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ISSUE 001
AUTUMN 2018

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GT MEMBERSHIP THRIVES AT HIGHLANDS AND HAMPTON DOWNS

The Highlands & Hampton Downs GT Membership programme continues to thrive with a full membership at Highlands and limited space left at Hampton Downs. The membership has without doubt been a winning formula for both facilities and for all those who have joined.

The 4.1km track at Highlands, mirrors some of the most iconic racing corners from tracks around the world and, with the lush mountainous backdrop, it's understandably rated by many as the best track in the Southern Hemisphere; indeed, the best in the world by our own Shane van Gisbergen, who is also a member.

The uniqueness of Highlands is, as a member, you can drive the circuit on days that suit you – not predetermined members days – giving you unprecedented flexibility when it comes to making the most of your membership.



Hampton Downs also boasts a dedicated 4km international circuit as well as the 2.6km national circuit and a 1.2km club circuit. A major draw card to the membership at Hampton Downs is that there are only two ways to drive the full International Circuit. Being a competitor in a Hampton Downs promoted event or becoming a member of the GT Club membership programme.

The GT Membership is the “backbone” of the businesses, and the uptake to date proves it is working for those that have joined. At Hampton Downs and Highlands their members have experienced the exceptional, and they ensure that whatever they are doing – the members enjoyment is at the forefront of their decisions.

The GT Membership includes an array of exclusive benefits, the most valuable being the amount of track time and the use of circuits only available for members. An average of four full days are allocated per month at Hampton Downs and members are guaranteed at least 12 sessions a year on the new International Grand Prix Circuit. Through the reciprocal rights with Highlands, Hampton Downs members also get five days a year on circuit at Cromwell. A similar arrangement exists for Highlands members.



The membership is not just for experienced motorsport competitors, in fact, most of the members at Highlands had never been on a circuit before, but now they're giving it a go and they've never looked back. It's a great environment to take out cars that have been designed to go over 100km and put them through their paces – in a safe and supportive environment.

There's no competition, it's not about being the fastest or the most experienced, more about going at your own pace, making some new mates and enjoying a bit of banter and a drink at the end of the day.

Think of it as a country club for motorsport enthusiasts.

“I'd never done any track driving before but got some driver training when I bought my car and I was hooked. I wish I'd done it 30 years ago, I drive my car to the track, have some fun, drive it home; it's that simple.” – Stuart Hamill, GT Member.

It's surprisingly affordable for all the benefits you receive, and there is a special rate for 66 Magazine readers for the month of March to celebrate the launch of the magazine. Contact Keryn Chitty to find out more... or better yet, to visit them, you really do have to see them to appreciate how special the membership is.





KEY BENEFITS

- ✓ Exclusive use at Hampton Downs Motorsport Park with 80 sessions a year on track, with members only use of the international Grand Prix circuit, at least 12 times a year.
- ✓ Use of the Private Members GT Lounge.
- ✓ Reciprocal membership rights at Highlands, Cromwell.
- ✓ Plus I Membership: Add a family member.
- ✓ Private Members Gala Day and black-tie dinner.
- ✓ Members rates on all events, activities and opportunities at Hampton Downs and Highlands.
- ✓ Access to professional driver training.
- ✓ First options to all Hampton Downs and Highlands events and opportunities.
- ✓ Free use of the pit garages on members days.
- ✓ Exclusive Members Merchandise Pack and much more.

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Printer PMP Limited **Distributor** PMP Limited

PUBLISHED ON BEHALF OF THE GILTRAP GROUP BY VERMEULEN OFFICER MEDIA LTD

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WELCOME

YOU'RE HOLDING THE DEBUT ISSUE OF OUR NEW QUARTERLY CUSTOMER MAGAZINE. WE HOPE YOU ENJOY THE READ.

Welcome to the very first issue of 66 Magazine.

You might note that as far as the young racer on the cover of this inaugural issue goes, our timing couldn't be better.

Kiwi ace Brendon Hartley starts his first full season as a Formula 1 driver with Toro Rosso as this magazine finds its way to your coffee table. Here at the Giltrap Group, we're immensely proud of Brendon. He has had a long relationship with our business, so it's hugely exciting to be a part of his 'team' as he puts New Zealand back at the very top level of international motorsport.

Be sure to read our exclusive interview with Brendon (beginning p36) and find out what he said to Red Bull's driver development boss, Helmut Marko, in order to get back in the fold.

Such is the depth of New Zealand-born-and-bred motor racing talent on the world's stage right now, that Brendon isn't the only local driver at the sharp end of high performance racing to feature in this issue.

Formula-E star Mitch Evans is revelling in the much quicker Panasonic Jaguar I-TYPE 2 race car this season. We caught up with him ahead of the Mexico E-Prix (p88) where as well as showcasing the impressive Jaguar I-Pace by thrashing a Tesla Model X off the track, he finished in P6 after starting from P14 in the actual race; a very impressive effort.


Away from the circuit - but sticking with Jaguar - we take a look at the new E-Pace compact SUV (p92). In our news section, we also cover what another iconic British brand is doing to mark its 70th Anniversary celebrations. There is both old and new (starting on p20), but the overriding theme is one of heritage for Land Rover during this milestone year.

We also showcase a real Italian flavour in this first issue of 66 Magazine; quite literally in the case of Simon Gault, who tells of his love of Italian cuisine (p58). Matisse proves that Northern Italy builds more than just amazing sports cars (p54), although fittingly, we do also feature an automotive stunner from that region too: the Lamborghini Urus (p46), which will arrive in New Zealand very soon.

And naturally there are plenty of other cars featured in our debut issue as well. We wouldn't have it any other way.

Happy reading.

MICHAEL GILTRAP
EDITOR-AT-LARGE



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GAGGENAU

THE BIG PICTURE

PHOTOS UGO FONOLLA/VOLVO OCEAN RACE

In a rare moment of standby with teammate Sophie Cizek, Giltrap Group ambassador, Blair Tuke, takes time to think about what lies ahead in the Volvo Ocean Race. Tuke is chasing the title of being the only person to win an Olympic Gold Medal, the America's Cup and the Volvo Ocean Race.







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NEWS + INNOVATION

LEXUS LF-1

LEXUS LF-1 Created in conjunction with CALTY Design Research in California, the stunning Lexus LF-1 concept's exterior design fuses the organic shapes of liquid metal with the sharp edges of a traditional Japanese sword. Combining the solid form with fluid sculpture, Lexus' latest concept wowed the international crowds at this year's Detroit Motor Show.

ALSO MAKING THE NEWS

- Land Rover rediscovers a 'lost' prototype and builds a special V8 Defender
- Volkswagen's upsized Tiguan Allspace and new Polo
- Bentley takes on Pikes Peak
- Volvo XC40 previewed



LEXUS' LIMITLESS CONCEPT SHOWCASES POTENTIAL FLAGSHIP OF THE FUTURE

Unveiled at the North American International Motor Show, the Lexus LF-1 Limitless is a showcase of technology, innovation and the latest evolution of design at the premium Japanese carmaker.

Lexus established the luxury crossover segment two decades ago with the debut of the RX 300 at the North American International Motor Show in Detroit. Fast-forward to 2018 and Lexus believes the LF-1 concept has the potential to be just as revolutionary.

Combining high performance with absolute luxury, the Lexus LF-1 Limitless is a showcase of technology, innovation and the latest evolution of design at Lexus. Lexus states it believes the concept is limitless in its possibilities.

The LF-1 was created at CALTY Design Research in California. The design visualisation fuses the organic shapes of liquid metal with the sharp edges of a traditional Japanese sword. Imagining that shift from a

smooth, flowing mass into a solid, chiselled shape formed the basis for the fluid, yet aggressive design of the LF-1 Limitless.

Lexus says the possibilities for powertrain are limitless, with the LF-1 concept capable of being powered by fuel cell, hybrid, plug-in hybrid, petrol and even an all-electric powertrain. By around 2025, every Lexus model around the world will be available either as a dedicated electrified model or have an electrified hybrid option.

The Lexus LF-1's exaggerated dash-to-axle ratio gives it an athletic profile that evokes classic grand touring cars. Combined with a cabin that sits deep within the rear-wheel drive chassis and aggressive 22-inch wheels, the LF-1 has a powerful stance that conveys its performance intentions at a glance.





The LF-1's profile has a clearly defined flow from front to rear starting with the fender line that extends from the hood all the way to the bottom of the D pillar. The bodywork slowly builds back out again to envelope the rear wheel giving the LF-1 a shape evocative of classic muscle cars.

The low roofline and elevated ride height further emphasise that this is a crossover designed for performance with practicality still at the front of mind.

"The LF-1 Limitless concept incorporates imaginative technology, and brave design while catering to the diverse lifestyles of customers," says Paul Carroll, Senior General Manager of Lexus New Zealand.

Like all current Lexus models, the spindle grille on the LF-1 is a core element to the overall design. The grille features a three-dimensional design with colours developed in-house by CALTY. Details that suggest the start of the spindle form at the rear of the vehicle that then continues forward towards the nose taking the core element design further.

The LF-1 offers luxurious comfort for every passenger, with the cockpit designed to allow the driver to concentrate on the task at hand while the front passenger space is far more open with fewer controls and a wide unobstructed dashboard. The rear passengers enjoy the same expansive legroom as the front, and individual display screens for adjusting the climate control or entertainment options.

The interior trim is adorned in a perfect blend of rose-gold and copper, with a satin finish for a warmer feel. Metallic accents throughout the interior contrast with the dark Cocoa Bean leather trim and seats covered in Chiffon White perforated leather.

The LF-1's Chauffeur mode allows for hands-free operation thanks to the vehicle's by-wire steering, braking, acceleration, lights and signals. For engaged driving, all powertrain controls and mode displays are on the steering



wheel to keep the driver focused on the road. A four-dimensional navigation system acts as a concierge for the occupants by anticipating the needs of the driver and passengers based on progress, traffic and road conditions along the programmed trip, suggesting fuel stops, rest breaks and restaurants and even offering to make hotel reservations. Navigation and route information are displayed on the in-dash monitor, the rear seat entertainment screens, or wirelessly connected to passengers' tablets and smart phones.

Touch-responsive haptic controls easily reached from the steering wheel interface with the 4D navigation system and integrated comfort and entertainment systems. A touch-tracer pad embedded in the leather-covered centre console supports character recognition for data entry. An additional haptic controller in the rear seat centre console allows passengers to make their own comfort and entertainment choices.





LAND ROVER LAUNCHES ANNIVERSARY CELEBRATIONS WITH UNIQUE RESTORATION

Land Rover is celebrating its 70th anniversary year during 2018. There'll be celebrations throughout the year, but the carmaker has kicked off festivities with the ground-up rebuild of one of its 'missing' original 4x4 concepts.

Land Rover will mark its 70th anniversary with a series of events and celebrations in 2018, beginning with the restoration of the vehicle that started it all – one of the three pre-production Land Rovers shown at the 1948 Amsterdam Motor Show launch.

This gave the world its first glimpse of the shape that would become instantly recognisable as a Land Rover.

For years the whereabouts of the launch Land Rover was a mystery. The demonstration vehicle from the Amsterdam show was last on the road in the 1960s, after which it spent 20 years in a Welsh field, before being bought as a restoration project. Rejuvenation wasn't to be immediate, however: it then lay languishing unfinished in a garden for several more years.

Following its surprise discovery just a few miles outside of Solihull, UK (where the car was first built), engineering experts at Jaguar Land Rover Classic Works spent months researching in company archives to unravel its ownership history and confirm its provenance.

The team behind the successful Land Rover Series I Reborn programme, which allows customers to own a slice of Land Rover history with meticulously restored Series Is, have now embarked on their most challenging project yet: a year-long mission to preserve this

historically significant prototype and enable it to be driven again.

"This Land Rover is an irreplaceable piece of world automotive history and is as historically important as 'Huey', the first pre-production Land Rover," said Tim Hannig, Director at Jaguar Land Rover Classic Works.

"Beginning its sympathetic restoration here at Classic Works, we can ensure it's put back together precisely as it's meant to be. It's a fitting way to start Land Rover's 70th anniversary year.

"There is something charming about the fact that exactly 70 years ago this vehicle would have been undergoing its final adjustments before being prepared for the 1948 Amsterdam Motor Show launch – where the world first saw the shape that's now immediately recognised as a Land Rover."

The Jaguar Land Rover Classic team will follow a dedicated process to restore the launch vehicle, which has a lot of special features that are unique to the 48 pre-production Land Rovers that were produced prior to the mass production vehicles, such as thicker aluminium alloy body panels, a galvanised chassis and a removable rear tub. The patina of its components will be preserved, including the original Light Green paint applied in 1948.

Previous owners of this historic vehicle are being invited to Jaguar Land Rover's Classic Works facility to share their experiences and to witness its restoration.



DEFENDER LIVES ON AS LAND ROVER LAUNCHES WORKS V8 SPECIAL EDITION

Land Rover's iconic Defender takes a final bow as a high-performance limited-edition Works V8, as the 70th anniversary celebrations continue for the British brand.

