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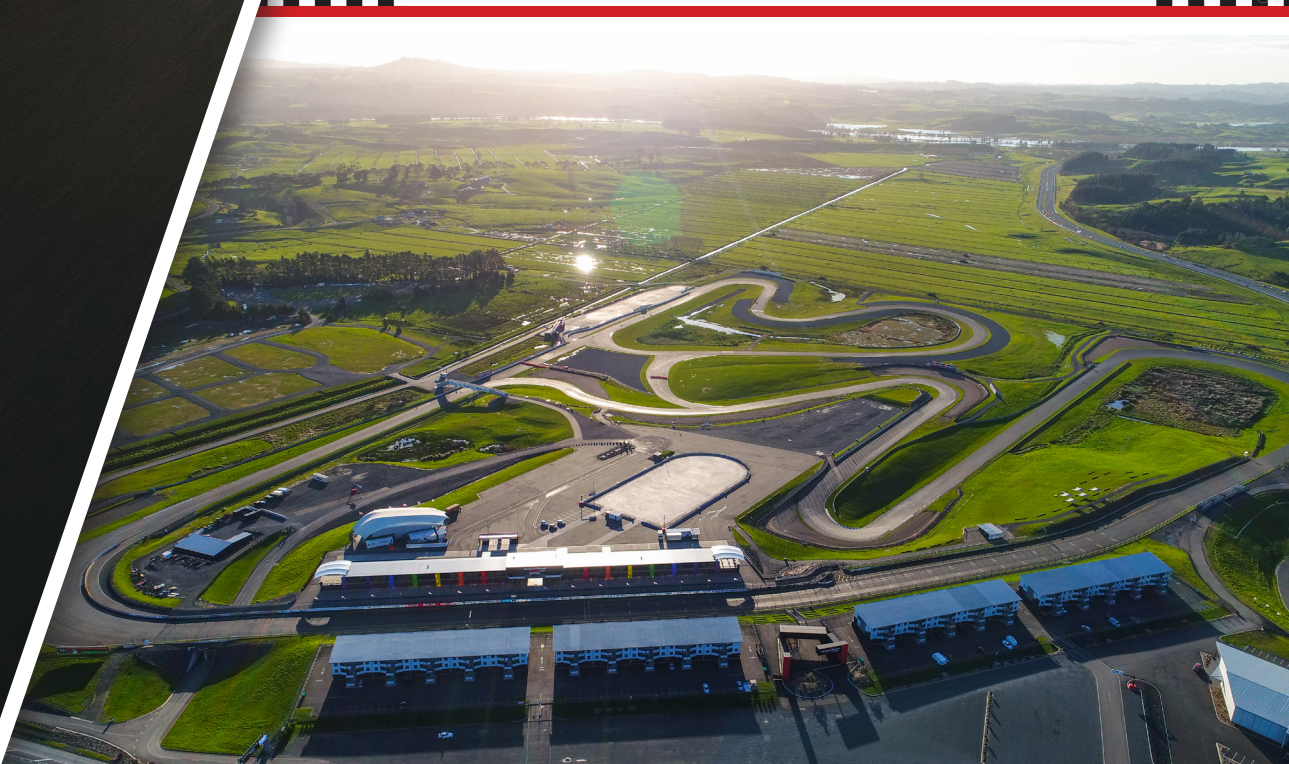
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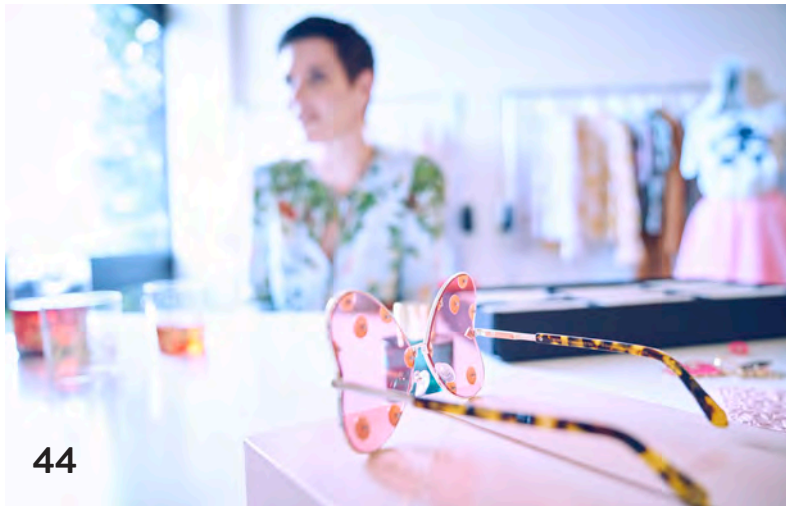
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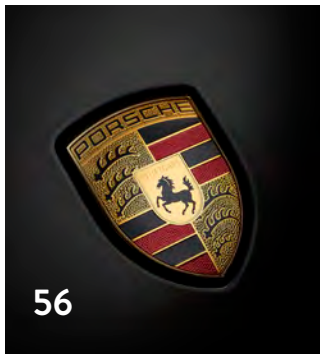


