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THE NEW LS 500

Amazing used to be reserved for the truly astonishing. Now it gets used to describe everything from the unremarkable to the utterly everyday. But once you slip into the all-new Lexus LS 500 and hybrid electric LS 500h you realise amazing isn't something you say, it's something you need to experience.

lexus.co.nz



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Editor-At-Large Michael Giltrap

Editor Cameron Officer **Motorsport Editor** Shaun Summerfield

Editorial Production Anthony Glover **Editorial Production** Jordan Darrow **Art Director** Richard Walker

Advertising Sales & Operations Manager Steve Vermeulen steve@66magazine.co.nz, ph. 021 106 1377

Contributors Joe Bird Richard Giltrap Vinesh Kumaran Simeon Patience Steve Vermeulen

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WELCOME

WINTER SPORTS, WELLNESS AND PLENTY OF WONDERFUL NEW AUTOMOBILES ARE ALL ON THE AGENDA IN THIS ISSUE.

We were delighted with the positive response to the inaugural issue of 66, and we have tried to make sure that we continue to make this new magazine a great read.

You'll have already seen Sir John Kirwan on our cover. Naturally he was one of my rugby heroes growing up, but the work he does today – both in the wider community and as the Giltrap Group's Wellness Ambassador – means that JK continues to get plenty of points on the board.

JK is the first to admit that he doesn't always win, and he spoke candidly to 66 about the personal toll his turbulent time as the Auckland Blues coach took on him.

Speaking of sportspeople, we also catch up with Kiwi basketball great Tom Abercrombie as he arrives back in New Zealand following team success at the 2018 Commonwealth Games on the Gold Coast.

And changing gears, we feature this month a look at some identities within the New Zealand music scene that aren't quite household names (at least, not yet anyway), including kings of collaboration, Jupiter Project.

On four wheels, we drive the all new Bentley Continental GT (trust me, it's an absolute stunner), and we check out a couple of stars from New Zealand's newest automotive brand, SEAT. We also get behind the wheel of another recent arrival in the form of the Porsche Macan 2.0-litre.

I sincerely hope you enjoy the great selection of reading we have compiled for you as we head through the winter months.

Happy reading.

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JOINT MANAGING DIRECTOR
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THE BIG PICTURE

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007 ELEMENTS offers the chance to immerse oneself in the world of the iconic secret agent at the very same mountain-top location in Sölden, Austria as used in the latest James Bond instalment, Spectre. Through the use of interactive displays featuring cars and gadgets galore, 007 ELEMENTS takes visitors on a journey through high-tech galleries that revolve around all the classic hallmarks of James Bond action sequences.





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NEWS + INNOVATION

AUDI E-TRON

Heralding the first fully-electric production Audi, the Audi e-tron prototype previews an all-electric premium SUV with space for five people along with plenty of luggage. Production is set to commence in Europe at the end of this year, with territories such as New Zealand receiving cars in 2019.

ALSO MAKING THE NEWS

- 'World Car of the Year' Award win for Volvo
- Lexus' new flagship sedan arrives • Škoda Karoq sets its sights on mainstream success
- Aston Martin readies new V8 Vantage for launch

AUDI PREVIEWS PURE ELECTRIC FUTURE



Audi has unveiled its prototype e-tron, confirming the first all-electric model from the Ingolstadt-headquartered brand will be available in New Zealand in 2019.

The covers have been (almost) taken off Audi's e-tron, with the German manufacturer showcasing a sporty prototype SUV combining space and luxury with leading electric tech providing battery range suitable for everyday driving, at this year's Geneva Motor Show.

Production in Europe is set to start at the end of this year, with territories such as New Zealand receiving cars in the early part of 2019. Until the start of series production, almost 250 development vehicles will complete testing under extreme conditions worldwide.

The Audi e-tron prototype previews an all-electric premium SUV with space for five people along with plenty of luggage. In fact, available space is similar to that of a typical Audi luxury class model.

The vehicle's battery range will be suitable for longer journeys, with comprehensive charging options allowing owners to drive purely electrically for much longer. The production version of the Audi e-tron prototype will be able to "fill up" on electricity at fast-charging stations with up to 150kW charging capacity in just under 30 minutes.

And of course, it wouldn't be an Audi without the sure-footed capabilities of quattro four-wheel drive onboard. The e-tron's electrical quattro system pushes Audi's industry-leading four-wheel drive systems into a new age, ensuring this is one EV that will deliver strong performance on any terrain.

"Audi has redefined premium electric mobility with the all-new 100% electrified, sporty Audi e-tron quattro" says Dean Sheed, General Manager of Audi New Zealand.

"It's the epitome of "Vorsprung durch Technik" with its superior charging performance ready for long distance driving. The Audi e-tron is a key model for the Audi model range and we're excited to have it here in New Zealand in 2019."

There is plenty of crucial testing to be done in a variety of locations before the final vehicle enters production, however. The sporty e-tron SUV will complete test drives on four continents. Whether in the cold of Scandinavia or the heat of Africa, in the



mountainous altitudes of Asia or on the north loop of the Nürburgring, in the stop-and-go traffic of major cities or on long distance highways, the pure electrically-powered SUV has to prove its all-round qualities in uncompromising practical tests under extreme conditions.

Audi is testing the pre-series vehicles for customer-focused operation in all climate zones ranging from below -20 to above +50 degrees. In addition, intensive tests of the charging technology are being conducted worldwide – an important safeguarding standard for battery-electric models.

The individual charging standards are

roughly equivalent to 125 times around the earth and 85,000 hours on the road.

In the meantime, even the e-tron prototype's exterior camouflage bucks a trend. The prototype doesn't wear traditional prototype camouflage, but instead illustrates its electrification with a specially developed design film. The distorted e-tron lettering stretches across the entire flank, as if it was charged with electricity. The "e" winds its way around the tailgate at the height of the front fender and is literally electrifying.

Mimicking the high-voltage grid, orange elements illustrate the fact that the Audi e-tron prototype is fully electric – the lower

"IN TOTAL, JUST UNDER 250 AUDI E-TRON PROTOTYPES ARE USED IN THE TESTS. THEY WILL COVER MORE THAN FIVE MILLION KILOMETRES – ROUGHLY EQUIVALENT TO 125 TIMES AROUND THE EARTH AND 85,000 HOURS ON THE ROAD."

tested on proving grounds and in public areas to validate the full range of different charging options. In total, just under 250 Audi e-tron prototypes are used in the tests. They will cover more than five million kilometres –

part of the car, for example, is surrounded with alternating orange and black segments. The expressive sills, with their colourful inserts, indicate where the battery and therefore energy centre of the car are located.

"Audi sets an important milestone for the company's future with its first purely electrically powered model," said Rupert Stadler, Chairman of the Board of Management of Audi AG upon unveiling the e-tron prototype.

"In 2020 we will have three all-electric vehicles in our product range, with a four-door Gran Turismo – the production version of the Audi e-tron Sportback concept – and a model in the compact segment joining the sporty SUV. We will be launching more than 20 electric cars and plug-in hybrids by 2025 – spread across all segments and concepts," he said.

The Audi e-tron quattro will be available in New Zealand in 2019. Pricing and specification will be confirmed closer to launch.



VOLVO XC60 WINS WORLD CAR OF THE YEAR 2018

Praise for the Scandinavian brand's SUV renaissance continues apace with the XC60 winning a major international accolade

The new Volvo XC60 mid-size SUV was named World Car of the Year 2018 at the New York Auto Show, adding another accolade to Volvo's growing list.

The XC60 also scooped the North American Utility of the Year Award earlier this year, while the XC40 small SUV was named European Car of the Year at the Geneva Motor Show. The World Car of the Year win is the first in this competition for Volvo Cars.

Volvo's New Zealand General Manager Coby Duggan says the new XC60 arrived in New Zealand last year and has proved popular with Kiwis due to its distinct Scandinavian design, intuitive technology and industry-leading safety features.

"The new XC60 has introduced a number of new vehicle safety innovations to this market, such as the ability for the car to automatically steer itself out of trouble and avoid head-on collisions.

The World Car of the Year award recognises the advances Volvo has made in autonomous drive technology as well as functional design

and confirms the XC60 represents an intelligent choice in the competitive premium SUV segment," he says.

In the new XC60, Euro NCAP's best overall performer in 2017, Volvo's City Safety Autonomous Emergency Braking system has been enhanced with steering support for when automatic braking alone may not help avoid a potential collision. In addition, Oncoming Lane Mitigation with Steer Assist helps mitigate head-on collisions, and Blind Spot Information System (BLIS) with Steer Assist functionality has been added to reduce the risk of lane-changing collisions.

The XC60 is available with a range of diesel and petrol engines, as well as Volvo's award-winning T8 Twin Engine petrol plug-in hybrid at the top of the powertrain range, delivering 311kW and acceleration from 0-100km/h in just 5.3 seconds.

Håkan Samuelsson, president and CEO of Volvo Cars says he is pleased the investment in innovation is paying off for the company.

"We are up against some tough

competition, but this award for the XC60 shows that Volvo has the right combination of design, connectivity and safety that appeals to customers across the world."



"THE WORLD CAR OF THE YEAR AWARD RECOGNISES THE ADVANCES VOLVO HAS MADE IN AUTONOMOUS DRIVE TECHNOLOGY AS WELL AS FUNCTIONAL DESIGN."





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PORSCHE



NEW LEXUS LS 500 EMBODIES BOTH TRADITION AND TECHNOLOGY

Lexus' flagship luxury sedan arrives in New Zealand, with both twin-turbo V6 and V6 Hybrid power options.

The new Lexus LS 500 has arrived in New Zealand, offering all the supreme comfort and spaciousness of Lexus' luxury sedan template.

Paul Carroll, Lexus New Zealand's Senior General Manager, says the Lexus LS 500 embodies Japanese tradition and culture in its svelte profile.

"Omotenashi is the concept of Japanese hospitality – taking care of and anticipating the needs of the driver and passengers, attending to their comfort and protecting them, that is the philosophy behind the Lexus LS 500," he says.

"The LS offers powertrain smoothness and performance, ride comfort and quietness, craftsmanship, style and luxurious appointments. It also reflects a strong and uniquely Japanese identity and approach to flagship luxury. It goes far beyond what is expected from a luxury car."

The sleek LS showcases new Lexus design language and is based on an extended wheelbase version of the new global architecture platform for luxury vehicles first seen in the LC 500 luxury coupe.

A driver centric feel stems from this new platform and offers a more dynamic driving experience through the multi-link suspension, which also provides the supreme comfort Lexus is known for.

The LS 500 features air suspension which can be raised when unlocking the car with the smart key, making it easier to get in and out. Its ground hugging appearance comes from a 15mm lower roof line and a bonnet and boot that are 30 and 40mm lower respectively than the LS model it replaces. Narrow

headlights merge with an L-shaped LED lamp that wraps around to the side and includes sequential indicators.

The LS sits on 20-inch diameter alloy wheels which are electroplated with a technique known as 'sputtering'.

But, continues Paul Carroll, it is the interior where the LS 500's character really stands out.

"The 2018 LS 500 has unique appointments and visionary technology to surprise customers and reset their expectations," he says.

Power-adjustable front seats which can be configured no less than 28 ways include pneumatic control systems for fine adjustments with heating, ventilation and massage functions. The outer rear seats are 18-way power adjustable and have specific heaters for the shoulder and lower back areas. Four leather accented upholstery colour choices are available – black, ivory, topaz and noble brown – featuring quilting and hand pleating. The headlining is trimmed in luxurious suede.

Shimamoku wood patterning is one of the interior ornamentation options, also available is laser-cut wood which uses laser cutting manufacturing technologies, while the interior lighting in the new LS is inspired by Japanese Andon lanterns.

Information displays on the dashboard are clustered at a uniform height, so the driver does not have to change body posture to operate all the systems. A next generation remote touch interface mimics leading-edge smart phone operation. The navigation system has a 12.3-inch widescreen and there is a

600mm-wide colour head-up display unit, making it one of the largest in the luxury class. The 23 speaker Mark Levinson sound system performs at its optimum. The speakers are placed in 16 locations, including the ceiling.

Naturally the LS 500 comes with plenty of power in reserve too, with two engine options.

Lexus has fitted an all-new twin turbocharged 3.5-litre V6 petrol engine that includes direct fuel injection, and twin water-cooled intercoolers. This unit produces 310kW of power and 600Nm of torque, both of which offer a significant gain over the out-going V8 engine's 285kW and 493Nm.

The ten-speed automatic, which first appeared in the LC 500 coupe, provides shift times similar to dual clutch systems. With greater use of aluminium components, it weighs no more than the eight-speed unit used in the previous LS 460.

Alongside the twin-turbo V6, the 3.5 litre V6 hybrid engine which debuted in the LC 500h coupe is also available. This offers 264kW total system output and a multi-stage hybrid transmission combining a four-speed automatic gearbox and an electronically controlled variable transmission for 10 effective gear ratios.

Lexus Safety System+ is included which features a Pre-Crash System with Autonomous Emergency Braking and Pedestrian Detection, Two-stage Adaptive High Beam headlamps, Lane Departure Alert and All-Speed Dynamic Radar Cruise Control with Lane Keep Assist.

The Lexus LS 500 and LS 500h are available now.

ŠKODA ADDS TO SUV LINE-UP WITH NEW KAROQ

Škoda's SUV range continues to grow, with the new Karoq launched hot on the heels of the award-winning Kodiaq.

With the Škoda Kodiaq having won the New Zealand Car of the Year award for 2017, the impact the Czech brand is having on new car sales in New Zealand – especially where SUVs are concerned – is set to continue, with the arrival of the mid-sized Karoq.

“In 2017 more Kiwis joined the Škoda family than ever before. We were also the most awarded car brand in New Zealand,” says Greg Leet, Škoda New Zealand General Manager.

“Interest in the 5-seater Karoq SUV has skyrocketed after the success of Kodiaq, with many customers placing deposits already. The Karoq is Škoda's second instalment of a four-year promise to launch a new SUV every year, ending with the launch of an EV in 2020.”

Like the Kodiaq, the Karoq is named from Native American etymology combining the word “car” and “arrow”, which pays homage to the Škoda brand logo. Whether it's the Rocky Mountains or to visit a CBD artisan coffee shop, the Karoq doesn't shy away from the diversity of challenges that new Škoda drivers will endeavour to put it through.

An impressive mix of performance and efficiency is on tap under the bonnet of the new Karoq. When the new 1.5-litre turbo petrol engine is accelerated gently, it runs on only two cylinders, burning roughly half the amount of fuel in this mode in comparison to the equivalent competitor engine. It's rated on the combined cycle at 5.6L/100km; low for a petrol SUV and rivaling the fuel economy of

a small hatchback. Škoda calculates this could generate an approximate fuel saving of over \$3000 across 60,000km.

On the other side of the coin, with an output of 110kW it's up against many similarly powered competitor engines that require 2.0 to generate a similar output. Not only that, but the 1.5 TSI boasts 250Nm of torque; well ahead of the competition. Coupled with the combination of a 7-Speed DSG gearbox the torque advantage is amplified.

Four-wheel drive ability remains a core strength for Škoda, holding especially high



ŠKODA KAROQ
Sicily 2017



“LIKE THE KODIAQ, THE KAROQ IS NAMED FROM NATIVE AMERICAN ETYMOLOGY COMBINING THE WORD “CAR” AND “ARROW”, WHICH PAYS HOMAGE TO THE ŠKODA BRAND LOGO.”

segment shares in the 4x4 passenger car derivatives. The fifth generation 4x4 system offered on the Karoq 2.0 Turbo Diesel (in top trim Style grade) furthers this capability.

Under normal road driving conditions, the electro-hydraulic clutch along with especially adapted ESC, ABS & ASR will distribute only 10% of the torque through the rear wheels, protecting both fuel economy and tyre wear in comparison to a traditional 4x4 system.

When faced with any type of hazard, like a gravel surface for example, the onboard computer automatically deterrments to reallocate the torque to something similar to a 50/50 front and rear split but if required in more extreme conditions can put up to 85% torque into one wheel to maximise traction. The 4x4 system is activated with an ‘off-road’ button allowing you to use mode select, not to mention hill decent assist and trailer stability assist.

The Karoq has launched with a core offering of mid-level Ambition+ and Style, which are available now. The forthcoming Kodiaq SportLine hints at the same future for Karoq and will arrive in early 2019.



ASTON MARTIN VANTAGE RETURNS

The next generation of Aston Martin's most popular model of all time is imminent.

Production of the all-new Aston Martin Vantage, the most sporting model in the luxury carmaker's series production range, has begun. Deliveries to UK customers commenced in May.

The outgoing Vantage was the single most successful model in Aston Martin's history and the company believes its successor will surpass the sales achieved by the previous model.

Featuring the same 4.0-litre twin turbocharged V8 as seen in the DB11 V8, the new dedicated two-seater will see power transferred to the back wheels via an eight-speed transaxle torque converter gearbox and an electronically-controlled limited-slip differential. The 375kW/684Nm sports car will be good for a 0-100km/h sprint time of around 3.5 seconds.