Land Rover has announced a special limited-edition high-performance version of its iconic Defender, with up to 150 V8-powered examples re-engineered to celebrate the Land Rover marque's 70th anniversary in 2018.

The Defender Works V8 pays homage to the early high-powered engines in both the Series III Stage 1 V8 from 1979 and subsequent Defenders including the 50th Anniversary Edition, which are highly sought after by enthusiasts and collectors today.

The limited-edition Defender Works V8 is the most powerful and fastest version that Land Rover has ever created. The 5.0-litre naturally-aspirated petrol V8 powertrain produces 297kW and 515Nm of torque (the standard Defender delivered 90kW and 360Nm). The Defender Works V8 will accelerate from 0-100km/h in 5.6 seconds, while top speed is increased to 170km/h.

The V8 powertrain will be complemented with an eight-speed ZF automatic transmission with sport mode, uprated brakes and handling

kit (springs, dampers and anti-roll bars), plus exclusive 18-inch diamond-turned Sawtooth alloy wheels and 265/65 R18 all-terrain tyres.

The limited-edition model will be available in eight standard body colours, including two satin finishes. Each colour option will be offered with a contrasting Santorini Black roof, wheel arches and front grille. The Works V8 models are finished with machined aluminium door handles, fuel filler cap and Defender bonnet lettering. A comprehensive lighting upgrade includes bi-LED headlamps.

Inside, full Windsor Leather interior trim covers the dashboard, door panels, headlining and Recaro sports seats. Land Rover Classic's own Classic Infotainment System is front and centre in the dashboard.

"It's fitting that we've been able to release the full potential of the iconic Defender, whose much-loved shape remains synonymous with Land Rover, 70 years since it was seen in public for the first time," said Tim Hannig, Director of Jaguar Land Rover Classic Works.

"The idea of reintroducing a V8 Defender was something we were discussing as far back as 2014, when we were still building the Defender in Solihull. We knew the demand was there for a powerful and fast Defender; the Land Rover authenticity is the ultimate finishing touch for discerning clients purchasing these collector's edition Defenders."

Furthering the opportunity for Defender owners to get hold of Works V8 upgrades for their existing vehicles, a select number of upgraded components inspired by the Defender Works V8 will also be available to purchase soon from Land Rover Classic in the UK. These will include power upgrades for the TDCi diesel engine, high-performance suspension and brake kits.

Both 90 and 110 wheelbase Defender Works V8 derivatives will be available to purchase direct from Land Rover Classic, with prices starting from £150,000 (NZD285,000) for a 90 in the UK.





NEW ALLSPACE SEVEN-SEATER INCREASES TIGUAN APPEAL

Volkswagen has added a comprehensive range of seven-seater models to its popular Tiguan medium SUV line-up, increasing space and versatility in equal measure.

A standalone version of the popular Tiguan, the new Allspace offers extra inches, more comfort and even better versatility than before.

With seven seats, the Tiguan Allspace offers an extended wheelbase; 2787mm, as well as a total length increase of 215mm (for a total of 4701mm). This makes the new Tiguan Allspace a giant in its class.

Thanks to its great flexibility and generous interior spacing, the new SUV can be used in a variety of ways. Folding down the second and third row of seats using the standard remote unlatching function in the luggage area increases the storage capacity inside the car up to 1775-litres; that's even enough space to stow surfboards.

Want more versatility? Every Tiguan Allspace which arrives with 4MOTION all-wheel drive technology onboard has a towing capacity of 2500kg, which is best-in-class in the seven-seater SUV segment.

"The new seven-seater Tiguan Allspace variant of the highly successful Tiguan will continue the outstanding success of this car in the New Zealand market," said Tom Ruddenklau, General Manager, Volkswagen New Zealand.



"The Tiguan is already a global sales leader, with over 700,000 units sold last year. The Tiguan Allspace is now well on its way to cementing itself as another pillar in the Volkswagen product stable."

The Tiguan Allspace line-up – which begins at \$47,990 + ORCs for the 110kW TSI Comfortline grade model – boasts a heap of impressive standard specification.

This includes a sumptuous infotainment system featuring a wide eight-inch glass covered touchscreen (or 9.2-inches in R-Line grade cars), along with LED headlights and LED daytime running lights (standard on all 4MOTION equipped models), and comprehensive driver assistance systems, which include pedestrian monitoring, Front Assist, Lane Keep Assist, Side Assist with Rear Cross Traffic Alert sensors.

Highline and R-Line grade Tiguan Allspaces' also receive as standard a detailed Area View Camera, Adaptive Cruise Control with Emergency Assist and Traffic Jam Assist.

The new Volkswagen Tiguan Allspace range is on sale now.

NEW VOLKSWAGEN POLO OFFERS BIG TECH IN A COMPACT PACKAGE

Having registered over 17 million sales worldwide since its launch in 1975, the Volkswagen Polo is one of the world's most successful and popular small cars. This year sees the arrival of the all-new sixth generation model.

The new Volkswagen Polo might be a compact car, perfectly attuned to city life, but it still comes absolute packed with some of the most advanced technology Volkswagen has on offer.

Long-recognised for its premium small car design, the Polo is sportier and better specified than ever before, with four models – including the famous 147kW GTI iteration – to choose from.

But with great performance, comes great responsibility. The 2018 Polo is one of the safest and most comfortable cars in its segment. One area where this is particularly evident is in the range's updated assistance and convenience systems. Numerous safety features are now standard across the entire Polo range, including Front Assist with City Emergency Braking, Pedestrian Monitoring, Blind Spot Monitoring and Rear Cross Traffic Alert sensors.

In addition to these technological advances, the Polo also offers keyless entry and start,

electrically-folding and heated mirrors and LED Daytime Running Lights.

The next-generation update of Volkswagen's optional Active Info Display arrives in the Polo R-Line and GTI models. The system features an eight-inch glass-encased touchscreen and all-new user architecture, designed to mimic the seamless navigational motions of a high-end smart phone.

The high-tech infotainment equipment doesn't end there, though. Once again Volkswagen has teamed up with audio pioneers Beats in order to produce a special edition Polo which features a powerful 300-watt sound system front-and-centre. The special Beats model also comes with its own designer dashboard (with a velvet red insert) inside, and model-specific racing stripes outside, in order to give it a distinctive look even when the stereo isn't pumping.

In all, four models make up the 2018 Polo range, giving buyers of this popular compact hatchback more choice than ever before.

The line-up takes in TSI, Beats, R-Line and GTI grades, with prices starting at a budget-conscious \$25,490+ORCs.

"Now in its sixth generation, the all-new Polo is a masterpiece of engineering, style and self-assurance," said Tom Ruddenklau, General Manager of Volkswagen New Zealand.

"As the number one selling small hatch worldwide in 2017, with multiple awards over the past 40-plus years, the new Polo stands to win the hearts of the many loyal Volkswagen owners. It is packed with the best of Volkswagen's latest technology and is significantly future-proofed in what is a highly competitive segment.

"This will ensure the Polo remains a true icon; a timeless and relevant world car for many years to come," he said.

The new Volkswagen Polo range is on sale now.



MCLAREN ANNOUNCES INTERNSHIP EXPERIENCE FOR YOUNG KIWI

An engineering student from the University of Auckland has been awarded an international internship at McLaren Automotive in the UK

Auckland engineering student Thomas Evans has been selected as the second international recipient of an engineering internship at McLaren's Technology Centre in Woking, Surrey, UK.

Thomas will spend nine weeks on placement at the centre, where he will work alongside McLaren Automotive research and development engineers as well as gaining an understanding of other key areas of the business.

Since Thomas began studying, he has been involved with a group of engineering students at the University who design and manufacture a single-seater race car every year. His academic studies have explored automotive design and he is passionate about motorsport.

"I'm honoured to have been chosen to be the second recipient of the Bruce McLaren International Internship," Thomas told Autofile in December.

"Automotive engineering is a field that is very hard to get into, so to get an opportunity like this with McLaren is amazing and not something I ever dared dream would be possible. I am excited to get to McLaren, meet the people and get started."

Amanda McLaren, Bruce's daughter and Brand Ambassador for McLaren Automotive also commented that it is a great

honour to have an international internship named after her father.

"I'm grateful to both McLaren Automotive and the University of Auckland, where my father studied, for supporting and making this happen to benefit young engineering talent," she said.

"I know my father would be very proud of what McLaren has become as we now build some of the world's most iconic sports cars and supercars. I'm sure he would be equally proud of the internship which also celebrates the strong links between Britain and New Zealand that exist today.

"I can't wait to meet Thomas and I know he will get a lot out of his time here, working with and learning from all the teams across the business."

Thomas' placement is the second time the internship has been offered at the British manufacturer's factory.

The first international internship offered also went to a University of Auckland student – Andrew McLaren. Andrew, who is of no relation to Bruce's family, spent nine weeks at the McLaren Technology Centre during the third year of his study in mechatronics engineering at the University of Auckland's Faculty of Engineering.



BENTLEY TO TAKE ON PIKES PEAK HILL CLIMB IN A BENTAYGA

The storied British marque will take on the iconic – and infamously dangerous – Pikes Peak hill climb in a 6.0-litre W12 Bentayga SUV, pushing out 447kW peak power and 900Nm of torque.

Pikes Peak is often viewed as the world's ultimate hill climb event; a 20km climb through 156 thinly-protected corners, ending at an altitude of 4300m. The climb itself takes racers up 1440m through lunar-like landscapes just two hours south of Denver, in the US.

The current Pikes Peak record-holder is retired rally ace Sebastien Loeb, who tackled the hill from bottom to top in 8 minutes 13.87 seconds. He did that in a specially-built Peugeot 208 T16 race car.

The fastest production car to have completed the course is currently a Range Rover Sport, which made the ascent in 12 minutes 35.61 seconds.

And this year, British manufacturer Bentley is set to compete in the 'Race to the Clouds', utilising a 2.4-ton SUV as its weapon of choice.

The Bentayga comes armed with plenty of firepower that could play to its advantage. Under its broad bonnet lies an enormous 6.0-litre twin turbo W12, pushing out maximum power of 447kW and a gargantuan 900Nm slab of peak torque.

Those turbochargers will come in handy as the plush SUV makes its ascent too; internal combustion engines tend to run out of puff at such great heights, so having not one but two turbos to force air into the cylinders will be a bonus.

The Pikes Peak hill climb-prepped Bentayga racer will be revealed later in the year as the June 2018 event draws closer.





VOLVO'S COMPACT XC40 ARRIVES

Volvo joins the fray in the busy compact crossover SUV segment with its all-new XC40.

Volvo Cars has expanded its line-up of SUVs with the launch of its new XC40 premium compact crossover.

The arrival of the XC40 means that for the first time in its history, Volvo Cars has three SUVs in its model line; a significant advent given the unprecedented growth in this segment of the automotive market, both here in New Zealand as well as overseas.

The XC40 brings award-winning safety, connectivity and infotainment technologies from the previously-launched 90 and 60 Series cars into the compact SUV segment.

These technologies make the XC40 one of the best-equipped premium compact SUVs on the market. Safety and driver assistance features on the XC40 include Volvo's Pilot Assist system, City Safety, Run-off Road

protection and mitigation, Cross Traffic alert with brake support and a clear 360° camera that helps drivers manoeuvre their car into tight parking spaces safely.

The XC40 also offers a new approach to storage inside the car. Ingenious interior design, synonymous with Volvo over decades, provides XC40 drivers with functional storage space in the doors and under the seats, along with a special space for phones including the ability to charge devices wirelessly. The XC40 also features practical additions like a fold-out hook for small bags and a removable waste bin in the centre console.

From the very start of production, the XC40 will be available with a D4 diesel or a T5 petrol four-cylinder Drive-E powertrain. Further powertrain options, including both a hybridised and a pure electric version, will be added to the model mix during the coming years. The XC40 will also be the first Volvo model to be available with the manufacturer's new efficient three-cylinder engine.

To be built at the Volvo Cars plant in Ghent, Belgium, the new XC40 will be the first model from the manufacturer to be built using Volvo Cars' new CMA modular vehicle architecture. Co-developed within Geely, CMA provides the company with the necessary economies of scale for this segment. This engineering design

will underpin all other upcoming cars in the 40 Series, including planned full electric vehicles.

"The XC40 is our first entry in the small SUV segment, broadening the appeal of the Volvo brand and moving it in a new direction," commented Håkan Samuelsson, President and Chief Executive of Volvo Cars.

"It represents a fresh, creative and distinctive new member of the Volvo line-up."

The Volvo XC40 will be on sale in April 2018.