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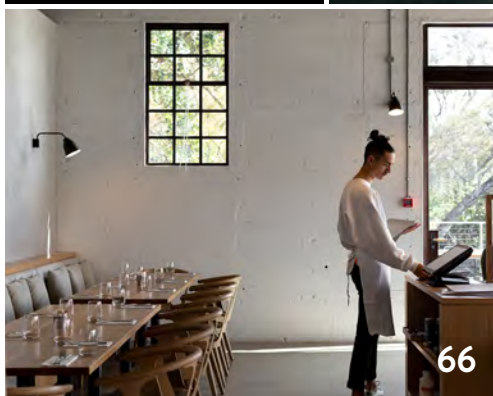
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WELCOME

FROM THE RUNWAY TO THE RACEWAY, WE LOVE CELEBRATING
KIWI SUCCESSES. AND SUMMER MAKES IT EVEN SWEETER.

When we started planning what would become 66 Magazine, the first thing we agreed upon was that cars would not be our only focus.

It may seem surprising for a Group that is built on cars, but we are just as passionate about New Zealand and New Zealanders successes. Whether it's on the sports field, in business, or in the arts, we believe the achievements of our fellow Kiwis deserves to be celebrated.

You will often hear the automotive or motorsport worlds referred to as cut-throat, but I'd hazard to guess that the fashion world would give both a run for their money. Despite this, Karen Walker has remained not just relevant, but at the cutting edge for three decades. She shares her story with us this month (starting on p44), from the first creations she made on her Mum's Bernina sewing machine to an influential fashion label which is now present in 42 countries globally.

Speaking of impressive tenures, we mark the conclusion of Porsche's 70th year with a special in-studio photoshoot starting on p56. Elsewhere, the track-focused 600LT has a

starring role (p50) in something of a McLaren trifecta this month, alongside the two newest creations from Woking; the McLaren Senna and Speedtail (p20).

We also look ahead to a different kind of sporting horsepower with a preview of the New Zealand Polo Open (p86) and we talk to Kiwi racer Simon Evans about representing New Zealand in the new Jaguar I-Pace eTROPHY series, which will run alongside the Formula-E World Championship (p18).

Most of all, I want to take this opportunity to thank you for driving with us in 2018 and I wish you and your family a happy holiday season ahead.

Travel safe and enjoy the summer break.