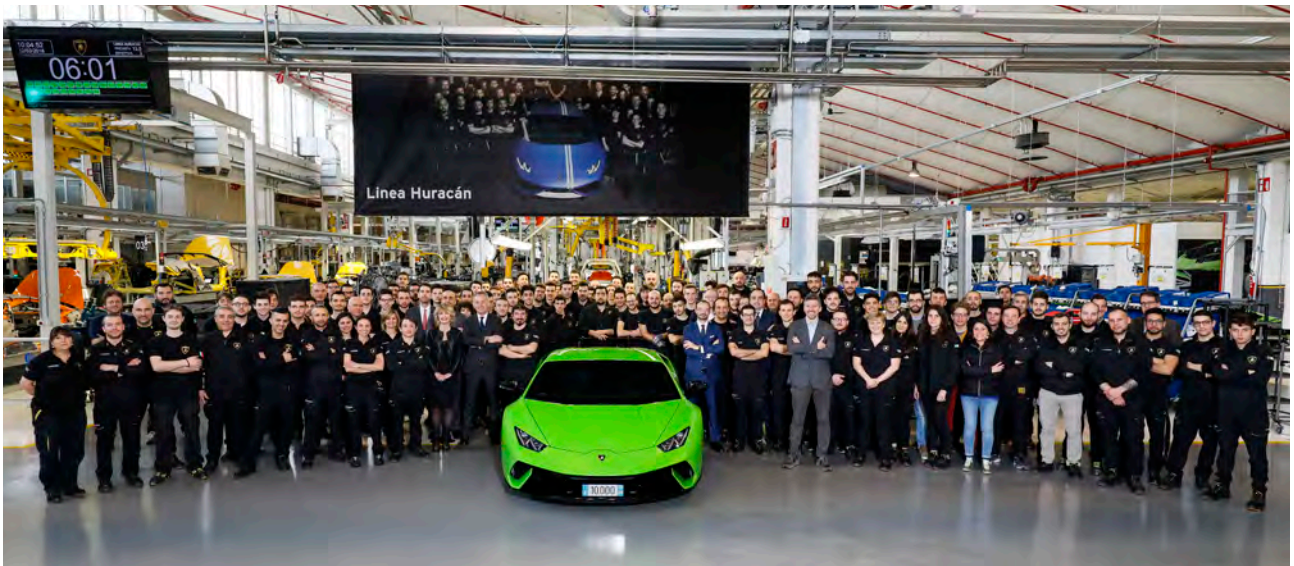
The new Vantage is the second in a line of seven new models to be launched over a period of seven years, in line with the company's 'Second Century Plan', which takes the 105-year-old company into its next century of operation.

The return of the Vantage arrives hot on the heels of news that Aston Martin has been revealed as the world's fastest-growing automotive brand of 2018 by independent business valuation and strategy consultancy Brand Finance.

The report shows that the luxury car

manufacturer's brand value is up 268% to US\$3.6 billion, leaping from #77 in the overall rankings to #24.

Aston Martin saw the highest percentage growth in its history in 2017, with profits growing by a quarter of a billion pounds as unit sales exceeded 5000 for the first time since 2008. The record growth has been primarily achieved off the back of the DB11, with the Rapide S, Vantage and the forthcoming DBS Superleggera tipped to further bolster the manufacturer's fortunes.



LAMBORGHINI CELEBRATES HURACÁN NUMBER 10,000

Lamborghini marks a production milestone with the 10,000th V10 Huracán leaving the factory

Destined for a customer in Canada, the 10,000th Huracán Performante has left the factory in Sant'Agata Bolognese, Italy, marking another milestone for the brand and building on a record year for sales in 2017.

The Huracán Performante pays homage to Lamborghini's GT3 victory in the 2018 Daytona 24 hours race: the car sports the same Verde Mantis color as the winning #11 Huracán GT3 that took top class honours in the endurance competition at the Daytona International Speedway.

In 2017 Lamborghini achieved a record

year with 3,815 cars delivered to customers worldwide, including 2,642 Huracán units leaving the factory. That represents an increase of 12% in Huracán deliveries over 2016.

Launched in 2014, Lamborghini's V10 model is currently produced in six derivatives: the Huracán Performante that holds records at eight different circuits around the world, the Performante Spyder version unveiled at this year's Geneva Motor Show, and the four-wheel and two-wheel drive versions in both coupé and Spyder configurations.

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Sony's stylish and compact WI-SP600N headphones feature Digital Noise Cancelling and sound technology, with earpieces connected by a discreet cable that sits behind the neck. This new design also features arc supporters which are designed to ensure both flexibility and a secure fit. With an IPX4 rating, the compact Sony WI-SP600N headphones are splash-proof meaning you can wear them in the rain, or while sweating it out at the gym. Visit www.sony.co.nz for further details.

+ RM 11-03 MCLAREN AUTOMATIC FLYBACK CHRONOGRAPH

Jointly-commissioned by two iconic brands, the Richard Mille 11-03 McLaren Automatic Flyback Chronograph is limited to just 500 timepieces globally. Created in close collaboration between McLaren Design Director Rob Melville and Richard Mille engineer Fabrice Namura, the RM 11-03 McLaren takes several design cues from the McLaren sports and supercar range. Featuring a case constructed from Carbon TPT interlaced with Orange Quartz TPT, the RM 11-03 McLaren is at once both extremely robust, lightweight and infused with a colour that pays tribute to the brand. Valued at €155,000, find out more at www.richardmille.com



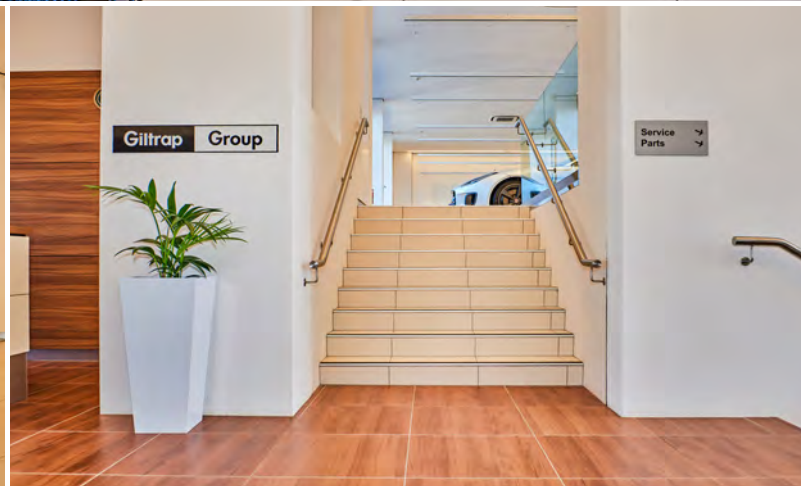
+ SAMSUNG GALAXY A8 AND A8+

Samsung's latest innovations in leading-edge smartphone technology include a raft of updates, including the enormous Infinity Display screen's 18.5:9 ratio; the largest display featured on Samsung's Galaxy A phone series to date. With it comes a wide horizontal view that is almost cinematic in effect. What's more, Samsung's new Galaxy A8 and A8+ take stunning photos thanks to innovative additions to the phone's Dual Front Camera technology, as well as the rear 16MP camera. A bright F1.7 lens, larger 1.12 μm pixels and a bigger sensor make the most of available light to ensure crisp and detailed photos every time. Available in black or gold through Spark, Vodafone and 2 Degrees, Samsung Galaxy A8 and A8+ pricing begins at \$799.

+ GORENJE RETRO SPECIAL EDITION FRIDGE

Featuring instantly recognisable retro vehicle design cues, this funky Gorenje Retro Special Edition fridge will look great parked in any kitchen. More than just a chic nod to a bygone motoring age though, this fridge is packed with technology, including a vegetable CrispZone with HumidityControl system, efficient LED interior lighting and easily-modifiable shelf space. It also boasts an advanced fan system with dynamic cooling which evenly distributes ionized air and equalises the temperature. Air enriched with extra negative ions mimics the natural microclimate that keeps the food fresh for longer. The Gorenje Retro Special Edition fridge retails for \$2299. Phone 0800 Volkswagen or visit www.volkswagen.co.nz for further info.





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Always in fashion, the famous red and blue stripes of the Martini Racing livery stand out from the crowd. Paired as they are here with Porsche, you have headgear boasting true heritage. Featuring an adjustable band for supreme comfort and constructed from 100% cotton, the Porsche Martini Racing Baseball Cap is \$74.80 and is available from the Giltrap Store www.giltrapstore.co.nz

+ BRENDON HARTLEY DRIVER T-SHIRT

Show your Kiwi pride with the official Brendon Hartley driver t-shirt. Featuring a vivid front print in red of 'HAR' lettering and Brendon's driver number 28, against a backdrop of the New Zealand flag and Brendon's image, this classic round-neck tee is 100% cotton. It also features Brendon's signature and the Scuderia Toro Rosso logo on the back. Available in small, medium and large sizing for \$68 from the Giltrap Store www.giltrapstore.co.nz



+ LEXUS CHISELED TUMBLER

Featuring a stylish textured pattern reminiscent of the L-Finesse design language Lexus' designers fuse into every model, this 473ml double-walled stainless-steel tumbler will keep liquids hot or cold depending on what the preference of the day is. It also features a screw-on, spill proof slip lid, along with Lexus marque labelling on the side. Available in black, the Lexus Chiseled Tumbler is \$51 and is available from the Giltrap Store www.giltrapstore.co.nz



+ BENTLEY EQUESTRIAN BLANKET

This beautiful blanket encompasses the tradition and modernity of Bentley. Featuring Jaquard 'Bentley' wording against a distinct equestrian theme print in Imperial Blue and Newmarket Tan, this large (140 x 140cm plus fringing) blanket will keep you warm on those convivial evenings outdoors this winter. Made in England from 100% cashmere, the Bentley Equestrian Blanket is \$729 and is available from the Giltrap Store www.giltrapstore.co.nz

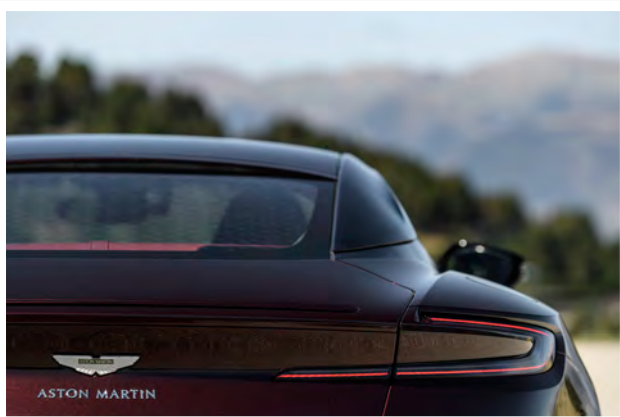
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ACCESSORIES + INSPIRATION



+ FORMULA CHALLENGE AT HUKA LODGE

Head to Taupo Motorsport Park and Huka Lodge for a high-speed weekend dedicated to exhilaration behind the wheel and the absolute best in boutique accommodation. Experience the excitement of V8 and single-seater race cars, then move from the track to the road to test drive the fantastic new Aston Martin Vantage and DB11. For those that would rather relax in luxury, indulgent in-room spa treatments are available back at Huka Lodge, before a boutique Gin & Tonic clinic in the early evening introduces guests to exciting new botanical styles of gin, with canapes to complement. This leads on to a fabulous five-course gourmet dinner by Executive Chef, Paul Froggatt and his team. Formula Challenge in style at Huka Lodge on Saturday, June 30, 2018. Visit www.hukalodge.co.nz or www.formulachallenge.co.nz for more details.

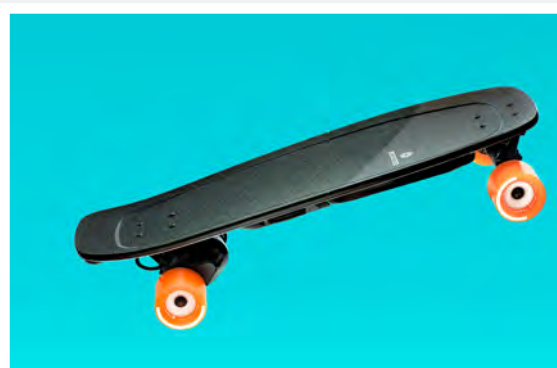


+ ROLLOGO ESCAPE SUITCASE

Engineered for the frequent traveler, the Rollogo ESCAPE incorporates some truly ingenious design features, such as a completely flush top which can double as a mobile desk, as well as special easily-accessible compartments for onboard essentials, digital devices and toiletries. Also, how's this: those suitcase wheels? They're patented electricity-generating spinner wheels which provide power to a detachable 8000mAh power-bank. That's right, this award-winning suitcase will keep your phone charged when you're on the go. Check out the Rollogo ESCAPE suitcase at www.rollogo.com

+ BOOSTED MINI ELECTRIC SKATEBOARD

Electric skateboards aren't a new thing, but there is one company that has pioneered their use as a hyper-cool form of 'last-mile' electric transport; Boosted. Until recently their main model was a 38" longboard style sled. Now, Boosted has released the Mini, which is much more compact, yet will still whisk the average rider along at up to 28km/h thanks to its dual-motor belt-drive wheels. It features an 11km electric range and even has enough oomph to get you up a 20 percent maximum grade. Boosted electric skateboards ship to New Zealand. Check out the five-model range at www.boostedboards.com



+ LUXURY MACBOOK PRO CASE

Why should tablet devices get all the best covers? This high-quality case has been specifically developed for the MacBook Pro, offering protection against knocks and bumps and also doubles as an ergonomically-minded desktop stand. Constructed from richly detailed brown artificial PU leather and available for either MacBook Pro 13.3inch or 15inch models, the Luxury MacBook Pro Case is US\$82.58 and is available from www.gadgetshopping.co



NEW RANGE ROVER VELAR

DON'T WORRY, IT'S FRIENDLY.



ABOVE & BEYOND



COMPLIMENTARY R-DYNAMIC UPGRADE*

With its bold purposeful stance and foil stamped front grille, the Range Rover Velar may appear rather intimidating. But remember, it's still a Land Rover with legendary go anywhere capability. Over unfriendly terrain, it will always be your best friend. Available now for \$115,650 plus on road costs, including complimentary R-Dynamic upgrade on Range Rover Velar P250 R-Dynamic S.*

Book a test drive at your local retailer today.

landrover.co.nz



WINNER

WORLD CAR AWARDS

2018 WORLD CAR DESIGN OF THE YEAR

*Range Rover Velar P250 R-Dynamic S. Limited MY18 stock only available. Not available in conjunction with any other offer. Image does not represent vehicle on offer.

ACCESSORIES + INSPIRATION

+ MONUMENTAL BY KAREN WALKER EYEWEAR

Karen Walker Eyewear's MONUMENTAL series for men follows on from the debut range, putting forward a modern take on masculinity, matched by a subversive reinvention of classic styles. MONUMENTAL by Karen Walker Gould in black, \$329, MONUMENTAL by Karen Walker Ali in matte black, \$329 at www.karenwalker.com



+ I LOVE UGLY

I Love Ugly pride themselves on offering a cleanly-designed, versatile sneaker. Navy and bourbon colour-ways and a contrasting white leather toe adhere to the 'sophisticated simplicity' design philosophy. \$209 from www.iloveugly.co.nz

+ DEADLY PONIES FLAT POUCH IN SADDLE

Classic style matched with absolute versatility are bywords for Deadly Ponies' extensive array of compendiums, wallets, tote and duffel bags and larger luggage pieces. Large or small, handcrafted detail and quality materials – whether pebbled bovine or deer nappa – are also a signature theme. \$295 from www.deadlyponies.com





+ KATHRYN WILSON LUNA SANDAL

Kathryn Wilson has revealed that her 2018 winter season collection is inspired by rock n' roll super icon, Stevie Nicks. Blacks, reds, exotic tortoiseshell and gold and silver mirror finishes are standout themes. And needless to say, that metal studs are never far from a true rocker's heart. \$289 from www.kathrynwilson.com



+ TAYLOR BELTED COVET COAT

With a relaxed structure that mimics a soft and cosy sweater-style design, this cropped swing coat features extra-long sleeves that can be scrunched up with internal ties. The mineral coloured textured wool blend fabric Covet Coat epitomises luxurious cool. \$679 from www.taylorboutique.co.nz

+ KAREN WALKER JEWELLERY

Inventive, delicate, luxurious, but never predictable, Karen Walker's jewellery collections remain some of this iconic New Zealand designer's most sought-after pieces. Karen Walker Temptation Thread Earrings in Rose Gold, \$599, Karen Walker Forbidden Drop Earrings in Gold, \$1969, Karen Walker Forbidden Stud and Hoop Earrings, \$2339 at www.karenwalker.com

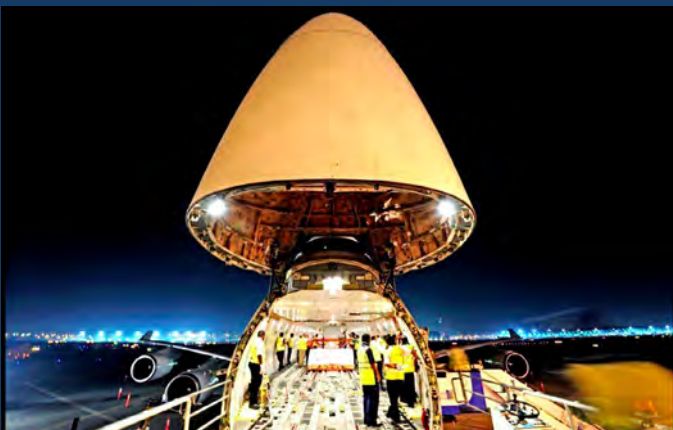


+ DEADLY PONIES MR VERNE IN LAVENDER

Mr Verne is one of Deadly Ponies' most structured designs yet and perfect day or night. Crafted from signature deer nappa in striking lavender and featuring a top handle and detachable shoulder strap, Mr Verne is a worthy addition to the Deadly Ponies range of beautifully hand-crafted bags and accessories. \$695 from www.deadlyponies.com



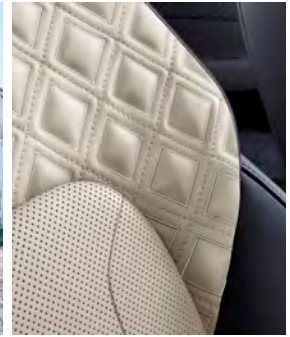
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FEATURED

JOHN KIRWAN

We sit down with Sir JK of Mangere to talk about what drove him to succeed on the rugby field as a youngster and what motivates him as a spokesperson and professional pundit today. He also reveals his love of Italy and soccer. And yes, we even mention the Auckland Blues.

