164		
	No.13 MERCEDES-BENZ B200	142		
MINI			124	589
MCLAREN			6	24
MASERATI			77	296
MITSUBISHI			46	144
MAZDA			251	1,102
NISSAN	No.10 NISSAN SERENA	160	372	1,686
PORSCHE	No.12 PORSCHE MACAN S	145	320	1,336
ROLLS-ROYCE			12	33
SUBARU			79	314
SMART			25	63
SUZUKI			68	242
TOYOTA	No.4 TOYOTA SPADE	252	1,260	6,903
	No.5 TOYOTA SIENTA	249		
	No.6 TOYOTA ALPHARD	235		
	No.11 TOYOTA NOAH	147		
	No.18 TOYOTA PREVIA 2.4	54		
	No.20 TOYOTA CAMRY 2.5	50		
VOLVO			75	256
VOLKSWAGEN			726	2,483

Source of information 資料來源：MTA HK



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GT3 WORLD 世界大戰 WAR

2016 is an extraordinary year for all GT3 race cars, new born models are heading to battle fields for championships and renowned race events around the world. In Asia, the race week in Macau Guia street circuit will catch car lovers' eyeballs for sure.

今年是 GT3 賽車新力軍湧現的一年，各大車廠籌劃經年的戰鬥利器將會在世界各地進行大戰，亞洲區的主要戰場澳門東望洋賽道，將會是世界的焦點所在。

text by Racing Heart photo by Eric S.P. To

RACERS AT A GLANCE
戰車一覽

MERCEDES-AMG GT3
FERRARI 488 GT3
PORSCHE 991 GT3 R
BMW M6 GT3
LAMBORGHINI HURACAN GT3
AUDI R8 LMS
MCLAREN 650S GT3
BENTLEY CONTINENTAL GT3
ASTON MARTIN VANTAGE GT3
FORD GT GT3



Mercedes-AMG GT3

Mercedes-AMG rings in the 2016 motorsport season with the sonorous sound of the V8 engine. The new Mercedes-AMG GT3 is developed to comply with the FIA's GT3 race rules, and will compete in the world's most hotly contested customer race series.

作為奧迪 R8 LMS 的宿敵，以平治 AMG GT 街車發展過來的 AMG GT3，將繼承 SLS AMG GT3，由今年起透過不同的私人車隊，進攻世界各地的 GT 大賽擂台。



SPECIFICATIONS

Engine 引擎	6,208c.c. V8 N.A.
Output 輸出	550hp*
Transmission 傳動	Sequential 6-speed racing type 6 前速序列式賽車規格
Weight 重量	1,350kg*

* Engine output and vehicle weight depend on BOP ('Balance of Performance' set by the FIA). The engine original output is 563hp. 引擎輸出及出賽車重由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限。原裝引擎輸出為 563 匹。

The new GT3 is based on the Mercedes-AMG GT. However, the GT3 is equipped with the further enhanced AMG 6.3-litre V8 engine taken from the SLS AMG GT3 instead of turbo machine in the road car. User-friendly technology, excellent reliability, long maintenance intervals and the high-revving naturally aspirated engine with low running costs made it the engine of choice for the new AMG sports model. The six-speed sequential racing gearbox for the GT3 is - as is the case in the standard GT - mounted in a transaxle configuration on the rear axle, thereby facilitating optimum weight distribution. They also have double-wishbone suspension - made almost entirely from aluminium-in common.

The vehicle structure of the GT3 consists of a very lightweight yet extremely rigid aluminium spaceframe, offering outstanding protection for the driver. The driver is further protected by the resilient carbon-fiber seat pan and an integral roll-over cage made from high-tensile steel. The engine cover, doors, front wing, front and rear aprons, sidewalls, side skirts, diffuser, boot lid and rear aerofoil are all made from particularly lightweight yet high-strength carbon-fiber.

The widened vehicle body, the large air intakes, the diffuser and the huge rear aerofoil all signalise a desire to attack. Every modification to the bodywork has been made for the purpose of maximising power output and aerodynamic performance. With its low center of gravity, perfect distribution of weight and wide track width. For this layout guarantees precise cornering properties, high lateral acceleration, a high level of traction and low inertia when having to change direction fast.

The new AMG racing car should have been shipped to the first customer teams at the end of 2015. We are looking forward to watching the hard fight of it with other GT racers in Macau.

6,208c.c.
550hp



雖說 這款 AMG GT3 以 AMG GT 街車發展過來，然而 GT3 的動力心臟部分，卻沿用 SLS AMG GT3 的 6.3 公升 V8 自然吸氣引擎，而非 AMG GT 街車的 4 公升 V8 雙渦輪增壓機器。使用舊引擎的好處，一來因為它已發展得相當成熟，無論在技術、耐用程度之上都相當可靠，保養上的花費比起不少其他的 GT3 賽車低，加上大排氣量的好處是在極低引擎轉速時有豐厚的扭力輸出，有利初、中段的加速爆發力，SLS AMG GT3 能一次又一次在賽事起步時壓倒對手，這是關鍵的所在。

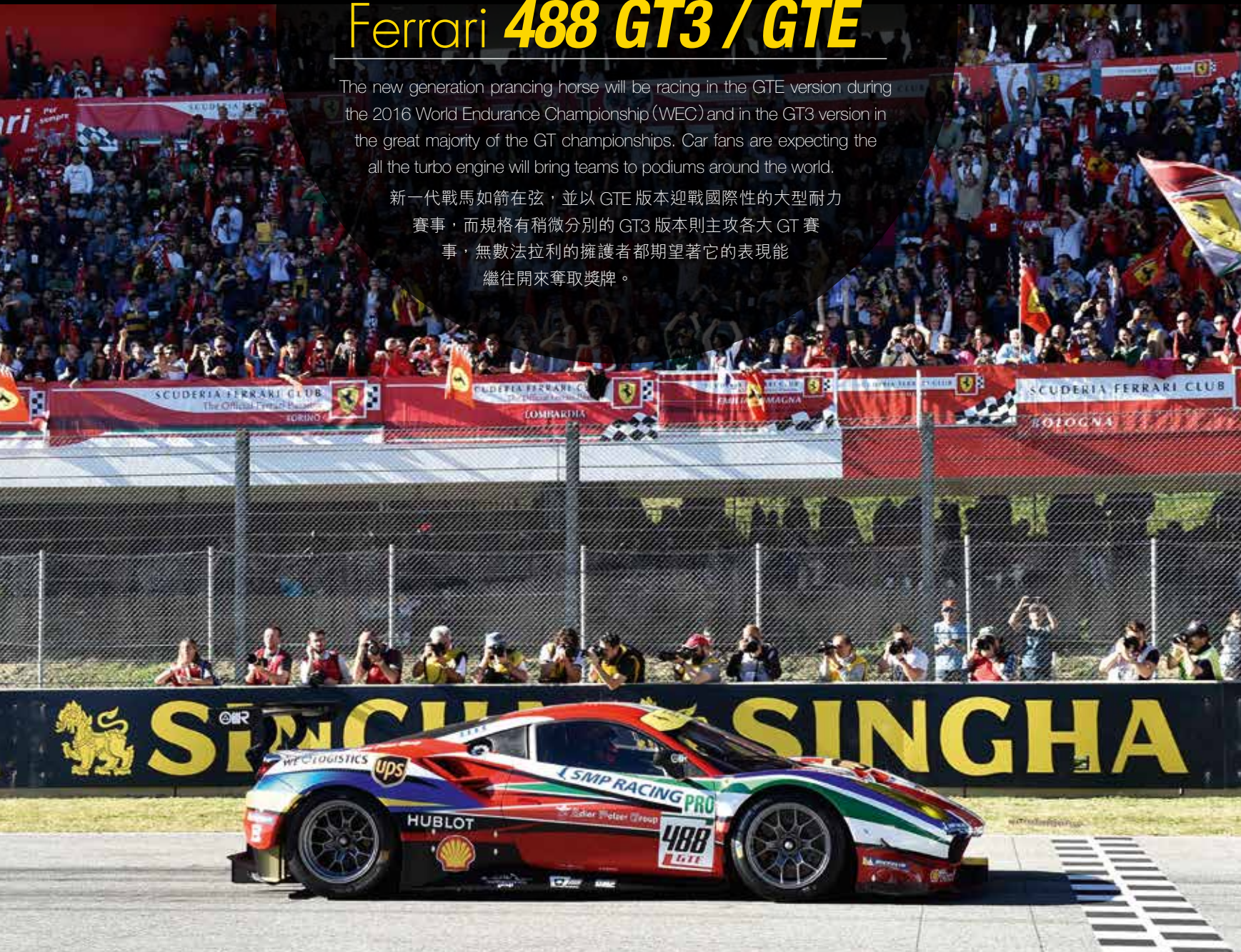
引擎馬力由 571bhp / 6,800rpm 稍為限制至 550bhp / 7,300rpm，街車引擎已採用乾式油池潤滑系統，利用真空高壓泵及外置油箱，令引擎得到最佳潤滑效果，同時可降低引擎擺放重心，易於配合波箱及傳動軸位置，使重量分配得以更加平均；賽車化改裝主要集中在機油流量的穩定性及加強散熱之上。

在輕量化的前提下，車身應用了大量碳纖維，側窗、尾窗及擋風玻璃以輕巧的聚碳酸酯製造，翻車保護架則由鋁合金製造，車重亦下降至 1,350kg；波箱由街車的 7 前速雙離合器式改為 6 前速序列式賽車波箱，壓盤設有 +/- 轉波功能。前泵把上的巨型入氣口可以為機油冷卻器及制動碟提供更大空氣流量；引擎蓋及前沙板氣口讓引擎的熱力更快溜走；裙腳及尾泵把入氣口同為後制動散熱之用；車尾的巨型破纖維賽車尾翼，能配合賽道的特性作出調校；快速注油口則擺放到 B 柱。大幅度的精心改造，估計約 400 萬港元出廠價，在 GT3 賽車來講並不算高昂。

Ferrari 488 GT3 / GTE

The new generation prancing horse will be racing in the GTE version during the 2016 World Endurance Championship (WEC) and in the GT3 version in the great majority of the GT championships. Car fans are expecting the all the turbo engine will bring teams to podiums around the world.

新一代戰馬如箭在弦，並以 GTE 版本迎戰國際性的大型耐力賽事，而規格有稍微分別的 GT3 版本則主攻各大 GT 賽事，無數法拉利的擁護者都期望著它的表現能繼往開來奪取獎牌。



SPECIFICATIONS

Engine 引擎	3,902c.c. V8 Twin Turbo
Output 輸出	550hp*
Transmission 傳動	Sequential 6-speed racing type 6 前速序列式賽車規格
Weight 重量	1,300kg*

* Engine output and vehicle weight depend on BOP ('Balance of Performance' set by the FIA). The engine original output is 670hp. 引擎輸出及出賽車重由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限。原裝引擎輸出為 670 匹。



3,902c.c.
550hp

Ferrari is going enter this year's World Endurance Championship in the GTE PRO category, and joining the field at the 24 Hours of Le Mans. For sure Ferrari will again support AF Corse, which will bring on track two 488 GTEs. A third 488 GTE could join the ranks by a private team.

Competizioni GT, which is Ferrari Corse Clienti's GT competitions division since 2014, and Michelotto Automobili worked together for giving birth to the 488 GTE. The car features an innovative twin-turbocharged 3.9-litre V8 engine and a different gearbox compared to that used for the 458 Italia GTC; it was manufactured by Xtrac, replacing the Hewland one. An important study about the placement of internal parts, including the inter-cooler, was made to optimize both balance and cooling. With test bench being necessary to strength engine reliability, the 488 GTE completed about 2,000 km of testing before the presentation at Mugello during the Ferrari World Finals which was held in November 2015.

Like the 488 GTE the 488 GT3 was engineered by Competizioni GT and Michelotto Automobili. Aerodynamically it is very similar to the 488 GTE, but the twin-turbocharged 3.9-litre V8 engine is more similar to that used for the 488 GTB road car. Placement of the internal components is supposed to be not much different from that of the GTE specification. After the presentation at Mugello during the Ferrari World Finals the 488 GT3 was seen testing at Paul Ricard and Monza circuit.

These two 488 GT racers are price tagged at about 630,000 Euros. Both models were debuted at the first round of 2016 Rolex Daytona 24 in January.

兩款 488 GT 的誕生對大眾車迷來講來得較為神秘，廠方沒有作大肆宣傳，在去年年中，外界還有不少猜測，或許 488 的 GT 版本會沿用 458 的自然吸氣引擎，就像 AMG GT3 不用街車的渦輪增壓引擎，保留 SLS AMG GT3 的機器，取其已成熟發展的優勢，確保穩定性。

最終的結果，是法拉利在去年 11 月，藉法拉利在意大利舉行的全球賽事最終比賽週機會揭曉出來，分別針對不同賽事類型但規格極為接近的 488 GTE 及 GT3 正式發表，動力心臟沿用由街車版本發展過來的 3.9 公升 V8 雙渦輪增壓引擎，670 匹街車版本的馬力輸出，因為「平衡性能表現」的條例規定，一定會被限制在大約 550 匹，然而渦輪增壓引擎低轉速強大扭力的特性能否讓兩款 GT 保持到 458 GT3 過往的佳績，除了耐久性、整體設定之外，「平衡性能表現」的訂定，絕對左右大局。

法拉利在街車領域中是貴賓，在 GT 世界裡也是如此，它的出廠車價達到 63 萬歐元，比起不少對手高出近一半，證明以法拉利作賽的車隊，同樣非富則貴。





Porsche 911 GT3 R

The long-awaited all new 911 GT3 R (991) should have been in the Macau FIA GT World Cup race last year. If it were there with a top level driver, the top-3 battle field would have had a different scenario.

讓賽車壇久等的全新 911 GT3 R 或許要一早面世了，如果有這款 GT 賽中流砥柱的出現，去年澳門大賽車的國際汽聯 GT 世界盃，頭三甲的戰場定會有很不同的景象。



The Porsche 911 GT3 RS street car is stunning and track-focused as the current Porsche 911 gets. Well, this is the racing version: the 911 GT3 R, is for someone with better skill and bigger pocket.

Underneath it is a development of the production car's 4.0-litre flat-six engine with around 500hp, running through a six-speed paddle-shift sequential gearbox. Besides adding that outsized wing and splitter combo, the racer takes advantage of the road car's aerodynamic trickery, with the same vents over the front wheel arches increasing downforce over the front axle.

Like the road car, the GT3 R has adopted one big central radiator rather than the two outer ones of old. As well as improved center of gravity, this also has a more practical purpose in that it reduces the possibility of red mist-prone drivers damaging a radiator by nerling another car.