ACCESSORIES + INSPIRATION

+ LAND ROVER EXPLORE SMART PHONE

Inspired by the Discovery SUV, the Android-powered Land Rover Explore has been drop-tested to 1.8 metres with a factory-fitted screen protector. It can survive underwater, cope with extreme temperatures, humidity, thermal shock and vibration exposure. The smart phone's powerful 4000mAh battery will last for a full day's hiking, biking or skiing, with the screen on constantly and GPS navigation mapping activated on the five-inch HD display. The Land Rover Explore smart phone will be available to order online from April 2018 at a cost of €649/£599



+ LAMBORGHINI SAFFIANO LEATHER WALLET

Designed and manufactured in Italy – just like the performance cars it has been inspired by – the Automobili Lamborghini saffiano leather wallet keeps bank notes and a variety of cards safe and secure in style. Made from 100% calf skin, and specifically designed to be understated, with a subtle metal Automobili Lamborghini crest on the front. The Lamborghini saffiano leather wallet retails for \$155 and is available from the Giltrap Store www.giltrapstore.co.nz

+ DANISH FUEL BAR CABINET

This unique take on the classic cocktail or bar cabinet hails from Denmark and utilises World War II jerry cans to help provide a little fuel for humans. Salvaged and recycled jerry cans are sand-blasted to remove the old paint and whatever rust that might have collected over the past 70 years. An access door is then laser-cut into the can with precision that allows it to open and shut perfectly. The designers even have a range of unisex cabinets, manufactured especially as storage pieces for all your bathroom belongings, rather than anything residing firmly in the man cave. View the entire range of Danish Fuel cabinets at www.danishfuel.com



+ PORSCHE PANAMERA SPORTS TURISMO E-HYBRID

The forthcoming Porsche Panamera Sports Turismo E-Hybrid is Porsche's equivalent of a Swiss-Army Knife, seamlessly blending sportscar styling and performance with a luxurious interior atmosphere and the superb practicality that comes with a full-size GT. Want more? Thanks to the plug-in hybrid powertrain, the Porsche Panamera Sports Turismo E-Hybrid delivers all this first world luxury, but still sips an impressive average of just 2.6-litres/100km. Giltrap Porsche will have New Zealand's first example in the showroom from April. Email sales@giltrapporsche.co.nz or call 09 920 0911 to arrange your viewing appointment.

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* E-PACE D150. Model shown is First Edition. Price excludes on road costs.
** Active Driveline is available on P300 engines.

ACCESSORIES + INSPIRATION

+ TWENTY-SEVEN NAMES AUTUMN DESIGNS

Celebrating the change of season with a distinctly autumnal vibe are these three variations on a similar theme from Rachel Easting and Anjali Stewart at celebrated New Zealand design studio Twenty-Seven Names. The Twenty-Seven Names Belle Dress retails for \$350, the Autumn Leaves top for \$260 and the Twiggy Dress for \$320. Each item is available online, or at each of their three stores, located in Newmarket, Ponsonby and Wellington.



+ PORSCHE CARRERA RS 2.7 SCALE MODEL

It might be rendered in 1:43rd scale, but this fantastic scale model of Porsche's unbeatable Carrera 'Rennsport' 2.7 – a homologation edition manufactured to meet motorsport requirements – will delight any collector. Strictly limited to just 1973 units (yes, that figure is a nod to the year it was introduced), the Porsche comes in a high quality clear presentation case. The superbly detailed Porsche Carrera RS 2.7 scale model costs \$174.30 and is available from the Giltrap Store www.giltrapstore.co.nz



+ FOCX SMART WALLET

FOCX smart wallets come with a clever elastic band arrangement that expands to hold as many as five cards. Accessing your card of preference is easy; simply pull up an elastic tab and your most-used card will slide out from the pack. Put the card back and the elastic tab retracts too. So far, so analogue. But the FOCX smart wallet has a hidden technical feature as well; a Near Field Communication (NFC) chip. A simple tap of the wallet onto someone's smart phone shares your business card details with them instantly. Find out more and watch demonstration videos at www.focx-wallet.com



+ JAGUAR GROWLER IPHONE CASE

There are few automotive logos more iconic than Jaguar's twinned 'Growler' and 'Leaper' mascots, used on the manufacturer's celebrated output for over 80 years. This stylish, high quality black Jaguar Growler iPhone cover features both badges and retains a soft outer feel while remaining firm enough to offer protection to your smartphone. The cover is exclusively made for the iPhone and will fit iPhone 6, 6+, 7 and 7+ models. The Jaguar Growler iPhone Case retails for \$48.40 and is available from the Giltrap Store www.giltrapstore.co.nz



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PORSCHE

ACCESSORIES + INSPIRATION



+ CASIO EDIFACE RACE LAP CHRONOGRAPH

Casio's new flagship Ediface Race Lap Chronograph combines a dynamic design with advanced technology to create a high-performance sports chronograph. Equipped with a unique 'Connection Engine' that allows the chronograph to be linked with a smartphone, this premium model delivers the ultimate performance with motor sports-inspired design and functions. Stopwatch .data measured with the watch can be sent to a smartphone, where it can be displayed on a 1/1000-second unit lap time graph. The Casio Ediface Race Lap Chronograph retails for \$1099 and is available from G-Factory Auckland International Airport, Pascoes, Stewart Dawsons and selected independent retailers



+ SKODA PILOT SUNGLASSES

These traditionally-shaped and styled sunglasses are made using premium polaroid technology. They incorporate polarising lenses, which selectively block blinding sunrays, while a highly effective UV filter provides for comprehensive protection from harmful ultra-violet rays. Skoda Pilot sunglasses are comfortable to wear and offer pleasing visibility when behind the wheel or just outdoors enjoying the day. Supplied with a robust, stylish black case, Skoda Pilot sunglasses are \$117.40 and are available from the Giltrap Store www.giltrapstore.co.nz



+ SONY HT-Z9FR SOUND BAR

Master engineers of premium home theatre equipment for decades, Sony's 2018 range of advanced home cinema technology is almost here. A highlight of the new range will undoubtedly be the Sony HT-Z9FR Sound Bar with Dolby Atmos/DTS:X. Developed through Sony's unique virtual technology, the HT-Z9FR Sound Bar brings a new level of impressive cinematic audio to any home theatre set-up. Another innovation is the brand new Vertical Surround Engine, which provides a breath-taking three-dimensional surround sound experience. The new Sony HT-Z9FR Sound Bar with Dolby Atmos/DTS:X will be available in May. See www.sony.co.nz for details.



+ OUTDOORSMAN COFFEE GRINDER

Rather remarkably, this coffee grinder was designed with hikers in mind. Not perhaps the first item any budding outdoors adventurer might think to pack, the machine is nonetheless a product of memetic product design. In this case, designer Matthijs Huijbregts focused on a coffee grinder with a shape that looks to nature and natural textures for its exterior materials; namely wood and stone. You can see more of the Outdoorsman Coffee Grinder at www.yankodesign.com



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ACCESSORIES + INSPIRATION

+ HUFFER SUPER DOWN JACKET

With over 20 years of research and development behind the brand, Huffer is about to release its most comprehensive outerwear range to date. Utilising functional outerwear design experience and an urban upbringing, Huffer has uniquely crafted a street aesthetic to its Down collections season-on-season since 1997.

Following the success of the 20th Anniversary D-97 jacket, Huffer is set to deliver big once again in 2018, with the introduction of its ultimate down jacket design, the Super Down; the culmination of three years of product research and development.

Offering 100% goose down of 600-gram power fill quality for maximum superior warmth, the Super Down's seam-sealed, welded down proof chambers makes this high-performing jacket completely waterproof; a first in Huffer's long history of developing highly functional outerwear.

The Super Down's outer shell, meanwhile, is an investment in the high-quality materials and craftsmanship, keeping you warm, dry and fly. Available in limited numbers in-store and online from April, the Super Down jacket features a matte finish and is available in stealthy black and bold red.

Visit www.huffer.co.nz for further details.

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*Some features shown may be optional extras. Model shown is Polo R-Line which will be launched at a later date.



Volkswagen



FEATURES

BRENDON HARTLEY

Brendon Hartley's year ahead is set to be unlike any other he's experienced in his already-accomplished professional racing career. As the 2018 Formula 1 season dawns, we catch up with the 28-year-old as he steps back into Scuderia Toro Rosso car #2.

ALSO IN THIS ISSUE

- Lamborghini Urus redefines the SUV • Holden's next-generation Commodore
 - Mitch Evans and Formula E • Jaguar's E-Pace SUV arrives
- Simon Gault on Italian flavours and flair • Living the GT Club lifestyle
 - 119 Great North Road open to experience

NO PRESSURE

BY SHAUN SUMMERFIELD PHOTO RED BULL

With the 2018 Formula 1 season beckoning, Kiwi driver Brendon Hartley has plenty on his mind. But, he tells Shaun Summerfield in our exclusive interview, he's ready to race. He was born ready.





“My hand is up. And I’m ready.”

With those seven words Brendon Hartley set in motion one of motorsports great comebacks.

On the other end of the phone, Helmut Marko, head of Red Bull’s driver development program barely uttered a word, but that was enough to give Hartley hope.

“I didn’t get so much of a response, but he didn’t say no. And I could tell he was thinking, so in my books the phone call went well.”

It turns out that the Palmerston North-born-and-raised 28-year-old’s instinct were dead on. Just two weeks later Marko returned his call; inviting him to come and test the Red Bull F1 simulator.

Hartley – who was still in the midst of his World Endurance Championship campaign with Porsche – simply packed his bag and headed to Milton Keynes.

“I didn’t ask any questions at all, I just went and drove the simulator. All the while, I had no idea that I was being put in the car for Austin. That all came about quickly, with a week and a half to go. I had to hold my nerve.”

A fortnight later Hartley was on the grid for the United States Grand Prix.

Six months on, that surreal experience has become very, very real, as he prepares to start the 2018 season as a fully-fledged Formula One driver for Toro Rosso.

Although Hartley freely admits even he sometimes forgets his own unlikely story.

“Every now and then when people ask what I do, I find myself forgetting just for a moment that I am an F1 driver,” he laughs.

The off-season has been a combination of intense training in preparation for the coming F1 season, but also reflection as Hartley tries to rationalise just what happened in the second half of 2017.

“The last few months have been time off; time to digest everything that happened. I became an F1 driver, which is something I’d dreamed of since I was a kid. I won a World Championship. I won Le Mans... and I got married!”





“I DIDN’T ASK ANY QUESTIONS AT ALL, I JUST WENT AND DROVE THE SIMULATOR. ALL THE WHILE, I HAD NO IDEA THAT I WAS BEING PUT IN THE CAR FOR AUSTIN. THAT ALL CAME ABOUT QUICKLY, WITH A WEEK AND A HALF TO GO. I HAD TO HOLD MY NERVE.”

– BRENDON HARTLEY



“THE LAST FEW MONTHS HAVE BEEN TIME OFF; TIME TO DIGEST EVERYTHING THAT HAPPENED. I BECAME AN F1 DRIVER, WHICH IS SOMETHING I’D DREAMED OF SINCE I WAS A KID. I WON A WORLD CHAMPIONSHIP. I WON LE MANS... AND I GOT MARRIED!”



His marriage to long-time partner Sarah in January, was a not-so-subtle reminder of the turmoil his career was in before Marko became his 'F1-fairy godfather'.

The date was moved forward to avoid any clashes, with Formula E. While his negotiations to move to IndyCar to form an all-Kiwi lineup with Scott Dixon at Chip Ganassi Racing were widely reported, Hartley was also hedging his bets. Not even his Waiheke Island wedding was going to get in the way of a possible drive in Morocco.

There are plenty of unknowns for Toro Rosso as they adopt the Honda power-unit unwanted by both McLaren and Sauber. But confidence was boosted by the first real world test in Barcelona.

After a solid start to the first test where he clocked up 93 laps and set the eighth quickest time, he followed that up in the second test with 119 laps on day two, where he recorded the fifth fastest lap. Hartley described as "a great start to the campaign."

Now it's back to the 'grind', with Hartley however is focusing on the things he can control (unlike the weather).

"I've been knuckling down, fully focused on eating, sleeping, training. And when I'm not doing that, I'm at the factory or on the simulator," he says.

He also admits that a huge part of his current training motivation comes from a willingness to avoid a repeat of 2010, when his first shot at a Formula One seat misfired.

"I'm older and more experienced now. I'm better prepared and fitter. I'm in a lot better place than I was then; than I ever could have been when I was 18 or 19. I'm a different person than I was eight or nine years ago. I'm happy and grateful to get my chance in F1, but now I want to make the most of it."

He lives in Monaco, but Hartley hails from the Manawatu, so conversations remain free of swagger or bravado. He tells it like it is; "I had come to terms with the F1 dream being over - or at least on hold when I was racing LMP1, (so) it was not just a surprise to the world that I was driving in F1 at Austin; it was a surprise to me too."

That time at Porsche was never a 'holding-pattern' for Hartley though; you only need to witness the size and intensity of their WEC operation at Le Mans to realise this.

