

# REVOLUTION

CELEBRATING THE MACHINE WITH A HEARTBEAT

## TOUGH STUFF

THE LATEST  
FROM HUBLOT,  
URWERK, BREMONT  
AND MORE

## AN ICONIC MOVEMENT

THE PANERAI P.2005

## HOT WHEELS

IT'S THE FERRARI  
CALIFORNIA, BABY!

## ONE-ON-ONE WITH

ERIC LOTH,  
NASA'S JIM RAGAN



SUPREME DOMINANCE

# CARTIER

HONG KONG 8





**BREMONT  
MARTIN-BAKER II**

**CASE:** 43 mm Trip-tick construction, anti-magnetic Faraday cage

**MOVEMENT:** BE-36A automatic chronometer

**FUNCTION:** Hours, minutes, seconds, day and date, rotating ball click bezel, water-resistant to 100m

**STRAP:** Leather or NATO canvas



SEAN LI (text)

# BREMONT'S MBI & MBII

The English brothers partner with an industry leader to develop a drastic watch for the most extreme conditions

**B**remont started with two brothers, Nick and Giles English, both obsessed with flying. Their first collections were a reflection of that passion, with a resolute focus on pilot's watches and what they need in the cockpit: comfort, legibility, and reliability. They extended their range early this year with a diving watch, the Supermarine 500, but the moniker still maintains a link to aviation as it's also the name of a historic British airplane manufacturer.

Now, Bremont is returning its attention to the pure pilot's watch, and in particular, the requirements for surviving an event that no aviator wants to experience: an in-flight ejection.

While they hope that they never need to use it, pilots must have absolute faith that this critical piece of equipment works flawlessly the first time they activate it, even if it has been in the same airplane for decades. And for over 60 years, Martin-Baker has been producing such survival systems. Used in many of the world's most advanced fighter jets, these ejection seats have saved almost 7,300 lives so far, including more than 20 this year alone — staggering!

The watch itself has been designed in close collaboration with Martin-Baker, to ensure that it would resist the ejection event. This means that it is capable of enduring forces up to 30G that are incurred in the first seconds of an ejection. The case uses the usual Bremont Trip-Tick multipart construction, but there is

a flexible ring that holds the inner antimagnetic case. In addition, the movement has been modified with a special shock-absorbing rotor. While the movement is assembled in Switzerland, the final assembly is done in the UK.

In a special twist to their offering, Bremont is offering two versions of the watch, the MBI and the MBII. The first is available only to those pilots who have survived an aircraft ejection with a Martin-Baker seat, and it will be numbered with their individual ejection number. The MBII will be available to those with less risky line details on their résumé.

There are also some differences aesthetically between the two versions: the MBI has a red coating on the knurled barrel of the aluminum case, a yellow seconds hand and markings around the minute markers, and the Martin-Baker logo on its dial, while the MBII features either an orange, green or anthracite-colored barrel, a black seconds hand and the words "anti-shock automatic" instead of the logo.

REV★LUTION congratulates those lucky pilots who, by virtue of having sat on a rocket seat that powered them out of a crashing airplane at forces equivalent to those experienced by the Apollo astronauts, have the opportunity to strap a Bremont MBI on their wrists. For the rest, we can still enjoy the same technical developments and functional design — safely and comfortably — with our MBII. ★