This is actually where the most significant differences exist between the GT3 RS and the GT3 R. The suspension has been lowered, changing it from something merely impractical to drive on the street to something which is impossible to take to the grocery store. The wheelbase is a full 83mm longer than the last one, with the aim of greater stability in fast corners, and it's lighter than before too. Lightweight materials are used throughout, with much of the bodywork being made of carbon fiber, and the parts that aren't are made of a lightweight aluminum-steel composite. The carbon-fiber roof replaces the magnesium one found on the road car. The GT3 R marks the first use of a polycarbonate windshield as well. The brakes have been upgraded with an emphasis on durability. This makes sense for a car which will be used extensively in endurance racing.

If you are planning an all-out GT racing assault, or absolutely must be fastest at your next track day, you'll need around 429,000 Euros, Porsche says the new GT3 R will cost teams less to run than its predecessor in terms of spare parts and maintenance.

* Engine output and vehicle weight depend on BOP ('Balance of Performance' set by the FIA). The engine original output is 500hp. 引擎輸出及出賽車重由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限。原裝引擎輸出為 500 匹。

SPECIFICATIONS

Engine 引擎	4,000c.c. Flat-6
Output 輸出	500hp*
Transmission 傳動	Sequential 6-speed racing type 6 前速序列式賽車規格
Weight 重量	1,250kg*



4,000c.c.
500hp



以過去的新車面世時間表作參考論，991 系的 911 GT3 R 應該在街車推出後一至兩年時間內出場，然再保時捷在那段時間先後推出 991 系的 911 RSR 及 911 GT3 Cup，都並非完全針對國際賽車聯合會的 GT 賽車規格而開發，導致不少車隊仍要保留使用 997 系的 GT3 R 作賽，在不少 GT 賽事中都未能做到很好的成績，這包括以上提到去年澳門大賽車的國際汽聯 GT 世界盃。但無論過去的事情如何，991 系的 911 GT3 R 終於在去年面世，並在年底開始交車，即是說那些喜歡保時捷賽車的車隊，在今年會以這張利劍在世界各地的 GT 賽事中出鞘。

新 GT3 R 沿用 997 系的 4 公升自然吸氣引擎，最大馬力輸出維持 500 匹，但經過多年來的技術經驗累積，這副引擎已達到爐火純青的境界，新車要有再進一步的性能表現，便要在車重、懸掛幾何、軸距等設定之上著手。991 GT3 R 的軸距比 997 系長了 83mm 之多，理論上這對於高速快彎的穩定性有利，間接幫助提升過彎速度，當然，那需要跟前後懸掛跨距、車輪傾角、輪胎尺碼的不同配置、吸震系統等多方面作出配合，才能達致理想。

在重量方面，911 GT3 R 因為引擎排量及馬力輸出相對其他對手為低，在「平衡性能表現」準則之上獲得較低車重的許可優勢，因此保時捷能在它身上使用較多輕量化物料，包括碳化纖維車頂，及首次以聚脂塑料製造的車頭擋風玻璃。在車體及四輪間距有明顯增加的情況下，其車重只有大約 1,250kg，相信是眾多 GT 賽車中最低的一個，這個優勢有何正面的影響力？我們拭目以待。

BMW M6 GT3

BMW Motorsport has channelled its vast well of experience amassed since 2010 with the BMW M6 GT3's predecessor, the BMW Z4 GT3, into the development of the new car.

寶馬 Z4 GT3 賽車的外型絕對給不少寶馬車迷無限遐想，可是它在 GT 賽事中的整體成績不算彪炳，後繼的 M6 GT3 保留了外型設計的激情，性能也大有進境。

Indeed, the new GT3 racer boasts a raft of improvements, particularly in the areas of drivability and economy. One example is the use of a series-produced 4.4-liter V8 engine with M TwinPower Turbo technology, which develops higher output and an increase in torque. Moreover, with its centrally-positioned driver's seat and long wheelbase, the M6 GT3 offers a driving feeling unparalleled on the racing scene.

The M6 GT3 weighs less than 1,300kg, and the transaxle drive concept, sequential six-speed racing gearbox and body aerodynamics optimised in the BMW wind tunnel also highlight the imminent arrival of a full-blooded racer from BMW Motorsport in 2016. The reliability, efficiency and ease of maintenance of the M6 GT3 will likewise be tuned to master the demands of endurance racing, and its longer wheelbase promises to deliver significantly improved handling characteristics compared with the BMW Z4 GT3. As well as the car itself, BMW M6 GT3 customers will also benefit from the service laid on by BMW Motorsport support engineers and a trackside supply of parts. The net price of the car is 379,000 Euros.

The M6 GT3 has undergone an extensive programme of testing on a variety of circuits over the course of 2015. This has allowed the experienced BMW works drivers to amass many valuable kilometres at the wheel of the M6 GT3 and to carry out important work on the baseline set-up of the new GT and endurance racing challenger.

The M6 GT3 will be sent into action by numerous private teams from the 2016 season in a host of championships and renowned race events around the world, of course, the FIA GT World Cup in Macau.

4,400c.c.
560hp



SPECIFICATIONS

Engine 引擎	4,400c.c. V8 Turbo
Output 輸出	560hp*
Transmission 傳動	Sequential 6-speed racing type 6 前速序列式賽車規格
Weight 重量	1,300kg*

* Engine output and vehicle weight depend on BOP ('Balance of Performance' set by the FIA). The engine original output is 560hp. 引擎輸出及出賽車重由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限。原裝引擎輸出為 560 匹。



寶馬在 2010 年推出 Z4 GT3，外型秒殺無數車迷，世界各地數以千計的 Z4 車主都在網上詢問如何將座駕變成那個樣子。然而，寶馬似乎將它定位為 GT3 類的入門賽車，車價相對其他對手低，4 公升 V8 自然吸氣引擎的 480 匹最大馬力輸出也是最低一個，即使只有 1,200kg 車重，輪直路速度已限制了它的整體發揮。GT 賽車近年愈來愈受大眾及車廠重視，這個平台是車廠「示威」的很好渠道，寶馬在今年將 M6 GT3 送上戰場，車壇中盛傳廠方高層有很大的決心，要在這個地方一震車廠聲勢。

首先，寶馬是近年使用渦輪增壓引擎到街車型號最多的車廠，順理成章，M6 GT3 也沿用於 2012 年面世的 M6 街車的 4.4 公升 V8 渦輪增壓引擎，馬力達到 560 匹，無論在馬力輸出及引擎低轉扭力的發揮之上，這副引擎已把 Z3 GT3 主要的弱點消除掉。一如其他車廠，降低車重對於寶馬來講已不是一件困難的事情，M6 GT3 透過使用大量輕量化物料，車重已能控制在 1,300kg 以下，問題是這一年的「平衡性能表現」準則對於多款新上場 GT3 戰車在車重及引擎輸出上如有何的制約，直接影響到比賽的成績及可觀程度；其次，勝負的因素，例如不同賽車的整體設定、車手水平、車廠對不同場地數據的掌握，都是今年 GT3 世界大戰的要點。

M6 GT3 的出廠價大約是 38 萬歐元，不計算保養開支，相對其他對手是頗划算的，究竟在 11 月有多少部 M6 GT3 會來到澳門作賽？這是讓 GT 賽車擁躉極為引頸以待的事情。



5,200c.c.
550hp

Compared to the road-going Huracan, the GT3 is basically all-new, with only the roof section, and the headlamp and taillight assemblies remaining unaltered. The front bumper has been fully redesigned, now incorporating a single, center-mounted air dam, a new splitter and side canards. Massive side skirts show up from under the doors, while the rear fenders showcase massive intakes for improved cooling. The rear is by far the sexiest section of the Huracan GT3. While the taillights and the grille below retained their production layout, the apron is entirely different, now housing a massive diffuser and center-mounted exhaust tips.

Motivating the Huracan GT3 around the track is the same 5.2-liter, V-10 engine offered in the road car, but it is now fixed on the chassis by rigid mountings. Additionally, the mill is managed by a Bosch Motorsport control unit that also governs the sequential six-speed gearbox, traction control, as well as the TFT displaying all the vital data on the dashboard. A three-disc racing clutch replaces the standard unit, while all wiring and connectors are designed specifically for endurance racing.

Besides getting the mandatory rear-wheel-drive configuration for GT Championship, the Huracan GT3 is also equipped with a host of race-bred chassis components, including retuned suspension braking systems. The braking system is made up by 380 x 34 mm steel discs at the front (6 pot), and 355 x 32mm steel discs at the back (4 pot), according to FIA regulations, equipped with Bosch ABS. This system features 12 different settings that can be actioned directly from the steering wheel, as can traction control. The tire sizes are 315/680 at the front and 325/705 at the back. The car is equipped with a pneumatic lifting system.

The kerb weight is 1239 kg with a 42/58 front/rear weight distribution. The final weight will be set by the FIA BOP.



SPECIFICATIONS	
Engine 引擎	5,200c.c. V10
Output 輸出	550hp*
Transmission 傳動	Sequential 6-speed racing type 6 前速序列式賽車規格
Weight 重量	1,300kg*

* Engine output and vehicle weight depend on BOP ('Balance of Performance' set by the FIA). The engine original output is 550hp. 引擎輸出及出賽車重由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限。原裝引擎輸出為 550 匹。



相較之下，林寶堅尼的 Super Trofeo 已在亞洲舉行，是，Huracan GT3 跟 Huracan LP 620-2 Super Trofeo 是截然不同的賽車規格，後者由街車改裝，加上必要的賽車裝備、拆走不必要的街車設備、再作適量外觀裝飾及調校而成，是林寶堅尼官方舉辦的單一型號賽事車，賽車成本較低。至於 Huracan GT3，則是供應給任何買家、車隊，在全球任何地方所舉辦的 GT3 賽事上作戰，除了引擎，骨子裡基本上是一輛全新車，只有少部分零部件由街車轉移過來。

有趣的是，排氣量相同，可是 LP 620-2 Super Trofeo 的引擎馬力比 Huracan GT3 大 50 匹以上，是因為由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限；不過，Huracan GT3 在任何的賽車場環境中，都會比 Super Trofeo 快很多，主要原因，是 GT3 的車重、煞車、車身下壓力、過彎速度等，都比 Super Trofeo 有明顯的優勢，這證明了 GT3 的超凡水平，也解釋了 Huracan GT3 的出廠價 369,000 歐元，為何比 Super Trofeo 高出十萬歐元左右。

Huracan 能否其他新加入的 GT3 對手？這是讓人期待的無數戰場實況。



Huracan GT3

The Huracan GT3 is downright menacing. Made from composite materials, including carbon fiber, the body has been developed in collaboration with Dallara Engineering for the best possible airflow penetration and maximum traction.

Huracan GT3 其實已面世一年，不過所參加的賽事不多，至少還未踏足過亞洲作賽，今年，要來澳門見見車迷呀！



Audi *R8 LMS*

After first entering the GT3 fray with the R8 LMS in 2009 and following it up with the slightly improved R8 LMS plus a few years later, Audi is recommitting to its GT3 customer-racing program with the all-new 2016 R8 LMS.

R8 LMS 絕對是過去數年亞洲、特別是港澳車迷最為熟悉的 GT3 賽車，意大利籍車手莫他拿連贏三屆澳門 GT 盃成佳話。

photo by Eric S.P. To

Though GT3 cars are intended to be factory-supported customer race cars, and are for the most part, the class has become the stage for a global proxy battle between an unprecedented number of major manufacturers.

Despite all that competition, the first-generation R8 LMS excelled in the class, collecting 26 GT3 Championship wins and 23 titles in other international classes. It won seven 24-hour races, including two wins in the torturous Nürburgring 24. With 130 cars sold to customer teams worldwide, it is arguably the most successful and popular GT3 car in the world. So, the new one has a lot to live up to.

The R8 LMS is priced at 359,000 Euros, with a starter and parts package increasing the total price up to 398,000 euros. The same 5.2-liter V-10 that's at the heart of the R8 road car is used in the LMS. Remaining largely unchanged, it produces 585 horsepower and is easily serviceable - a crucial factor for privateer teams on a budget. Audi recommends rebuild intervals of about 12,500 miles. In addition to the engine, Audi says the LMS shares as many parts as possible with the road car to keep costs low and ease maintenance.

Because the FIA doesn't allow all-wheel drive in the GT3 class, the LMS transfers power exclusively to the rear wheels through a new six-speed electro-hydraulic gearbox with paddle shifters. New software manages engine electronics, traction control and gearshifts, while a new processor helps speed everything up. Interestingly, what Audi calls a "power box" replaces the traditional fuse box, and sounds like something that could eventually trickle down to Audi's road cars.

The 2016 version has had entries during the 2015 season including the Macau FIA GT World Cup. But Audi did not get the luck to bit Mercedes in the hard fight. This year, 'Return of the Jedi'.

5,200c.c.
550hp

然而，R8 LMS 在過去幾年於世界各地賽車場勝出的次數實在不少，逼使 FIA 在賽例上對它有所收緊，例如是引擎進氣口改細直徑，直接限制最大馬力輸出，因此，在 2014 年

的澳門 GT 盃之中，R8 LMS 在起步加速上陷入弱勢。那為何會有這樣的限制？因為每間車廠的 GT 賽

車始終是完全不同的競賽機器，國際汽車聯合會便利用「平衡性能表現」的方法，盡量把不同賽車的性能拉近；不過其準則不能未遠一成不變，必須根據賽事實戰的結果、不同地區賽車場的特性，制定出不同的「平衡性能表現」標準。因為澳門賽道一年只比賽一次，沒有因應其賽道特性，以至當月天氣制定出來的獨有「平衡性能表現」標準，就 R8 LMS 而言，因為它的彎路速度相當之高，在澳門俗稱「上路」的多彎山路極有優勢，「平衡性能表現」標準不能干擾車廠的優良懸掛設計及設定，因此就只能利用限制生氣流量的手段不讓它在「下路」都那麼快；但「下路」是起跑的地方，起跑佔不到上風，彎路性能如何好只能被人擋路。

R8 LMS 在 2014 年轉用新車，因此「平衡性能表現」標準對它有更大的限制，即使莫他拿是「澳門先生」，在去年澳門賽事之中也飽受壓力。今年，多家車廠都有新賽車加入，相對地，「平衡性能表現」標準對 R8 LMS 一定不會那麼嚴謹，今年的澳門大戰，相信每部廠車的圈速時間都會相當接近，勝負關鍵，在於策略、運氣，賽車的性能已較為其次。

SPECIFICATIONS

Engine 引擎	5,204c.c. V10
Output 輸出	585hp*
Transmission 傳動	Sequential 6-speed racing type 6 前速序列式賽車規格
Weight 重量	1,300kg*

* Engine output and vehicle weight depend on BOP ('Balance of Performance' set by the FIA). The engine original output is 585hp. 引擎輸出及出賽車重由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限。原裝引擎輸出為 585 匹。

McLaren 650S GT3



The 650S GT3 features improved aerodynamics, better cooling and enhanced safety compare with the 12C GT3. The suspension geometry has also been completely revised, with a 52mm wider track and new wheels and tyres, ensuring improved front-end grip and drivability. The cockpit has been thoroughly reworked, the new 650S GT3 features better refinement and driver comfort, essential factors in GT3 racing. The FIA-approved roll cage has been redesigned to improve leg and headroom. The 3.8-litre twin-turbo V8 engine produces around 500PS that the power output is governed by FIA regulations, and the engine is coupled to a six-speed sequential gearbox.