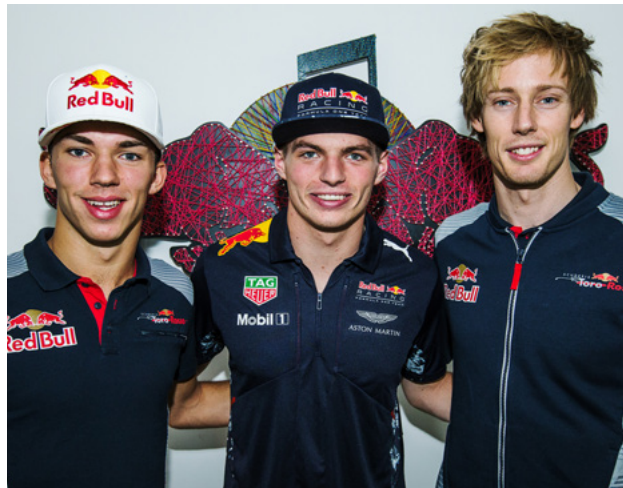
The two-story corporate lounge covers a quarter acre, and that's just the tip of the iceberg. As a key part of the most successful team in sportscar racing history, the weight on Hartley's shoulders was inescapable.





Above Hartley chats with American media during a press meet and greet at the United States Grand Prix in Austin, Texas.

Top Formula 1 drivers Pierre Gasly, Max Verstappen and Brendon Hartley pose together before the Mexico Grand Prix in Mexico City.



“It was such a complex car, and Porsche is such a professional team that you had to learn to cope with the pressure of wearing the Porsche badge on your overalls. Having fans around the world, and often Porsche top management with you in the garage, you appreciate that you are that final piece in the puzzle. That high pressure project prepared me perfectly for F1.”

Endurance Racing at LMP1 level is the equivalent of running a marathon as a three-person relay sprint team. And for Hartley, ‘team’ took on a whole new meaning.

“I learned a lot from my time at Porsche, from Mark Webber and Timo Bernhard. Not just because of who they are, but because endurance racing requires a different mindset. You see in other forms of motorsport, your teammate by nature is also your biggest enemy. Because they are driving the same car, you are measured against them and they’re the first person you want to beat.

“But in endurance racing you must work with your team mate. You learn from each other to win. There’s a lot of respect also, because you’re sharing a car and there are no excuses.”

Excuses plague motorsport in the same way that top-level football suffers from players faking injuries. But when other drivers are in the car, Hartley quickly discovered there was no opportunity to be creative.

“As a young driver, it’s easy to fall into the trap of blaming everybody and everything else and not looking at yourself. That can’t happen when you’re sharing a car.”

He’s not sharing a seat this year, but that team aspect remains and so does the level of responsibility weighing on his shoulders.

“There are more than 400 people in Toro Rosso, and I’m that last piece of the puzzle. It’s a life on the road and I’m away for months at a time. It’s training, testing, meeting engineers and racing – that’s the reality.”

Hartley then pauses, maybe aware that he’s making F1 sound like a bit of a grind.

“But yes, there is also glamour. It’s one of the best jobs on earth. It’s a huge adrenaline rush. Sure, it’s a relentless sport, but I love it”

For the complexity and pressure involved in piloting Toro Rosso’s STR13, Hartley’s goals for 2018 are quite simple; “I’m going to try and enjoy it this year, and not lose sight of why I’m doing it, and why I wanted to do this as a kid.”

And he adds one more thing; “Points are the goal for Melbourne. My first F1 points.”



**“THERE ARE MORE THAN 400 PEOPLE
IN TORO ROSSO, AND I’M THAT LAST
PIECE OF THE PUZZLE.”**

EDIFICE

Speed & Intelligence



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PERFORMANCE REVIEW

PHOTOS LAMBORGHINI

The Lamborghini Huracan is fantastic at a great number of things. Spiriting the family away for a weekend at the beach is not one of these. The Lamborghini Urus on the other hand...







Not that these things are often centre stage when it comes to SUVs, but here are some highlights worth mentioning when it comes to Lamborghini's all-new Urus, the first Super Sport Utility Vehicle. The Urus accelerates from 0-100km/h in just 3.6 seconds, 0-200km/h in 12.8 seconds and has a top speed of 305km/h.

You're looking at the fastest SUV in the world. In sculpting the Urus, Lamborghini has created a new niche in the luxury segment encompassing benchmark power, performance and driving dynamics, and matching these attributes with unparalleled design, luxury and real-world usability.

Speaking at the global reveal of the Urus, Stefano Domenicali, Automobili Lamborghini Chairman and Chief Executive Officer, said he believes the Urus elevates the SUV to a level not previously possible.

"The Urus fits perfectly within the Lamborghini family as a high-performance car. It is the culmination of intensive development and passionate skill to create a new breed of bull: a super SUV that transcends the boundaries of expectations," he said.

Below The interior of the Urus holds true to the Lamborghini ideal of a driver-focused cockpit. Note the Tamburo drive mode selector in the centre console





The Urus features a 4.0-litre twin-turbo V8 engine delivering 478 kW and 850Nm maximum torque at just 2250 rpm. The choice of a turbo engine - the first in a Lamborghini - reflects the desired usage range of the Urus. Especially in off-road conditions, a high level of torque at low revs is necessary and can be guaranteed only by such an engine, providing optimal responsiveness and efficiency regardless of the surface under the wheels.

While the Urus pays homage to its family DNA with a low-slung, muscular coupé-like silhouette, it also effortlessly inhabits all the tenets of a luxuriously-appointed SUV. Exhibiting a multi-faceted personality, the Urus is as much a luxury SUV as the most powerful of its kind, with a super sports car dynamism to be enjoyed by both driver and passengers.

The Urus is undoubtedly a Lamborghini, taking cues from the LM002 as well as the super sports cars that are fundamental to Lamborghini heritage; the Urus has outstanding proportions, adopting the two-thirds body, one-third window ratio of Lamborghini's most famous super sports models.

WHILE THE URUS PAYS HOMAGE TO ITS FAMILY DNA WITH A LOW-SLUNG, MUSCULAR COUPÉ-LIKE SILHOUETTE, IT ALSO EFFORTLESSLY INHABITS ALL THE TENETS OF A LUXURIOUSLY-APPOINTED SUV.”



Its coupé styling and commanding road position belie the comfortable ride, higher ground clearance, and luxurious space within together with the latest technologies. The Urus provides easy driving in the city, maximum comfort during long journeys, thrilling super sports car dynamics on the road and track, and versatile off-road abilities in a range of environments.

The Lamborghini Urus really does encompass a dual personality. Because its engineers and designers have ensured it is as capable off-road as it is on.

The Urus' four-wheel drive system delivers safe, highly-responsive driving dynamics on every road and surface, in all weather. A Torsen central self-locking differential provides maximum control and agility in all driving conditions, particularly off-road. Torque is split 40/60 to the independent front/rear axle as standard, with a dynamic maximum torque of 70% to the front or 87% to the rear, enhancing traction to the axle with higher ground friction.

The Urus features active torque vectoring via a rear differential, enabling propulsive power to be instantly distributed to each individual wheel for enhanced traction, depending on the driving mode, driving style and the road grip.

Torque vectoring also provides additional steering control: less steering effort is required, with enhanced agility allowing higher cornering speeds and a sportier drive. Yaw motion is controlled, avoiding understeer into corners and tyre slip during acceleration.

In the driving modes STRADA, TERRA (off-road) and NEVE (snow), torque vectoring reduces understeer for safe and simple driving. In SPORT and CORSA, torque vectoring allows the Urus to





Left Despite its hunkered down profile, the Urus is a true off-roader when the driver wants it to be with suitably adjustable ride height

Above The large intakes and sharply creased face of the Urus is reminiscent of the manufacturer's famed performance cars

Below Built for performance as well as practicality, the Urus is the fastest SUV on the planet



“THE URUS EMBODIES THE LAMBORGHINI PRINCIPAL THAT A CAR’S DESIGN, POWER AND DYNAMIC CAPABILITIES MEANS EVERY DRIVER SHOULD FEEL LIKE A PILOT.”

THE URUS WILL MAKE ITS DEBUT NEW ZEALAND APPEARANCE AT



LAMBORGHINI AUCKLAND ON APRIL 6-7. BE SURE TO SEE IT

become more agile with a greater oversteer character. In SABBIA (sand) mode, the system is calibrated to guarantee agility and precision on terrains with reduced grip such as on gravel or sand dunes, making it the ideal mode for off-road fun.

The differing driving modes are controlled via the Tamburo driving mode selector in the centre console. These modes also alter the ride height of the Urus accordingly. In STRADA mode the height adapts according to speed to enhance comfort, while in SPORT the Urus lowers to ensure stability and precision at all speeds. In CORSA the vehicle is even more precise and performance oriented with roll at a minimum. In the three off-road modes - NEVE, TERRA and SABBIA - higher ground clearance allows obstacles to be safely overcome, with anti-roll bars providing independent asymmetric movement during cornering to ensure optimal traction.

As to be expected, luxury Italian style and craftsmanship resonate throughout the Urus. Its ergonomic cabin features high quality materials including the finest leather, Alcantara, aluminum, carbon fiber and wood.

The Urus embodies the Lamborghini principal that a car's design, power and dynamic capabilities means every driver should feel like a pilot. The Lamborghini Urus is technologically advanced, yet intuitively operable. The driver and passengers are all afforded a low but extremely comfortable super sports car seat position, firmly integrated within the cabin and for the driver, every cockpit control within easy reach.

Oriented around the driver, the slim Y design of the dashboard - like double silver wings and connected to the climbing centre console - is once again inspired by the LM002, as well as by current Lamborghini super sports cars.

Lamborghini's hexagonal design theme echoes throughout the interior, in elements such as air vents and door handles, and even in items such as the cup holders and air bag modules. A multi-

function, three-spoke steering wheel incorporates a vibration damper to enhance comfort in all driving conditions. Multifunction switches are intuitively located on the steering wheel to control the Lamborghini Infotainment System (LIS), including car set-up, media, telephone and navigation. A fully-digital TFT display shows the Urus' main information in an animated 3D representation and is customisable by the driver.

And naturally, the sound the Urus makes will resonate just as thoroughly as one of the manufacturer's performance cars. A 360-degree approach to engine, exhaust system and chassis ensures daily usability with the reduction of unwanted mechanical noise, while maintaining the emotive Lamborghini driving experience and inimitable Lamborghini sound.

Depending on the driving mode selected via the Tamburo, the V8 engine has been calibrated to vary the sound and feel of the Urus, from the quietest and most comfortable low-frequency sounds in STRADA mode, to a sportier and more exciting Lamborghini sound and feedback in CORSA. A specially-developed exhaust system also customises the sound output dependent on engine speed: at high acceleration, the Urus produces a more sportier sound and chassis feedback.

Direct from Sant'Agata, the new Lamborghini Urus really does put the 'super' in Super Sport Utility Vehicle.





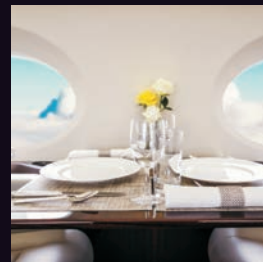
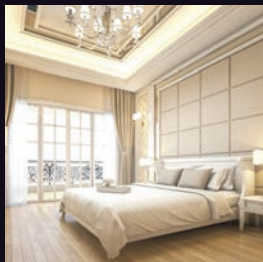
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FORMULA ONE FURNITURE

BY MATISSE

PHOTOS B&B ITALIA

Northern Italy's unique combination of extraordinary beauty, quality, research and intergenerational innovation does not just apply to cars.

Right Diesis Sofa,
designed by Antonio
Citterio and Paolo
Nava

Left Charles Sofa,
designed by
Antonio Citterio

Italian design and its resounding international success are the result of the fortunate encounter between contemporary design culture and the foresight of entrepreneurs such as Piero Ambrogio Busnelli (1926-2014) who envisioned the great potential of new raw materials and manufacturing techniques for the production of furnishings, well ahead of his time.

B&B Italia, established by Piero Ambrogio in 1966 has, from the outset, invested heavily in research and experimentation in new technologies collaborating with many leading international architects and designers, from Tobia Scarpa to Antonio Citterio, Mario Bellini to Gaetano Pesce, Zaha Hadid, Patricia Urquiola and Naoto Fukasawa.

Piero seemed to grasp and foresee the need for a transformation in furniture processing and translate it into a form of industrial design, leveraging both his experimental energy with the prestige of an already established furniture brand, Cassina. In 1966 he proposed a strategic alliance to create a new business with the “sons of Amedeo Cassina” – Umberto and Cesare which they strategically called C&B utilizing the surnames of the founders, Cassina and Busnelli.

Busnelli’s interest in the mass production of furniture was heightened following a visit to the Interplast expo in London where he was profoundly impressed with the ductility of polyurethane foam as he watched a series of insignificant yellow rubber ducks being made from the material. The technology belonged to German industrial giant, Bayer.



The eventual adaptation of this technology led to the revolutionary development of cold foam forming in furniture. Polyurethane foam brought furniture into the era of mass production and that in turn changed the way that furniture was designed.