ALSO IN THIS ISSUE

- SEAT arrives in New Zealand • Bentley's Continental GT redefines bespoke motoring
- The lesser-known stars of the Kiwi music scene • Shooting hoops with Commonwealth Games medallist Tom Abercrombie • Lamborghini's super SUV driven • Designing websites that work for the impaired • Walking iconic Kiwi tracks



RHYTHM & BLUES

WORDS: SHAUN SUMMERFIELD IMAGES: VINESH KUMARAN / PHOTOSPORT

John Kirwan has fought hard, won big and lost openly. His career on the rugby field is unparalleled. His leadership on the sideline is controversial. His honesty in addressing mental health and wellbeing issues is bravery personified. Scaling heights and weathering storms? It's all in a lifetime for JK.





It could be likened to being best-man at your ex-girlfriend's wedding and having to stand up in front of all your family and friends to toast the happy couple. Yet Sir John Kirwan wouldn't have it any other way.

Weekend after weekend, Kirwan fronts up on Sky Sport, analysing Super Rugby and the Blues. Based on this decade's form, the less generous would say that this would be hard for any Aucklanders. But having been so publicly flogged and then dropped as Blues coach, surely, he would rather be anywhere else?

Not a chance.

"I love the game. I still love the Blues. The game has given me everything, so how can you turn your back on a game that has given you everything and not still love it?" he asks.

Kirwan may still love the game and the team, but scars remain from that 2015 bloodletting.

"I never say never, but I'm not planning on coaching again," he says.

It's a fairly big impact when you consider that Kirwan's coaching career spanned 16-years and included international posts with Italy and Japan.

Kirwan makes no attempt to hide from the dismal showing of the side under his coaching; in three seasons they won just 35 percent of their matches.

"I worked all my life to get my dream job and I failed. It was horrible, I wasn't sleeping. I'd made a lot of mistakes, but it was a five-year turnaround not a three-year turnaround."

He admits that was the biggest mistake; a case of his ego winning over his better sense.

You could forgive Kirwan for feeling that if anyone could turn around the underperforming team in three years, it would be him.

Awarded an MBE for services to rugby, his record of 199 first class tries remains a New Zealand record. In ten years on the wing for the All Blacks, he scored 35 test tries. Then, aged 30, he was signed-up as part of the first ever Warriors team in 1995. In his second (and final) year of league, he was the Warriors' top try scorer.

But on-the-field statistics never tell the whole story; neither as a player or a coach.

"I was a butcher from Onehunga, brought up in Mangere. I left school when I was 15, I think it's a bloody miracle to be honest. But my father always said to me, 'When you see an opportunity in your life, that door is open, and you must go through it. If you don't go through it, that door is going to slam in your face and break your nose.'"

The result of following that advice has been a few bloody noses... as well as a Knighthood.

"I've always taken the opportunities that have been presented, and that hasn't always been easy. I've been scared at times; totally out of my depth. But all those challenges have helped me grow," he says.

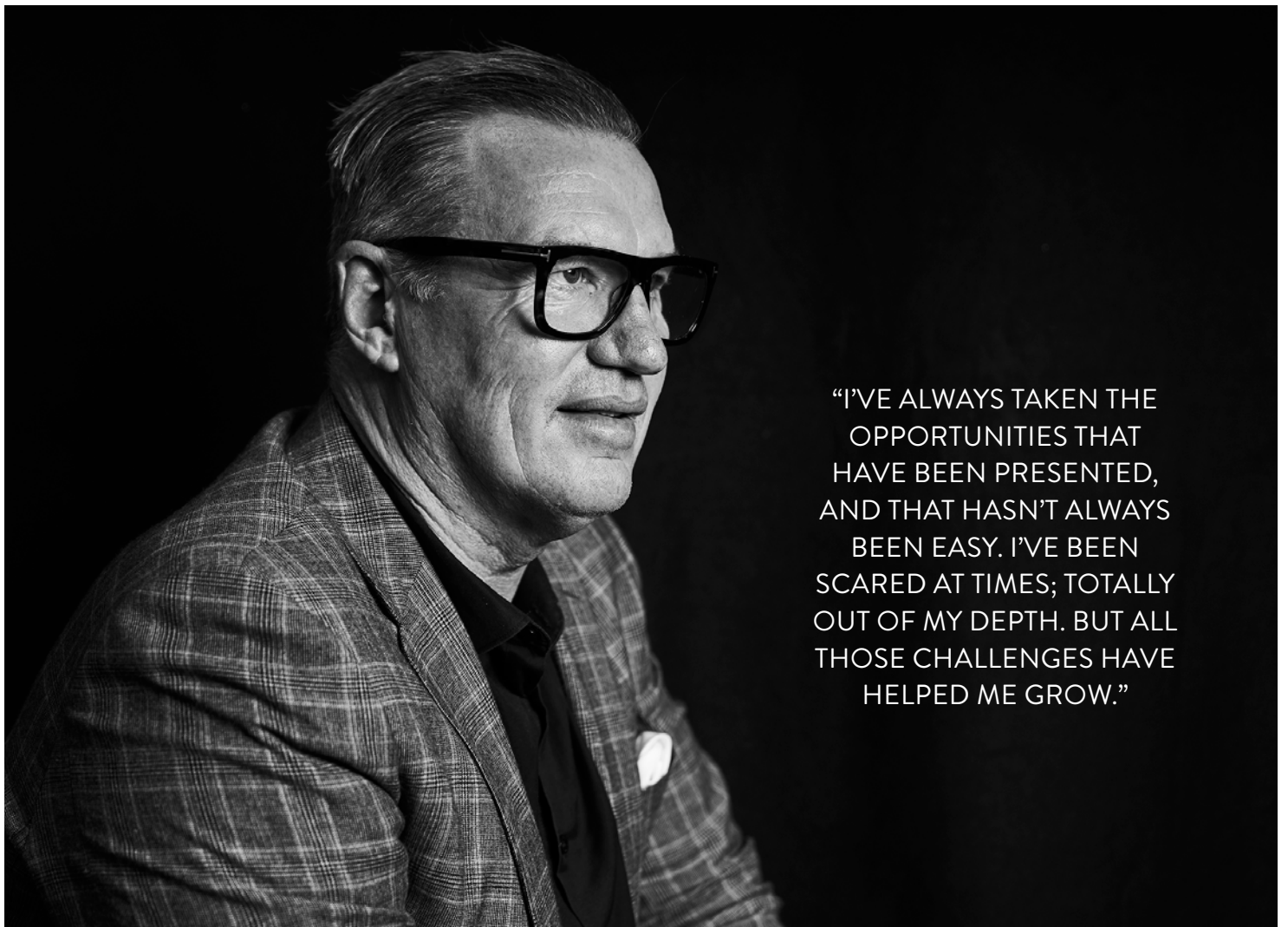
On the field, Kirwan's 1.91m frame and blistering turn of speed made him seem invincible. The truth was anything but.

Later in his career, he went public about the depression that had at times paralysed him.

"One of my biggest fears when I did do the advertising campaigns, was that I felt that I would possibly ruin my reputation and career. But the opposite happened, and it has been an incredible journey."

Raised in the archetypal rugby environment where the only way is to 'suck it up and show no weakness', Kirwan had good reason to be anxious.

"I was scared that people weren't ready to talk about it. I thought



“I’VE ALWAYS TAKEN THE OPPORTUNITIES THAT HAVE BEEN PRESENTED, AND THAT HASN’T ALWAYS BEEN EASY. I’VE BEEN SCARED AT TIMES; TOTALLY OUT OF MY DEPTH. BUT ALL THOSE CHALLENGES HAVE HELPED ME GROW.”





Left Sir John Kirwan resigns from his position as Auckland Blues head coach during a press conference on June 19, 2015.

Below Japan's coach watches his team train in Napier during the 2008 New Zealand tour.



there would be a lot of stigma attached to it. For me, it was so horrible and so scary, that my decision was that if I helped just one person cope with what I went through, then it was worth it."

He became Sir JK in 2012, knighted for his services to both rugby and mental health.

It's a long way from the teenager who famously went from playing third grade for his Marist club to Auckland and on to the All Blacks inside a year. At 19 years and 183 days, he is the fourth youngest All Black to debut ever.

There is a pause, then a hearty chuckle when I ask what the JK of 1983 would have thought had he been told what life had in store?

"I was only worried about winning the hundred jug haul at Marist in those days. I'd have had you locked up if you said I would do what I'd done!"

Most unlikely would have been the suggestion that in 2018, his favourite spectator sport would not be rugby, but football.

His love for the beautiful game can be put down to Kirwan's favourite Italian saying 'Non sputare nel piatto dove mangiato' ("Do not spit in the plate you're eating off"). For him that meant embracing everything about Italian culture when he started playing for Treviso in 1985.

"It was about respecting culture and learning the language," he says.

Treviso was also where he met his wife Fiorella. Today the couple's three children all share his love of sport, but not of rugby. His daughter Francesca is a beach volleyballer, youngest son Luca a rower and Niko a professional footballer with Italian club AC Mestre and on the verge of taking the field as an All White.

"Niko has never had a rugby ball in his hand; but he's always had a soccer ball at his feet. So, I decided to fall in love with his game, and I love football now. I watch it every week."

Kirwan still splits his time between Italy and Auckland. But despite his complete love for Italian culture, food and wine, Auckland remains home.

He is unapologetically passionate about the city, and criticising Auckland will earn a swift rebuke.

"If you don't like it go back to where you came from. I love my city, even in traffic jams! It's a chance to chat to friends and listen to music. I'm 40 minutes away from one of the best surf beaches in the world. Auckland is one of the greatest cities in the world."

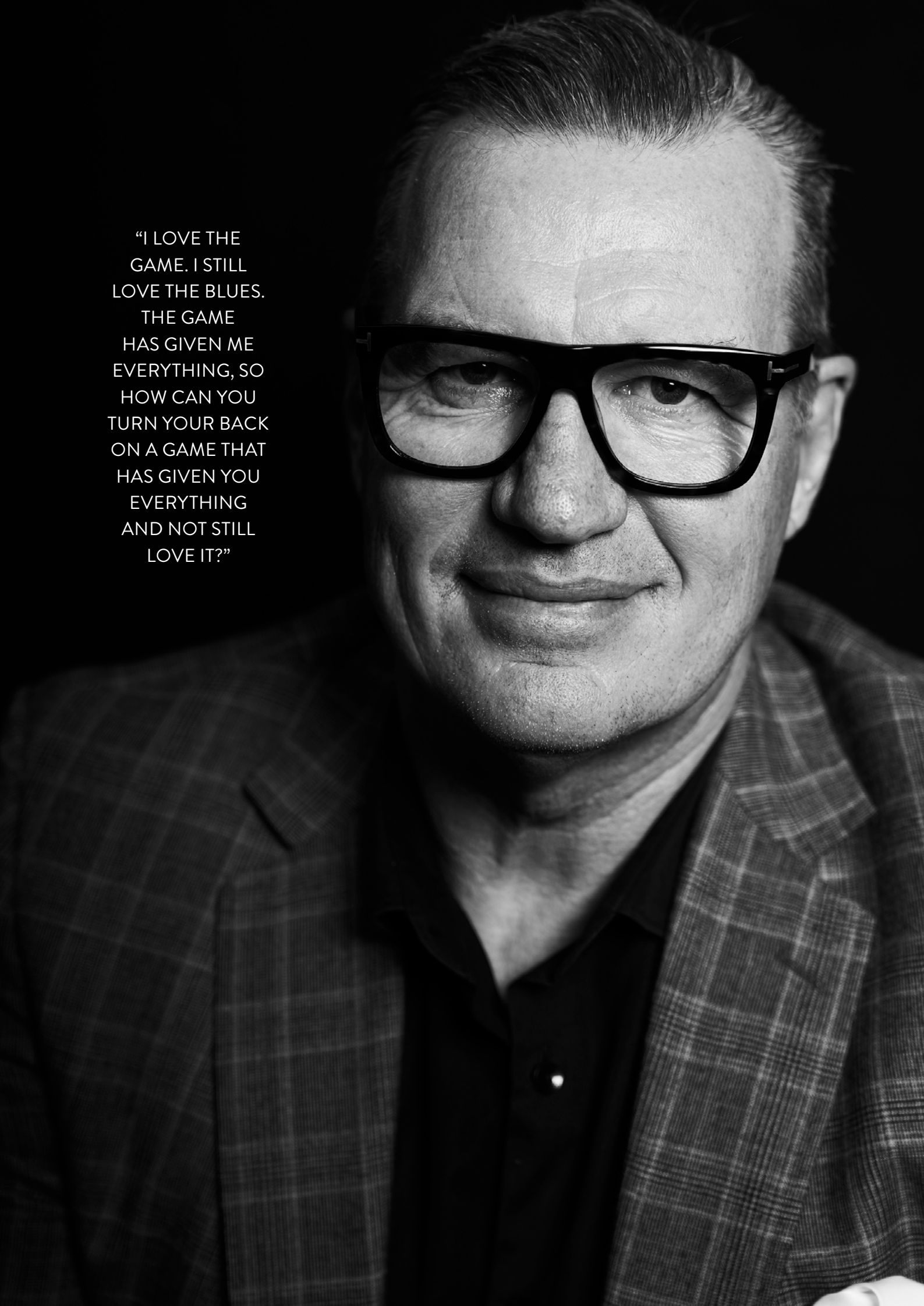
It's not just the gridlock. With the help of time, Kirwan can even see the upside of his Blues failure.

"The Blues was one of the best things to happen to me; it just didn't work out. It was a testing time for me, my mental health and my career. After that experience, I took some time off to realise what would I do."

At 53, Kirwan is busier than ever. Along with being a Sky Sport rugby pundit, he is the Giltrap Group's Health and Wellness Ambassador and remains at the forefront of the mental health and depression awareness campaigns, with a focus on putting an end to youth suicide.

His message is honest and personal; "I'm still just a butcher from Mangere, and I keep looking for those open doors. Don't be scared to ask for help and don't be scared of making mistakes."

We all face challenges to our mental health. For confidential advice and support, phone Lifeline 0800 543 354, or Depression Helpline 0800 111 757.

A black and white close-up portrait of a middle-aged man with short, dark hair, wearing thick-rimmed black glasses and a plaid blazer over a dark shirt. He has a slight, thoughtful smile and is looking directly at the camera. The background is dark and out of focus.

“I LOVE THE
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AND NOT STILL
LOVE IT?”



SMARTER LAUNDRY THANKS TO ASKO

Not all washing machines are created equal. Whether its delicate tops or rugby socks you're washing this winter, it pays to think about your machine's impact on your garments as well as the environment.

We're used to hearing about the extensive research and design work that goes into the manufacture of some of our favourite cars, but have you considered just how much R&D work, not to mention technological invention, goes into the production of laundry appliances?

Scandinavian brand ASKO has recently unveiled an all-new line-up of premium washing machines and dryers, designed with as much forethought about how they look as how they perform. Genuine advances in machine manufacturing, as well as the science of cleaning and drying clothes have been incorporated into the new range. Highlights? There are plenty.

During the research phase, customers told ASKO that one of their greatest inconveniences while using a washing machine is the amount of dirt and bacteria that can

accumulate in the rubber bellow. This causes odours and requires regular, time-consuming cleaning. The rubber bellow is also typically the part of the washing machine that breaks first and is the least attractive part of a washing machine.