麥拿倫 650S GT3 在去年正式投入世界各地的賽車場，不過在亞洲賽事的成績只屬平平，主要原因是參賽車隊全為私人籌組，在每每由廠隊駐紮的大賽事之中，資源上當然會有出入，那包括車手的背景。事實上 650S GT3 絕對是一部出色的 GT3 賽車，倘若 BOP 今年有所改變，加上由車廠組織的隊伍參與，不少賽事會有新的景象。



3,800c.c.
550hp

SPECIFICATIONS

Engine 引擎	3,800c.c. V8 Turbo
Output 輸出	550hp*
Transmission 傳動	Sequential 6-speed racing type 6 前速序列式賽車規格
Weight 重量	1,200kg*

* Engine output and vehicle weight depend on BOP ('Balance of Performance' set by the FIA). The engine original output is 550hp. 引擎輸出及出賽車重由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限。原裝引擎輸出為 550 匹。

Aston Martin Vantage GT3

Launched in 2012, the Vantage GT3 has a modified version of Aston Martin's production 6.0 litre V12 engine. The dry-sumped engine produces more than 600 bhp with 71.4kgm of torque and its position has been optimised further to improve weight balance. For this built-in level of performance and the performance balancing in this class, the Vantage GT3 does not require expensive yearly upgrades to maintain its competitiveness.

在眾多 GT3 對手之中，於 2012 年面世的 Vantage GT3 參賽資歷是最深的。在過去四年裡，它在不少 GT 大賽之中都以黑馬的姿態勝出，除了因為 6 公升 V12 大容積引擎提供了充沛扭力之外，其機械穩定性及裝備使車隊不用每年花費升級，減少經費開支，受不少車隊歡迎。



Bentley Continental GT3

The Continental GT3 race car was unveiled in 2012 as a concept car. Since then, a team of Bentley engineers has been working behind closed doors, making the concept a reality. The result is a racing Bentley GT3. Powered by a 4.0 litre V8 engine, the GT3 takes the essence of the iconic Continental GT and pushes it to the limit. More than 1,000kg of weight has been eliminated, by removing the equipment and parts that make the road-going Continental such a luxurious grand tourer. Double glazing, veneer and leather trim, over fifty ECUs and extensive electrical systems – all have gone in the relentless pursuit of speed.

Continental GT3 在 2012 年以概念車姿態面世，不久之後正式格局門版本進駐各大 GT 大賽，並在 2014 年征戰亞洲，參加 GT Asia 多個分站賽事以及澳門 GT 盃。

它沿用由街車演進過來的 4 公升 V8 雙渦輪增壓引擎，馬力接近 580 匹，雖然車重比起街車大幅偷輕 1,000kg，賽車淨重量還是偏高，因此在 FIA 的 BOP「平衡性能表現」準則上對引擎馬力的規限有較大寬容度，因此它的直線加速特別強橫。

去年香港車手方駿宇及 Jacky Yeung 以它參戰澳門 FIA GT 世界盃，希望今年能有更佳成績。



Ford GT LM

The Ford GT race car features a number of innovations Ford believes will not only make it competitive in LM GTE Pro, but ultimately positioned to provide benefits to each vehicle in the Ford lineup. These include state-of-the-art aerodynamics to deliver outstanding levels of downforce for improved stability with minimal drag, advanced lightweight composites featuring carbon fiber for an exceptionally rigid but light chassis, and the 3.5-liter EcoBoost V6 engine. However, will there be a GT3 edition of the car? Ford has not yet clarified.

福特在 2015 年推出 Ford GT 街車，扁平流線外型之外，引擎艙兩側的中空設計及大圓形車尾燈可謂殺死人，不過福特只強調以它參加今年的耐力賽事，GT 賽事如何呢？一直未有動靜。DRIVEN



4,000c.c.
572hp

SPECIFICATIONS

Engine 引擎	4,000c.c. V8 Turbo
Output 輸出	572hp*
Transmission 傳動	Sequential 6-speed racing type 6 前速序列式賽車規格
Weight 重量	1,350kg*

* Engine output and vehicle weight depend on BOP ('Balance of Performance' set by the FIA). The engine original output is 572hp. 引擎輸出及出賽車重由國際汽車聯合會就不同賽事訂出的「平衡性能表現」準則作規限。原裝引擎輸出為 572 匹。

車手恩物 BAC Mono



For so many years, the super-lightweight sports car market comprised just one vehicle: the Caterham 7, which is still built on the recipe automotive genius Colin Chapman introduced in 1957. In the past about ten years though, the track-day-car segment has expanded to include products such as the Ariel Atom, KTM X-Bow. And now, we have the BAC Mono which has been brought to the Zhuhai International Circuit for test drive recently. The Hong Kong legendary racing driver Charles S.C. Kwan was in the cockpit for a few laps.

超過半個世紀，蓮花 Caterham 7 一直是超輕量類別跑車的代名詞，貫徹車廠創辦人卓文先生的製車理念。然而在過去大約十年，一家又一家小型車廠相繼推出相同概念的跑車，先有 Ariel Atom，然後有 KTM X-Bow；後起的 BAC 設計及生產了 Mono 單座位跑車，最近還登陸香港，並在珠海賽車場舉行試車活動，香港傳奇車手關兆昌亦有到場試駕。

text & photo by Racing Heart

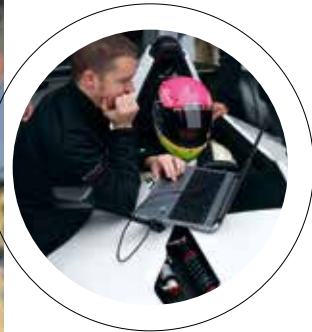
Well, purists, there exists a car that's tailor made for those who believe windows, roofs, air conditioning, sound systems, and a passenger seat are superfluous. It's called the BAC Mono, and this single-seat car is assembled in Britain. It's powered by a 2.3-liter Ford Duratec engine massaged by Cosworth.

In the flesh, the Mono is a looker, with a knee-high stance and tantalizing cutaways that reveal lurid peeks at mechanical components like pushrod suspension coilovers and carbon fiber engine cam covers. Almost every button and control needed to operate the car can be found on the squarish steering wheel, and are arrayed like candies around a bright LED screen. Despite its sparse industrial design, the narrow cockpit is lined with Alcantara that wraps around the top of the open-air cabin — a velvety touch in an otherwise hard, carbon fiber cage.

Climbing into the cockpit is almost impossible to do without an awkward bend and twist, despite the fact that the steering wheel is removable to help accomplish the contortionist task. Once ensconced, your legs project forward into a dark cavern that houses three pedals. The feeling inside the cockpit is cocoon-like and a bit eerie. The startup ritual fuels the boy-racer fantasy: Click into the five-point racing harness, reattach the steering wheel, engage the master kill switch, activate the steering wheel by pressing the start button once, and then hold it down again to fire up the engine. Once it comes alive, the 280 horsepower Cosworth screams like a banshee mere inches from the base of your skull, and only gets more raucous when you tip the tiny aluminum accelerator pedal.

這款單座跑車是 BAC (Briggs Automotive Company) 汽車公司於 2011 年首發的產品，沒有音響，沒有空調，甚至沒有車門，只有鋒芒的速度，驚人的駕駛真實感受及駕駛樂趣。

BAC Mono 在性能方面非常卓越，2.3 升 Cosworth 告士禾夫自然吸氣引擎爆發出 280bhp 馬力，採用中置縱放後輪驅動佈局，配上 Hewland 提供的六前速序列式波箱以及限滑差速器，由壓盤左右撥片透過電子驅動裝置控制轉檔。前後軸重量分配為 48/52。空氣動力學由德國斯圖加特大學提供計算流體力學 (CFD) 技術支援，碳纖維車身與鋼管式車架結合，防滾架規格則來自 FIA。



Review by
Charles S. C. Kwan
關兆昌試車

On track, the Mono is as stunning to drive as it is just to look at, cutting up the circuit with real precision and yet encouraging skilled drivers to attack and even overdrive it without punishing mistakes. The turning effort is needed as much as driving a formula car, however, steering is pinpoint-precise and wriggles with feedback and the car changes direction like nothing else. The Mono isn't a real downforce car, but such is the mechanical grip is good enough to carry relatively high speed into corners though it is just using Kumho's performance street tires instead of slick tires. In fact, when the rear does slide passing a bend, the steering wheel just falls onto the perfect corrective lock and you can gather it up with complete confidence. You can dance around just beyond the grip of the tyres, barely seeming to steer at all, and the brake is easy to modulate and forgiving that you'll find yourself braking later and later with every corner.

在賽道上駕駛，Mono 給人的雀躍程度比起其外觀還要強得多，它的引擎力量輸出線性，要保持較高轉速行駛；因為車輕、重心低，壓盤轉向比例快，而且是中置引擎後輪驅動佈局，先天已是一部動態平衡理想的跑車，對於珠海賽道應付有餘，其操控準確度高，車架反應快，能讓有經驗、有能力的駕駛者以較進取的方法攻打彎路，盡管遲一點煞車，沒有 ABS 卻容易掌握煞車施壓力量，讓它以較高速度入彎，即使出彎時超越了過彎的臨界點出現轉向過多，修正頗為輕鬆；它的可調軟硬懸掛設定在今次試車中偏向於軟設定，在過彎時能讓車輪跟過彎心的凸起部位取得理想線位，不會容易干擾過彎動態導致要過多修正甚至失控。



The Mono's naturally aspirated power plant and transmission are bolted directly to the tubular steel frame. The effect is not dissimilar to pressing your head against a blender and pushing the liquefy button, which has a way of flogging your inner ear just so at certain frequencies.

With a curb weight of just around 650kg, the Mono requires little coaxing to launch, turn, or stop. As such there's no power steering, traction control, anti-lock brakes, or stability control. There is no subtle way to drive this thing: any time you're shifting gears under 4,000rpm, you'll need to use the clutch lever next to the brake pedal. Above that, and the small paddle shifters at either side of the steering wheel trigger the pneumatically actuated Hewland FTR six-speed sequential transmission, resulting in near instantaneous POP-POP-POP gearshifts.

The engine's power delivery isn't exactly explosive—this four-cylinder's buildup is linear and crescendos in a scream—but the it is still capable of punching 100km/h in about 3 seconds and reaching 270 km/h, according to BAC. Does it feel that fast by the seat of your pants? Despite the engine's even-keeled but insistent manner, the Mono is overwhelming because of its onslaught of sensory input. Like riding a motorcycle, the airflow builds up quickly with speed, requiring a helmet if you wish to push it hard for any meaningful amount of time.

Dive into bends of the ZIC circuit, there's virtually no lag between the time your brain sends the impulse to your arms to turn the wheel, and the resulting lateral motion; the Mono moves as though the steering rack is directly connected to your frontal lobe. Attacking high speed bends becomes an addictive game of brake-modulate-turn, flicking side-to-side with little perceptible body roll or heave. This is driving at its finest, all muscle and no fat, a focused exercise in momentum and precision. It takes strategy and precision to start exploiting the Mono's capabilities, and its performance envelope is so broad. There are those who believe Ferraris, McLarens, and Porsches lack that certain something that keeps them from attaining automotive purity.

The car in ZIC was the past, the BAC Mono is now motivated by a 2.5-liter, four-cylinder engine prepped by Mountune. It pumps 305 horsepower into the Mono, which, when paired with the car's curb weight of only 580kg, translates into a power-to-weight ratio of 1 horsepower pushes just 1.9kg of weight. Impressive! If this proves to be true, the new Mono is as quick as a Bugatti Veyron. Its top speed likely remains unchanged at 270km/h.

Moreover, BAC also claims the new Mono lapped the Hungaroring track in 1:55 minutes. It might not sound very impressive on its own, but it's downright outstanding once you know it makes the Mono 9.5 seconds faster than a 2014 Porsche 911 GT3 and 4.5 seconds quicker than a 2014 McLaren P1.



SPECIFICATIONS

Engine 引擎	2,488c.c.
Output 輸出	307hp, 31.4kgm
Transmission 傳動	6-speed sequential 六前速序列式
Drive 驅動	MR
Suspension 懸掛	Wishbone 推桿搖臂 / Wishbone 推桿搖臂
Weight 重量	580kg
Size 長闊高	3,952 / 1,836 / 1,110mm
0-100km/h	3.0s
Top Speed 極速	270km/h
Price 車價	HK\$2,000,000



可調懸掛由 Sachs Racing 提供，配備 AP Racing 提供的煞車系統，制動碟直徑為 295mm，OZ Racing 提供的 HRT 合金輪圈配用錦湖 (KUMHO) 高性能街道用輪胎。廠方指出 0-100km/h 加速 2.8 秒，0-160km/h 加速 6.7 秒，極速 270km/h，很難想像這是一款 2.3 升自然吸氣引擎所能造出的表現。駕駛艙採用 Williams 六點式安全帶，頭盔固定裝置和可拆式壓盤。據 BAC 透露，該公司有每年製造不多於 100 部 Mono。

在珠海賽車場上，不覺得它的加速感很強，但因為車身下壓力強，即使只是用上街胎，只要懂得在沒有任何駕駛輔助系統協助下，能搞好煞車及讓恰當的速度入彎，其彎路速度是相當之高的，因此，它的圈速在專業車手的操作下能輕鬆造出大約 1 分 42 秒，那跟舊型號的雷諾方程式賽車接近，如果是賽車胎，圈速就更快了。

在珠海供車手試車的 Mono 其實屬於舊型號，新型號已配用 2.5 升 305bhp 馬力引擎，而且車重更低，在匈牙利 Hungaroring 賽道造出 1 分 55 秒圈速時間，不比超級跑車遜色。 **DRIVEN**



AUDI 神奇小子 RS3 SPORTBACK

Synonymous with Audi's top-notch sporty series, cars given the RS acronyms such as RS4 and RS6 are all heroes of their times, each carrying a legendary story behind. And Audi says size doesn't matter as the new RS3 Sportback, a rather young sibling of the family, proves itself a giant slayer with the exhilarating 5-cylinder TFSI and mighty quattro all-wheel drive.