Instead of traditional time and labour intensive handcrafting using wooden frames and padding, wooden frames were replaced with metal ones then inserted into a furniture shaped mould, injected with foam and left to set. Sofas could now be made in a matter of minutes rather than days.

High standards of finish and quality could be achieved with low unit costs that overall more than outweighed the high initial investment price. To translate this into the language of cars, C&B (now B&B) in a similar way that car manufacturers see cars as chassis, body and drive train, now had furniture based on shells, foam upholstery and structure. Increased efficiency and quality control could be achieved as each component area required skills and techniques that could be applied to more than one product.

At the factory, liquid polyurethane is injected into moulds and minutes later a piece of furniture materializes – mass production techniques, similar to those used in car manufacturing plants paved the way to a new way of designing furniture and with the resultant flexibility, opened up a new world of possibilities in design.

The Diesis Sofa is a classic example of furniture produced during these exciting times – Antonio Citterio and Paolo Nava created a sofa with a die cast aluminium structure reinforced with steel, but more importantly, the metal structure’s exposed construction became the main design feature.



Above B&B Italia
Headquarters in
Novedrate (Como)
- Right building
designed by Renzo
Piano and Richard
Rogers in 1971. Left
building R+D Centre
designed by Antonio
Citterio and Patricia
Viel in 2002.



Above A Mirto Table and Charlotte Chairs designed by Antonio Citterio

However, we must bear in mind that B&B Italia not only built its success by combining innovative technology with design using production techniques influenced by the automotive industry, it has also been enormously successful in establishing and maintaining a focused and driven sense of brand identity.

Just as a car manufacturer covers the entire range of a market with several side by side brands to appeal to a wide range of sensibilities, so B&B Italia has Maxalto, a furniture brand compatible with B&B Italia but with more emphasis on woods and hand finishing – contemporary design that can, if required, be cleverly mixed with traditional and antique styles, the ultimate definition of refined modern luxury.

Another key to B&B Italia's fifty year success story is not only their relationship with their designers but the open mindedness that they have shown in garnering new talented designers over the years to ensure that their new designs invariably end up in the furniture history books because they led the way. They have wisely avoided the stale option of caution.

A perfect example of their radical design is Gaetano Pesce's UP Series, the chair of which has no frame at all and was originally sold in flat vacuum sealed sleeves which, when opened, inflated into a large sculptural piece of formed foam. The foam was reduced in volume by 90% and upon opening the PVC packaging, it expanded and assumed the form of a stylised female body.

This chair however, also had content, Pesce saw that emerging woman as a prisoner of chores and prejudices, held back by the symbolic ball which also had a non symbolic role as a footstool.

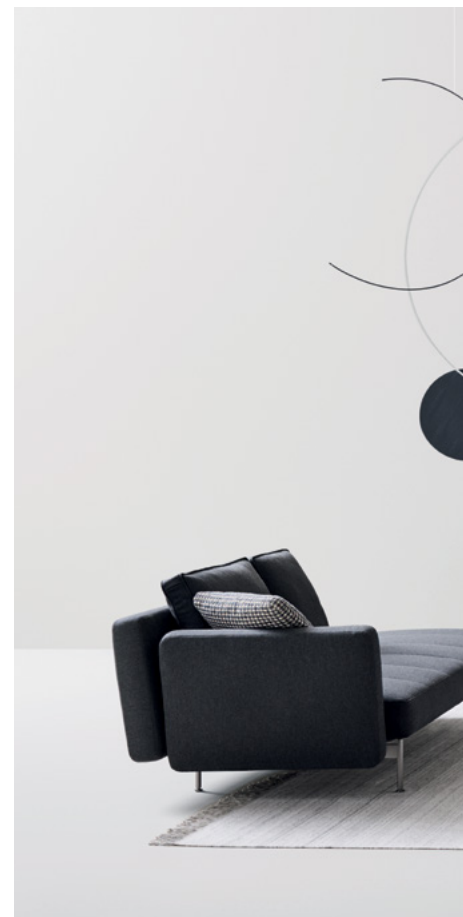
At the other end of the design scale is

Antonio Citterio's Charles sofa – designed in 1997 and now an established design classic.

It wasn't just the development of the three way leg on the sofa that made it important, it was also how Citterio rethought the way that we use a living area by providing seating elements that can be combined in multiple configurations to form 'islands for living,'- we no longer sit in a row beside two matching armchairs but we lounge, work, sleep, converse and watch altogether and at the same time. Antonio with his original design, enabled us to do this in comfort and style.

In short, B&B Italia's design directive is one of an overall coherence that establishes the style of the company but within that, the idiosyncrasies of individual designers remain uncompromised – we can access a huge range of inventive design encompassing all time classics such as Patricia Urquiola's Tufty-Time Sofa, Antonio Citterio's Mart Chair, Naoto Fukasawa's Papilio Chairs, Zaha Hadid's Moon Sofa, Jeffrey Bennett's Metropolitan Chair, Barber and Osgerby's Tobishi Table and Mario Bellini's Le Bambole.

Over the past fifty years, B&B Italia has, with its all pervasive Italian style, the wit of its advertising and the brilliant combination of adventurous design, technological and business skills managed to not only survive, but to flourish. By not merely reflecting the enormous changes that have occurred in the way that we use space and furniture in our homes but more importantly by leading the way forward with truly great design.





Above Serie Up 2000
Gaetano Pesce

Right Moon Sofa
System designed by
Zaha Hadid

Below SAKé Sofa
System designed
by Piero Lissoni and
Papilio Armchair
designed by Naoto
Fukasawa

www.bebitalia.com

B&B Italia furniture is distributed in New Zealand by Matisse

IN A WAY THAT CAR MANUFACTURERS
SEE CARS AS CHASSIS, BODY AND
DRIVE TRAIN, B&B ITALIA NOW HAD
FURNITURE BASED ON SHELLS,
FOAM UPHOLSTERY AND STRUCTURE.





BELLISSIMO ITALIA!

PHOTOS VINESH KUMARAN

Simon Gault's love of Italy and Italian cooking has influenced his menus and individual recipe creations for many years. He has also teamed up with Smeg, which has just introduced the bright and colourful Portofino cooker range, the equal of the most vibrant Italian dishes.



“We just don’t have enough olive oil in our cooking in New Zealand,” says Simon Gault, as he prepares a signature tuna and buffalo mozzarella salad in his home kitchen for 66 Magazine.

A huge fan of Italian cuisine – not to mention a passionate traveler with a love of the country itself – Simon is an advocate for fresh ingredients and healthful combinations on the plate. He reckons you only need to look to Italian cooking in general to get an idea of how good food promotes longer life.

“The average Kiwi consumes about 200ml of extra virgin olive oil over the course a year. The average Mediterranean? Around 25-litres per person,” he says.

“There are lots of antioxidants in olive oil and so much flavour. We really should be including it in our food so much more than we tend to now.”

Similarly, since spending time on the island of Pantelleria, which lies between Sicily and Tunisia in the Mediterranean, Simon has developed a passion for all varieties of tomato; another item crucial to classic Italian cooking.

“We should be living on tomatoes. You can never get bored adding them as an ingredient. They’re such an abundant source of nutrients and there are so many varieties available to us; they’re easy to grow and are a





ANYTHING WITH SUCH COLOUR AND VIBRANCY IN THE KITCHEN HAS TO BE A GOOD THING

fantastic source of lycopene, which has been proven to help fight cancers.

“When I was staying with friends on Pantelleria, we met a chef from Napoli who had the most unlikely way of drying tomatoes in the sun; he used the windscreen from a car he found at the local wrecker’s yard. All he would do was lie his locally-grown tomatoes out in the sun and add salt; the flavours were fantastic, and that really is all it took to create them.”

Simon believes there is so much joy when cooking in Italy; to the Italians, he says, the act of cooking is something of a celebration in itself.

“I saw it again and again while I spent time there; Italians are so happy when they are preparing a meal. And as a result, it is such a well-taught skill through all walks of life. Even truck drivers are great cooks in Italy!” he laughs.

“The Italians tend to eat as families more too, with the distractions of the

day set aside. I know this sounds like a simple thing, but it’s something we tend to do less of these days. The whole idea of every meal as an event and something to be shared is such a central tenet of the way Italians live though; I think it is a way of life Kiwis should aspire to.”

Simon’s keen on the Portofino range of cookers as an extension of the vibrancy he associates with Italian cooking.

“Anything with such colour and vibrancy in the kitchen has to be a good thing. It reflects the personality of Italy and injects some of that colour and character into the kitchen. If it helps inspire the home cook, then what a wonderful advent it is,” he says.

The Portofino cooker range, which has just been unveiled in New Zealand by Smeg at Kitchen Things, takes its inspiration from the beautiful brightly-coloured residences in the famous Italian fishing village of the same name.

Situated on the Italian Riviera

coastline just south of Genoa, Portofino is home to myriad seafood restaurants with views out onto a harbour where traditional fishing boats vie for space with super-yachts.

As soon as you take a look at Smeg’s Portofino range of freestanding cookers, you know you’ve got an entirely fresh take on the conventional freestanding cooker in front of you.

The Portofino range is available in a variety of bright hues – red, white, yellow, orange, olive green, black, anthracite and inox stainless steel – that will create a vibrant focal point to an existing kitchen or serve as design inspiration for any brand-new family home’s food prep space.

And you can bet that fresh and simple Italian fare will be produced beautifully on a Portofino cooker. Buon appetito!





YELLOWFIN TUNA AND BUFFALO MOZZARELLA SALAD

One of my most popular dishes, it relies on top-quality Italian buffalo mozzarella or bocconcini (or use the locally made bocconcini from Clevedon Valley Buffalo Company; the best mozzarella in the country).

The secret to cooking tuna is to take it out of the refrigerator an hour before cooking so it reaches room temperature in the middle. Sear the tuna for 20 seconds only on each side otherwise it will be dry.”

70ml extra virgin olive oil

12 small vine-ripened tomatoes, halved

3 tbsp capers (if salted, soak in cold water)

24 fresh basil leaves, torn

36 fresh marjoram leaves, roughly torn

375g Italian buffalo mozzarella, cut into 18 pieces (or use whole bocconcini)

1 medium clove garlic, minced

Juice of 2 lemons

900g yellowfin tuna, cut into 150g portions, at room temperature

In a bowl place 50ml of the olive oil, tomatoes, capers, basil and marjoram. Add the mozzarella along with the garlic and lemon juice. Season with salt and cracked black pepper and gently combine. This can be done up to 3 hours in advance.

Remove the tuna from the refrigerator an hour before cooking. Coat the tuna pieces in the remaining olive oil, then place on the hot chargrill of the barbeque for 20 seconds each side. Remove, slice in half and season.

Divide the tuna and salad equally among the plates, then pour the juice that has accumulated in the bowl over the salad for dressing.

SERVES 6

TIP

“To store tuna, remove packaging, rinse the fish under cold water and pat dry with paper towels. Fish deteriorates when it sits in its own juices, so place it on a cake rack in a shallow pan filled with crushed ice. Cover with cling wrap or foil and set in the coldest part of the refrigerator. The tuna will keep well this way for up to 2 days.”

NEXT LEVEL

PHOTOS STEVE VERMEULEN

The fifth-generation Holden Commodore has landed in New Zealand and promises a new direction for the nameplate, matched with plenty of advanced technology, and with an on-road drive experience that will impress.







There are advances. And then there are giant leaps forward.

During 2018, Holden is undertaking one of the latter, debuting an evolution of the famous nameplate that the company says has been 40 years in the making.

The brief to GM's designers and engineers was simple: create a beautiful car that gives us major enhancements in fuel economy, safety, functionality and technology. Holden says the design and engineering team responded and the result is that the fifth-generation Commodore ZB is the most advanced ever.

"It represents an incredibly positive step-change which delivers over and above from what is usually expected from a new model," says Marnie Samphier, General Manager Marketing at Holden New Zealand.

"All round performance and driving dynamics, combined with the level of tech-spec and creature comforts, stand this new car head and shoulders above the competition. The driving experience is simply phenomenal, and this exciting new model has every right to be a proud new addition to the Commodore family."

Everything has been updated, including the range of body-styles the Commodore is now available in: Liftback, Sportwagon and Tourer.

Other highlights for the Commodore ZB include a powerful V6 engine paired with a nine-speed transmission, autonomous emergency braking, heated and ventilated massage seats, a 360-degree camera, Adaptive Cruise Control, dual panel panorama sunroof and head-up display, as well as a frugal diesel engine option which cuts fuel consumption by a third compared to the equivalent previous petrol model.

All wheel drive (AWD) capability is also a first for Commodore, while the brand-new Calais-V Tourer features an enhanced ride





Far Left Top Adaptive LED Matrix headlights make their debut on the Commodore

Middle Left A nine-speed automatic transmission is now fitted to every petrol Commodore

Far Left Bottom For the first time in its history, the Commodore is offered as a liftback

Bottom Left VXR mode sharpens the car's performance in a multitude of ways for a more spirited driving experience

Top Left The Commodore VXR features sports seats with ventilation and massage functionality

Below The Commodore nameplate has been reborn for a new era



height, helping keen weekend adventurers get a little further off the beaten track.