ASKO has come up with a Hygienic Steel Seal, which provides a better alternative to the traditional rubber bellow. It's a hygienic and maintenance-free solution that you find on all ASKO washing machines. There's simply no longer a place for dirt to gather, eliminating the need for regular cleaning. ASKO is the only washing machine brand that incorporates this unique, clever system.

Another common concern is high noise levels and vibrations. Living next door to the laundry room or having the washing machine near the kitchen can interrupt day-to-day living.

Left ASKO has designed its control panel to be intuitive to use.

Right ASKO dryers feature patented Butterfly drying technology as standard.

Below High-tech components and a huge R&D effort go into designing the best laundry appliances possible.

Below Left ASKO recommends using laundry detergents that are gentle on clothes and the environment.



Thanks to unique Quattro Construction though, ASKO washing machines offer vibration-free spinning. The inner and outer drums rest on four shock absorbers that are attached to the bottom plate, so the spinning action causes virtually no vibration at all.

When it comes to using a dryer, there's nothing more frustrating than when all your items end up tangled in the bedsheets during the drying cycle. This happens because the rotating drum is moving constantly in the same direction. Not only is the resultant tangle a pain to have to deal with, it results in significantly poorer drying of the entire load too.

ASKO has solved this problem by creating a unique solution called Butterfly drying. Two paddles inside the machine gently push the clothing in a figure-of-eight, to spread the garments out and allow air to evenly circulate through them. This prevents bundling and minimises creasing in the clothes. The Butterfly drying feature is standard within all ASKO dryers, whether you select a condenser or heat pump dryer.

We mentioned 'looks' earlier and, while you might not have given all that much consideration to what your washing machine and dryer look like, ASKO certainly has.

The front plate, panel and controls all have a timeless, discreet and elegant design. ASKO's interface is easy to understand and straightforward to use, with a selection knob for programs and buttons for each option; there's a program for every scenario and you have the option to make the cycle either more environmentally friendly or the wash more intensive.

With ASKO recommending using laundry products that are both gentle on clothes and the environment, we asked Lucy Acland from the award-winning ecostore for her thoughts on washing and drying clothes with an eye on conserving water and eliminating chemicals.

"Front-loading washing machines are much more water-efficient than older-style top-loading machines. Buying a front-loading machine is going to cost you less in terms of water usage over a period of time, which is better for the household and the planet," says Lucy.

"Buying smarter also means being aware of the ingredients in the products you purchase. At ecostore

we make it very clear what is and isn't in our products, so consumers are fully informed about what they're buying and the impact it could have on their health.

"This is vital for anyone who might be impacted by potentially harmful chemicals - whether they have an allergy or a condition like eczema or asthma - or are just trying to choose safer ingredients.

"As a rule, ecostore carefully selects ingredients to achieve the highest health, safety and performance standards."

ASKO's comprehensive range of household appliances are manufactured in line with Scandinavian design values and an inherent respect for the environment. The result is beautifully designed appliances which are among the most water- and energy-efficient on the market.

To view the full ASKO range of washing machines, dryers and other appliances, visit www.kitchenthings.co.nz. For household cleaning, body-care and baby-care products that are made with the planet in mind, visit www.ecostore.co.nz





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An easy stroll from Auckland's CBD, there's an apartment to suit every lifestyle at 30 Madden. These high-quality, elegantly designed apartments include a range of layouts from studios to penthouses - with prices starting from \$635,000. The next part of the ever-evolving Wynyard Central story, 30 Madden reflects the vision of a vibrant residential community enjoying waterfront parks, public art, restaurants and theatre. We look forward to welcoming you at our display suite at your earliest convenience.

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TAKE A SEAT

PHOTOS SIMEON PATIENCE

Spanish flair meets German technology in New Zealand's newest car brand. Welcome to the stage SEAT.

The arrival of SEAT in the New Zealand new car market is quite unlike any new brand introduction we've seen in the past.

Never before has a manufacturer entered the fray with such a wholly complete line-up of competitive models ready to go. It's as if once there wasn't SEAT. And now there is.

Thing is though, when you're building up from the rock-solid foundations of the Volkswagen Group, it's fair to say you have a head start. As a result, SEAT New Zealand's range of cars not only cover all the bases in terms of body-styles, they're also manufactured to be as reliable, practical, stylish and sporty (when it counts) as any other marque within the extended Volkswagen family.

First though, a bit of history. Where has SEAT come from? Okay, let's clear up the obvious first; it's pronounced "Say-at" rather than what you're sitting on while reading this. Also, we're not using shouty all-caps to make a statement; SEAT is actually an acronym – the Sociedad Española de Automoviles de Turismo ("Spanish Society of Cars") to be exact.

Founded in 1950 as a Spanish state-owned entity, SEAT was bought out by the Volkswagen Group in 1986. In the decades since, it has established itself in the European and British markets as a value-for-money proposition alongside its Volkswagen, Audi and Skoda siblings. Of late though, its stock has surged ahead, with some deft designs signaling a rejuvenated brand identity that is all its own.

Headquartered on the outskirts of Barcelona, SEAT now produces around 500,000 vehicles globally per annum.

We'll take a brief look at the future of SEAT soon, but here in the present there is already – instantly, in fact – plenty on offer for Kiwi customers.

More enthusiastic drivers among 66 Magazine's readership might already be arm's-length familiar with the SEAT Leon Cupra. This has morphed over the last couple of generations into a fire-breathing performance car you wouldn't hesitate to level the 'hot hatch' identifier at.



It looks great (it's the black one in the image above) and under the bonnet lies a fantastically fizzy 221kW (300hp) 2.0-litre four-cylinder TSI petrol that's good for a 5.7 second 0-100km/h sprint. Think of the Leon Cupra as SEAT's version of a Golf R and you're on the money, replete with theatrical bangs and pops from the exhaust on the overrun, an impressive go-kart-like responsiveness from the steering system and chassis, and supportive sports seats for those twistier backroads.

It's no wonder SEAT has intentions to take the Cupra badge and make it a stand-alone performance brand in the near future. The hardware has an established following in the Northern Hemisphere and with a \$56,900 (plus ORCs) price tag here, could very well become a track-day staple in New Zealand too.

You can have a Leon hatchback without all the shouty stuff too, by the way. In fact, the well-specified Leon FR offers a lot for its \$35,900 (plus ORCs) sticker price, including reversing camera, Apple CarPlay and Android Auto phone mirroring capability, Park

Distance Control, climate air conditioning, tinted rear windows and smart 17" alloy wheels that still give it the racy look of its more aggressive twin.

Stepping down another shoe size, SEAT offers the Ibiza compact hatch for inner-city urban duties. Again, the SEAT sense of Spanish style is retained in the manufacturer's most-diminutive offering, and you can bolster the Ibiza's looks further with SEAT's Sport Line accessories. These encompass colour-coded 17" alloy wheels and styling kit embellishments such as side skirts, rear diffuser and spoiler and a front bumper lip. There's no need to settle for a hum-drum runabout.

The big win for SEAT New Zealand though, is its ready-made SUV offering. By the time you're reading this, SEAT's newest model, the Arona compact crossover SUV, will have landed. You'll know about compact crossover SUVs because they're everywhere all-of-a-sudden.

The Arona will offer attributes very much in mainstream favour these days: a loftier ride-height and a body with SUV DNA, but



Above SEAT has hit the ground running in New Zealand with a full line up of five models.

Left Sporty Spanish flair sets the Leon Cupra hot-hatch apart from the pack.



with the compact footprint of a large hatchback. The Arona's sub-\$30k starting price will also no doubt find a fair bit of favour.

Already here is the bigger Ateca SUV (the red vehicle in our photos), which offers not only SEAT New Zealand's largest load-lugging capabilities, but the biggest spread of specification grades, engines and drivetrains too. You can choose between two petrols (a 1.3-litre and a 2.0-litre delivering 110kW and 140kW respectively) and a 2.0-litre turbo diesel, which is only available as a 4x4. Stick with the 2.0-litre petrol SEAT Ateca FR 4Drive though and you'll get plenty of kit for the outlay.

We mentioned the future before. Perhaps unsurprisingly, another SUV is set to join the SEAT line-up soon; the seven-seat Tarraco. That will launch in European markets later in 2018 (and we'll see it here next year).

Naturally though, there is plenty of talk of electric vehicles

in Barcelona. In 2020 – a year company CEO Luca De Meo has already dubbed “SEAT's year of electrification” – the first fully-electric vehicle will emerge for the brand.

To be built on the Volkswagen Group's scalable MEB platform, the SEAT EV is expected to boast a maximum battery range in the region of 500km. There's no hint yet of what body-style the SEAT EV will encompass, but given current trends a compact crossover SUV seems like a reasonably safe bet.

For sportier takes on EV tech, we'd imagine the soon-to-stand-alone Cupra sub-brand will take care of duties there. A sporty high-riding two-door coupe-style electric vehicle – something described as a Crossover Utility Vehicle (CUV) – will be a first for SEAT if it emerges as expected within the next few years.

For now, though, SEAT has plenty to offer. And you don't need a crystal ball to figure out what will suit.

“SEAT NEW ZEALAND'S RANGE OF CARS NOT ONLY COVER ALL THE BASES IN TERMS OF BODY-STYLES, THEY'RE ALSO MANUFACTURED TO BE AS RELIABLE, PRACTICAL, STYLISH AND SPORTY (WHEN IT COUNTS) AS ANY OTHER MARQUE WITHIN THE VOLKSWAGEN FAMILY.”



Top Coming through: SEAT's Leon Cupra makes for brilliant bang-for-buck fun.

Above SEAT's Volkswagen Group underpinnings are most obvious in the well-appointed cabin.

Right The brand's SUV line-up includes the Ateca (pictured) and Arona models.



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THE PERFECT CONTRADICTION

WORDS CAMERON OFFICER PHOTOS BENTLEY

Driving the all-new third generation Bentley Continental GT revealed this luxurious Grand Tourer to be a well-crafted bundle of contradictions.



Now into its third generation, the Bentley Continental GT is at once everything you're expecting it to be, and also everything you're not. It's something of a contradictory car.

It literally wears its heart on its sleeve; especially in stonking W12 format (and more on this all-new engine in a bit), the Continental GT is every bit the 'Grand Tourer', designed to get its enthusiast owners from one side of Continental Europe (and other places too) to the other in style and have them exit the car at journey's end as relaxed as if they were merely going for a quick stop around some local b-roads.

That it'll jet its way across endless land masses at quite a pace if required is also a given. The Continental GT has never been short on power, and the 467kW/900Nm mix on offer in the new one, assisted by two twin-scroll turbochargers, make this two-plus ton machine fairly fly, as experienced along the Autostrada in Italy and the Autobahn in Austria during the model's recent international media launch event.

Huge sections of the GT are hand-crafted, and that's no marketing hyperbole; this thing really is 'made by hand'. The diamond quilting in the seats and door lining involves precisely 310,675 stitches per car. Detailing inside the LED matrix headlights and the knurling on the metal dials and instrumentation inside the cabin is all influenced by the diamond shapes in cut crystal glassware.

This all sounds very "Bentley-like" so far. So, where's the contradiction? All this gentlemanly power, all this traditional elegance. And yet, the Bentley Continental GT is secretly a super high-tech car.

Just as the 10 square metres of wood veneer inlay in every single car is sustainably sourced and carefully fitted by hand, just as every car features 2.8km of stitching thread, there are also more lines of software code in the Continental GT than in a Boeing 787 Dreamliner (over 100,000,000 to be not very exact).

The back-rear section of the car – incorporating those deep haunches behind the door apertures that give it its signature hunkered-down stance – is presently the largest single super-formed piece of sheet metal in all of automotive manufacturing.

That in itself is quite an engineering achievement, as are the new GT's enormous brakes, which are the biggest iron brake assemblies used on any production car ever and consist of 420mm front discs with 10 piston calipers and 380mm rear discs with four piston calipers. No ceramics? Bentley states it doesn't need to bother when its iron engineering remains so solid and consistent. You get the feeling they might be holding something back for the Supersports edition of the new GT that will surely eventuate though.

Inside the cabin, a wide touchscreen (the same as featured in the new Porsche Panamera, reminding for



Above Elegance for the enthusiast driver: the Continental GT provides plenty of bespoke ambience inside.

Left There is 10 square metres of wood veneer inlay in every car.

Right At the core of the structure is a double-storey in-situ concrete truss that was developed to ensure a completely free glazed street frontage.

Lower left Bentley's 2+2 offers ease of egress thanks to electronically-folding front seats.

Lower right Over 310,000 individual stitches are incorporated in the seats and door trims of every single Continental GT.





a moment of Bentley's parentage these days) sits inside a rotating section of dashboard.

At the push of a button, the high-tech 12.3" display rotates away to reveal traditional analogue gauges or a blank fascia extending the trad-look veneer. This component in itself took two years of development work to perfect and features over 40 parts including two motors with individual high-precision gearboxes and cooling fans. So as to rotate through three sides, the unit has to retract slightly before spinning through to the next display option. It's a little piece of theatre that reminds you James Bond started life in Ian Fleming's novels driving a Bentley. The firm's present-day engineers don't appear too keen to extend this clever feature to the numberplate housing at the rear of the car, however...

But sticking with the subject, when you think about it the Bentley Rotating Display section of dashboard is perhaps the perfect embodiment of Bentley in 2018: new technology incorporated with no compromise to traditional materials or attention to detail. And when you sit in the Continental GT, the level of detail really is unbelievable. More so than a Mercedes-Benz S-Class, Maserati GranTurismo or anything else in its class.

The Bentley also features digital instruments in the main binnacle for the first time.

Underneath the Continental GT's sleek skin (it looks longer and lower than before, with sharp creases in the body work and much more made of the chrome swage line extending along the lower length of the car), there is even more new technology.

Bentley has developed a new engine, there is also a new gearbox, new suspension system and new 48-volt Dynamic Ride active roll-control technology present as well. Nothing has been carried over from the 2010-era GT.

An updated version of Bentley's gargantuan 6.0-litre twin-turbocharged W12 TSI (the same as found in the Bentayga SUV) is paired for the first time with an eight-speed double-clutch ZF gearbox. The engine

features cylinder deactivation technology, so when at high speed and low revs on the highway, six of the 12 cylinders will shut down, helping the luxury brand achieve better fuel efficiency and emissions score. Fuel economy of 12.2-litres/100km is cited, although not seen on the media drive through the fast lowlands of Europe and across the soaring Grossglockner Pass (Austria's highest) on the Italian border.

The new Dynamic Ride system, however, was well-utilised on switchback roads teeming with motorcycles. This system controls ride comfort and lateral roll and really does contribute to making the Continental GT much more of a precise steer than you'd anticipate from what remains a big car (and it feels especially big after taking a wrong turn in a tiny mountainside Italian village and finding oneself hemmed in on two sides by ancient walls more used to witnessing the passage of equally-ancient Fiat Pandas). It feels grippy and flat through corners, and always with the ability to power out and on to the next curve, thanks to all 900Nm of torque being available from just 1350rpm with those new turbos constantly primed.

New for the third generation GT is also a Drive Dynamics Control system, offering a Sports, Comfort and programmable Individual series of settings for suspension, acceleration feel, gear-holding and engine character. The car defaults to a 'Bentley' setting which the company's ride and handling engineers have designed to offer the optimum blend of everything. It works too; while Sport was a go-to for certain sections of the media drive, on the big stretches where the GT could open its lungs and go for it, the Bentley setting offered an even match of throaty theatrics balanced with wafty comfort.

That might sound contradictory, but once again, those disparate attributes are everything you'd hope for from a Continental GT. And the all-new one delivers those contradictions absolutely perfectly.



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MAKING TRACKS

WORDS JORDAN DARROW IMAGES: SUPPLIED

Beyond the mainstream playlists on your favourite local radio station, several young Kiwi acts are making big inroads in overseas markets, with fresh ideas in music and the unlimited potential of a brave new digital world.

When we think of successful New Zealand musicians, it is all too easy to focus on the handful making inroads into the Top 40 charts in the United States or United Kingdom, or the names dominating radio play locally.

But in this brave new digital world, where a song can be recorded in a Grey Lynn bedroom and be played in a Saint-Germain-des-Prés club 24 hours later, there are a few acts that have a big following on the other side of the world yet remain close to unknown at home.

The infamous 'machine' that since the 1950's has created and controlled stars, curated their music and defined their looks, is no longer the only show in town.

A recent visit to New Zealand by American performer Post Malone is the prime example. A talented songwriter, he was instructed to hold fire by his record label. Instead, he went rogue, releasing his own music on his own terms. The result is he has become a star with a global following, helped in no small part by his reputation for doing things his way.

Here in New Zealand, for Jupiter Project (Marty Rich and Gavin Correia), there hasn't been a Post Malone-style fairy tale yet. But you are just as likely to hear one of their tracks being played in a Paris nightclub as you are one of Lorde's. Their slick mix of pop and electronic has received a warm reception on both side of the Atlantic. According to Spotify, the duo has 42,500 listeners every month. However, that's only part of what Jupiter Project are about.