奧迪 RS，一個高性能的代號，歷代 RS4、RS6 等都是膾炙人口的勁車，每個型號背後都有精彩故事。然而，細細粒的 RS3 卻是 RS 家族中的頑童，三百多匹馬力的狂猛引擎和穩健的 quattro 四驅，偏偏隱藏在一部揭背車的體內，賦予它大衛般的敏捷身手，面對超跑巨人仍不失霸氣。

text by Wong Hei 黃禧 photo by Pantone Cook



Some say the Audi RS3 Sportback is just another over-powered hot hatch, but Ingolstadt has explained it well in a TV commercial: in an automated production line, an Audi R8 stretches and twists itself to "give birth" to the new RS3, half-splitting the V10 to produce the award winning 2.5-litre five-cylinder TFSI engine. We all know that machines would never reproduce in reality, but the advertisement is somehow symbolic in meaning: the new RS3 Sportback shares the same racing blood of Audi RS and its supercar-like performance is just as overwhelming as any other Audi legends.

The RS3 Sportback is rather young when compared to other RS models as it first appeared in 2011 as an entry level RS variant derived from A3 and the new model we see today is just the second incarnation in the row. It has succeeded the same 2.5-litre five-cylinder TFSI engine from the previous generation but with more power and torque, increasing from 340hp and 45.9kgm to now 367hp and 47.4kgm, which will be fully unleashed at about 1,600rpm. The performance data is comparable to a sports car, but how is it going to impress us in actual driving?

早前看過一輯海外版奧迪 RS3 Sportback 廣告，一台 R8 超跑表演「金蟬脫殼」，

把 V10 引擎縮減一半，從車尾褪出一部配備五汽缸 TFSI 引擎的 RS3 Sportback。汽車當然不是昆蟲，生產線也不是科幻片廠，現實中不會發生這種非人為褪變過程，但那廣告的畫面卻具有清晰的象徵意義：RS3 Sportback 體內所流著的，是絕對正宗的奧迪跑車血統，別小覷它體積細小，強勁性能可不是說笑。

相比其他 RS 型號，RS3 的確是初出茅蘆的小子。雖屬於 A3 系譜，但在 2011 年才面世，眼前這新款新車只是系列的第二代，是十分年輕的車系。新一代沿用與上代的 2.5 公升直五汽缸 TFSI 引擎，馬力及扭力均有進帳，其中馬力由 340hp 提升至 367hp，扭力則由 45.9kgm 增加至 47.4kgm，而且早在大約 1,600rpm 已全數釋出。從紙上數字來看十分出色，可與跑車相提並論，但實際駕駛起來又如何？



Sophisticated power management

The TFSI engine is mated to the same 7-speed s-tronic dual-clutch transmission, but the power management of the new RS3 Sportback is more sophisticated thanks to the standard ‘drive select’ system. It offers four driving modes including Dynamic, Comfort, Economy as well as Individual. In Dynamic, the transmission stays aggressive and deliberately delays upshifting time in order to facilitate engine revving and squeeze out every drops of power near the red line. And the new sport exhaust opens its flaps to produce a throaty deep growl to remind you of its racing origin. In Comfort and Economy, however, the transmission resumes normal and upshifts quickly to help reduce average fuel consumption, but there's obviously less driving pleasure and excitement as experienced in Dynamic mode.



A supercar's soundtrack

Back in Dynamic, the throaty engine roar bombarded our eardrums again as the turbocharged five-cylinder TFSI fires in a special sequence and emits a unique noise that compares to no others. In fact, driving sensation is intensified by the sport exhaust which opens the flaps with a single switch to create a deep, throaty resonance at the backend, especially when shifting. The ‘remastered’ soundtrack of this hot hatch is so exhilarating that it's almost identical to that of an R8. Out of curiosity, we unchecked the engine sound option in the drive select system with an attempt to restore the original state. And the result was far more natural and sweet as we believe it reflects more of the true identity of this baby RS.

Adaptive chassis

The electromagnetic active suspension of this testing sample allows easy adjustment of damping force in two ways. It can either be set by choosing the Dynamic or as an option in the Individual mode. While the Dynamic mode guarantees chassis stiffness and cornering traction with the aid of quattro, it was the adaptive ride in Comfort that truly impressed us as the jittery ride in Dynamic seems too much even on a smooth motorway. And thus we would probably conclude that while Dynamic is best for spirited driving, Comfort is ideal for city cruising and daily commute – and now you could even blend it all together as you can compose the most desirable settings in Individual. The new drive select system is there to offer you the best of both worlds with driving pleasure and daily practicality.



動力更有層次

同一副引擎，同配七速 s-tronic 雙離合器波箱，但新 RS3 Sportback 的動力來得更更有層次，因為今代標準配備 drive select 系統，可選擇 Dynamic、Comfort、Economy 和 Individual 四種模式，當處於 Dynamic 模式，波箱的表現會變得很進取，刻意延後升檔時間，讓引擎有機會跑上高轉，盡情發揮高轉動力，引擎聲更會透過傳導系統進入車廂，顯得特別澎湃，予人一種奧迪 RS 甚至 R8 跑車的激情；相反，Comfort 和 Economy 則較保守，波箱會較積極升高排檔配合定速巡航，例如跑上公路它很快便已進入最高的第七檔，這特性有助減省油耗，但論駕駛快感，則不及 Dynamic 引人入勝了。

聲勢媲美超跑

說到引擎聲響，當你坐在車廂中，會留意到 RS3 Sportback 的嗓子很特別，比一般同級轎車豪邁。其實是聲意經過特別處理，由引擎艙經過傳導系統引進車廂，尤其當波箱換檔，都會發出可媲美 R8 超跑的誇張聲勢。我很好奇它的原音是怎樣，於是登入 drive select 系統，剔除引擎音效一項，還原後的引擎聲原來更自然悅耳，相比人造音效，未加修飾的聲響，似乎更切合這 hothatch 的身分。

懸掛可軟可硬

這頭馬力三百多匹的初生之犢還配備了可調校軟硬的電子避震，它有兩種玩法，其一是啟動 Dynamic 模式，另外亦可在 Individual 中剔選。堅挺的懸掛無疑有利跑彎，加上 quattro 四驅系統，可因應路況自行分配四輪扭力，令 RS3 在彎路上如虎添翼；不過，硬避震在一般街道上顯得有點過火，即使只是駛過高速公路的接駁位，都會觸發頗大程度的彈跳感，反而轉用 comfort 懸掛會更適合市區駕駛——這正是今代標配的 drive select 系統的最大價值，你可在 Individual 模式中自行挑選最合適的設定，甚至因應不同用途改變 RS3 Sportback 的個性，令它在高性能以外也提供實用性，同時滿足駕駛和生活需要。DRIVEN



SPECIFICATIONS

Engine 引擎	2,500c.c. L5 20V Turbo
Output 輸出	367hp@5,500-6,800rpm, 47.4kgm@1,625-5,550rpm
Transmission 傳動	7-speed dual clutch 七前速雙離合器
Drive 驅動	FAW
Suspension 懸掛	MacPherson 麥花臣 / Four-Link 四連桿
Weight 重量	1,520kg
Size 長闊高	4,343 / 1,800 / 1,411mm
0-100km/h	4.3s
Top Speed 極速	250km/h
Price 車價	HK\$ 719,800up



1989

PORSCHE 911 CARRERA 3.2

保時捷經典味道

With the 911's future ensured, 1984 saw the launch of a replacement for the successful SC series. It was the model year 1984 911 3.2 Carrera, reviving the Carrera name for the first time since 1977. The 911 3.2 Carrera was the last iteration in the original 911 series, with all subsequent models featuring new body styling with new brake, electronic and suspension technologies. 汽車科技愈來愈先進，現今的汽車性能愈見高強，但喜愛經典保時捷的人認為，如今的 911 雖然真的很快，但欠缺了一點保時捷固有的個性，論性能，舊 911 一定不及新的快，但勝在有味道，尤其是配備氣冷引擎的型號，像今期介紹的 Carrera 3.2。

text by Ching photo by Kumamon

Three Carrera models were available at the time, the Coupe, Targa and Cabriolet. Almost identical in design to the earlier SC model, the Carrera received subtle cosmetic changes throughout its lifespan. Some of the more noticeable changes were the integrated front fog lights and redesigned dashboard featuring larger air conditioning vents. Porsche went on to produce various editions of the 3.2 Carrera series including the Supersport, Club Sport, Silver Anniversary and the Speedster.

The 3.2 Carrera is arguably one of Porsche's most charismatic cars, born from the styling of the legendary 911 shape incorporating timeless lines and providing a wonderful merger between both classic and modern variants.

A new higher-displacement engine, a 3.2-litre horizontally opposed flat 6-cylinder, was utilized. At the time Porsche claimed it was 80% new. The new swept volume of 3,164 cc was achieved using the 95 mm bore (from the previous SC model) combined with the 1978 Turbo 3.3 crankshaft's

74.4 mm stroke. In addition, higher domed pistons increased the compression ratio from 9.8 to 10.3:1. New inlet manifold and exhaust systems were fitted. The 915 transmission was carried over from the SC series for the first three model years. The 230 hp machine push the car from standstill to 100km/h in 6.1s with 242km/h top speed.

The interior space of the 911 boasts classic Porsche ergonomics with a row of dials spread across the dashboard in front of the driver and the switch gear laid out in a simple, linear fashion. The leatherette sports seats have deep bolsters to help support the passengers and subtle Porsche sign writing on the cloth evokes that retro 80's spirit. All the seats remain in fine fettle with no wear to any of the bolsters or seat bases.

Other areas such as the beautifully simple Porsche embossed steering wheel and gear knob remain in good order with little wear to be found to their surfaces. Recoil bumpers, Electric/Heated door mirrors, Forged Fuchs wheels, Rear wiper, Electric aerial, Front and rear spoilers, Sport



CLASSIC CAR

shock absorbers, Tinted glass, Sunroof.

You can feel the build quality as soon as you step into the cabin. You can simply jump in and tear around like in some modern hot hatch. It takes a good while to begin to understand how to make the most of their abilities, how to maximize the performance and how very good these cars are at covering the miles. Compared to a modern sports car they feel remarkably comfortable on the road. This is largely due to the smaller wheels, with taller tyres and more compliant suspension than later 911.

The earlier models (1984 to 1986) all had a 915 type gearbox with reverse beneath 5th gear. There is no 'spring loading' to help ascertain between the 1st 2nd gear plane and the 3rd 4th gear so until you have a few miles under your belt the gearshift may seem a little uncertain. But persevere, take time with your shift, be positive. You must not rush through the gears, but keep gentle pressure on the lever until it snicks in place - hard to explain but easy with practise. Later cars (1987 model to 1989) had an altogether easier to use gearbox (G50) type with reverse beside 5th. The benefit is a stronger gearbox, capable of more misuse and easier to learn.

All 911 of this age were built with galvanised bodies, very high quality components that ensure if you find a well kept example you can expect it to last and reward you. Mechanically the cars were pretty simple, simple enough that a patient and thorough owner could maintain the car himself.

Driven skillfully these cars have very high performance levels, so for most 'normal' intelligent and mature drivers they are great. Of course with a big motor situated in the rear basic physics will eventually come in to play, so a 911 is not a car to take liberties with. Learn them gradually, learn how they best function, enjoy the challenge and the feeling of being connected directly to the machine.



1989
PORSCHE 911
CARRERA 3.2

1987 model to 1989 had an altogether easier to use gearbox (G50) type with reverse beside 5th. 這部是尾期型號，所以採用配備BorgWarner同步嚙合的Getrag G50 5前速



The leatherette sports seats have deep bolsters to help support the passengers. 黑色為主調的車廂，造工及用料都極有水準。



The 911 3.2 Carrera was the last iteration in the original 911 series. Carrera 3.2是911車系當中，最後一款以第一代911為基礎發展的型號。

911 是保時捷的長青車系，你可能都知道 911 按不同年代分為 964、993、996、997 及 991 等系列，不過，在 964 以前推出的 911 就沒有這種分法，一般都稱之為 Classic Porsche。在 1963 年 911 面世開始，一直至 993 系列於 1997 年停產為止，這階段的保時捷都採用氣冷引擎，所以有人會以氣冷 911 與水冷 911 來劃分。不少保時捷忠實擁躉忠情於氣冷 911 那種更為原始直接的引擎表現，成為不少經典 911 愛好者爭相擁有的目標，氣冷 911 的價值近年不跌反升。英國兩間著名經典保時捷經銷商 Malton 及 Hexagon 近期的 Carrera 3.2 售價，已達到 42,000 至 56,000 英鎊不等，此型號的受歡迎程度可見一斑。

於 20 周年推出

911 Carrera 3.2 由 1984 年開始生產，直至 1989 年停產，總產量達到 76,473 輛，當中包括 35,670 輛 Coupe，19,987 輛 開篷版 及 18,468 輛 Targa 版。在 Carrera 3.2 推出的 1984 年，剛好是 911 推出 20 周年，廠方以配備水平對向 6 汽缸的 Carrera 3.2 入替之前的 SC 3.0，雖然車身外觀、懸掛系統及大部分車廂設計都與 SC 版本相同，但新車在不少方面都有長足的進步，例如 Carrera 3.2 擁有更強的性能與更有效率的制動系統，而且車廂更豪華。

1984 年，在 911 推出達 20 年之際，外界都在揣測保時捷有可能推出新型號以代替 911。結果廠方以 Carrera 3.2 來結束外界的揣測，此車的出現更證明了 911 這個長青車系踏入成熟期，車系陣營變得更完整，總共提供 6 個型號讓車主選擇，加上 Turbo 版本均備有硬頂、開篷及 Targa 半開篷車型，迎合不同顧客的不同需要。

Turbo-look 版受歡迎

廠方還為 Carrera 推出 Turbo-look 版本，採用較闊的跨距及與 Turbo 版本十分相近的「大餐桌」尾翼，擁有相近的外型，以及配備與 Turbo 版相同的底盤與制動系統。因為 Turbo-look 版的輪胎加闊了，加上風阻大了，所以性能不比 Carrera 版本高，不過這並不重要，因為 Turbo-look 實在太吸引了，自推出市場就極受歡迎，今期介紹的這輛 Carrera 亦是 Turbo-look 版本，在 1986 年，Turbo-look 版本更擴大至開蓬及 Targa 兩個型號。

Carrera 3.2 是保時捷自 1977 年以來再次採用 Carrera 作為名稱的型號。Carrera 3.2 是 911 車系當中，最後一款以第一代 911 為基礎發展的型號，之後推出的 911 均採用新的車身外型、制動、車廂設計及懸掛等。此車採用一副容積 3.2 公升水平對向氣冷 6 氣缸引擎，最大馬力輸出達到 230 匹，0 至 100km/h 加速時間僅 6.1 秒，極速達到 242km/h。為了與增加了的加速性能配合，制動碟的直徑加大了，設計亦擁有更佳的散熱效能，引擎冷卻方面，亦於 1987 年改用了恆溫式設計以提升冷卻效能。

引擎八成新設計

廠方指出，這引擎有八成設計是全新的，採用 95.0mm 口徑及 74.4mm 衝程，壓縮比亦由 SC 版 3.0 公升引擎的 9.8:1 增加至 10.3:1，入氣歧管、排氣系統等都是新的。至於從 SC 版移植過來的 915 傳動系統，在推出 3 年後就改用更方便及易於駕駛，配備 BorgWarner 同步嚙合的 Getrag G50 5 前速波箱及液壓操作離合器。

這輛 Carrera 3.2 於 1989 年出廠，屬於最尾期的，車廂設備十分豪華，設有皮屜、波棍及座椅，還有冷氣、電窗、電動天窗及電動調校座椅，車廂有很高檔的氣氛，只是設計比現時的單調，全黑色車廂，不過論質感，當年的用料及造工一點都不會遜於今天的保時捷。

拍攝當天，車主邀請筆者「遊車河」，在一段斜路車主大油加速，3.2 公升引擎擁有敏捷的反應，性能雖不及現今的 911，但氣冷水平對向引擎那種獨特的原始機械操作聲卻令筆者感到十分興奮，腦海浮現精煉的引擎內部部件完美地運作的畫面，這種感覺是在現今保時捷 911 身上找不到的，計我話，這才是保時捷的「真諦」所在！ **DRIVEN**



The factory optioned whale tail spoiler sits proudly on the rear deck. Turbo-look版本十分吸引，有闊跨距及與Turbo版本十分相近的「大餐桌」尾翼。

1989
PORSCHE 911
CARRERA 3.2



Forged Fuchs wheels is the classic symbol of the 911. 時捷經典的Fuchs輪圈與911的外型配絕了。

“THE FIRST 100 YEARS OF MOTORING IN HONG KONG” ... THE SHOW.