Engines include a 2.0-litre turbo petrol boasting 191kW peak power and 350Nm of torque, while the new 3.6-litre V6 petrol engine in the range-topping VXR model delivers an impressive 235kW and 381Nm of torque.

It's worth having a closer look at the Commodore VXR, as it's an impressive range-topper (and is pictured here). Along with the 3.6-litre V6, the Commodore VXR is also an AWD model with Active Fuel Management (AFM). The engine delivers performance in a new way for Commodore with Continuous Damping Control suspension, front Brembo brakes and Adaptive AWD – the first time AWD has featured across the Commodore range.

Back to the engines; another first is that the Commodore is being offered with a 2.0-litre turbo diesel too. Paired with an eight-speed automatic, the LT Liftback records an efficient fuel economy figure of just 5.6-litres/100km.

There is plenty of the latest technology inside the new Commodore too. In-cabin features include Apple Carplay and Android Auto mobile phone mirroring capability, with embedded sat-nav on an eight-inch display, Heads-Up Display and wireless phone charging (with compatible devices).

Up front, Matrix Adaptive headlights with 32 LED module segments illuminate the road ahead and boast an intense high beam which will brighten up the vehicle's path 400m in front of the vehicle, depending on topography.





“NOTHING CAN BEAT THE EXPERIENCE OF GETTING BEHIND THE WHEEL AND HEADING OUT FOR A BIG DRIVE IN THIS NEW BIG CAR. THIS IS A FEATURE-LADEN, SPECIFICATION-RICH AND OFFERS DRIVING DYNAMICS PREVIOUSLY ONLY THE DOMAIN OF CONSIDERABLY MORE EXPENSIVE PREMIUM EUROPEAN MODELS”

As you'd expect, every new Commodore is loaded with myriad active and passive safety features. The vehicle offers Advanced Park Assist (parallel and perpendicular parking assistant), a reversing camera and a clever 360-degree birds-eye view camera display. City drivers will also benefit from Front Park Assist, Rear Cross Traffic Alert combined with HoldenEye Front Camera which delivers a suite of features including Active Emergency Braking (AEB) + pedestrian protection, Lane Departure Warning (LDW), Lane Keep Assist (LKA), Forward Collision Alert (FCA) and Forward Distance Indicator (FDI). Side Blind Zone Alert (SBZA) and Lane Change Alert are also available.

Six airbags fitted throughout the car contribute to its five-star ANCAP safety rating, while dual ISOFIX child seat attachment points underpin the family-focused orientation of the all-new Commodore.

And before you ask, yes, Holden's engineering team have worked hard on driving dynamics, ensuring extensive testing of the new Commodore ZB took place on antipodean roads. The local testing kilometre count, including on New Zealand roads, is more than 200,000km and the evaluation project focused on developing unique local suspension and steering tunes, and even fine-tuning radio and satellite navigation reception.



Top The Commodore VXR blends European design flair with performance-minded aggression

Above Brembo front brakes are standard on the Commodore VXR



Designed for the ultimate in driver confidence, wet road performance and an effortless launch, Commodore's all-new Adaptive All-Wheel-Drive (AWD) is standard on all 3.6-litre V6 and provides new-generation, state-of-the-art Twinster technology.

Holden Australia Lead Development Engineer for the Commodore programme, Dr David Johnson, was in New Zealand to participate in the media launch of the new model and provided insight into the work undertaken by the team in Melbourne.

"In New Zealand and Australia we like cars to feel more connected to the road and more engaging to drive, compared with European preferences. It's all about road feel and steering," he said.

"Our engineers developed an Australasian steering and suspension tune that works unique Holden hardware in the shape of struts and shocks to make sure the new Commodore feels as planted as ever.

"The adaptive Twinster AWD system gives Commodore traction to a level it's never had before. In the wet, it sticks to the road like glue and in the dry, it feels like it's running on rails which is great for giving drivers confidence that when they turn the wheel, they know exactly where the car will go and what it will do."

Commodore employs three different suspension settings depending on the role of the vehicle. For luxury-focused models,

including Calais-V and Calais-V Tourer, a comfort-focused 'Tour' setting is used. Sports variants employ a slightly firmer 'Sports' set up, while the performance hero, VXR offers an additional 'Performance' tune.

Commodore's adaptive AWD system utilises Twinster's twin clutch concept, which uses one clutch to control torque to the right rear wheel independent of the clutch controlling torque to the left rear wheel - each with an individual clutch capacity of 1500Nm. The system monitors inputs from vehicle sensors up to 100 times per second and torque-split is between 100:0 and 50:50 Front:Rear. In short, Commodore drives whichever wheels it takes to produce the best performance possible - wet or dry.

"Nothing can beat the experience of getting behind the wheel and heading out for a big drive in this new big car. This is a feature-laden, specification-rich and offers driving dynamics previously only the domain of considerably more expensive premium European models," concluded Ms Samphier.

The all-new Holden Commodore range starts at \$45,990 (which, incidentally, is \$4000 less compared with the entry model this fifth-generation car replaces) and is available to test drive now.



JOINING THE GT CLUB

BY STEVE VERMEULEN PHOTOS VINESH KUMARAN AND CHRIS DILLON

Did you know that, despite its reputation as one of the best international motorsport tracks in the Southern Hemisphere, Hampton Downs still has room in its busy calendar for up to 80 days per year set aside for exclusive track use by GT Club members?

Steve Vermeulen tagged along to find out more.

Left Father and Son GT Club members Paul and Felix Fielding and their Porsche 924.

Below The simply stunning Highland circuit and birthplace of the GT Club. Both Highlands and Hampton Downs facilities are World Class.



The fact a nation of our size offers a proper world-class race circuit and an exclusive club membership for average punters to maximise this facility all year round is simply outstanding. The fact we have two, owned and operated by the same person is, well, bloody miraculous.

These circuits and memberships, of course, are Highlands Motorsport Park in Cromwell and Hampton Downs, equidistant between Auckland and Hamilton in North Waikato, and their reciprocal GT Club membership programmes.

While now handily available on both islands, the GT Club membership programme was originally tried and tested at Highlands, the international circuit and tourism facility etched into the ochre Cromwell landscape by motorsport enthusiast and entrepreneur Tony Quinn.

In 2013, some questioned whether Quinn had bitten off more than he could chew. But today there's no question Highlands is as impressive now as the original vision was ambitious. Now celebrating its fifth anniversary and growing (a further 54 hectares are soon to be developed, which will add a world-class 18-hole golf course and a further 150 luxury apartments) those early detractors have been suitably silenced.

And Highlands' heart lies the full GT circuit. The 4.1km track mirrors the most iconic racing corners from tracks around the world and, with the lush mountainous backdrop, it's understandably rated by many experts as the best track in the Southern Hemisphere;

indeed, the best in the world by our own Shane Van Gisbergen.

Hampton Downs, the more recent - but since extensively redeveloped - acquisition by Quinn also boasts a dedicated 4km international GT circuit.

Brilliantly, there are only two ways you get to drive the full GT circuit. Being a competitor in a Hampton Downs promoted event or becoming a member of the GT Club membership programme.

That level of exclusivity for members is quite the drawcard, along with an almost unlimited ability to capitalise on it. At Highlands, the GT Club membership gives you more-or-less daily access to simply turn up and drive, save for the day's official motorsport events are scheduled.

Despite a more rigorous motorsport calendar, Hampton Downs still offers up to 80 days per year with full track and skid pan access. The reciprocal program gives members from both clubs five days at the alternate location each year too.

All this sounded just the ticket for me and my 630hp loaner for the day; a Bentley Supersport ISR no less.

The track is sublime. It's wide with a heart-racing mix of elevation changes, tight apexes and deceptively tricky tightening bends that challenge you lap after lap. Maybe I could've picked the brains of Stuart Hamill, who drives his BMW 335i Cabrio to the track for GT Member days more than most.

"I think I've missed two events this year; one while I was at Bathurst and one when I was having some work done to the car," he says.



Top left It's because of high-performance roads cars just like Bentley's Supersport ISR, the GT Membership makes so much sense.

Above Left Chrissi Anderson has a tough, but enviable, call to make. What car to take on track next?

Right GT club membership enable Sue and Rodney Malam to share the excitement of track driving together.

Top right Looks fast even standing still. The Bentley Supersport ISR. (Thanks to Bentley Auckland).

But with 80 events a year to choose from, Stuart is certainly maximising his membership and couldn't be happier. Hang on a sec though; a humble BMW 335i at an exclusive GT driver's club? Surely this event is the reserve of society's elite? Gentleman racers with mega-dollar supercars? Or full-on race teams seeking year-round testing opportunities? Sorry, but you're quite wrong.

This is genuinely an accessible consideration for many driving enthusiasts, equipped with relatively modest vehicles and enthusiast driving talent.

In fact, 95% of GT Club members had never experienced circuit driving before joining, so it's not all an intimidating bunch of would-be racing gods out there.

Sure, there are a couple of dedicated race cars and a lovely mix of supercars to share the track with on any given GT Club day. But in reality there's a diversity here I simply wasn't expecting. Considering the facilities and services you're accessing, membership is altogether realistic. The annual renewal fee is less than what some people would pay for tyres alone on a high-performance car. Put that in context for a minute; a similar club membership at a similar race track in New York State or in the outskirts of London can be a six-figure investment per year.

"I just love it here," continues Stuart, who tells me the pressure of competition racing has never appealed.

"I'd never done any track driving before but got some driver training when I bought my car and I was hooked. I wish I'd done it 30 years ago, I drive my car to the track, have some fun, drive it home; it's that simple."

The ability to bring a friend or even add a 'plus one' member also adds value for people like Sue and Rodney Malam. Rodney has for some years done a small amount of amateur racing, something that Sue couldn't actively do with him. Now the GT Club membership gives Sue the ability to ride along and be more involved with



Rodney's passion for the track.

This eclectic mix of like-minded people from all backgrounds – where people couldn't care less about the size of your Rolex, how skilled you are as a driver, or what car you drive – is refreshing to experience.

At any given GT Club member's day, you might see a 1978 Mini sharing the tarmac with a Porsche GT3, or a Lamborghini Huracan. Or a complete amateur learning his lines in a Bentley Supersport ISR, like today, for example.

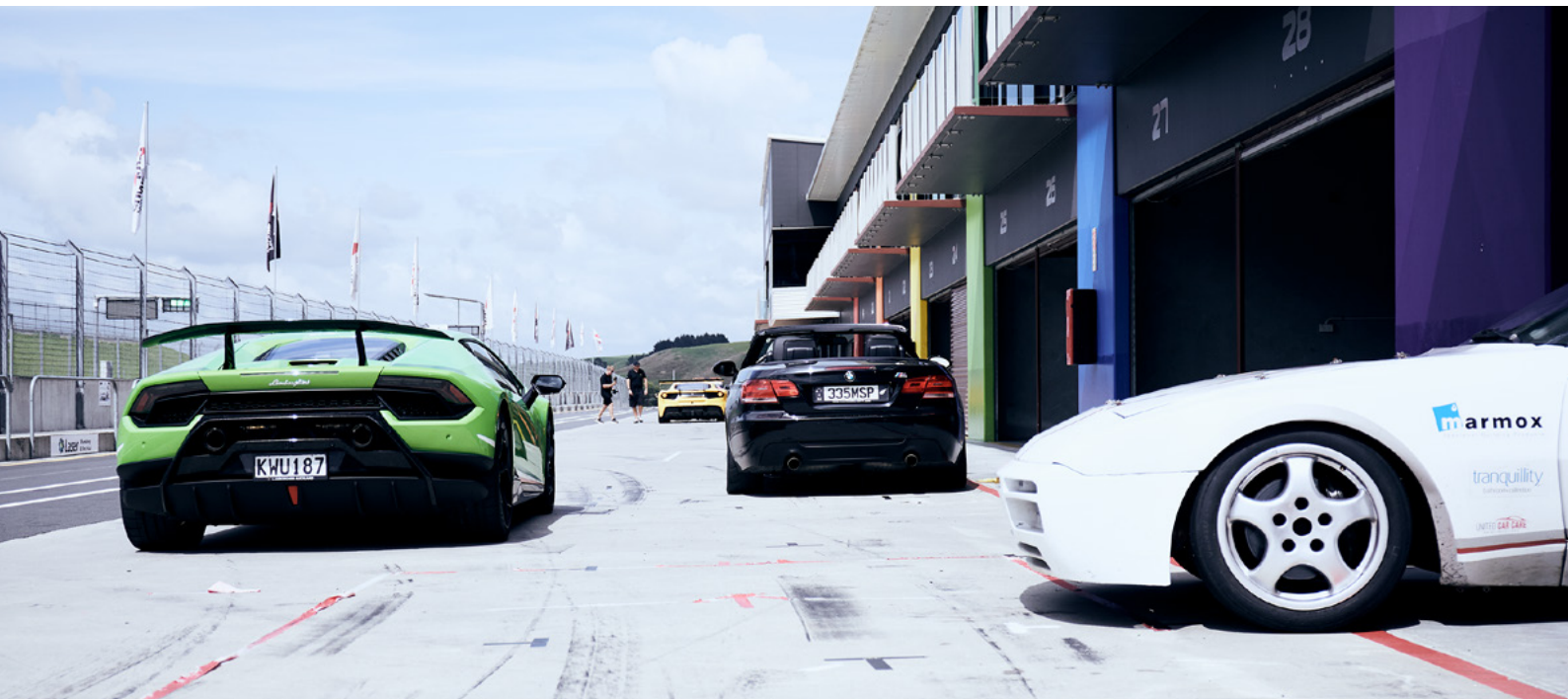
This all might sound intimidating, but it's not at all. All members are respectful of everyone's right to be on the track. Professional driver training is available upon request to make sure you're getting the best bang for your buck and of course, safety is the number one priority.