MICHAEL GILTRAP

JOINT MANAGING DIRECTOR
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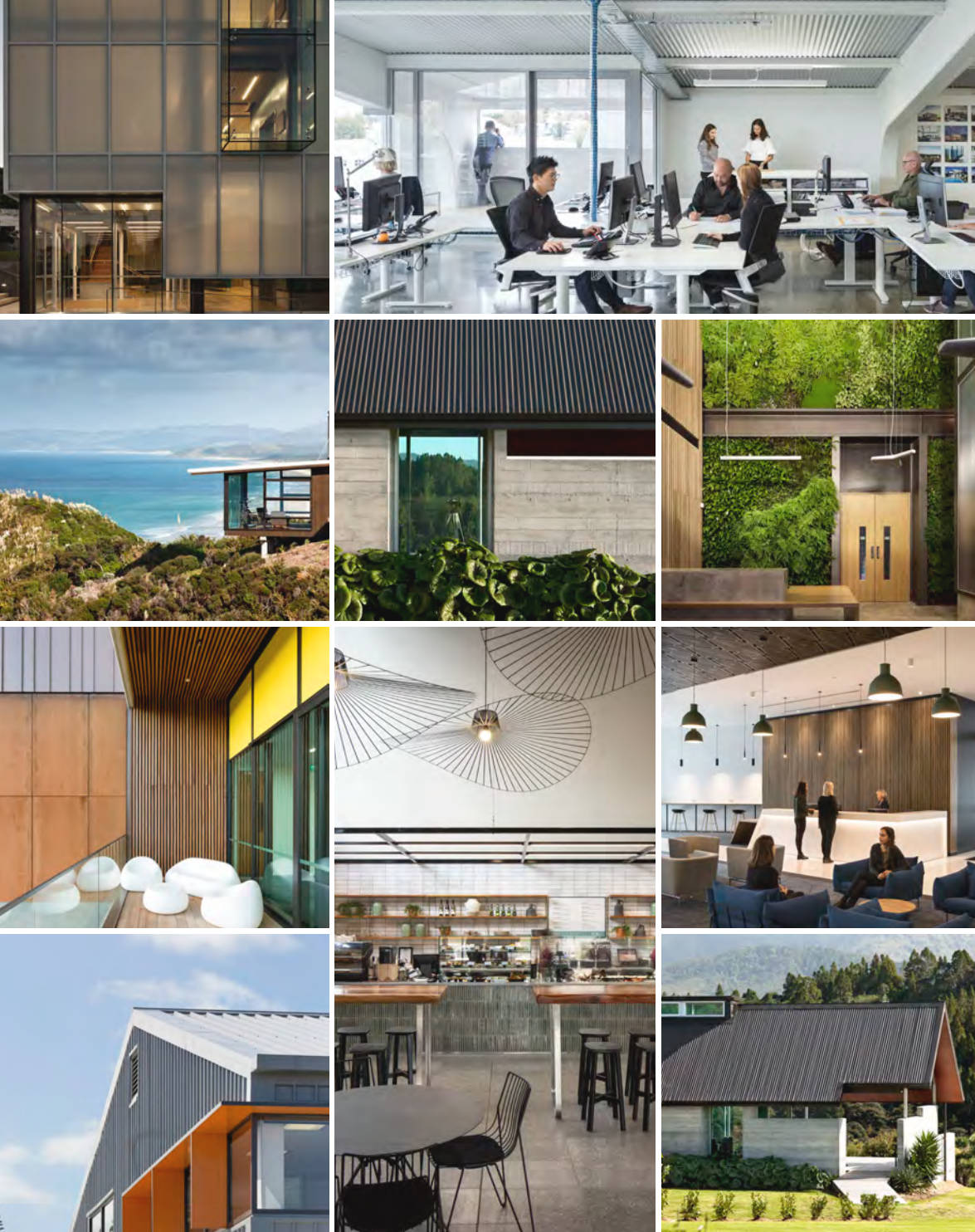
GAGGENAU

THE BIG PICTURE

PHOTOS ASTON MARTIN / © SAM RILEY

Aston Martin Chief Engineer, Matt Becker, puts the first development prototype of the luxury brand's recently-confirmed SUV, the DBX, through its paces along a demanding Welsh Rally stage. This first test for DBX signifies the start of an extensive testing programme; one that has begun in Wales, as a nod to Aston Martins' new St Athan production facility in the Vale of Glamorgan. The first prototype drive in Wales signifies the start of 'real world' testing, in which the Aston Martin DBX will be subjected to a punishing regime tackling some of the world's harshest environments.





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NEWS + INNOVATION

CUPRA ATECA

Created from SEAT's award-winning motorsport division, the new stand-alone Cupra sub-brand has been confirmed for a New Zealand launch in 2019. The first Cupra performance model we will see is the hot take on SEAT's popular Ateca SUV, but with more firepower under the bonnet; a vehicle born from the passion of engineers and designers' intent on making their mark.

ALSO MAKING THE NEWS

- Kiwi Simon Evans confirmed for Jaguar I-Pace eTROPHY series • McLaren Speedtail unveiled
- Holden's XL SUV, the Acadia, arrives • Norwegian EV expert showcases Scandi successes
- New Zealand gets its first look at Lexus UX



CUPRA PERFORMANCE BRAND ARRIVES IN NEW ZEALAND

New Zealand's newest automotive brand, Cupra, makes its debut in early 2019. Created from SEAT's award-winning motorsport division, the first Cupra will be a sportier take on SEAT's Ateca SUV.