HKAA's Committee Member, Ian Foster, has been responsible for organising Hong Kong's annual "Motorcycle Show" for the past decade. All of HK's motorcycling community show their motorcycles and products to the public at this annual event, and invite enthusiasts from around the Region including Mainland China, Taiwan, and Singapore.

On Sunday 29th November 2015 the 'Classic Auto-cycle Museum Club' (www.cam-hk.com) celebrated the 10th Anniversary of this ever popular Event. The Show comprises of 80 Exhibitors including Motorcycle Clubs, Shops, Importers, and Government Departments who use motorcycles (eg. the Police, CAS, etc) ... there are even Exhibitors from China and Taiwan present as the popularity of this event spreads throughout the Region. This year a record 46,000 visitors were recorded at the day-long Show, held between City Hall and IFC on the Lung Wo Road car park and pedestrian promenade.

To make this 10th Anniversary Show a 'Landmark,' a special Heritage Exhibit was arranged in Edinburgh Place to mark the "First 100 years of Motoring in Hong Kong." This display of 25 classic cars and 30 classic motorcycles allowed the visitor to 'walk through the decades'. It also served the function to launch the research for the Book Ian is writing on Hong Kong's Motoring Heritage. The 'Hong Kong Sketchers' Artist Group were also on site sketching the gathered heritage vehicles, adding to the cultural experience for visitors.

The vehicles were laid out in decade clusters with the oldest cars forming a grand view at the entrance. This cluster comprised of the oldest car presently in HK, a 1926 Bentley 3 litre, along with a 1935 Ford Fordor, and a 1950 MG TD. Viewing around the decades some iconic vehicles were on display including a 1953 Morris Minor, a 1959 Austin Healy Frog-eye, a 1963 Jaguar E-Type, a 1973 MGB, a 1979 Pontiac Trans-am, a 1985 Mercedes 380 SL, a 1992 Ford Cosworth, and modern Ferrari! It gave a good sense of how vehicles have developed and improved over the past Century in HK! A 1957 Austin Cambridge Taxi and a 1942 BSA M20 motorcycle were made available for the public to sit in and get photos taken ... a real 'hands-on experience' which the children enjoyed very much. At the Awards Ceremony the 1926 Bentley received the 'Best Classic Car' Award and a 1916 Harley Davidson won the "Bike of Show" Award.

This years Show will be held on Sunday 6th November 2016 on Edinburgh Place and will also have the Historic Exhibit to promote the release of "The First 100 years of Motoring in Hong Kong" Book ... Ian has a lot of work ahead of him in the next few months!!! **DRIVEN**



“The First 100 years of Motoring in Hong Kong” ... the BOOK.

Ian Foster has been researching for this Book and gathering photos and information for the past few years. He has spent a small fortune gathering old photos from eBay and in local antique Shops. He asks for your support in forwarding a good scan of any old Family Album photos you may have showing Motoring scenes from bye-gone days ... a HK street-scene; your Family car in the 1950/60s; a family drive in the New Territories; etc. He also wants to hear your stories and memories of early motoring in Hong Kong to make this Book a comprehensive Work to record Hong Kong's Motoring Heritage. Please render any assistance you can to ian@netvigator.com. Thank you in advance for your contribution to this meaningful Project.



Bugatti X Palmer Johnson

海陸最強 打造超級快艇



The PJ63 Niniette has a length of 63 feet and a beam of 20.3ft. On request, Bugatti can tailor the interior to meet customers' individual requirements.
全長63呎的PJ63 Niniette船寬達20.3呎，客人可要求作出船艙度身設計。

As with the sports cars, the Bugatti design team followed its approach "Form follows Performance". The luxury yacht with its carbon fiber hull takes up style elements of Bugatti's iconic classic cars and combines them with the revolutionary hull shape of Palmer Johnson's SuperSport series.

Bugatti 跑車舉世聞名，設計一直奉行「性能主導外型」的宗旨，最近更把這套路應用於豪華快艇之上，效果同樣出色。這艘全新豪華快艇的船體由碳纖維製成，以 Palmer Johnson 的 SuperSport 為基礎，滲進 Bugatti 經典跑車的設計元素：Type 57C Atalante 的肩線，Type 41 Royale 的比例，以簡約、流暢的表面和線條，打造出優雅而富運動性的新平衡。

text by Karl Y.

The design is characterized by the falling shoulder line of the Bugatti Type 57 C Atalante and the perfectly balanced proportions of the Type 41 Royale. Purist, flowing surfaces and lines create a perfect equilibrium between elegance and sportiness.

By the 1930s, Ettore Bugatti was building racing motorboats that were just as swift, powerful, and elegant as his racecars.

Carrying the nickname of Ettore's daughter Lidia, the Niniette yachts will be built by Monaco-based Palmer Johnson. The line will include 42-, 63-, and 88-foot models, with prices ranging from about € 2.3 million to € 3.25 million.

While licensing deals are often just token nods toward the more famous name in the partnership, Bugatti's DNA is truly evident across the series' exteriors. The yachts will feature the falling shoulder line of the Bugatti Atalante, along with the fine-tuned proportions of the Royale. The designers created beautiful, flowing lines that find a delicate balance between elegance and sportiness.



自 1930 年代起，Ettore Bugatti 已開始建造競速快艇，與他所設計的陸上跑車一樣，同樣擁有強勁性能，優雅的外型更是深入人心。

這艘新船以 Ettore 女兒 Lidia 的暱稱 Niniette 命名，將由位於摩納哥的 Palmer Johnson 建造，系列包括 42、63 和 88 尺三款型號，售價由約 230 至 325 萬歐元不等。

說到 Bugatti 與 Palmer Johnson，一個冠絕陸地，一個稱霸海洋，兩者都是響噹噹的名字，這次聯乘當然不會流於表面。單看新船的外觀，已可找到明顯的 Bugatti 設計 DNA，肩線有如 Bugatti 57C Atalante，而整體比例非常平均，有如經典的 Type 41 Royale 跑車。設計師勾劃出優美、流暢的線條，把典雅品味與運動型格共冶一爐。





Beneath the water's surface, the three sister ships will be equipped with Palmer Johnson's SuperSport hull, a monohull with twin sponsons that provide stability in rough seas. The shipyard has developed an expertise in exotic hull materials after building some of the sportiest superyachts of the last decade. The use of titanium and carbon fiber in the Niniette construction process will keep the hulls stiff and lightweight, similar to the latest generation of America's Cup racing yachts.

Niniette's two-tone color scheme further represents the Bugatti heritage. In profile, the titanium and dark-blue carbon fiber imparts a high-tech metallic look, while the deck can be dressed in a dark-caramel maple, blue-mortar oak, or brown bubinga for a warm contrast to the rest of the exterior.

The series' flagship, the PJ63 Niniette, has a length of 63 feet and beam of 20 feet, offering 678 square feet of exterior space furnished with multiple lounges and sunbeds near the transom. The cabin below features a 462-square-foot saloon and two large staterooms, though the shipyard can customize the interior. The PJ63 Niniette will reach a top speed of 38 knots (about 70 km/h).



On deck, the combination of a brown bubinga, maple or naturally blue mortor oak wood provides a warm contrast with the lightweight high-tech materials such as titanium and carbon fiber.

舦板糅合櫟、楓等暖感木材，與其他高科技物料如鈦及碳纖維營造出對比特色。

這三艘姊妹作都以 Palmer Johnson 的 SuperSport 超級快艇為主體，是一款雙舷設計的單體船，有利在波濤洶湧的大海中保持穩定。過去十年，廠方不斷研發極具運動性能的超級快艇，更是特殊船體物料的應用和專業的翹楚。其中 Niniette 所用的鈦金屬和碳纖維物料，在提升船體剛性的同時，亦有輕量化的優勢，設計可媲美最先進的美洲杯賽艇。

Niniette 的船身塗上雙色調，亦突顯了 Bugatti 的傳統設計。從側面看，鈦金屬和深藍色碳纖維的質感，賦予她高科技的形象；甲板上則備有三種尊貴色調，併湊出暖意洋溢的船艙氛圍。

這系列的旗艦型號 PJ63 Niniette，全長 63 尺，闊 20 尺，提供多達 678 平方尺的外部空間，露天式船艙設有休息區和日光浴鋪，底層客艙則設有 462 平方尺的空間和兩間大型客房，買家亦可以自定內部設計。PJ63 Niniette 的最高時速可達 38 海哩，約相等如時速 70 公里。

A bicycle for every BMW M enthusiast 給寶馬 M 粉絲的單車

This is a limited special edition BMW Cruise M-Bike. The characteristic Austin Yellow Metallic of the BMW M GmbH was adapted for this edition, which has been limited to 500 exemplars. Each model of the limited edition comes with a specially made plaque and a certificate.

The BMW Cruise M-Bike stands out with its modern design and lightweight construction elements. An optical highlight is the so-called "Bullneck" on the top tube in the front frame, which was borrowed from motorcycle design and is reminiscent of the tank position. Its hydro-formed aluminum frame and carbon components make the BMW Cruise M-Bike both light and stable. Despite its low weight, the frame is very rigid, which ensures maximum power transmission at the lowest possible effort. The ergonomic handlebar concept, which is individually adjustable, allows for a comfortable ride, while the hydraulic disc brakes from Shimano guarantee a safe arrival.

For rides in the city, the BMW Cruise Bike, with its symbiotic interaction between dynamics and functionality, has its advantages. A sporty alternative is The BMW Trekking Bike with its hub dynamo, sturdy luggage rack, and integrated bicycle pump. In addition to the different bicycle models, the BMW bicycle collection offers matching equipment such as helmets, water bottles, bicycle locks, or a practical bike backpack.

BMW bicycle collection as well as the matching equipment are additionally available online at shop.bmw.com



這款只作 500 部限量生產的寶馬 Cruise M-Bike，以寶馬 M 系高性能汽車的金屬黃色為車架顏色，每部分別有特別版刻牌及出廠認證書。

視覺上一大特點，是它採用了電單車懷舊味道的設計，車架接近俗稱「鵝頸」部分看上去呈現出電單車油缸的造型，相當特別。而說得上 M 的名字，輕量一定是這款單車的最大特點；鋁質車架以高液壓狀態成形，像製車一樣，這技術能以最低重量的物料造出堅固度極高的車架，使用時發力感覺直接。另外，它的可調式手柄設計講究人體工學，採用著名單車零部件產商 Shimano 提供的最高級別齒輪組及煞車碟盤，確保行走時收放自如。

在去年推出的 Cruise M-Bike 或許已沒有多少存貨，除了向代理詢問之外，亦可在寶馬的網站看看，網站內還有單車系列的其他產品。shop.bmw.com

FERRARI COLLECTION 法拉利特選產品



Silk ties with vintage helmet motif
絲質領呔繡上舊式頭圖案



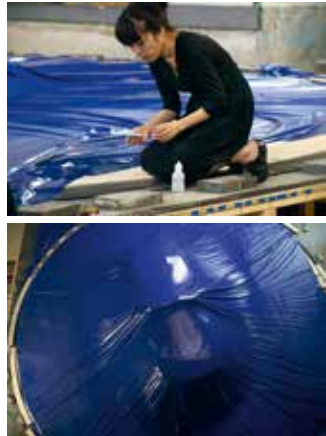
Women's bucket bag
女士闊身手袋

Ferrari store has been offering a wide range of official products from model cars to men and ladies' fashions.

法拉利是積極推出品牌產品的汽車製造商，滿足暫未有能力購買法拉利的擁躉。



Scuderia Ferrari Chronograph
法拉利車隊碗表



Mercedes-Benz 2016 Fashion Campaign and Film 平治最新時尚表達

Mercedes-Benz announces its Autumn/Winter 2016 Fashion Campaign and Film, showing the new SL, shot by American photographer Jeff Bark. The campaign features Russian supermodel Natasha Poly and latex works by Japanese designer Atsuko Kudo.

平治在服裝及創意時尚的推廣上在過去數年一直有著獨當一面的性格，在無數汽車品牌當中可謂數一數二。

The campaign, Obsession with an Icon, puts the new SLs' distinctive design in the spotlight, highlighting its sinuous lines and sensual curves in precise detail by wrapping the car in latex. The car is photographed alongside Natasha Poly, who wears matching body-hugging latex.

The campaign was shot in Miami, Florida by American photographer Jeff Bark, who's feted for his high-octane use of colour and a pop-edged, hyper-realistic style. Alongside the SL, the star of the show in matching peacock-blue skintight latex is Natasha Poly, one of the world's most recognizable faces.

The latex work is by Atsuko Kudo, the Japanese-born, London-based designer who's world-renowned for her ingenious work with the fabric, and whose hand-made pieces have been worn by the likes of Beyonce, Kate Moss and Lady Gaga. When Kudo was approached by Mercedes-Benz to take part in the fashion campaign of the new Mercedes-Benz SL she immediately saw a synergy between the car and her designs.