The term 'silent partner' doesn't seem quite right when your whole job is making sound, but that pretty much sums up one of Jupiter Project's main roles. While their own music and live performances are a key part of their identity, it's their behind-the-scenes work which is having a great influence on the New Zealand music industry; particularly their collaborations with other artists.

The duo work together to help other budding artists and DJ's through their label Jupiter Republic. This has been a large focus for the past six months, extending out to other creative and digital areas. Acting as mentors more than anything, Rich and Correia work with half-a-dozen budding artists, managing and collaborating with them as they embark on careers in music. This mentoring comes on top of Jupiter Project staying on the road playing their own shows and writing their own new music.

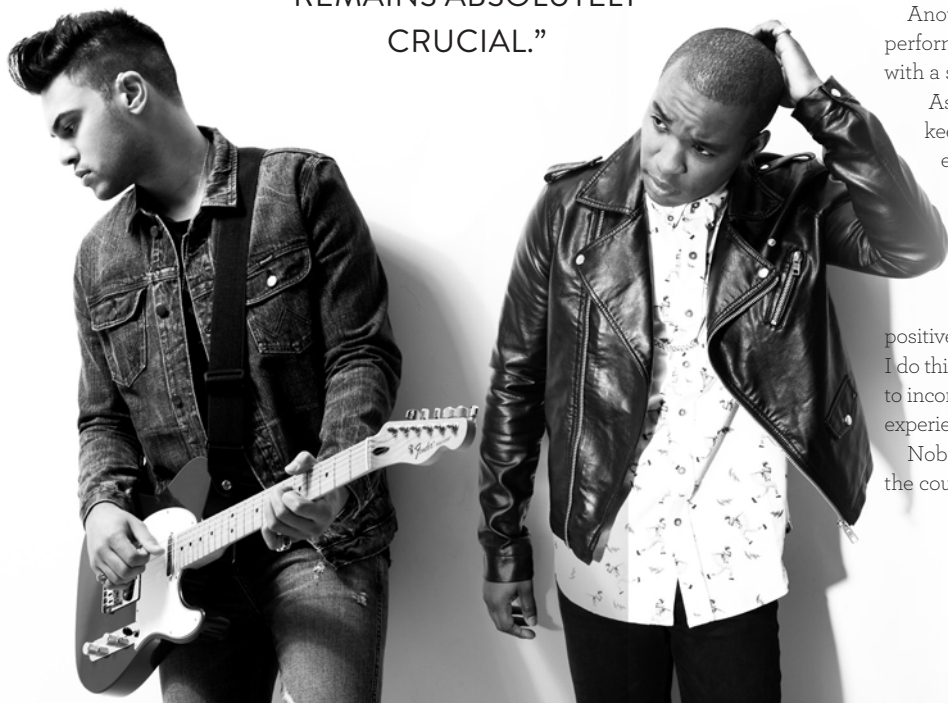
When we asked Marty Rich, what inspired him to start his career, his immediate answer is 'Heart of a Lion' by Kid Cudi. A song about self-empowerment, Kid Cudi's message of "go express yourself with the music you feel" was taken to heart as Rich's journey began.

Starting in the family home, a collective love for music meant that this passion developed young for the both of Jupiter Project's members. Rich's father played violin when he was young; his uncles were handy with guitars. The only difference was that their desire for a unique sound meant they wouldn't be a 'Beatles look-alike' group, much to their credit today.

The list of artists that Jupiter Project has worked with in the past is a long one. It includes Dane Rumble,



“WHEN ASKED ABOUT THE FUTURE OF THE MUSIC INDUSTRY – ESPECIALLY WITH REGARD TO THE RAPID TRANSFORMATION OF TECHNOLOGIES – THEY ARE ADAMANT THAT PERFORMING LIVE REMAINS ABSOLUTELY CRUCIAL.”



P-Money, Jetski Safari, Helen Corry, Karmadella, Titanium, Sysyi, M. Key and many more.

“I learn something new every time a different artist walks into the studio,” says Rich.

“The energy that you create with someone new when you're working on a song together is probably one of the most fun parts of being an artist”.

The duo went international a few years ago and their trips to the US and to Paris have provided the most notable experiences.

“It's so cool seeing a crowd of foreign fans, especially when they're singing your lyrics,” says Rich, recounting one of his favourite public performances in Paris.

Another recent highlight for Jupiter Project was performing at the Governor's Ball in New York City with a stellar line-up of other international acts.

As unpredictable as the future is, Rich and Correia are keen to explore new avenues that open up to them, ensuring that they take many opportunities, not just in music. When asked about the future of the music industry – especially with regard to the rapid transformation of technologies – they are adamant that performing live remains absolutely crucial.

“Anything that will get fans interacting positively with one-another and artists is amazing. But I do think the nature of live performances will change to incorporate more technology for a more immersive experience,” says Rich.

Nobody knows this better than Chris Mac from one of the country's most popular live acts, Six60.



Left New Zealand's Jupiter Project live with their MC in 2016.

Above Chris Mac of popular live act Six60 flying the flag for guitarists.

Below Up-and-comer Sysyi is making waves internationally.

“Music will get better, kids will be smarter, and technology will continually become more important. But please God let there be guitars involved!” he laughs.

Catchy genre-hopping melodies and a slick, energetic live show have seen Six60 go from their Dunedin flat to becoming a household name in New Zealand and beyond.

But whether playing a sold-out summer show in a New Zealand vineyard, or on a full European tour, Mac says “I don’t do nerves.”

The music industry’s uncertain future often makes it hard to predict, especially when the tastes between these generations can dramatically differ from one-another. In the case of Six60, being hard to pigeon-hole has helped them succeed and continue to grow their following.

Another perspective comes from up-and-coming artist Sysyi. At just 19, he very much lives in the digital present; another burgeoning artist under the wings of Jupiter Republic. His latest track, ‘You Should Realise’ has been released with Melbourne-based CHIEFS.

Sysyi is in good form too; his hit song ‘No More’, with another Kiwi duo Sachi, was written in Auckland, but quickly gained international recognition from international music superstars Diplo on BBC Radio 1.

Incidentally, Sachi’s “discovery” was very much a trait of classic rock n’ roll; the then-high school students literally threw a USB stick with their song on it into Diplo’s car during a New Zealand tour.

When asked about his thoughts on the future of the music industry, Sysyi sees things differently to both Jupiter Project and Chris Mac.



“I think there will be virtual reality festivals, where everyone can be in one place listening to one person without even leaving your house or the city you live in”.

They may share differing views on the future of music and the industry, but all three acts share one thing in common: an international sound and tireless work ethic.

The evidence of their collective successes won’t often be reflected in the New Zealand charts, but don’t be surprised to hear Jupiter Project, Six60 or Sysyi next time you’re travelling overseas.



CONCOURS D'ELEGANCE – FURNITURE EDITION

BY MATISSE PHOTOS B&B ITALIA

The finest in cars and furniture have much in common. The furniture equivalent of the Internationale Automobil-Ausstellung is the Salone del Mobile – the world's largest and most prestigious Furniture Fair, held in Milan, in April each year.

Right B&B Atoll
designed by Antonio
Citterio for B&B Italia.



Left Convivium
island with an
integrated Era table
in NTF Fumé oak
and Modus horizontal
folding doors.

Far left Convivium
island in bronze
PVD with an Isola
hood and Modus
horizontal folding
doors wrapped in
NTF Fumé oak,
designed by Antonio
Citterio for Arclinea.

Milan and Matisse are an unbeatable combination. Jeanne and Alan Bertenshaw of Matisse, have distilled below, just for you, the most important design features from their 2018 annual visit to the Milan Fair.

As with cars, there is a combination of experimental new directions and upgrades of classics with new materials and proportions. What they ultimately have in common is a degree of quality, technical innovation and workmanship that is unparalleled.

Arclinea, a company synonymous with kitchen excellence, opened an ultra stylish new flagship store in Milan during the fair. The latest additions to their famously luxurious kitchen collection included extra thick marble bench tops, new sophisticated 'Globe Box' storage solutions for inside drawers and cupboards and new five burner hobs, amongst other innovations. Pictured is the Convivium Island in bronze PVD steel with a thick Carrera marble top and feature cabinetry, including the new door system in NTF fume oak.

Below The New
Arclinea flagship
store located at via
Durini 7, Milano.





Left Immersion Bath in white Cristalplant with Iroko wood slatted seat insertion, designed by Neri & Hu for Agape.

Every few years a sofa setting comes along at the Furniture Fair that you just know is going to be a classic - this year the B&B Atoll by the great Antonio Citterio, is such a sofa. Named after a coral formation, this new modular seating system is in a decisive contemporary style that is also extremely elegant and as formal or informal as you wish. Sofas, dormeuses, corner modules and poufs can be combined to provide super comfortable support. Feature bolsters attached by leather straps add a slightly equestrian look that over time will add the patina of well used saddlery.

From Agape, the Immersion bathtub and its companion washbasin were inspired by traditional timber bathing vessels used in Japan and China. Observing the growing densities of cities across the globe, Neri and Hu designed a bath with elegant minimal lines that is deeper than a standard tub but occupies a smaller footprint. Similar to an onsen hot spring experience, the posture of bathing is more upright than reclined, but the added depth allows a full immersion of the entire body for deep relaxation combined with the added warmth of the steam as it rises from the water surface.

Barstools, not the kitchen variety, but the ones that are actually used for the correct purpose, are one of life's essentials. The Bolon Barstools from BD Barcelona's Grasso collection are described by the designer, Stephen Burks, as being, 'More than fat. It's overflowing.' The reference is to the exaggeration and comfort of traditional overstuffed upholstery which,

in these barstools, is extended to become a contemporary design element. In other words, overstuffed but not stuffy.

Rimadesio is renowned for their superbly engineered metal details and exclusive finishings on its doors, wardrobe systems and furniture. This year, 'Between Spaces' exhibited a superb balance between architecture and furniture design, technological evolution and stylistic research.

Below Grasso stool, designed by Stephen Burks for BD Barcelona.





Left Manta table in heat treated oak, designed by Giuseppe Bavuso, for Rimadesio.

The Manta Table from Rimadesio is characterized by having a light simple structure and an extraordinary range of sizes, shapes and materials. This means it can be anything from a very stylish boardroom table to a small breakfast table in a domestic setting. Tops are available in transparent or matt glass in dozens of colours, walnut, treated oak and various marbles.

Rimadesio's already successful Alhambra system is now enriched with a new sideboard with a transparent glass top and sides, with a walnut lower base and drawers. This adds an edgy style to an interior but because of its superior quality and workmanship, it would never look like a transient showpiece.

A major event for those for whom comfort is a priority, is the introduction of a larger version of Vico Magistretti's iconic Maralunga sofa, famously known as the most comfortable sofa in the world.

Designed originally in 1972 and in the collection of the Museum of Modern Art,

it remains a best seller after all these years. The new version exhibited at this year's Fair is deeper, wider and upholstered in luxurious tan leather.

An outstanding coffee table presented at the fair is the Bow from Brazilian architect Guilherme Torres for prestigious Munich based company ClassiCon. The understated quality of the Bow, inspired by 1970s lines and materials, would suit a home or work environment where embellishment is not necessary, where the innate beauty and simplicity of the crystal glass, Nero Marquina marble and black lacquer speaks for itself. This table makes an impression.

Antonio Citterio has the unique ability of designing pieces that fill a void in our lives - the Caratos chairs, armchairs and poufs do just that - they provide those extra pieces that don't exactly match your sofa setting, that fill out a room and make it more social and individually yours.



Right Spazio glass partition wall system with Sail sliding panel, Manta table and Alhambra case sideboard, designed by Giuseppe Bavuso for Rimadesio.



Left Spazio glass partition wall system with Sail sliding panel, Manta table and Zenit bookcase, designed by Giuseppe Bavuso for Rimadesio.

The moulded shape and fine leather saddlery finish is similar to that of a luxury car interior so they fit well in the home or in the professional office.

The Alanda coffee table, an iconic piece that ushered in the 1980's, has been reissued at this year's fair as a homage to its designer, the great Paolo Piva. It was a highly successful classic and much sought after because of the versatility of its strong simple architectural structure which serves as both pedestal and support. The group of upturned pyramid frames in glossy black painted steel makes a strong decorative impact on any room as well as being an excellent large stable surface for entertaining, whether in a work environment or the home.

Below Maralunga 40 Maxi, designed by Vico Magistretti, for Cassina.



Left Bow coffee tables, designed by Guilherme Torres for ClassiCon.



Above Caratos chair, designed by Antonio Citterio for Maxalto.

Paricia Urquiola's Gentry sofa, one of Moroso's most successful recent designs was presented in a lighter version with a higher, more supportive back. This has resulted in an elegant, compact sofa that is given some gravitas with feature topstitching - perfect on soft tan leather. This sofa is eminently suitable for apartment living as it is high up off the floor and has plenty of surface seating area in comfortable yet supportive goosedown covered polyurethane foam.

So much of the above furniture has much in common with truly great cars - fine engineering, smooth, simple aerodynamic design, perfect colour combinations, doors that click into place almost by themselves and fine, hand stitched leather upholstery. You can slide from the luxurious perfection of your car into any of the above items of furniture without missing a beat.

Below Alanda '18 coffee table, designed by Paolo Piva for B&B Italia.



Left Gentry Extra Light sofa, designed by Patricia Urquiola for Moroso.



TALK TO THE ANIMALS

The SPCA is New Zealand's biggest animal welfare charity and one that is close to the heart of the Giltrap Group.

The SPCA is dedicated to helping protect New Zealand's animals who are neglected, abandoned or abused. Every year, the SPCA's 42 nationwide centres receive over 45,000 animals through their doors, as well as address 14,000 animal welfare complaints nationwide.

The SPCA's mission is to improve the welfare of all animals in New Zealand. It works to achieve its mission in a number of ways, from nationwide desexing initiatives to reduce the number of unwanted pets, to working with schools to educate the next generation of animal owners.

Each member of staff – from dedicated veterinarians, animal attendants, volunteer and foster coordinators, Field Officers to SPCA Inspectors – work tirelessly to ensure the best outcomes for each and every animal who comes into the SPCA's care.

The SPCA also upholds the Animal Welfare Act 1999, which related to the treatment of animals. The SPCA has the power to prosecute people under this Act and is the only charity in New Zealand entrusted to do this vital work.

As a charity, the SPCA receives no direct government funding. Instead, it relies on the support of the community to carry out its life-saving work.

The tireless work the SPCA performs has long been supported by the Giltrap Group.

Over the years the Giltrap Group has donated four Volkswagen Transporter vans and a Volkswagen Amarok to the SPCA Auckland Inspectorate to enable its dedicated team to go about their varied tasks out and about in the community.

SPCA Communications Manager, Jessie Gilchrist, says the new vehicles are safer, more modern and more efficient than the previous vehicles the SPCA ran on their fleet.

The SPCA Inspectorate are on the frontline 365 days a year. They rescue animals, bring prosecutions against animal offenders in the courts, and work to educate people in their communities. There are 77 warranted Inspectors who are supported by field officers, drivers, and ambulance volunteers.

Also, a curriculum-aligned programme available to all primary and intermediate school teachers in New Zealand is managed by the charity. The programme gives free lesson plans for teachers to use in their classroom and educates children on animal welfare and caring for and respecting animals.

In all, SPCA staff and volunteers spend a lot of time on the road, helping protect animals in need.

To find out how you can donate and support the SPCA, visit www.rnzspca.org.nz

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TOP OF THE GAME

WORDS CAMERON OFFICER PHOTOS VINESH KUMARAN

At 30 years old, Tom Abercrombie heads into a new NBL season as the New Zealand Breakers' senior player. But 2018 has already seen plenty of action.

As he arrives at our photo shoot location, Tom Abercrombie unfolds himself from his Audi Q5. It's a spacious car. But then, when you're 1.98m tall, you go through life redefining most people's perceptions of spaciousness.

He confesses to being "a little rusty" as our photographer captures him laying up some shots for the lens. He smiles wryly to himself before attempting a couple of slam dunks.

We've got him in unfamiliar surroundings: a street court in the back of Ponsonby in Auckland. A local shooting hoops at the other end of the tarmac does a double take and then gives him a big wave. Looking from Tom to his ball and back again, you can see this guy wishing he had a marker pen for an autograph. Friendly, quiet and polite, Tom wouldn't hesitate to give him one.

Back in front of the hoop, with a camera lens poised to record his ascent, Tom laughs: "This is the first time I've picked up a basketball in about three weeks!"

Truth is, we've got the champion basketballer on a cold start. He's rehabbing his body after the physical and mental challenges of the 2018 Commonwealth Games; a tournament which saw the New Zealand Tall Blacks falter at first (a sluggish semi-final performance against Canada), but ultimately rally in brilliant style to take home bronze after ousting Scotland 79-69.

Tom in particular stepped up, the Kiwi team's swingman menacing the Scots with a ruthless performance of three-point shots at one end of the court, and some deft defense at the other.