Top left Resident driving ace, Tom Alexander on hand to offer driving tips and techniques to GT Club members if desired.

Above Consummate car guy and all-round nice bloke, Dave McAlpine and his GT4 Spec McLaren 570S.



Left All manner of cars make up the average GT Club member's day. And the circuit is all the better for it

Above What you drive doesn't matter, the love for driving is the common thread of GT Club Members.



But the rules and regs are refreshingly measured with practicality. There are three core rules of the GT Club membership: 1) Use it, don't abuse it, 2) Treat it like it's your own and 3) No dickheads.

You're treated like an adult here. If you choose not to act like one, maybe the club's not for you. It's refreshingly simple, and it works.

My loan car for today is more geared toward luxury than lap times. Some might argue it's not the right car for this type of activity, but in reality, it's because of performance roads cars just like the Bentley that the GT Membership model makes so much sense.

The Bentley Supersport ISR is as plush as a Chesterfield, capable of a sub-four second 0-100km/h time and a top speed of 330km/h. Where else can one legally get the best from a car of this ability?

What would you choose? A nervous thrash on poorly maintained Kiwi back roads? Or having an environment like Hampton Downs to push your car and yourself at your own pace? It's a no-brainer in my books.

GT Club membership enquiries can be made with Keryn Chitty, GT Club Membership Manager, ph. 027 536 7870. Or enquire via membership@hamptondowns.com



OLD4NEW LIFEJACKET UPGRADE PROGRAMME

HELPING SAVE LIVES THIS SUMMER

Coastguard New Zealand's Old4New lifejacket upgrade programme ran for its third season across the recent summer months and was a huge success.



In association with the Giltrap Group and Hutchwilco, Coastguard New Zealand's highly successful Old4New Lifejacket Upgrade campaign returned during the busy summer months this year, visiting communities throughout the country in order to help ensure boaties everywhere had the opportunity to be fit-for-purpose out on the water.

Forming a key part of Coastguard's advocacy for safe and enjoyable boating, the concept behind the Old4New Lifejacket Upgrade is a straightforward one: boaties everywhere are encouraged to bring in their old, damaged or out-of-date lifejacket to the big red, white and blue Old4New van and receive a discount on a brand-new, high quality Hutchwilco lifejacket.

The Coastguard team and the Volkswagen van were visiting popular boat ramps and key locations from the far north to the deep south across summer. The campaign has been running for three years now, with the Coastguard team fully mobile in their Old4New van, supplied by the Giltrap Group.

In all, over 10,000 lifejackets have been traded in over the last four years of the campaign meaning thousands of Kiwis are now safer out on the water.

"Lifejackets save lives, it's as simple as that," says Georgie Smith, Marketing Manager for Coastguard's Northern Region.

"Two-thirds of recreational boating fatalities would likely be prevented if lifejackets were worn. A lifejacket has never ruined a day on the water.

"The Old4New Lifejacket Upgrade campaign provides an easy and accessible way for people to ensure they have the correct number of fit for purpose lifejackets to wear when out on the water."

Drilling down further, it's impressive to see just how on-demand the Coastguard's services are up and down the country, all year 'round.

Every year this vital charity – operating from a network of 63 affiliated units and 2000 volunteers who provide over 300,000 hours of their time each year – undertake a huge amount of rescue work.

Coastguard's chief goals are to educate, protect and help save lives at sea. In just the Northern Region alone, the stats associated with Coastguard's volunteer service performance make you realise just how consistently needed the organisation is.

During 2017, the Coastguard Northern Region responded to 1930 calls for help, assisted in getting 4139 boaties home safely, monitored 12,064 bar crossing reports and held six special bar crossing safety events for over 220 people.

Over 103,600 boat trips were logged with Coastguard Radio and the Coastguard safety app was accessed 500,000 times. And while the number isn't as lofty as some of those other stats, the fact that 16 people rescued during 2017 are alive and well today through the quick actions of Coastguard volunteer personnel is perhaps the most important statistic of all.

"While the focus is very much out on the water, safe

boating education and fundraising to keep the operation going remain large parts of what we do back on land," says Georgie.

"That advocacy includes initiatives like the Old4New lifejacket upgrade programme. As Kiwis, we have an affinity with the water – it's in our blood.

"The Giltrap Group have proudly supported Coastguard's Northern Region for over three years now. Many of our customers use their vehicles to tow their boats and head out to catch the big one, with the Volkswagen Amarok favoured by the Coastguard team for the ease of which it can dependably tow our relief Rescue Vessel where it's needed."

Keep an eye out for the Old4New lifejacket upgrade programme roadshow in your region next summer. For more info on how to support Coastguard and its volunteers in their lifesaving work, or to become a member, visit www.coastguard.org.nz



Above The Old4New team trade in plenty of lifejackets during a visit to the popular spot of Whangamata.



Top left Wherever you find boaties, you'll find the Coastguard's busy team of volunteers.

Middle The Volkswagen Amarok provides sure-footed towing abilities for the Coastguard in all weathers.

Above left Keen boatie Amanda Anderson with her brand new Hutchwilco lifejacket.

Top right Coastguard New Zealand has facilitated the trading-in of 10,000 old lifejackets over the past three years.

Above right The Old4New Volkswagen van arrives on the sand at Kaiteriteri.



OPEN TO EXPERIENCE

PHOTOS SIMON DEVITT

The Giltrap Group's recently completed building at 119 Great North Road in Grey Lynn, Auckland is a stunning showcase for the equally compelling automotive brands within.

The Giltrap Group brief to architectural firm Warren and Mahoney was for a spectacular new building to showcase three premium brands – Aston Martin, Bentley and Lamborghini – and to reinforce its positioning at the forefront of the end-to-end car sales experience.

The design process was guided by Giltrap's premise of "investment in enhanced engineering and innovation through better design", and as such a number of innovative design solutions were realised.

Composed of three large glass-enclosed display areas, each offering recognisable links and identifiers with the marques on display, the building also incorporates offices above, while below lie four levels of dedicated car storage and servicing.

"At ground level the Giltrap Group building utterly breaks the mold for what is expected from an automotive dealership," says Warren and Mahoney Project Principal, Jonathan Hewlett.

"When you arrive, as a customer you drive into the building itself, which creates immediate engagement with the products you're there to see or discuss. This generally isn't the norm in the automotive industry; it's usually more akin to a storefront retail environment.

Michael Giltrap, Group Joint Managing Director, says the completed design was way beyond what the company had ever anticipated.

"We had high expectations, but we were blown away by it," he says.

"It's a great place for customers. Warren and Mahoney has produced a design which perfectly showcases some of the world's most beautiful cars. At the same time, it is the most technologically impressive and environmentally friendly building of its type in the country."

The 119 Great North Road building is the first building of its type to target (and is on track to achieve) a 5-star Green Star Design rating. The Giltrap Group has worked closely with the New Zealand Green Building Council to develop a custom tool tailored to the mix of uses within the project.

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. Resisting both gravity and lateral loading, the truss visually connects the mixed-use building's nine floors.





The challenge for the Warren and Mahoney team was balancing the practical with the beautiful, as well as keeping overriding corporate identity firmly in mind.

“The Giltrap Group was our client on this project but each vehicle brand on show has its own identity. The cars are on show, but the environment is interactive and welcoming,” says Jonathan.

Beyond the obvious details, 119 Great North Road is a cleverly designed building underneath the surface too.

As Barrington Gohns, Project Team Lead for the Great North Road building, explains, the idea that exotic and prestige cars would be moving about in what is a relatively confined space, was also a major consideration.

“There is a pretty intense logistical ballet at work within the building on any given day. You have the movements of vehicles for display, customer vehicles arriving and departing, as well as other vehicles moving between customer parking and, say, the service area.

“All of these interactions had to be taken into account. The ideal is that a vehicle can potentially go through all of these different phases or movements without once having to leave the actual building,” he says.

Internally, the building faced another issue – the very low height clearance of the cars and the practical length of the site to provide adequate vertical ramp transitions. To address this, a curved ramp, set out to align with a sine wave curve, was designed in order to connect each floor.

Continuing the theme of innovation through better design, and to respond to Giltrap’s intention to maximise the space for their star-cars.



Top left Service bays are designed to be on show, underlining the surgical precision with which vehicles are treated by technicians.

Bottom left Large atriums are filled with natural light during the day, and lit with a bespoke lighting system at night.

Below Smaller spaces have been designed for customer interaction and vehicle hand-over



“THE CHALLENGE FOR THE WARREN AND MAHONEY TEAM WAS BALANCING THE PRACTICAL WITH THE BEAUTIFUL, AS WELL AS KEEPING THE OVERRIDING CORPORATE IDENTITY FIRMLY IN MIND.”

Right A curved ramp, set out to align with a sine wave curve, is designed in order to connect each floor





Warren and Mahoney worked with the Giltrap Group and lighting experts Targetti New Zealand to engineer a unique, all-in-one service fixture - reticulating the primary lighting, sprinkler and electrical systems.

This bespoke feature, coined the 'X1', was designed to mirror the beauty and simplicity of services reticulation seen in that of the service engineering underneath the hood of a car.

"The customer experience continues right through to the service areas too," continues Jonathan.

"These areas are on-show to visitors, brightly lit and look more like surgical theatres than what many might expect a workshop environment to look like. There are more private spaces for discussion and hand-over within the building, but for the most part, everything is open and visitors are encouraged to explore.

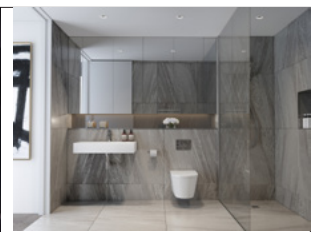
"The customer journey was a primary focus though," he concludes.

"The entire experience at 119 Great North Road is all about servicing the customer's needs. It has been designed in part as a very neutral space, but also as an entrée into the world of those car brands and the Giltrap Group itself."

Left 119 Great North Road stands as three glass-enclosed display areas, each offering recognisable links and identifiers with the marques on display

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





30 MADDEN TO OFFER THE BEST OF WYNYARD QUARTER

Designed by Studio Pacific, and due to commence construction in the next few months, Willis Bond & Co's latest Wynyard Quarter development will offer unique harbour-side living in the heart of Auckland City.

Featuring contemporary layouts, a stunning modern façade and an unparalleled location, 30 Madden is set to represent the absolute best in apartment living.

Situated right in the heart of popular Wynyard Quarter, these elegantly designed apartments range from generous studio spaces through to penthouses that enjoy panoramic views of the city lights and the Waitamata Harbour.

30 Madden offers a blend of elegantly designed studios, as well as one-, two- and three-bedroom apartments, designed by award-winning Studio Pacific Architecture to represent a

harmonious addition to Auckland's most exciting precinct. The new development will focus on open plan living and storage solutions that will cater to every lifestyle. A pre-paid lease means there is no ground rent to pay for 128 years from the start of construction which is planned to commence in the next few months, with a scheduled completion date of mid 2020.

This new approach to Council owned leasehold land further heightens the appeal of living in Wynyard Quarter, Auckland's most desirable waterfront location, with its abundance of eateries, public parks and community spaces. Cafes and boutique retail offerings planned for the ground floor are sure to

add further vitality to the area, while the unique, multi-level courtyard will serve as an exclusive tranquil retreat for 30 Madden residents to enjoy. Targeting a Homestar 7 sustainability rating, 30 Madden is designed to stand the test of time, with sustainable and efficient designs, matched with world class materials and luxurious finishes.

The complex will consist of 91 residences made up of four penthouses, 5 maisonettes and 82 apartments. Pricing ranges from \$635,000 for a studio apartment, \$840,000 for a one-bedroom, \$1,085,000 for a two-bedroom and \$1,730,000 for a three-bedroom apartment. Please call 09 377 4065 for further information to article.

VISIT WWW.30MADDEN.CO.NZ FOR MORE DETAILS.