The car was wrapped in 130 square meters of custom-made latex produced from five separate sheets that were meticulously glued and polished by hand. The result is a campaign that seamlessly combines a daring and innovative concept with an accomplished technical feat.

成功的主要因素，是車廠市場推廣部願意花上不少精神及資源，物色世界各地不同的時裝達人、藝術家、設計師、名模、名攝影師合作，以平治汽車作為元素，讓他們自由創作表達不同「美」的質感，令人印象深刻的作品為數不少。

在今年的平治時尚與電影項目中，其中一個部分，是車廠找來著名日本籍駐英國女時裝設計師藤 Atsuko 合作，她較為人印象刻的，是國際級巨星如 Beyonce、Kate Moss 及 Lady Gaga，均曾經佩戴由她設計及親手製作的飾物登台。而今次她的任務，是把平治新款 SL、俄國名模 Natasha Poly，包裝出一個既藝術性又富時尚味道的表現手法，讓美國攝影師 Jeff Bark 在他位於佛羅里達的影樓，把創作記錄下來，那便是圖片展現出來的美麗效果。

Jaeger-LeCoultre x Aston Martin 名表 × 名車

The Jaeger-LeCoultre AMVOX2 Transponder incorporates a miniature transmitter system serving to lock and unlock any model of Aston Martin sports car. The transponder module, connector and signal antenna have been miniaturised by means of a complete redesign from a watchmaking perspective, requiring 18 months of research at Jaeger-LeCoultre, working in close collaboration with Aston Martin. This AMVOX2 Transponder maintains its unique vertical-trigger chronograph functions, which enable the user to control the chronograph by merely pressing on the sapphire watch glass.

瑞士積家表跟雅士頓馬田合作，推出 AMVOX2 Transponder 腕表雅士頓馬田版，它花上表廠 18 個月時間，重新設計這款腕表的細節部分，並分別立體塑造出 DBS、RAPIDE 等型號名稱，無論是否跑車的車主，均值得擁有。



John Lobb Bootmaker which has been in business since 1866 in London has designed Aston Martin series shoes. 英國皮鞋品牌 John Lobb 也為雅士頓馬田特別設計出專為駕駛而設的鞋款。

Audi in Design Miami 奧迪與創意設計

Audi was presenting the future of electric mobility at Design Miami in the shape of the Audi e-tron quattro concept. It took place from December 2 to 6 last year in Miami Beach. The design forum was regarded as an important meeting point for the international art and design scene, and brought together collectors, gallery owners and artists.

Dietmar Voggenreiter, AUDI AG Board of Management member for Sales & Marketing, explained: "Sharing creative ideas with designers and artists inspires us. As visionaries, the way they think transcends boundaries. Such progressiveness is one of our guiding principles whenever we develop cars such as the Audi e-tron quattro concept."

Audi's presence at Design Miami was all about

electrification, aerodynamics and renewables. Two designers from the "Humans since 1982" studio developed the concept for this approach. Their "Spotlights" presentation picks up on individual virtues of the Audi e-tron quattro concept and translates these into an artistic video installation.

奧迪跟創意的結合，性質上不像平治那樣較為傾向於時尚取向。在去年 12 月舉行的美國邁阿密舉行的設計展覽活動中，德國設計室 "Humans since 1982" 的兩位設計師，以奧迪 e-tron quattro 概念車為元素、「射燈」為主題，營造出不同的裝置表現效果，並以視像方式表達出來。奧迪市場部管理高層 Voggenreiter 表示：「跟設計師分享我們的製車理念，他們反過來啟發我們，他們的無框架想法意念萬千，這正是我們設計汽車要有的思維。」





“Montblanc for BMW” Special Edition

寶馬 Montblanc 系列

The Meisterstuck key case Meisterstuck 系車匙套

The Meisterstuck key case for the "Montblanc for BMW" Special Edition is a real highlight: Tailor-made for the new BMW 7 Series, it is the very first key case by Montblanc designed to suit the shape of a particular vehicle key. Meisterstuck系車匙套為最新寶馬7系而設，車匙安放其中既得體又能防止刮花。

Choice materials, extraordinary quality, thoughtful design, superior functions. They all come together in the "Montblanc for BMW" Special Edition, a collection of Montblanc products for on the road and in the office, selected exclusively for BMW. As of spring 2016 the exclusive series will be part of the BMW Lifestyle Collection and available worldwide in selected BMW and Montblanc stores and boutiques.

由辦公室到行車到航空旅途，以高級的不同皮革及布料呈現出來的 Montblanc for BMW 特別系列產品，由 2016 年起在寶馬及 Montblanc 的指定店舖均有發售。



The Meisterstuck business card case Meisterstuck 系名片套

The Meisterstuck business card case stylishly keeps together all important bank cards, membership cards, and business cards in one place. With numerous compartments, this exclusive case boasts lots of room for the numerous cards modern life entails. Meisterstuck系名片套內裡有多個獨立間隔，能整齊妥當地收藏多張名片及信用卡。



Meisterstuck Platinum Line LeGrand fountain pen Montblanc 墨水筆

For more than 100 years the name Montblanc has stood for writing culture and writing instruments produced by master craftsmen. The Meisterstuck Platinum Line LeGrand fountain pen, the classic Montblanc writing instrument are made of deep black precious resin with platinum-plated details. The clip is laser engraved with several stylized 7s and an individual series number. 百年歷史的Montblanc由製造墨水筆開始闢出名堂，特別版系列中當然少不了。精緻的墨水筆及走珠筆，入「目」三分。

The Meisterstuck passport case Meisterstuck 系旅行證件套

The Meisterstuck passport case, a luxurious receptacle for international ID and travel documents, is the perfect companion for frequent travelers. The Meisterstuck case for two writing utensils has room for two pens the size of a Meisterstuck Classique or LeGrand, and also affords them optimum protection. Meisterstuck系旅行證件套除了證件及小文件空間之外，套內還可以收藏兩支 Montblanc名筆，提供美觀及保護效能。

The Nightflight Collection 「夜航」系列皮袋

The Nightflight Collection included the handy document bag and a sturdy 55-liter capacity flight bag. The document bag boasts comfortable leather handles, versatile inner pockets, a padded laptop compartment, and a system for fastening the bag to a trolley, the sturdy flight bag has a classic large main compartment and a separate zippered compartment. Both the document bag and the flight bag have an exclusive luggage tag made of high-quality calfskin. 「夜航」系列皮袋有兩大選擇，達55升容量的旅途功能隨身袋醒目有型，而方形文件袋能容納手提電腦，並能套上手拉行李廂的手挽部分，十分方便。每個皮袋均附有物主名片皮套。



TYG Spectacles 時款太陽眼鏡
The pair of sunglasses in the collection was designed for the true gentleman. Premium quality materials like brushed metal, real leather, and lenses by Carl Zeiss were handcrafted into a truly unique piece with an elegant-sporty touch. 同樣經過精心細致打造，輕鋼鏡架，以真皮包裹，以人手裝嵌上德國著名品牌Carl Zeiss鏡片。
Price售價：268 Euros歐元

The gentleman's fragrance
The perfumer Paola Bottai learned her craft at the Grasse Institute of Perfumery and has created – with her specialization in men's fragrances – a variety of products from classic perfume to beard conditioners. 由女性香水專家Paola Bottai調製的男士香水，好處是一定迎合不少女性的口味。
Price售價：110 Euros歐元

MINI goes FASHION
迷你最新服飾系列

The gentleman's bag 時尚格紋袋
It can be used as a backpack, briefcase, or shoulder bag. The clever interior pocket system provides maximum storage space. The bag stands for stylish flexibility. 揹帶能作不同調整，讓這個格紋袋可以不同方式配戴，袋內間隔可變，騰出不同空間安排。
Price售價：175 Euros歐元

The gentleman's shoes 男鞋子
The shoes are made with a combination of hand-cut, finest upper leather and an ultra-lightweight micro sole. The young designer Alberto Premi is well known for combining traditional shoemaking with urban stylistic elements. 由意大利設計師Alberto Premi設計的精緻男士皮鞋，結合了傳統人造鞋工藝及時尚設計元素，富有矜貴的感覺。
Price售價：347 Euros歐元

SuperDuper gentleman's hat 型格紳士帽

The SuperDuper label is known for combining traditional millinery with modern design and striking details. The gentleman's hat is handmade with premium-grade felt. The inner band is inspired by the leather of the premium upholstery used in the MINI Clubman, while the colourful double seam takes its cue from another characteristic MINI element. SuperDuper以時尚設計及仔細造工聞名，這款型格紳士帽以人手製造，內層製作由MINI Clubman啟發出來，雙車線設計特別，適合配襯不同味道的裝束。
Price售價：295 Euros歐元

Sales outlet 慕尼黑銷售店
BMW Welt / MINI Lifestyle Shop
Am Olympiapark 1
80809 Munich



A WORK
OF ART
1/18
FERRARI 250 GTO
BY CMC

CMC's Ferrari 250 GTO is a showcase of exquisite craftsmanship and hailed as the best replica in 1/18, a masterpiece not to be missed by model car enthusiasts. 由CMC出手炮製的法拉利250 GTO，將會是同比例中的最佳代表作：身為模型車發燒友，豈能錯過？

text by FRMT / 李穎聰 photo by Kumamon



Back in 2014, a stunning 1962 Ferrari 250 GTO fetched US\$38.1 million in Bonham's auction, thus established a new world record with the highest value in a single automobile deal. The fact that only 39 units are ever produced also mean that the 250 GTO is arguably one of the most sought-after Ferraris in the world.

Among the many Ferrari classics, 250 GTO is the most significant one with its legendary racing background (a google search will give you some hints). For that reason, the GTO has also become an evergreen subject for model makers as there are countless miniature productions in the market which, I believe, every model collector would have chosen at least one in their collections. I am a big fan of the GTO, I must admit. And being obsessed with its historical status as well as the timeless sexy contour, I still believe it is the most valuable legacy of the 1960s and the only comparable car would be the Jaguar E-Type.

Looking back from a modern perspective, the GTO's sophisticated design is often mistaken by its relatively simple form and the characteristic long nose, short overhang typically seen in the 1960s. However, such simple construction is actually the result of an intricate calligraphy of body curves. If you look at it from a top-down view, you will probably see a body of a sexy woman and a luring wide rear

to trigger your desire. Many model makers have tried to reproduce this timeless design in 1/18. Big names such as BBR, Kyosho and Hot Wheels have all released their own versions of high-detail 250 GTO, but only very few of them are close as they are either too slender or the curvature comes too shallow thus losing the charisma of the Ferrari. After all, the GTO was a design hand drafted half a century ago and even Maranello couldn't provide model makers with precise computer data today. And this prancing horse is such a rare breed that it is almost impossible to obtain the measurement from a real car and the result of limited photo references is obviously unsatisfactory.

German model maker CMC has been known for its intricate works on classic cars in recent years with Ferraris particularly popular among collectors. Some say that CMC's 250 GTO project was filed many years ago but in pursuit of perfection the company has been postponing the release date until they finally found an owner who agreed to lend his early 250 GTO (#3809) to CMC for research. With the most accurate first hand data collected, we finally see a masterpiece of miniature in the most accurate scale.



1/18
FERRARI 250 GTO
BY CMC



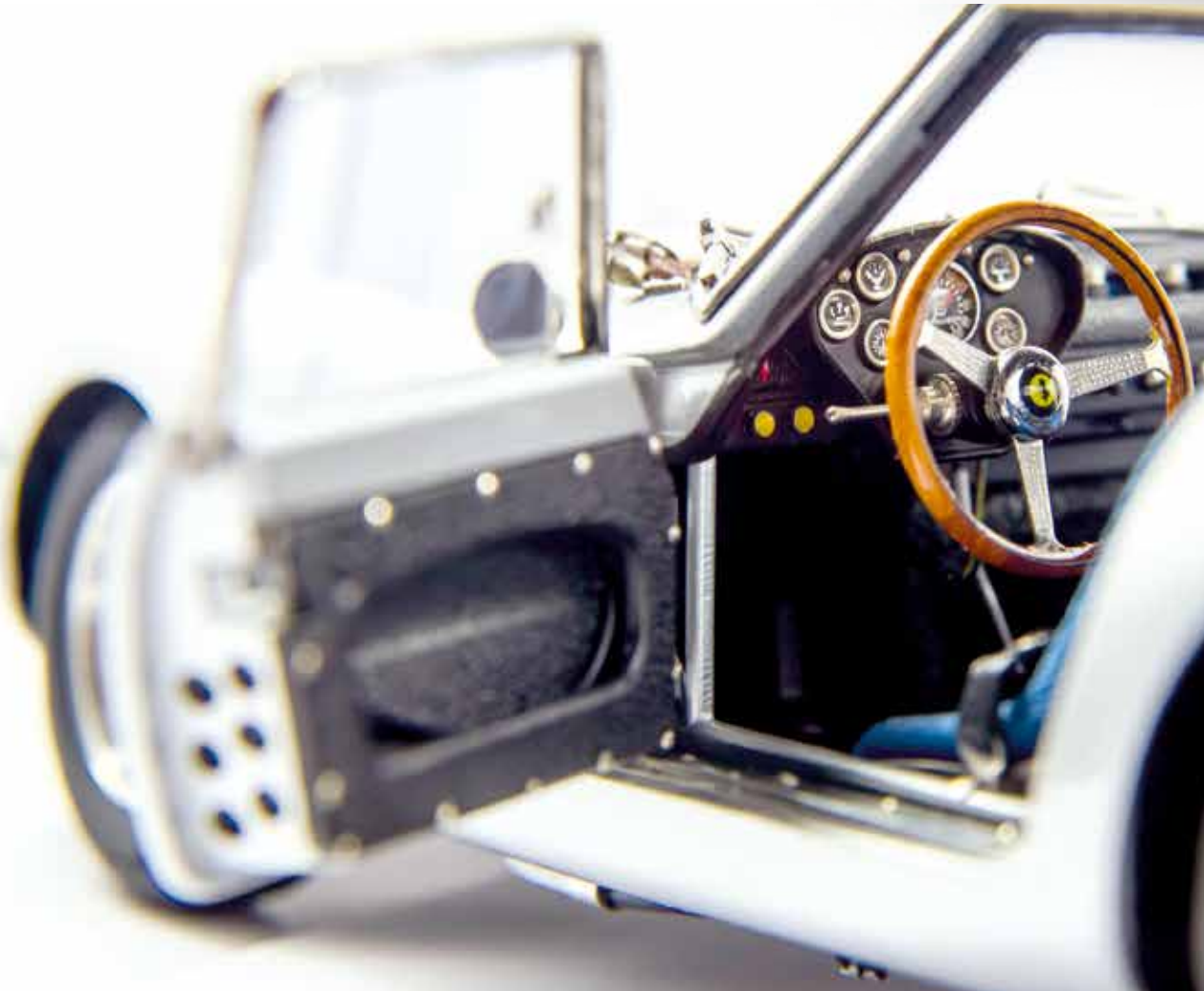
MODEL CAR

Out of the box, the CMC 250 GTO impresses me with its eye pleasing contour, decent proportions and a ground clearance almost identical to the actual car. The zinc alloy body is painted with the same Dupont pigment as used on real cars to reproduce the natural, glossy texture of the body paint.