"We played as best we could in that last game," he says. "But yeah, we could have done a few things differently in the lead-up.

"I'm happy to have taken part in the Commonwealth Games though; with basketball in the mix it has been a long-standing goal of mine to get there. So, to come away with a medal is fantastic."

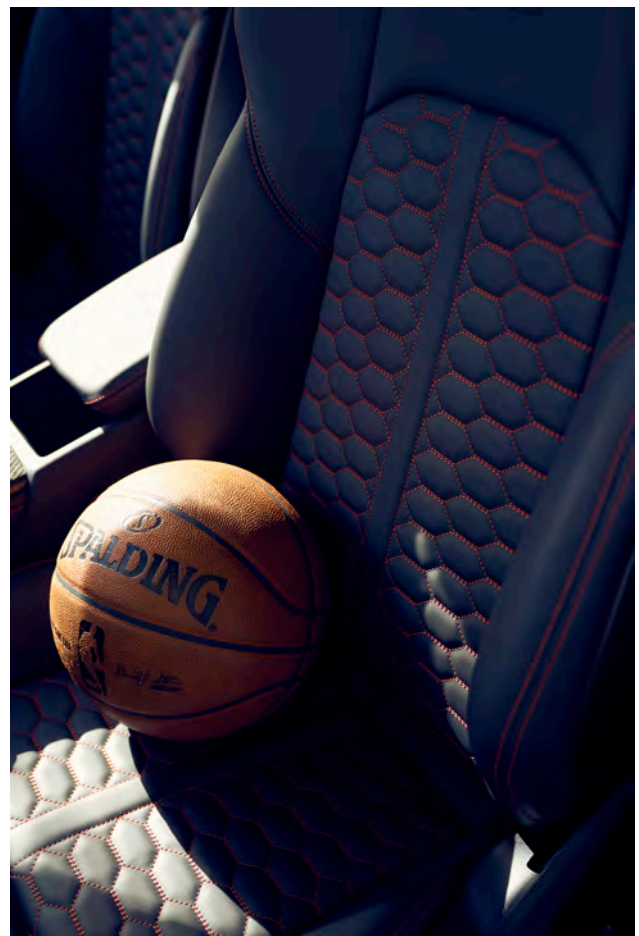
Right at the moment, Tom's enjoying some quiet home life. He and his wife have a new baby. At one point he checks his phone and I apologise for keeping him longer than anticipated.

"THERE'S A FAIR BIT RIDING ON MY SHOULDERS; THE RESPONSIBILITY IS ON ME TO ENSURE THE NEW GUYS COMING THROUGH MAINTAIN THE INTEGRITY OF THE CLUB."



Above Tom Abercrombie and teammates face China in the World Cup qualifiers before the 2018 NBL season commences.

Right Abercrombie's three-point assault on the Scottish team saw New Zealand bring home the Commonwealth Games bronze.



"No, it's all good. I've got nothing on after this."

He's taking things slow, before his life in the spotlight inevitably speeds up again. He has spent time playing in Spain and Turkey in previous off-seasons ("Turkey is fantastic," he says. "Such an amazing place to play and live."), but with a growing family and much less time between commitments in the Southern Hemisphere this year, Tom is staying close to home.

Soon he will play perhaps the biggest game of his career thus far. Not in terms of the accolades riding upon a win, but rather the viewing audience. The Tall Blacks will take on China as part of the World Cup qualifying rounds.

"There'll be something like 50 million people watching that game, so in effect it'll potentially be some of the biggest exposure New Zealand basketball has ever had."

Alongside World Cup qualifying, Tom also has to think of the NBL season ahead.

The rest period following the Tall Blacks' bronze medal win on the Gold Coast is a short one. With Tom's New Zealand Breakers side featuring many new faces this season - not to mention a brand-new coach in former point guard Kevin Braswell - pre-season training will start well-ahead of October's opening NBL games.

"There's a huge amount of change this year, and I'm pretty much the last senior player standing. There's a fair bit riding on my shoulders; the responsibility is on me to ensure the new guys coming through maintain the integrity of the club," he says.

"That's why we will have a longer pre-season training than ever before; it's important that we've all gelled together before that first game rolls around. I have to prep my body as much as I can ahead of the season; there's a physical motivation there to just get on the court and play, and I know we have a squad that is really motivated to do the best we can.

"I'm really looking forward to getting out there and playing Breakers basketball again."

Below He's a shoo-in. Abercrombie is now the senior player for the NZ Breakers



RETURN OF THE BALLER WAGON

Audi's latest RS4 weighs less, goes faster and offers a higher level of communication back to the driver than ever before.

Holding court on the showroom floor at Giltrap Audi right now is the new Audi RS4.

To find a properly fast vehicle that's easily adaptable for the mixed bag of landscape and lifestyle us Kiwis are accustomed to, the RS4 has always been an attractive option.

It's eye-catching, practical, well-built and appointed, as sure-footed as one could ever need on myriad of surfaces and when you want it to, it'll rustle you up to 100km/h in near-supercar fashion.

The quickest way to sum up this newest version is to say everything's been sharpened up just a smidge. The more angular styling language is in keeping with Audi's latest designs. The car says goodbye to the stonker V8, returning to smaller capacity turbo power with a 2.9-litre V6 TSFI, delivering a healthy 331kW

via an eight-speed automatic and quattro drivetrain with electronically controlled torque distribution.

Overall the car weighs some 70kg less than the incumbent. This coupled with more readily-available spread of torque from earlier makes the car feel more alive. It's faster off the mark, more responsive to driver inputs and there's heightened levels of communication back from the car as well.

The weight loss and new power delivery aren't the only new RS4 features making it great for our twisty roads though. A new matrix LED headlight system tailors the headlight beam automatically, depending on oncoming traffic or when following; it's brilliantly effective.

The new RS4 provides a satisfying step forward in capability and performance.



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WORDS STEVE VERMEULEN IMAGES LAMBORGHINI

Is the world ready for the first-ever Super Sports Utility Vehicle?
Steve Vermeulen heads to Rome exclusively for 66 Magazine
to sample the Lamborghini Urus.



Let's not be naïve. Audiences will probably always be split on the idea of a 2.2-tonne, high-riding Lamborghini SUV. Blasphemy or brilliance?

On one hand, brand faithful may see Urus as a dilution of what Lamborghini is best known for. Remember, before the iconic Countach the term 'supercar' didn't exist. It's their 'thing'.

On the other, the world's appetite for SUV's is ferocious. Lamborghini looking to redefine handling and performance benchmarks for the segment, while retaining the aggressive styling language synonymous with the brand, is far from regressive.

To help determine what camp I shall reside in, I've come to Rome's Vallelunga circuit and the spaghetti of roads encompassing nearby Lake Bracciano.

Before I flip the big red fighter-plane-style start switch, a quick recap of what we know thus far.

Firstly, there's genuine Lambo design lineage embedded into the knife-like haunches of the Urus; cues not immediately obvious on first glance, but when you see them they are satisfyingly nostalgic.

The Countach established Lamborghini's design DNA for all future models, it has always been the start point for every new design. So too with the Urus. There's similar angular belt lines on the profile, but the Countach inspiration is most clear with the front and rear views, where the same diagonal lines forming the cabin are mirrored with remarkable similarity.

Another key inspiration is the LM002 SUV. Oh, did I mention that Lamborghini made the world's first luxury SUV back in the 1980s? Anyway, the triangular vent on the Urus' front fenders bearing the Italian flag is an immediate design cue from that boxy LM.

Lamborghini's engineers looked at the predominant characteristics of their super sports cars: speed, agility, styling (or, in Italian, sex appeal), and the characteristics of the best SUVs on the market: luxury, comfort and technology. To be as true to the Lamborghini ethos, they aimed to merge all these in equal measure.

In the process some all-new technology had to be developed for the brand and Lamborghini set about rewriting general SUV benchmarks. The Urus is the first Lamborghini with forced induction; power comes from a 4.0-litre bi-turbo V8, generating 478kW (650hp) and 850Nm of torque, making it the fastest SUV in the world, accelerating from 0-100km/h in 3.6 seconds with a top speed of 305km/h.

To reign all that in, the Urus also employs the world's most powerful braking system ever fitted to a production vehicle. Enormous is truly an understatement when describing the standard 440mm Carbon Ceramic front brakes with foot long 10-pot callipers and 370mm, six-pot rears.

The chassis is based on the Audi Q7, but with a 13mm increase in wheelbase. Customers can opt for a family-friendly five-seat configuration or luxu-lounger four-seat set-up. You can fit two full-size golf bags or a couple of Golden Retrievers in the boot and unlike with other Lamborghinis, you can also tow a boat.

In all honesty I'm expecting a bit of a tamed tiger when I crank





Left The Countach established Lamborghini's design DNA for all future models, it has always been the start point for every new design. So too with the Urus.

Below left
Standard 440mm Carbon Ceramic front brakes with foot long 10-pot callipers sit behind model-exclusive alloys.

Below middle
The Tamburo drive system allows drivers to switch between Comfort, Sport or Corsa modes.

Below right
It's an SUV but the cockpit remains driver-focused in a way that only a Lamborghini can be.





“THE GRIP MID-CORNER IS SIMPLY ASTRONOMICAL, I AM FEEDING THROTTLE AT 200KM/H AND THE 23-INCH PIRELLI TYRES AREN’T EVEN SQUAWKING UNDER PROTEST. LAMBORGHINI’S TECHNICAL DIRECTOR LATER REVEALS TO ME THE URUS IS CAPABLE OF HIGHER CORNERING G-FORCE THAN THE FIRST-GENERATION GALLARDO.”

the engine for the first time. But no; forget that. This thing is a complete animal.

The V8’s growl matures into something more guttural with every stab of the throttle; a beautiful cacophony of barks and cracks, like Jupiter himself coughing up a couple of anvils.

Vallelunga’s GP circuit, 30km North of Rome’s centre, is famed for a medium-to-fast paced, deceptively twisty layout, with tightening bends with some tricky mid-corner undulations. In other words, the laws of physics here prove a test for any car, let alone something like the Urus.

That said, even during my initial sighting lap, the Urus is clearly up for this. Lamborghini’s engineering team have thrown massive amounts of technology into the SUV to ensure it is responsive to drive.

The Tamburo drive system allows drivers to switch between Comfort, Sport or Corsa modes. There is adaptive air suspension, along with an advanced torque vectoring system to transfer torque to individual wheels as required, as well as four-wheel steering to reduce the turning radius. All these elements work in unison to disguise the Urus’s mass. Lamborghini has, resoundingly, been successful at mitigating the Urus’s size without loss of sensation to the driver.

Sure, you can feel the Q7 underpinnings, but it’s crisper and lither to pilot. Travelling at 175km/h through the turn one sweeper (which also incorporates a huge dip in the track) is the only moment I feel the sprung mass that’s being manipulated; it





Above The triangular vent on the Urus' front fenders bearing the Italian flag is an immediate design cue from the boxy LM002

Below left Is it just us, or is there a hint of Espada in the way the Lamborghini signature separates the tailgate into two distinct sections?

widens the eyes but is far from nervous.

Hammer down and keep it flat. A few laps in and it's evident the four-wheel steering has an enormous effect on the car's turn-in accuracy. It shortens the turning radius and makes the vehicle feel much lighter and smaller than it should. The grip mid-corner is simply astronomical, I am feeding throttle at 200km/h and the 23-inch Pirelli tyres aren't even squawking under protest. Lamborghini's technical director later reveals to me the Urus is capable of higher cornering G-force than the first-generation Gallardo. Sheesh.

Time to flip into comfort mode on the Tamburo system and head out on the skinny, blind, cyclist-infested roads. Out here in the "real world", the Urus is well mannered and quiet; under light throttle it burbles along peacefully through the lakeside villages at 50km/h.

With the contemporary, angular interior design, prominent Tamburo and Anima drive selector module, and other various comfort features (accessed through a large touch screen), there's a bevy of information at the fingertips. It's overwhelming at first, but settle in, focus on the drive and it all becomes secondary. The Urus is comfortable; serene when you want it, ballistic when you need it.

Unlike most customers realistically will, I also sampled the Urus off-road on a rutted dirt track. Putting the Anima drive selector to Terra (gravel mode), the Urus shifts torque swiftly to the rear for a distinctly rear-bias. Oversteer is easily initiated and controlled, with simple steering and throttle inputs. The wide track and significant tyre surface area means the Urus feels naturally well-planted.

In all, the Urus is equally like no other Lamborghini I've ever known and yet still comparable with the best Lamborghini's I have driven. On the road it's smooth, refined and comfortable like you should expect from a luxury SUV of this pedigree. On the track and being driven at extremes, the Urus is also thoroughly at home. Composed, sharp, incredibly easy to drive at high speed. It might not feel like an Aventador, but in all honestly it doesn't feel like an SUV either.

On face value, it may well split audiences, but the opinions of those fortunate enough to drive the Urus will be undeviating.

It's astonishing.



HERE'S ONE WE PREPARED EARLIER

The Urus might be utterly unlike anything that has gone before. But it's not the first SUV Lamborghini has built.

It was 1978 and with sales impacted by financial downturn and the fuel crisis, Lamborghini was bankrupt. Thankfully solvency was regained in the early eighties with new capital investment and ownership by the Swiss Mirman family, who quickly sought to re-establish the brand.

So, what did they do? Simple: create a luxury civilian SUV with a Countach V12 engine shoehorned into it and based on an inventory carrier vehicle previously developed for a cancelled Italian military order. Maybe someone missed the memo about that whole global downturn and fuel crisis thing. Nevertheless, the LM002 went on sale in 1986.

Pre-dating the US Military's Hum-Vee (Hummer) by six years, the LM002 wasn't the first commercial application repurposed for the road.

But never had anyone thought of adding the most lavish materials and components to deliver unprecedented levels of luxury and features in a vehicle of this type.

Boasting 335kW, the V12 was paired with a five-speed manual gearbox and an advanced 4WD drivetrain, the screaming supercar engine ensured the LM002 was one of the world's most powerful vehicles at the time. The huge 345/60VR17 Pirelli

Scorpion tyres (designed bespoke for the LM002) could take it anywhere with then-revolutionary run-flat technology. Today, one tyre will cost around \$4000 to replace.

Not for everyone, the LM002's mix of ruggedness, luxury and power did appeal to a few famous clients, including Sylvester Stallone, earning it the 'Rambo Lambo' nickname. Tina Turner, the Sultan of Brunei, Eddie Van Halen and Mike Tyson were also rumoured owners.

The idea that the world was ready for a large, lavish, leather-clad off-roader ultimately proved to be a couple of decades ahead of its time; Lamborghini concluded LM002 production after just 300 were built and the manufacturer returned to building more mainstream models. Er, like the Diablo.

The LM002 is monstrous, utterly conspicuous and all-together beautiful. It's hands down one of our favourite Lamborghinis ever.





THE ELECTRIC COMPANY

Kia has announced a new Niro EV will be arriving in 2019, building on the practical suite of existing HEV and PHEV tech already available in the Niro line-up.



Kia's comprehensive move towards electrification has taken another step recently, with the announcement of the fully-electric Kia Niro EV.

Kia New Zealand has confirmed it is keen to bring the new Niro EV to our shores early next year, to go on sale alongside the existing Niro HEV (Hybrid Electric Vehicle) and PHEV (Plug-In Hybrid Electric Vehicle) versions already available.

The result of a collaboration between Kia's design centres in California and Namyang, Korea, the Niro EV incorporates the practicality and aesthetics of a compact SUV-style family-sized car with a sleek, aerodynamic body and subtly sculptured surfaces.

The Niro EV is powered by Kia's next-generation electric vehicle powertrain, using new production technologies developed



ON THE GRID

Giltrap Group Joint Managing Director, Richard Giltrap, is a firm advocate of electric vehicles. He gives us his take on the electrified future of motoring and motorsport.

It's not so much an EV wave that we're experiencing, rather a high tide that is on its way to shore. And denying that would be a futile task worthy of King Canute himself.

Just try stopping it. Globally, full electric and plug-in hybrid vehicle sales increased by 54% during 2017. Even a confirmed 'petrol-head' such as myself has to admit to having been completely transformed by EVs; so much so that my daily driver for the past year has had a plug socket under the fuel flap.

I love the environmental upside, but for me it's the performance that sealed the deal.

Here in New Zealand, EV's make more sense than in most countries. We generate 80% of our electricity from renewable resources, and if the cars are charged off-peak overnight, hydro power generation becomes even more efficient. It really is a win-win.

The mechanical simplicity and reliability of electric power has made vehicle sharing platforms such as MEVO more feasible and easier to utilise than ever before. I believe the next step will be car sharing within companies. The transport sharing concept can go even further too; EV buses are an obvious addition (something that will no doubt be applauded by cyclists and e-bike riders as they ride

through a cloud of soot left by a passing diesel bus).

The question remains around utilities. While electrification works when used in towns and cities, rural mileage and access to public charging points in between larger centres will be crucial to the wider adoption of EVs. Thankfully battery ranges are getting better; charging infrastructure more widespread. Also, with the likes of the Volkswagen e-Golf and Kia's Niro EV, the technology is getting more affordable for companies and private buyers alike.