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BENTLEY AUCKLAND



Left Panasonic Jaguar Racing Team Director James Barclay congratulates Mitch Evans at the end of a race.

Below Mitch looks ahead to the Mexico City E-Prix and the hope of obtaining more championship points.



Pinning racer Mitch Evans down for a chat is no easy task these days.

Frontline driver alongside Nelson Piquet Jr for Panasonic Jaguar Racing in the ABB FIA Formula E Championship, Evans is either testing in the UK or racing in one of this rapidly growing global race series' exotic locations. But he's rarely home in New Zealand.

"My visits home are getting shorter and shorter, especially now that we're well into the season," he says.

As 66 goes to print, Mitch and his team are prepping for the Mexico City E-Prix; a race that saw him take a dramatic fourth place last year, for what was the Panasonic Jaguar team's best placing of the 2017 championship.

"Mexico last year was a fantastic moment for the team. It was the first and only race both drivers finished in the points. So far this season we have made huge improvements on our race strategy and the Jaguar I-TYPE 2 has proved it's a fast race car.

"[The last race in] Santiago was one of my best performances in Formula E; to start in last place and finish seventh was amazing."

It turns out history repeated for Mitch in Mexico, with another impressive scramble through the field. While starting out in 14th place, he crossed the line in sixth.

Before Mexico City though came plenty of simulator work. Mitch says time spent in the simulator is crucial to understanding not only the next track, but how the car should perform on it

"The Jaguar I-TYPE 2 is an extremely technical car, so the virtual prep Nelson and I do is as much for the engineering and development guys as it is for us. I'm there to help make sure all the systems and software is

ELECTRIC AVENUE

PHOTOS ANDREW FERRARO / LAT

Kiwi Mitch Evans has cemented himself as a frontline driver for Panasonic Jaguar Racing in the rapidly growing Formula E Championship. We caught up with him for a quick chat about life in the electrified fast lane





Left Mitch discusses strategy ahead of the Hong Kong E-Prix last December.

Below Preparing to turn into a tight bend on Hong Kong's street circuit

Right The Jaguar I-TYPE 2 returns to the pit garage after a successful test



“THIS IS RACE CAR DEVELOPMENT THAT FEEDS BACK INTO ROAD CAR DESIGN AND MANUFACTURING; YOU’VE GOT THE JAGUAR I-PACE COMING OUT SOON, WHICH IS AN IMPRESSIVE CAR AND PROOF OF CONCEPT OF CERTAIN THINGS JAGUAR HAS LEARNT IN FORMULA E. THAT TECHNOLOGY TRANSFER FROM TRACK TO ROAD IS IMPORTANT FOR EVERY MANUFACTURER INVOLVED.”



working well, as well as learn or re-learn the track.

“The software is always evolving, so each time I return to the simulator, the car will have had some technical tweak or other. It’s not like I get into an utterly new car every time, but there is always a need to get familiar with it.”

Mitch says that Panasonic Jaguar Racing runs its sim work out of Williams F1. This is no Xbox we’re talking about either; the rig in its entirety is worth between £10-£15m and can provide the team with all manner of data. While it can’t simulate the full g-force the driver experiences during racing, it still relies on real-world physics and the team simulate an entire race day in real time.

“It’s very intensive work. But then again, so is the real race, so it’s important to be well-practiced in every aspect of the day,” he says.

While the race at Autodromo Hermanos Rodriguez Circuit in Mexico City was only the fifth of 12 races in the 2018 calendar, Mitch says next year – the fifth season for Formula E – will be a gamechanger for Panasonic Jaguar Racing and the other teams.

“Next year we will be getting an entirely new car with a single-race battery, so not only are we looking at double the racing range, we should also be a lot quicker too. I can’t wait for that, but like anything, it doesn’t just happen; you have to work hard, test and re-test and make sure your hardware is going to serve you well.

“This is all still such a new sport that every team just has to do their own thing. It’s hard to know the right route, but everyone at Jaguar is incredible positive about our involvement in the championship. This is race car development that feeds back into road car design and manufacturing; you’ve got the Jaguar I-Pace

coming out soon, which is an impressive car and proof of concept of certain things Jaguar has learnt in Formula E.

“That technology transfer from track to road is important for every manufacturer involved.”

Mitch even managed to prove just how impressive the I-Pace is in front of the crowds at the Mexico City E-Prix, thrashing a Tesla Model X with the electric-powered Jaguar at a special street race event.

While the race cars and road cars might – in certain ways – share similarities, Mitch says there is a big difference between the experience of racing a Formula E car and racing a conventional open-wheeler.

“It’s interesting because you’re prioritising different senses when you get into a Formula E car. I didn’t realise how much I relied on sound before I started racing in the category. But because that’s dialed back due to the electric motor, you’re relying more on what you’re feeling through the seat and the steering wheel.

“Also, while we’re still going as fast as we possibly can, we’re also needing to conserve our car’s available energy. You know, with traditional racing, you’re just going as fast as you can and using however much fuel and however many tyres you need to, to get across the line.

“In Formula E though there’s an extra element in trying to conserve that energy, which makes for a real challenge and brings different race strategies with it,” he says.

So, here’s hoping all that simulation time and strategising pays off on the track during the remainder of the 2018 season for Mitch and the Panasonic Jaguar Racing team.



COMPACT CAT

PHOTOS JAGUAR LANDROVER

Jaguar has launched its compact performance SUV, the E-Pace. While it might be the 'cub' in comparison to the top-selling F-Pace SUV, the all-new E-Pace packs an impressive amount of kit into a body designed with sports car DNA.



Jaguar has entered the compact SUV race with its new E-Pace compact SUV.

The E-Pace is the newest member of Jaguar's SUV family following the arrival of the F-Pace SUV last year. The highly anticipated I-Pace all-electric SUV is set to arrive in New Zealand in 2019.

With compact SUVs being one of the fastest-growing segments in the New Zealand new car market, the E-Pace will provide an all-new premium option for buyers looking for something different. Although, while it is unmistakably an SUV, Jaguar's design team has ensured

there remains plenty of sports car inspiration onboard.

Taking design inspiration from the F-Type sports car, Ian Callum, Director of Design at Jaguar, says practicality doesn't necessarily need to result in a compromise on performance.

"Compact SUVs need to provide intelligent answers to the challenges of everyday life and I believe that Jaguar's combination of design purity and functional integrity provides the perfect solution.

"This is a vehicle with unmistakable character; a Jaguar sports car designed for our daily lives in a package that is as rewarding as it is practical.

"The E-Pace blends sports car design with compact SUV practicality and will attract many new drivers to the Jaguar family and energise the entire market segment," he says.

Callum says that his team designed the E-Pace to combine the dynamic body language and proportions of a Jaguar sports car with the space, safety and practicality typically associated with a compact SUV.

Short front and rear overhangs place the E-Pace's large wheels at each corner and the teardrop graphic of the side windows, inspired by the F-Type, gives the newest addition to the 'Pace' family a purposeful stance.

More than just good looks though, the E-Pace signifies a few firsts for Jaguar.

For a start, it's the first vehicle in its class to offer 21-inch alloy wheels as a grade-specific option.

The E-Pace's Active Driveline all-wheel drive system is also a technological first for Jaguar. This intelligent set-up combines sure-footed traction with Jaguar's traditional rear-wheel-drive character. The system's torque-biasing capability delivers optimal stability, dynamics and fuel efficiency in all conditions.

The vehicle's permanent AWD system reacts to driving conditions to seamlessly distribute engine torque for optimal control and confidence in all circumstances.

The E-Pace is designed to allow the driver plenty of scope to get off the tarmac if need be. To that end, Jaguar Land Rover's excellent All Surface Progress Control (ASPC) – the low-speed cruise control that helps drivers maintain optimum control in low-traction conditions – is featured here.

Developed by Jaguar Land Rover's all-terrain specialists, the system recognises differences between surfaces to exploit available grip by automatically adjusting engine and brake settings. The intelligent ASPC system functions between 1.8km/h and 30km/h, to ensure getaway and smooth, safe progress in slippery conditions such as icy roads, wet grass and muddy tracks.

Naturally, the E-Pace also arrives with the very latest safety and driver assistance technologies. For example, a stereo camera underpins the advanced Emergency Braking system, which also provides pedestrian detection, and supports Lane Keep Assist, as well as the Adaptive Speed Limiter, and Driver Condition Monitor features.

The E-Pace is the first Jaguar to feature the company's next-generation Thin-Film Transistor (TFT) Head-Up Display technology. This advanced display can project up to 66% more information onto the windscreen using large, full-colour graphics with enhanced clarity. Essential information including vehicle speed and navigation



directions are in full view at all times, with alerts and updates for the infotainment, safety and convenience features all projected directly into the driver's eyeline – reducing the need to look away from the road.

And of course, as debuted on the bigger F-Pace SUV, the E-Pace now becomes the only vehicle in the compact SUV segment to offer wearable technology in the form of the innovative Activity Key. This extremely practical waterproof and shockproof wristband has an integrated RFDI transponder, allowing the driver to lock the main key inside the vehicle when enjoying outdoor pursuits such as running or cycling.

Whenever the Activity Key is activated, by holding the wristband up to the upper edge of the number plate surround on the tailgate, any conventional key fobs left inside the vehicle are disabled.

Furthering the theme, the E-Pace will also prove to be one of the most connected and intelligent vehicles in its class. The next-generation touchscreen infotainment system connects customers to their favourite apps, such as Spotify through Jaguar Land Rover's InControl apps.

Digital connectivity can be found throughout the cabin, ready for every need of the modern family. There are up to four 12-volt charging points and five USB connections as well as a 4G Wi-Fi hotspot for up to eight devices.

Premium leathers are used on key touch-points



Above The Jaguar E-Pace interior is feature-packed, and incorporates plenty of design detail lifted directly from the F-Type sports coupe.

Right Despite its compact footprint, the E-Pace boast decent headroom for rear seat passengers, along with a useably spacious boot.



such as the steering wheel, centre-console grab handle and gear shifter to enhance refinement, while the secondary controls are simple and intuitive. The 10-inch touchscreen for the Touch Pro infotainment reduces the number of hard switches while tactile and intuitive rotary dials operate the climate control functions. A 12.3-inch HD virtual Interactive Driver Display means the driver has all the information they could possibly need within their field of vision.

All this in a city-sized, family-friendly compact SUV. How compact? It's smaller than the F-Pace, but still boasts a heap of practical space on-board. At 4395mm long with short front and rear overhangs, and with a 2681mm wheelbase, the E-Pace seats five in comfort and yields a generous amount of rear legroom (892mm). You'll be surprised at how roomy the boot is, despite its compact footprint; luggage capacity of 484-litres is made possible by the vehicle's sophisticated Integral Link rear suspension architecture.

The strong chassis also allows owners to tow up to 1800kg (braked); ideal if your E-Pace is set to become transport for the weekends as well as the busy working week.

Even the E-Pace's engines are advanced. An entirely clean-sheet design, Jaguar's in-house designed Ingenium petrol and diesel engines offer highly-efficient



turbocharging to create a rapid build-up of torque from very low revs, with maximum torque spread over a wide rev range for instantaneous response and strong acceleration on demand.

Featuring four choices of engine output across three distinct trim levels, the entire Jaguar E-Pace range is available to view now.

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Giltrap Group

WE LOVE CARS



THE CLASSIC



The 1967 Volvo 1800 S once owned by Sir Roger Moore and featured in television's *The Saint* is set to be the star of the Volvo stand at the upcoming Techno-Classica car show in Germany.

Just in case you're too young to recall, "The Saint" was the alias of Simon Templar, a character created by author Leslie Charteris in the 1920s.

The Saint series of books spawned a series of films and later the popular television show, starring the dapper Moore before his James Bond days.

The show aired from October 1962 until February 1969 and was a big hit in the UK and the USA. It was also one of the first examples of a television show's hero character driving a 'hero' car; in this instance a white Volvo P1800 coupe.

The car made its on-screen debut in the episode, 'A Double in Diamonds,' filmed in February 1967. Although technically it only appeared in the last two years of the show's run, Simon Templar's choice of sporty transport has become synonymous with the character in popular culture.

Moore liked the Volvo so much, he bought it and is the documented first

registered owner. The London registration plates, NUV 648E, were issued on 20 January 1967.

Moore's car was built at the Volvo Torslanda plant in Sweden, in November 1966. The 1800 S in Pearl White is equipped with Mini-Lite wheels with the rare original 'truncated' spoke design, Hella fog lamps and a Volvo wooden steering wheel. Inside, the car still has details from the filming of *The Saint*, such as a thermometer on the dashboard and a separate interior fan, used to cool the actors during studio filming.

The Saint's P1800 will be in good company at Techno-Classica. It will appear alongside another Volvo 1800; an immaculate 1967 model belonging to Håkan Samuelsson, president and CEO of Volvo Cars.

Samuelsson's classic is painted in the unusual light green colour and is arguably one of the finest 1800s in Europe.

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