Precision is guaranteed as CMC builds the GTO with over 1,800 parts, of which 1,377 are metal parts and 258 are plastic, while 177 are made of other material such as cloth, leather, metal wire, and piping. Look closely and you will find the highest level of details in the head lamp bezels, rubber seals of the windows as well as the wire wheels. Also, all movable parts are made to measure with respect to the original mechanism, including bonnet hooks and leather belt and, of course, the famous Ferrari 3.0-liter V12 engine in full details: all the wiring and piping, every bolt and nuts and the 12 metal air inlets with filters are painstakingly reproduced. The interior also shares the same level of attentions with sliding windows, metal buttons on the center console, wooden steering wheel, cloth seats and other leather trims. And there's even a detachable spare tyre hidden inside the rear trunk!

What you see at the front is not the full story. Turn it up-side-down and you will find another round of beauty: the tubular frame chassis, front and rear suspensions (with operational leaf springs!), drive shafts and fuel tank are all found in the right places and right scale. The multi-million worth 250 GTO maybe hard to reach, but CMC has created something almost equivalent, something tangible for car enthusiasts of all kinds.

1/18
FERRARI 250 GTO
BY CMC



要數近期 有關法拉利 250 GTO 最熱烘烘的話題，就必定是於 2014 美國 Bonhams 拍賣會上，一部 1962 年出廠的 250 GTO 以天價 3,810 萬美元成交，刷新紀錄成為史上最高價單一汽車交易，可想而知，這部全球僅得 39 部的珍品，實在魅力沒法擋。

而在眾多法拉利經典型號當中，敢說 250 GTO 絕對是最具代表性的一員，有關寶車典故在此不贅（網上有大量資料），但歷年來有關它的模型車實在多得無法統計，相信每位模型車迷，總會至少收藏一兩部吧。筆者是標準 250 GTO 迷，愛它是殿堂級法拉利、愛它的歷史背影，更愛它優美的車身線條，充份演繹出六十年代別樹一幟的汽車設計美學，唯一能與之媲美的，就恐怕只有積架 E-Type 了。

以現代汽車設計論，250 GTO 的形態並不算複雜，線條相對簡單，典型長頭短尾設計，驟眼看似是簡單幾道曲線組成，但其實內裡暗藏玄機，每個彎位的弧度及高低起伏均有講究，而從鳥瞰角度看，真車更會呈中間「收腰」、車頭車尾少少撐闊出去的特別「視覺效果」。過往，不少品牌試圖挑戰，就以 1/18 為例，BBR、Kyosho、Hot Wheels 都推出過不同精密度的 250 GTO 模型完成品，可惜，基本上每部都有若干出錯，不是造得太修長便是欠缺應有的曲線美，無法展現寶車神韻；歸根究底，其實是 250 GTO 畢竟屬五十多年前的產物，廠方根本無法提供到電腦數據進行縮放，加上 250 GTO 實在太稀有，要找部寶車來量度更是難過登天，單靠圖片猜度，難免會失真。

MODEL CAR

來自德國的 CMC 一向擅於製作古董車，歷年來亦推出過不少成功法拉利作品。據悉，250 GTO 計劃其很早已落實，但為求完美，廠方幾經辛苦終於找到其中一位車主協助，肯將其編號 #3809 的前期型 250 GTO 實車作「研究」用途，有了這最準確的資料，自然水到渠成。

第一眼望到 CMC 的完成品，好感油然而生，線條及比例感都較同級對手順眼得多，尤其是弧位表達及車身離地距都儼如實車，而鋅合金車身表面亦用上真車採用的 Dupont 噴漆，噴塗效果貼服，光澤感亦相當自然。

精密度一直是 CMC 強項，為求表現出應有質感，全車由超過 1800 件零件組成，當中 1377 件為金屬件，258 件塑膠件，另有 177 件其他物料（如布、皮、電線、喉管），留心看，最難處理的燈罩框，窗框防水膠邊，鋼線鞍……都一一被徹底克服。此外，全車的活動部份亦照足實物，開頭匣要先解鎖及鬆開皮帶，內裡便是一台法拉利最具代表性的三公升 V12 引擎，所有接線、喉管、螺絲都如實鋪排，12 隻索風嘴亦為金屬製，

連底下的隔塵網亦沒有遺漏。車廂亦是另一個「吸睛」環節，側窗可以真實地移滑，整個中控台滿佈金屬按掣，木製壓盤、布座、皮革處理都恰到好處，細心看每個儀錶內的數字都可清晰閱讀；打開尾箱，內裡的後備胎原來亦可以隨意裝拆。

欣賞車身之餘，反轉車底亦是另一番美景，管狀車架、前後懸掛、驅動結構、油缸……都一覽無遺，其中最巧是後葉片彈簧竟可如實車般運作，製作可謂巧奪天工。環顧芸芸 250 GTO 完成品中，確實以 CMC 這台最為完美，作為模型發燒友，豈能抗拒？ **DRIVEN**



1/18
FERRARI 250 GTO
BY CMC



Be a fit driver

做個有「型」車主

Everyone behind the wheel thinks a lot about "Safety First". That's why people sought after the best repair and maintenance services available in the market for their cars. However, it's time to pay more attention to the driver himself.

Fats, is a substance of ambiguity – it is a great energy source of human body (just like fuels), but in some cases, it might turn the table beyond imagination.

According to US studies, fat in belly normally is metabolized by a specific protein from liver. If that specific protein is used up, the fat would be metabolized by the protein from the brain instead. As a result, it will lead to a deterioration brain function and memory failing. The higher the level of body fat, the more protein in the brain will be needed for such metabolism. Fat accumulation will greatly affect drivers' ability to judge, concentrate and responsiveness of limbs.

MENCE can help you to achieve a healthy body by offering the weight management treatment by the "Novel Weight Loss System". This system uses medical-graded machines to simulate intensive exercise. By involving absolute healthy approach, the non-invasive system is an integration of Chinese healing and Western technology theories. This type of passive exercise can burn fat and increase muscle density 6 times faster than rigorous exercise. Two hours of comfortable treatment at MENCE can burn up to 4,900kcal or 1.5 pounds of fat! Most importantly, this surprisingly affordable



Mence, CEO of MENCE
男士護膚纖體權威

treatments are effective, safe, comfortable and natural in nature.

The "Novel Weight Loss System" is an innovative and internationally patented weight management system inspired and perfected by MENCE. In addition, MENCE is the first and only body shaping treatment centre in the world awarded with ISO 9001-2000 certification – a choice of people in pursuit of quality life and well-being.

When the unwanted fats is out of the way, you will be as free as can be on the road. It makes no difference to young and ambitious or a family man. With a better

looking and functioning body as well as a cool head, your enjoyable ride awaits you!

Being the pioneer of men's skincare and body toning, MENCE has been an authoritative on men's health and well-being for 35 years. Apart from the 3 strategic branches in Central, Causeway Bay and Jordan, MENCE was also invited to set up branches in 2 renowned private hospitals in Hong Kong and China. The Company has successfully planted a strong foothold in Asia with a number of franchise shops, underlined by compliance with all requirements of the stringent international medical standards and professionalism.

Website: www.mence.com.hk
Email: info@mencegroup.com
Tel#: 31063368
WhatsApp: 55434304

無論哪一類型的車主，當然都希望他的座駕能反映個人品味，配合他獨特的需要；但要真正做到「人車合一」，除了定期檢查和保養汽車引擎、輪胎、車身外，維持身心及體能處於最佳狀態才是王道。

根據美國研究發現，肝臟會運用一種特定的蛋白質去作腹部的脂肪代謝，若此蛋白質被耗盡時，取而代之，便會由腦部的蛋白質代替，繼續進行脂肪代謝，導致腦部退化加劇及降低記憶力。因此身體內的脂肪百分比越高，便會耗用更多腦部蛋白質作代謝，對腦部的損害將會十分嚴重。因此，脂肪的積聚將會對駕駛人士有着負面的影響，包括降低駕駛者的判斷力，注意力和手腳靈活性。如何能短時間內有效減低脂肪百分比？

MENCE的「健康體重管理療程」，採用先進有效的高科技儀器，以密集的被動式運動，令顧客在無創傷性、無痛楚、不需任何節食、不利用任何藥物的情況下，讓你身心得到休息，亦不需要額外付出時間或體力，便可舒適地在睡眠中減去身體上多餘的脂肪，而且效果比運動快上6倍。兩小時的療程可以幫你

消耗4900卡路里(約等於1.5磅的脂肪)。這些安全、舒適及有效的被動式運動更可以令身體避免筋骨勞損，因而達致改善身體健康的作用。

MENCE獨有纖體概念而研發出的「健康體重管理療程」，除已取得國際專利外，亦是全球唯一一家榮獲ISO 9001-2000國際質量認證的纖體中心，為追求優質健康生活的顧客群提供「高效、安全、安心」的選擇。

當脂肪減少、體能提升了，自然相對地提高駕駛者的判斷力，注意力和手腳靈活性，駕駛時亦變得靈活自如，無論是追求型格和速度感的年輕車手，或是「安全第一」的好爸爸好兒子車主，均可盡情享受開車的樂趣！

作為全港首家以全面提升男士健康為目標的體重及皮膚管理權威，MENCE已累積了35年豐富經驗，除位於中環、銅鑼灣和佐敦店外，MENCE亦受邀於本地及國內著名私家醫院內開設分店，加盟業務夥伴覆蓋亞洲多個地區，足證MENCE的療程已符合嚴格的國際醫療標準，並得到極高的評價和認同。



Join HKAA membership with a companion, both can get extra \$500 fuel coupon

- Terms and Conditions:
- Valid till 30/4/2016;
 - This offer is only for first-time registration of ordinary membership (valued at \$1,480), and cannot be redeemed for cash and used in conjunction with other promotional offer;
 - Pre-registration is required;
 - This offer is limited to 10 applicants only;
 - In the event of dispute, the decision of HKAA shall be final.

Membership hotline: 3583 3615

二人同行入會即可享有優惠，每人即送 \$500 入油現金券。

- 條款及細則：
- 優惠期至2016年4月30日。
 - 此優惠只適用於新會員及優越會籍（價值\$1,480），不可兌換現金及與其他優惠同時使用。
 - 此優惠必須預先登記方可享用此優惠。
 - 名額只限10個，先到先得，送完即止。
 - 如有任何爭議，香港汽車會將保留最終之決定權。

會員部查詢熱線：3583 3615

HKAA 98th anniversary – Membership Special Offer
Join HKAA membership when showing your HKID card with both digits “9” & “8”, you get a FREE Archon Fitness Wristband (valued at \$468).

- Terms and Conditions:
- Valid till 30/4/2016;
 - This offer is available for first-time registration of ordinary membership (valued at \$1,480) only, and cannot be redeemed for cash and used in conjunction with other promotional offer;
 - Pre-registration is required;
 - Offer is limited to 10 applicants only;
 - In the event of dispute, the decision of HKAA shall be final.

Membership hotline: 3583 3615

香港汽車會 98 周年入會優惠
現凡所持的香港身份證上有「9」及「8」數字申請入會，即送 Archon Fitness Wristband 智能健康手環（價值 \$468）乙件。

- 條款及細則：
- 優惠期至2016年4月30日。
 - 此優惠只適用於新會員及優越會籍（價值\$1,480），不可兌換現金及與其他優惠同時使用。
 - 此優惠必須預先登記方可享用此優惠。
 - 名額只限10個，先到先得，送完即止。
 - 如有任何爭議，香港汽車會將保留最終之決定權。

會員部查詢熱線：3583 3615



HKAA Membership Category
香港汽車會會籍類別

Type of Membership		Entrance Fee	Annual Subscription			Benefits and Services	Additional Services	Rights	
			Private Car	Motorcycle	Additional Car / Motorcycle*				Special Offer
							-	-	
1	Associate Member	-	\$400		-	-	-	-	
2	Young Member	-	-		-	-			
3	Ordinary Member	\$300	\$1,180	\$460	Enjoy 10% discount by renewing 2 years	<ul style="list-style-type: none">• Year Round up to HK\$2.5 per Litre Fuel Discount• Competitive Car Insurance Premiums• Professional Pre-owned Car Inspection Service• Car Care Service• One-stop Auto Transport Service• HKAA Shopping Gallery• Free Know Your Car Course• Driving Tours• Show Your Card & Save• Worldwide Reciprocal Motoring Service• Represents the Motorists• Legal Advice Scheme• Answering general enquiries in relation to your car and driving• Seasonal member activities	<ul style="list-style-type: none">• Free 24 hour Emergency Rescue and Towing Service (ERS)• Motorsports visa and license• Priority Registration on HKAA events• Official Magazine – “DRIVEN”	<ul style="list-style-type: none">• Rights to vote• Nomination to the General Committee / Honorary Officers	
4	Family Member	-	\$900	\$400					
5	Commercial Member	\$800	\$980	-					\$900 / \$460*
6	Group Member	-	\$900	\$400					
<div>• For individual owned private motorcycle, does not cover company owned motorcycles</div>									

* For individual owned private motorcycle, does not cover company owned motorcycles
* 以個人名義擁有電單車，不包括公司電單車。如中、英文版本有任何抵觸或歧異，應以英文版本為準。

會員類別	入會費	年費				全面會員福利及服務	附加服務	會員權利
		私家車	電單車	額外登記車輛 / 電單車 *	特別優惠			
1 基本會籍	-	\$400	-	-	-		-	-
2 少年專家	-	-	-	-	-	• 尊享全年高達每公升 HK\$2.5 入油折扣 • 最優惠汽車保險 • 專業二手車驗車服務	-	-
3 優越會籍	\$300	\$1,180	\$460	\$900 / \$460*	續會兩年享有 9 折優惠	• 汽車保養服務 • 一站式汽車船運服務 • AA 汽車陳列室購物折扣 • 認識你的汽車技術課程 • 駕駛旅遊 • 尊享全球「出示會員卡享折扣優惠」 • 互惠服務 跨越全球	• 24 小時免費全天候緊急維修拖車服務 • 辦理賽車証 • 香港汽車會活動優先報名 • 《DRIVEN》雜誌	• 投票權 • 提名為常務委員 • 會成員 / 榮譽主任
4 家庭會籍	-	\$900	\$400			• 代表駕駛人士發言 • 法律諮詢計劃 • 解答一般汽車及駕駛查詢 • 季節性會員活動		
5 商業會籍	\$800	\$980	-					
6 團體會籍	-	\$900	\$400					

全新品牌進駐香港汽車會陳列室：



Archon Fitness Wristband

Archon Touch fitness wristband connects to your mobile phone and social network, makes sure you stay connected and abreast of all information while doing exercise. Archon Touch also keeps track of your fitness and exercise information. It comes in various colors and interchangeable straps.