My conversion was thanks to the Volkswagen e-Golf and the Audi e-tron range, but another clincher for me was witnessing the electric Formula E race series first-hand. The difference in sound took some getting used to, but the incredible acceleration and fierce racing soon had me hooked. Admittedly I was already a hybrid-convert having cheered Brendon Hartley and Earl Bamber on to victory in the Porsche 919-Hybrid at Le Mans.

Part of me feels like I'm missing the point. I love the idea of helping the planet and caring for New Zealand's unique environment. But more than anything else, I find it fascinating that EVs can be fun to drive and thrilling to race too. I'm counting down to the Jaguar I-Pace and Porsche Mission-e arriving soon.

for Kia electric vehicles. Equipped with a high-capacity 64kWh lithium-polymer battery pack, the Niro EV is targeting a zero-emission range of over 380km on a single charge (or up to 240km when paired with an optional 39.2kWh battery system).

“The acceptance of the Hybrid and Plug-in Hybrid Niro models by New Zealand buyers has been exceptional,” says Todd McDonald, General Manager of Kia Motors New Zealand.

“With petrol prices set to jump as a result of the incoming fuel taxes there is every expectation that demand will continue to climb for all variants of the Niro.”

The EV will join the Kia Niro EX HEV which, at under \$40,000, is the most affordable hybrid of its size on the New Zealand market. It’s affordable, says McDonald, but there is also substance beyond the style.

“It doesn’t shout ‘hybrid’ to others on the road and that’s an important selling factor to many people.”

The Kia Niro has been designed around advanced fuel saving powertrain technology. There are already two formats on sale here; a pair of HEV models that offer fuel consumption from 3.8L/100km and the plug-in Niro PHEV that can travel up to 55km in pure EV mode. When the petrol and electric motors are used together, the Niro PHEV’s combined fuel economy figure is just 1.3L/100km, making this model the most fuel-efficient vehicle of its type in the country.

Rather than rushing into launching the Niro, Kia New Zealand spent 16 months laying the groundwork for the new model’s arrival. Extensive local driving and engaging with the public took place to ensure the model would find an audience and be fit-for-purpose on New Zealand’s roads.



The five-seat Niro features a relatively long 2700mm wheelbase which provides excellent passenger space inside a well-appointed cabin, particularly for those seated in the rear. The lithium-ion battery pack that powers the electric motor is housed under the seat so there’s no loss of space in the rear.

Weight has been trimmed from the body structure, with the bonnet, tailgate and various suspension and chassis components made from lighter aluminium, alongside greater use of advanced high strength steel in the rest of the vehicle.

The chassis has been designed from the outset to accommodate eco powertrains, like the hybrid technology used in the Niro. The Niro EV will use the same architecture, but without a petrol engine to supplement the hybrid battery system.

Kiwi drivers will be able to sample the latest addition to the country’s growing EV fleet in early 2019.

“WITH PETROL PRICES SET TO JUMP AS A RESULT OF THE INCOMING FUEL TAXES THERE IS EVERY EXPECTATION THAT DEMAND WILL CONTINUE TO CLIMB FOR ALL VARIANTS OF THE NIRO.”





BENTLEY



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The new Continental GT fuel consumption – EU Drive Cycle in mpg (l/100 km): Urban 16.0 (17.7); Extra Urban 31.7 (8.9); Combined 23.2 (12.2). CO₂ Emissions 278 g/km.

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BENTLEY AUCKLAND

Right Outdoor cinema is a regular summer event at Silo Park, on Wynyard Quarter's northern fringe.

Below Casual dining and elegant restaurants are set to join a vibrant gastronomic scene in the new precinct.



AUCKLAND'S VIBRANT NEW HOME ON THE HARBOUR

The Wynyard Quarter precinct is going through one of the largest multifaceted urban regenerations in New Zealand. A vibrant community right on the harbour, allowing people to live, be entertained and do business, is growing in central Auckland.



With three key luxury properties at its heart, there is plenty happening in Wynyard Quarter right now.

Premium property developer, Willis Bond & Co, has partnered with some of New Zealand's leading architects, as well as economic regeneration agency, Panuku Development Auckland, to implement three distinct residential properties designed from the outset to make the most of the vibrant growing harbourside community right on their doorstep.

"Willis Bond's vision is to create a waterfront community of owner occupiers who are proud to call Wynyard Quarter their home," says Willis Bond & Co Project Director, Roger Twose.

"We aim to design buildings that fit comfortably within their surroundings, maximising harbour views and connectivity to the water."

Innovative, modern, smartly-designed and energy-efficient (Homestar 7 sustainability-rated) residences at 132 Halsey and 30 Madden bookend a rapidly-developing area set to attract amazing restaurants and cafes, along with corporate businesses from a variety of sectors. The retail and commercial side of the precinct is evolving just as quickly as its residential areas are.

Within the new neighbourhood, the aptly-titled Wynyard Central development is also rapidly taking shape. Comprising three distinct types of residence – pavilions, townhouses and apartments – there is a wide selection of contemporary, open-plan homes available for discerning buyers.

Surrounding Wynyard Central, laneways create an intimate neighbourhood feel, with boutique stores and busy cafes soon to establish themselves as must-do



destinations for locals and visitors alike. In fact, right across the precinct, the streets are receiving a significant makeover; once-busy thoroughfares for commercial vehicles are now pedestrian- and cycle-friendly, bordered with lush planting and street furniture ideal for watching the world go by on a sunny Saturday afternoon.

That's the thing about Wynyard Quarter; it has been a destination for decades, with the latest rejuvenation providing the next chapter in a long and storied history.

While the 36th America's Cup Village at the northern fringe of Wynyard Quarter is set to create a vibrant and exciting hub for yachting fans from all over the world in 2021 and beyond, the area has always been at the heart of the harbour.

Boat-building and the wider marine industry have long called Wynyard Quarter home. As Panuku Development Auckland's Director of Design & Place, Rod Marler, tells us, that tradition is set to continue for the next generation too, with a distinct commitment to embrace the waterfront's maritime history at top-of-mind.

"Panuku is committed to ensuring the fishing and marine industries are retained along the waterfront, which are critical in providing the authentic gritty experience of the waterfront and a key component of its success," he says.

Panuku Development Auckland is even working with the Percy Vos Charitable Trust to revive an historic boatyard at the western edge of Wynyard Point and convert it into a public space; a working Maritime Heritage centre.

While Wynyard Quarter will offer up myriad options for fantastic residential living in a vibrant urban environment, business remains key to the area too. This will primarily take shape within the evolving Innovation Precinct - and specifically within the

Above left Artisan apartments are part of the lifestyle offering in Wynyard Central.

Left Both maritime leisure and industry play a big part in Wynyard Quarter.





Left Three key residential projects will be incorporated into the wider development.

Below North Wharf is an established restaurant district with an impressive array of eating options.

Above 30 Madden is one of Willis Bond & Co's signature residences.

acclaimed GridAKL shared spaces – at the area's eastern fringe towards Auckland's CBD.

"GridAKL is part of the innovation precinct in Auckland's Wynyard Quarter, designed to maximise innovation by harnessing the power of collaboration," continues Rod.

"It is designed to help innovative individuals, entrepreneurs and businesses to connect, share ideas and access the tools they need to help them grow no matter how big or small they are."

Spread across three flagship buildings, GridAKL has been purpose-designed to foster creative, entrepreneurial culture within shared business spaces. It is set to become a major Asia-Pacific hub for innovation and thought-leadership, resulting in the sorts of ventures that will continue to put New Zealand on the world's stage.

Whether working from home, or heading home from work, Wynyard Quarter is set to provide the ultimate city lifestyle; a place to call home alongside the vibrant and picturesque Waitamata Harbour, surrounded by boutique shopping, first-class eateries and tranquil green spaces.

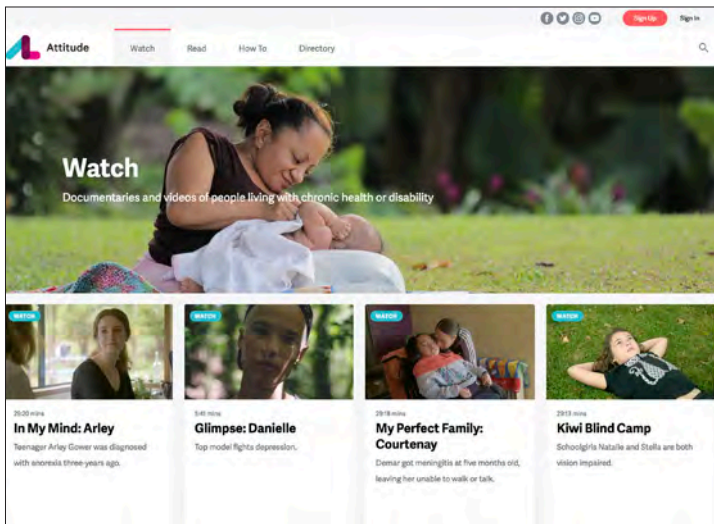
Visit www.30madden.co.nz, www.132halsey.co.nz and www.wynyardcentral.co.nz for more details.



THE RIGHT ATTITUDE

WORDS AND IMAGES CAMERON OFFICER

Digital agency BKA was challenged with building a website with a difference recently. The award-winning results have the potential to change the online world for thousands of Kiwis living with impairments and disabilities.



Imagine an audience of 600,000 New Zealanders who have never been specifically catered to by the media. The issues facing people with impairments or disabilities are similar in many parts of the world, yet there has never been a website that brings the world's impaired and disabled population together and connects them through real life stories.

This silent issue – and an approach from Hamish Smith at the Attitude community foundation – formed the kernel of an idea for Auckland digital agency BKA to create a news, information and community website unlike any other.

“The idea behind the AttitudeLive website was that we wanted to help present a new face of disability with a new media strategy,” says Dane Tatana, BKA’s general manager.

“Disabled people want their own voice; they want their skills to be validated and respected. They want to be included in society – not seen as separate.

“Around 650 million people globally count themselves as having impairments or disabilities, so with the internet so central to how we communicate and share information now, there is an enormous audience missing out on stories that are especially relevant to them.”

AttitudeLive was designed from the ground up to be the first comprehensive website that showcases authentic stories about the 10% of the world’s population who live with disabilities. Attitude also wanted to provide this community with information and resources and connect people to one another, so they could learn from and inspire one another and lead the life they imagine for themselves.

“With any client we work with, the customer journey is at the core of our interactions with them,” says BKA account director Mikey Milne.

Left Mikey Milne (left) and Dane Tatana from BKA.

Above The AttitudeLive website tells stories from all over the globe.

Right BKA’s work earned them a Gold at the 2017 Best Awards.

The resultant website – which won BKA a Gold at the 2017 Best Awards – went through extensive user-testing during the build process. The BKA team realised quickly that rethinking navigational processes and even the way information would be represented on-screen would form a large part of the design process.

“Generally, websites aren’t designed to be used by people with visual or hearing impairments, or difficulties with motor skills. Being able to navigate using a keyboard and not a mouse was a major consideration for us. Even appropriate fonts that have been proven to be easier to read for people with dyslexia needed to be investigated, as well as the way information on the site was phrased.

“It was a big learning curve and it took around six months to get everything right. It was a rewarding experience for us as designers to go through this process though. The platform has such value for so many people living with impairments or disabilities, as well as their families and friends,” says Mikey.

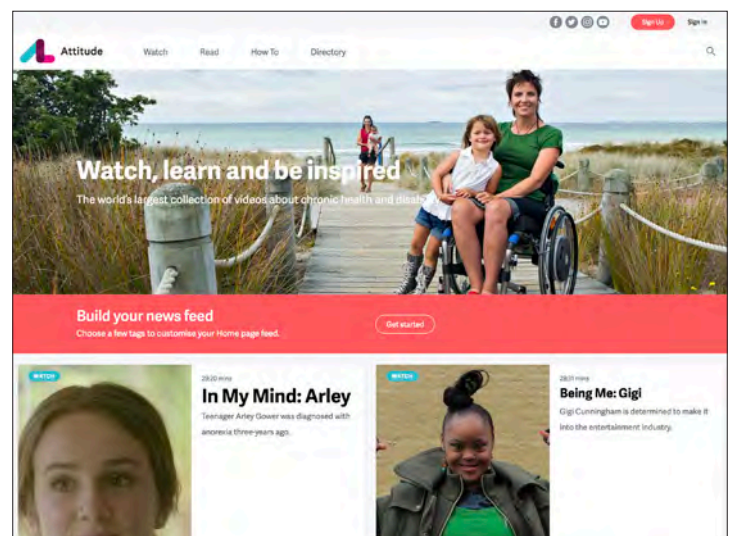
Now up and running and brimming with entertaining and thought-provoking stories, the AttitudeLive video content library features interviews with people from both New Zealand and overseas (from more than 25 countries in fact), living with a broad range of disabilities and in contrasting circumstances.

The interactive nature of the site also provides a ready audience for government agencies to deliver messages, and for suppliers of services and products to connect directly to their market, often through stories that highlight how those suppliers support individuals to live a better life.

“Attitude’s goal from the outset was to make the AttitudeLive website the world’s largest online community for people living with disabilities,” concludes Dane.

“Hamish and his team wanted a platform that would provide users with a window on the experience of living with a disability. We’re exceptionally proud to have been a part of that idea.”

Visit www.attitudelive.com for more details.



THE SWEET SPOT

WORDS CAMERON OFFICER PHOTOS VINESH KUMARAN

If it's a compact SUV you're after, there's no harm in setting your sights on the top. Especially not when the Porsche Macan offers so much for so little.

Beginning a story about luxury sports brand Porsche with a price proposition isn't the norm. But then, the Porsche Macan 2.0-litre isn't your normal sort of compact premium SUV either.

This spirited, sensational-looking SUV starts at a somewhat implausible \$113,600 plus ORCs.

I'm sorry to have to put something as blatant as an RRP up front, but I'd be burying the lead otherwise. I need to underline the idea of being able to have a genuine Porsche on the driveway for such a modest outlay, only because that figure could be mistaken for a typo if otherwise left unexplained.

If you've not considered the Macan - thinking something from the Stuttgart manufacturer beyond reach - this new entry-level option makes for a pretty strong case.

All-of-a-sudden the compact SUV market has become a very busy place indeed. Note the Macan's svelte proportions and slightly raised ride-height? That, dear reader, is exactly what has spelled the slow demise of the traditional large sedan. Not just in New Zealand, but pretty much everywhere.

Compact SUVs work for city folk because they manage the trick of offering reasonable cabin space within a much-more-easily-park-able footprint. City fringe and country folk like them because - as evidenced by what's under the Macan's bonnet - they offer dynamic performance for State Highway driving from engines that err on the side of powerfulness, without being utterly bonkers in a Nurburgring-storming sort of way.

Well, you can have that with the Macan too, if you want (head straight to the Macan Turbo and don't look back). But that's not the focus for this, the range's 2.0-litre entry point.

This Macan ticks a lot of boxes. It features the sure-footedness of all-wheel drive, which is as handy on a wet

and twisty Waikato backroad as it is on that shingle track to the bach. This is no big, heavy SUV in the traditional sense; weighing in at a reasonable 1770kg and with maximum torque of 370Nm available from just 1600rpm, the baby Porsche will get you through the rough stuff (or whatever you're prepared to take those attractive 19" alloy wheels over) without breaking a sweat.

That power/weight equation also means the Macan 2.0-litre boasts a 0-100km/h sprint time of 6.7 seconds. Just saying.

It does feel brisk. Whether in town or on the highway, the Macan 2.0-litre really does feel lithe and not at all like something which should be wearing the 'SUV' segment tag. Mind you, it's a Porsche after all, and regardless of body style, ensuring an involving drive is what this iconic German brand does so well.

Helping things along is the manufacturer's smooth seven-speed PDK transmission. This sublime bit of unseen kit counts gear changes in fractions of a second, without any hesitation or momentary lag. The dual-clutch nature of the 'box means that whenever a particular gear is engaged, the next gear is already preselected; this seamless action results in a sporty driving feel you'll associate with the badge on the bonnet. For extra involvement the Macan 2.0-litre also boasts paddle shifters for sequential manual gear selection too.

Depending on how you drive your Macan, combined fuel economy a shade over 7.0-litres/100km is attainable. Want more practicality? The Macan 2.0-litre is an SUV after all, so you can fill its 500-litres of luggage space with whatever you desire. Well okay, the kids' sports gear for your seemingly-endless Saturday mornings...

Or if you're taking advantage of a winter break, the Macan's rear seat splits in three; handy if you have skis or other bulky items onboard. Fold the entire rear seat down



“THE MACAN 2.0-LITRE REALLY DOES FEEL LITHE AND NOT AT ALL LIKE SOMETHING WHICH SHOULD BE WEARING THE ‘SUV’ SEGMENT TAG. MIND YOU, IT’S A PORSCHE AFTER ALL, AND REGARDLESS OF BODY STYLE, ENSURING AN INVOLVING DRIVE IS WHAT THIS ICONIC GERMAN BRAND DOES SO WELL.”

and all-of-a-sudden your compact SUV gives you a full 1500-litres of luggage space.