Archon 智能健康手環

全新 ArchonTouch 智能運動手環，與手機的社交互聯功能，讓您在運動時不會錯過任何重要的即時信息，從此運動更自在。ArchonTouch 更助您輕鬆應對日常生活每個情境，並全天候記錄您個人健康資訊，一系列有多種顏色，隨心配搭。



Polaroid DS301 FHD Dual Cam

DS301 dual channel Dash cam makes a long haul trip fun and amusing. 3"16:9 high quality screen can play back footage anytime. Motion Sensor monitor and record surrounding movement when user is away. High quality Polaroid lens record seamlessly and G-Sensor protect the file securely when impact.

Polaroid DS301 前後雙鏡頭 1080P 行車記錄器

寶麗來最新型號 DS301 前後雙鏡頭全高清行車記錄器，一套兩機，車前車後全高清鏡頭監察路面行車情況，畫面超清晰，路面記錄巨細無遺。特設『畫面分割』功能同時可於前鏡顯示屏監察車後情況，亦可攝錄倒後鏡盲點位置避免不必要或突如其來的意外，提供更全面的攝錄。畫面播放非常流暢，監察更周全，為駕駛者帶來多方位的行車體驗，旅程更安心。



Enquiry Hotline (Showroom) : 3583 3601
查詢電話 (陳列室熱線) : 3583 3601

1. 10% discount on worldwide travel insurance premium

Terms & Conditions:

- Cover loss of or damage to portable equipment including laptop computers, photographic equipment, sports equipment & mobile phones;
- No excess for the whole policy;
- Cover amateur sports and activities such as snow skiing, snowboarding, water skiing, wake boarding, scuba diving, rafting, bungee jumping, horse riding etc;
- Terrorism cover including attacks caused by nuclear, chemical and biological substances;
- Rental Vehicle Excess up to HKD\$5,000;
- In the event of dispute, the decision of HKAA shall be final.

* Please refer to the policy for complete details. A specimen policy can be made available upon request.

Valid until 30 Jun 2016
Hotline: 3583 3616

1. 旅途上全面保障，全球旅遊保險 9 折優惠

條款及細則：

- 保障受保人在旅遊期間因意外遺失或損毀之隨身物品 – 包括手提電話、手提電腦、攝影器材及運動器材；
- 所有保障均不設自負金額；
- 保障一般業餘及消閒活動 —— 包括滑雪、溜冰、滑雪板、滑水、滑浪、水肺潛水、急流漂筏、吊索跳、騎車等；
- 恐怖襲擊保障 – 包括由核子、生物化學物質所引致之損失；
- 租車自負額保障高達 5,000 港元；
- 如有任何爭議，香港汽車會將保留最終之決定權。

* 上列各項只供參考，詳細之條款請參閱有關保單。

有效期至: 30/6/2016
查詢熱線：3583 3616

2. PERSONAL ACCIDENT *(BUY 1 GET 1 FREE**)

	SILVER PLAN (HK\$)	GOLD PLAN (HK\$)	PLATINUM PLAN (HK\$)
ACCIDENTAL DEATH (MAXIMUM LIMIT)	\$500,000	\$1,000,000	\$1,500,000
PERMANENT DISABLEMENT (MAXIMUM LIMIT)	\$500,000	\$1,000,000	\$1,500,000
DISCOUNTED PRICE	\$530	\$860	\$1,520

* For details of coverage, please refer to the policy documentation.
** Free of charge for 1 child will be provided to each insured person.

Valid until 30 Jun 2016
Hotline: 3583 3616

2. 個人意外保險 *(一人保費，二人保障 **)

	銀計劃 (港幣)	金計劃 (港幣)	白金計劃 (港幣)
意外死亡 (最高限額)	\$500,000	\$1,000,000	\$1,500,000
永久傷殘 (最高限額)	\$500,000	\$1,000,000	\$1,500,000
保費折實	\$530	\$860	\$1,520

* 有關承保之具體內容，以保單內容為準。
** 投保人可享一名子女保費豁免。

有效期至: 30/6/2016
查詢熱線：3583 3616

Terms & Conditions:

- This offer cannot be exchanged for cash and cannot be used in conjunction with other promotional offer;
- In the event of dispute, the decision of HKAA shall be final.

條款及細則：

- 此優惠不可兌換現金及與其他優惠同時使用；
- 如有任何爭議，香港汽車會將保留最終之決定權。



10% off for Tribos® Hyper-polymer Coating!

This is no ordinary polishing or conventional coating. After your car was treated with Tribos® Hyper-polymer car paint protection, it forms a film of nano-shield on the surface. The unique formula is designed to defense the paint from UV lights and oxidation, making your car clean and bright just like a brand new one. Its water-repelling feature also prevents building of "chalk".

Especially good for: car paint, glass, alloy wheel and fabric.

Valid till: 30/6/2016
Hotline: 3583 3628

Tribos® 超強活性聚脂塗膜 9 折優惠!

並不是一般的打蠟或傳統的美化漆面處理。當汽車的漆面使用過 Tribos® 超強活性聚脂塗膜處理之後，就在表面形成一層保護膜，而由於這層只有納米級厚度的保護膜，能完全阻隔了紫外光及空氣對漆面所產生的影響，直接使車漆光亮如新。而且 Tribos® 超強活性聚脂塗膜的表面平滑疏水，令車身不會輕易留下污漬。

針對汽車的保護範圍：車漆、玻璃、合金輪圈及車廂纖維物料。

有效期至 30/6/2016
查詢熱線：3583 3628

您的 Your One-Stop-Shop Auto Transport Service Expert 一站式汽車船運 服務專家

*We Treat Your Car
as Our Own*



一站式汽車船運服務

香港汽車會辦理將汽車從國外進口，包括到碼頭收取汽車，同時為汽車準備一份汽車狀況報告，並將汽車存放妥當，並安排汽車作檢驗、登記及出牌。

出口汽車服務方面，本會代顧客預留船位及安排香港出口文件，文件包括船運提單、船運保險、運送汽車到香港碼頭、提供汽車狀況報告及代寄所需文件到目的地。

高效率服務

本會擁有一隊富經驗的後勤支援隊伍處理整體船運過程，保證給顧客快捷而安全的一站式汽車船運服務。

One-Stop-Shop Logistics Auto Service

Cars being imported from overseas are consigned to the Association, and will be collected from the docks. AA will prepare a condition report of the vehicle, store it pending licensing, arrange and present the car for inspection, and attend to registration and licensing.

The export of vehicle involves reserving shipping space and attending to all documentation at the Hong Kong end, including Bill of Lading, arranging marine insurance, delivering the vehicle to the docks, making out a condition report and delivery all documents to the destination.

Effectiveness and Efficiency

HKAA has an experienced team with Technical Service support to handle the whole logistics process, ensuring a quick and safe one-stop shop total solution delivery service to our members.

直線 3583 3600
Tel 3583 3600

傳真 3585 5510
Fax 3585 5510

電郵 erictai@hkaa.com.hk
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A STAR-STUDDED PARTY HONG KONG AUTOMOTIVE OSCAR

HKAA
THE 2ND HONG KONG
CAR OF THE YEAR
RESULTS
ANNOUNCEMENT



香港車壇「奧斯卡」 第二屆香港汽車大獎頒獎典禮

The award presentation ceremony of HKAA the 2nd Hong Kong Car of the Year held on 8th January, 2016 and showcased favourite models in town. 由香港汽車會主辦的「第二屆香港汽車大獎」，得獎名單塵埃落定，在1月8日舉行的頒獎典禮亦在熱烈的掌聲中完滿結束。



To conduct the election in fair, just and open manner are prerequisites for HKAA Hong Kong Car of the Year. Therefore, an Election Committee has been formed which comprises Mr. Lawrence K.K. Yu JP, President of HKAA, Mr. Wesley Wan, Vice President of HKAA, Mr. Ringo Lee, Vice President of HKAA, Mr. Wilson Mok, automotive industry guru, Mr. Dik Kong Sang, experienced media person, Mr. Alan Tam, and Mr. Michael Miu, Famous Artists. The team is responsible for shortlisting different makes and models available in the market for the election. To make the campaign more interactive, a questionnaire was devised in open-end format to avoid voters being bounded by pre-set parameters. The results are based on 40% from HKAA members, 30% from the general public and 30% from the Election Committee.

嚴守公平、公正、公開選舉原則，是香港汽車會「香港汽車大獎」的先決條件，因此本會特別成立「專業評審團隊」，成員包括香港汽車會會長余錦基太平紳士、香港汽車會副會長雲維熹先生、香港汽車會副會長李耀培先生、資深車壇前輩莫裕生先生、資深車壇傳媒人狄港生先生、知名藝人譚詠麟先生及苗僑偉先生，他們負責就市場上的汽車品牌及型號進行研究和篩選，更特別為問卷設計了一組開放式問題，不提供預設答案，避免投票人士的選擇受到限制；投票所得票數以香港汽車會會員之票數佔百分之四十（40%）、公眾人士票數佔百分之三十（30%）、香港汽車會專業評審團票數佔百分之三十（30%）計算。





CAR OF THE YEAR

香港汽車大獎



Patrick Wong C.P.A. Limited was appointed as scrutineer to monitor the voting procedure, then the makes and models to be elected by the Election Committee will be based on their performance, brand recognition, product awareness and marketing strategies to ensure all winners deserve the prize.

The award presentation ceremony took place at Cyberport Arcade on 8th January 2016 (Friday) at 3pm. Total of 21 prizes were awarded to vehicles of all kinds, from 2-seater to family vehicle, luxury sedan to SUV, and from hybrid to EV where 20 of the prize winners were showcased from 8th to 10th January at Cyberport Arcade.

點票程序由「黃龍德會計師事務所」全程監察及核對，再由評審團依據機件性能、品牌認知度、公眾認知度及市場推廣策略作出客觀評分，務求選出的汽車品牌和型號均實至名歸。

頒獎儀式已於2016年1月8日（星期五）下午三時於數碼港商場 The Arcade Cyberport 舉行。是次選舉共設21個獎項，涵蓋不同類型汽車，其中20輛得獎汽車更於場內連續展出3天，讓市民一睹得獎名車的風采。頒獎典禮得到不少名人嘉賓助陣，包括香港汽車會會長余錦基、太平紳士、苗僑偉先生、今屆香港小姐冠軍麥明詩和友誼小姐林凱恩、著名車手關兆昌、李英健、歐陽若曦、伍家麒等，場面星光熠熠。

本著推動香港交通安全、汽車文化及運動的非牟利機構，香港汽車會將會繼續以中立角色，有公信力地舉辦「香港汽車大獎」活動，明年再見！ **DRIVEN**



PRIZE WINNER 得獎名單

2015 AA PROFESSIONAL CRITICS' RECOMMENDED MODEL
2015 AA 專業評審推介香港汽車型號

Mazda MX-5

MOST FAVOURITE CAR BRAND
最喜愛汽車品牌

Mercedes-Benz

MOST WANTED MODEL FOR MEN
男士最想擁有汽車型號

Ferrari 488 GTB

MOST WANTED MODEL FOR WOMEN
女士最想擁有汽車型號

Audi TT 2.0

MOST DESIRABLE MODEL FOR RENT-TO-DRIVE OVERSEAS
最喜愛外地自駕遊汽車型號

Land Rover Discovery Sport

TOP VALUE-FOR-MONEY MODEL
最物超所值汽車型號

Toyota Sienta

MODEL OF MOST FAVOURITE EXTERIOR DESIGN
最喜愛汽車外型型號

BMW i8

MOST RELIABLE MODEL
最可靠汽車型號

Lexus ES

HONG KONG'S FAVOURITE SUPER CAR
香港最受歡迎超級跑車

Mercedes-Benz AMG GT

HONG KONG'S FAVOURITE SPORTS CAR
香港最受歡迎跑車

BMW M3

HONG KONG'S FAVOURITE HYBRID VEHICLE
香港最受歡迎混合動力車

Infiniti Q70 Hybrid

HONG KONG'S FAVOURITE ELECTRIC VEHICLE
香港最受歡迎電動車

Tesla Model S

HONG KONG'S FAVOURITE WAGON
香港最受歡迎旅行車

MINI Clubman

HONG KONG'S FAVOURITE SPORT UTILITY VEHICLE (SUV)
香港最受歡迎越野車

Audi Q7

HONG KONG'S FAVOURITE CONVERTIBLE
香港最受歡迎開篷車

Porsche Boxster

HONG KONG'S FAVOURITE MULTI-PURPOSE VEHICLE (MPV)
香港最受歡迎多用途車

Honda Stepwgn

HONG KONG'S FAVOURITE PREMIUM MULTI-PURPOSE VEHICLE (PMPV)
香港最受歡迎高級多用途車

Toyota Alphard

HONG KONG'S FAVOURITE FAMILY SEDAN
香港最受歡迎家庭房車

Mercedes-Benz C-Class

HONG KONG'S FAVOURITE PREMIUM SEDAN
香港最受歡迎豪華房車

BMW 7-Series

HONG KONG'S FAVOURITE HATCHBACK
香港最受歡迎掀背車

Volkswagen Golf

HONG KONG'S FAVOURITE COMPACT VEHICLE
香港最受歡迎小型車

Toyota Spade



平治全新E 200 Sport 揮灑自信，彰顯優越智慧。

顯赫成就、魅力所在、驅馳E系列、映襯自信氣度。全新E 200 Sport 擁有流麗車身線條，配備型格AMG Sports package，當中包括車身擾流器及18吋AMG輕合金輪圈。其矚目造型更配備以下標準裝備：

- 運動型真皮軟環
- KEYLESS-GO 無匙汽車啟動系統
- 滑動玻璃天窗
- 電動開關行李箱

E系列更備有轎跑車，車身比例完美無暇；而開篷跑車更擁有絕美的篷頂線條，體現無與倫比的動感車身輪廓。

E系列現以優惠價發售，歡迎親臨試駕，請即致電仁孚銷售熱線 2895 7339或瀏覽 www.zungfu.com。

全新E 200 Sport HK\$488,000起

E 200 轎跑車 HK\$560,000起

E 200 開篷跑車 HK\$608,000起

以上圖片只供參考

Mercedes-Benz

The best or nothing.



仁孚行有限公司

香港平治汽車獨家代理 怡和集團成員之一

銅鑼灣陳列室：禮頓道36號 紅磡陳列室：寶來街50號 電話：(852) 2895 7339