Straightforward space and practicality is paired with premium comfort and leading technology inside the cabin. The Macan range offers dedicated seating for five, with a distinctly driver-focused layout to the dashboard and ergonomic touches like a three-dimensional arrangement of controls through the centre console, where everything is at the driver and front-seat passenger’s finger tips.

Sports car detailing? It’s not a long bow to draw. In fact, the now-established Porsche layout mimics the interior styling of the legendary Carrera GT. And the multi-function steering wheel design is based around that of the 918 Spyder’s.

At the car’s heart is an updated version of the intuitive Porsche Communication Management (PCM) system. This is essentially the car’s control centre, giving you access to mobile phone communication, vehicle data, satellite navigation functionality and other comfort and convenience technology.

Thanks to mobile phone preparation, you can deal with incoming and outgoing calls via Bluetooth. Also, the screen responds to hand movement, with a proximity sensor activating the screen to display relevant menus





Top left The Macan's steering wheel is inspired by the design in the 918 Spyder.

Top right How could you ever dislike a car with a key fob that takes the 'Russian Doll' approach?

Left The Macan's central console follows established Porsche design, where everything is at your fingertips.

Above Also available in S, GTS and Turbo guises, the Macan 2.0-litre offers stunning value-for-money.



as your hand nears it; a clever touch, quite literally. The Macan also arrives with Apple CarPlay installed, meaning your Apple smartphone apps, address book and music can all be 'mirrored' on the vehicle's main touchscreen for ease of access.

Completing the picture, Porsche ensures a comprehensive level of standard safety systems are included in every model it manufactures. For the Macan, this includes a full suite of airbags paired with the Porsche Side Impact Protection System (POSIP), and brakes that are fit-for-purpose on a vehicle with the heart of a sports car.

Also included here is the Porsche Stability Management (PSM) system which looks after vehicle stability on the road by continually assessing a multitude of factors, including driving direction, speed, yaw velocity and lateral acceleration.

All this, for not much. It's an impressive equation. Add in that 'wow' factor that Porsche so effortlessly manages to capture in everything it engineers, and you've got a truly impressive package. Whether you choose to disclose the price is your business.

Above All-wheel drive ability ensures the Macan will deliver on the rough road, as well as out on the open road.



seat.co.nz

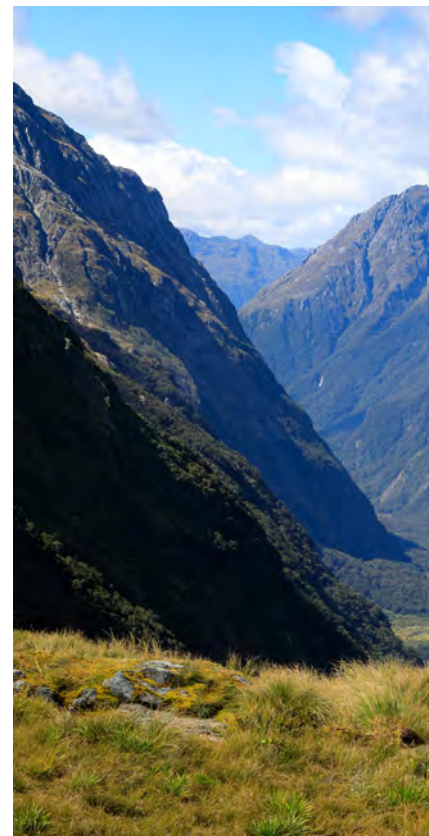
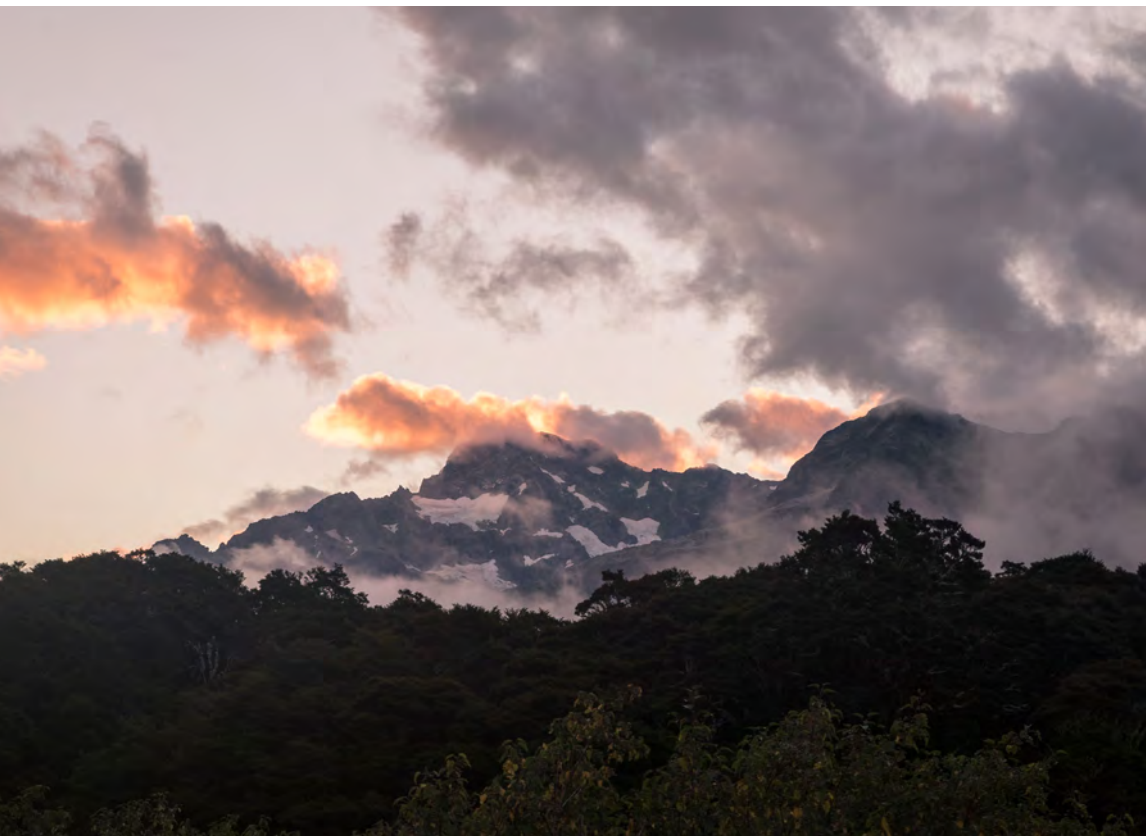
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Every detail inside and outside the SEAT Ateca has been meticulously designed to make the every day routine extra special. Offering all you need in terms of technology and design to transform the mundane into something marvellous.


SEAT



WALKING THEM ALL

WORDS AND IMAGES JOE BIRD

Walking New Zealand's Nine Great Walks in nine weeks presented a challenge for two visiting travel bloggers recently. But it was a challenge tempered by enormous reward.

In February this year my partner Cat and I began a challenge that was over the year in the making. It all started with a simple discussion about our bucket lists; the Nine Great Walks of New Zealand were very high on it. We were looking for a challenge and decided to attempt all nine walks in nine weeks.

After the endless planning, the day arrived to embark on the first Great Walk; the Routeburn Track. It's a hike that is world famous for its stunning landscapes and we were excited to be starting our Kiwi challenge in such an epic way.

After an hour of beautiful hiking, we were introduced to the famous Fiordland weather. The rain was torrential and when it stopped, we were surrounded by fog so thick that we could barely see each other.

By the time we made it to Lake McKenzie Hut for the night, we knew this wouldn't be a leisurely stroll in the wilderness. As we took off our boots (which were dripping wet) the clouds parted, and a majestic view of the glacier appeared. So began a common trend of difficulty followed by reward.

This continued with the stunning Milford Track.





Far Left Sunset over the rugged hills of the Routeburn Track

Left A sunny autumn day on the iconic Milford Track in Fiordland National Park.

Below left Walking a ridgeline on the Kepler Track between Te Anau and Manapouri.

Below right Set out from Oban on Stewart Island and you'll encounter the Rakiura Track.

Bottom right Strolling along the beachfront along the Abel Tasman Track.

On the second day we received 200mm of rain, equivalent to a third of the annual rainfall of London in just 24 hours. This moment certainly took us to a whole new level of soaking wet.

But the rain also brought the mountains to life, creating hundreds of waterfalls that simply don't exist when it's dry. By the time we set out on day three, we were amazed to find the clouds had disappeared, and from the summit of the MacKinnon Pass we saw the whole mountain range in all its glory.

As we reached the start of the Kepler Track, we'd got into the swing of multi-day hiking again. We shot up the steep climb to be greeted by the incredible views at Luxmore Hut. Sunset from the hut was a moment we will never forget. As soon as we got above the bush-line, we knew that we were doing one of the greatest walks of our lives.

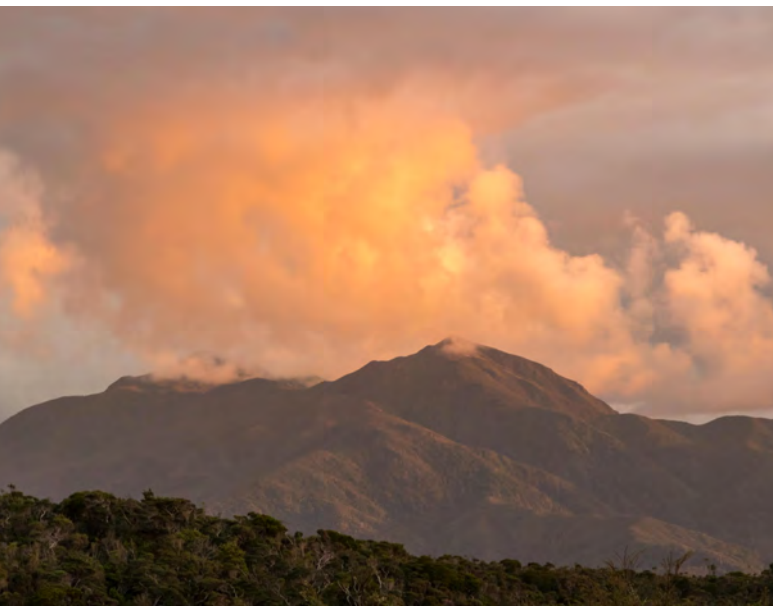
All around us were panoramic views of mountains and lakes from a vantage point that felt like we were on top of the world. This continued for the whole of the next day as we crossed stunning ridgeline after stunning ridgeline. We knew the walks would be good, but we didn't realise just how spectacular they would be.

After the extremes of Fiordland we headed south. Hopping over to Stewart Island, we hiked across beautiful windswept beaches and through pristine forest in the hope of seeing a wild kiwi. Sadly, the kiwis were in hiding, but it didn't detract from a beautiful walk on the Rakiura Track.

Next, we headed to the very north of the South Island to take on the Abel Tasman Track. For four glorious days the sun was out, the path barely left the coast and we walked from empty beach to empty beach via some beautiful forests and crystal clear freshwater pools.

Our final Great Walk of the South Island was the Heaphy Track, a walk that many New Zealanders declare to be their favourite. It's easy to see why as we barely saw





Top left The Heaphy Track on the border between the Westland and Tasman districts.



Top right Along the Whanganui River journey.

Below left The stunning moonscapes of the Tongariro National Park.

Below right Finding a tranquil moment near Lake Waikaremoana.

another soul on the track and it gave us a feeling of hiking deep into the wilderness. Across all four days, through the beech and alpine tussocks, to the tropical nikau palms on the coast, the Heaphy felt like you were thousands of miles from civilization, offering genuine escapism.

After crossing the Tasman, we embarked on the only Great Walk that has no walking. The Whanganui Journey was the one we were pretty worried about as we have little to no experience of canoeing. After five days of paddling down the glorious Whanganui River (and despite a couple of close calls with tree trunks and other debris) we made it to the end completely dry. We didn't for one second think we would stay in the boat through the infamous 50/50 rapid. Maybe we could be converted to this paddling lark...

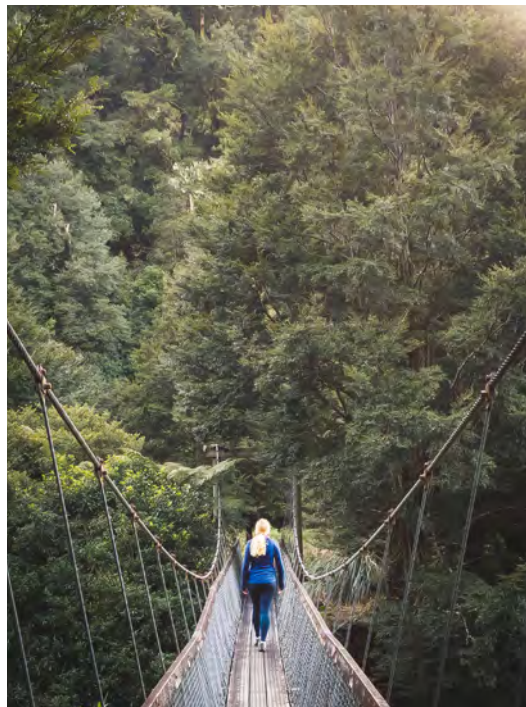
It wasn't long before the boots were back on and we were walking amongst the stunning volcanoes of Tongariro National Park for our eighth Great Walk. We'd seen pictures before, but nothing really compares to seeing the amazing emerald lakes and Mount Ngauruhoe from the summit of the Red Crater. After hiking up a steep and slippery scree slope, dodging people and falling rocks on the way up, it was another of those rewards that we came to expect from these

incredible Great Walks. It was one of the many moments we felt truly blessed to be able to do all nine.

By the time we got to Lake Waikaremoana (our final Great Walk), we were sad to think it would soon all be over. The walks had become our lives for the last year and we weren't ready for it to end. However, Waikaremoana brought us back down to earth with storms, flooded tracks and even snow.

There was little time to be sentimental when you're freezing cold and wet, though it was some of the most spectacular forest of them all. After three days of some tough conditions, we'd finished. Nine Great Walks in nine weeks. It was the most wonderful feeling to have spent time in some of the greatest landscapes in the world. Once we'd finished, we realised that we may have hiked all the Great Walks but only until November. DOC have announced a tenth Great Walk that will open later this year. Maybe a return visit is in order.

Volkswagen New Zealand assisted Joe and Cat between their Great Walk destinations with a Volkswagen Tiguan for them and all their gear. To follow Joe and Cat as they continue their journey beyond our shores, visit www.walkmyworld.com.au





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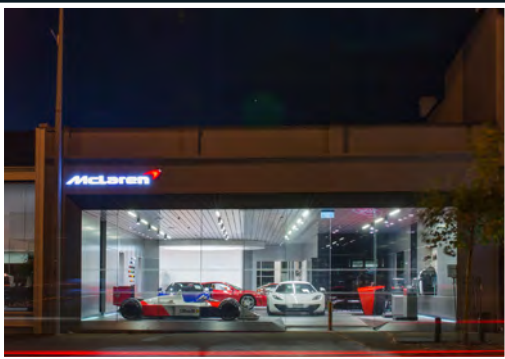
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THE CLASSIC



Ross Marshall's gorgeous Packard Super 8 coupe famously boasts 'one lady owner'. That lady just happens to be legendary American aviatrix Amelia Earhart.

Ross Marshall says he first heard about the existence of the car – a custom-modified 1935 Packard Super 8 coupe – during general conversation over the bonnet of an old car at a Tennessee car show back in 2007.

He was told about a retired judge in Dallas, Texas who had a number of vintage Buicks, plus an old Packard.

"When I got hold of the retired judge he confirmed that the car did exist but that it was totally dismantled and in a million pieces. It had been under restoration for the past 50 years or more and was far from completion," says Ross.

"The judge had acquired the Packard from the rear of a storage garage adjacent to Love Airfield in Dallas. It was later that documents and pictures provided by the judge confirmed this car had been built especially for its first owner, Amelia Earhart, the pioneer aviatrix who was the first female pilot to fly across the Atlantic.

"It was possibly a gift from the Packard Motor Corporation, as Amelia was a

spokeswoman for the company at the time. The car still bears her initials."

In 1937 Earhart attempted a monumental round-the-world flight in her Lockheed Model 10-E Electra. She and her plane disappeared after a scheduled stop in Papua New Guinea, sparking a widespread search and a mystery which continues to fascinate to this day.

The Packard's lively history didn't stop with Earhart's tragic disappearance however. The car was then kept by Amelia's husband George P. Putnam before eventually being sold to a Dallas used car dealer, who in turn on-sold it to a notorious Dallas gangster.

"It stopped running around 1948 and the judge came into possession of the car in 1950," says Ross.

Ross started work on restoring the Packard in the United States before a move back to his native Australia saw the project finally completed. He hopes that one day the Packard will end up in the Smithsonian in Washington DC, along with other Amelia Earhart memorabilia.



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