SEAT's in-house performance sub-brand, Cupra, has gone out on its own. Following hot on the heels of the debut of the SEAT brand in this country during 2017, the new Cupra sub-brand builds on the positive reception the Spanish nameplate has already received here, with an up-shift in performance befitting the badge. Confirmed for a New Zealand market launch in the first quarter of 2019, Cupra has been described as the definitive expression of sophistication and performance, with the new brand's first model – the Cupra Ateca SUV – perfectly encapsulating these values. The Cupra Ateca is an SUV that marks the birth

of the new brand; a unique model in its segment and perfectly aligned to customers' needs. The Cupra Ateca offers a striking exterior look, a stylish interior and accessible performance, created from a powerful engineering toolkit, incorporating the essential technological ingredients to achieve its targets, without overcomplicating and obscuring the vehicle's *raison d'être*. The beating heart and soul of the new performance SUV is one of the most technologically-advanced engines on the market; a turbocharged, direct-injection, four-cylinder 2.0-litre TSI petrol engine that produces a remarkable 221kW of power and

400Nm of torque. Linked to a smooth and precise seven-speed DSG transmission and a sure-footed 4Drive all-wheel drive system, the Cupra Ateca promises to be a vehicle born from the passion of engineers and designers. The Cupra Ateca's stirring performance is matched by its arresting exterior design. At the front, the upper grille features a honeycomb effect, with the new Cupra logo at its centre. Glossy black details are a constant feature, while at the rear four exhaust pipes sit on the edge of the rear diffuser and exclusive 19" diamond cut alloy wheels enhance the SUV's elegant appearance. "SUVs are still growing massively in popularity,



“THE CUPRA ATECA OFFERS A STRIKING EXTERIOR LOOK, A STYLISH INTERIOR AND ACCESSIBLE PERFORMANCE, CREATED FROM A POWERFUL ENGINEERING TOOLKIT.”

but there is no car like the Cupra Ateca on the market,” says James Yates, New Zealand General Manager of Cupra.

“We are confident that it is going to be a success and a great first pillar of the brand, expressing perfectly the Cupra key brand values of sophistication, uniqueness and performance.

“We are very optimistic to attract new customers that are looking for such a unique car, being positioned between the mass and the classical premium segment.”

The all-new Cupra Ateca will be on sale through the SEAT Store, Auckland during the first quarter of 2019, for an MRP of \$63,900 + ORCs.



KIWI RACER SIMON EVANS JOINS JAGUAR I-PACE eTROPHY RACE SERIES

New Zealand's Simon Evans will race in the newly-announced Jaguar I-Pace eTROPHY all-electric production race series, which kicks off in December for Team Asia New Zealand, sponsored primarily by the Giltrap Group.



Jaguar Racing has revealed more details of teams taking part in the inaugural Jaguar I-Pace eTROPHY, the world's first all-electric production-based race series.

Among them is Team Asia New Zealand, sponsored primarily by the Giltrap Group, as well as Wearnes Automotive, and Access Group Pvt Ltd, Sri Lanka; all official importers and distributors of Jaguar Land Rover vehicles in their respective countries.

"Motorsport is a great passion for the Giltrap Group, and we are proud to support New Zealander's racing all over the world," says Michael Giltrap, Joint Managing Director of the Giltrap Group.

"The chance to back the Team Asia New Zealand e-TROPHY entry was an easy decision. Not only does it further confirm our commitment to zero-emission vehicles, but it showcases both Jaguar's impressive I-Pace and New Zealand's impressive driving talent in Simon Evans."

Simon, brother of Panasonic Jaguar Racing driver, Mitch Evans, will compete in the championship, which begins on 15 December in Ad Diriyah, Saudi Arabia. The Jaguar I-Pace eTROPHY will be the official support race to ABB FIA Formula E, and will take place on the same city street circuits at 10 rounds of the championship.

"I am thrilled to be representing Team Asia New Zealand and am grateful for the opportunity to be part of electric racing history," says Evans, who comes from a family of pedigreed racers in New Zealand.

"My brother races in Formula E, and I've been following it for a few years now; it's definitely the future, so it's great to be involved."

Evans attended the championship's acclimatisation test at Silverstone, UK in September, as well as pre-season testing at Rockingham, UK in October, where he banked valuable test laps.

"The car exceeded all my expectations, it was really nice to drive and the braking performance is really good. Having my brother there will be great too – we'll be supporting each other, and he'll definitely be pushing me on."



The Jaguar I-Pace eTROPHY race will be 25 minutes plus one lap. This will follow two free practice sessions and a qualifying session. Each race will feature a VIP entrant, with famous faces from the world of motorsport and beyond set to take part.

Jaguar returned to racing in October 2016, becoming the first premium manufacturer to join the all-electric ABB FIA Formula E Championship street racing series. Last season, Nelson Piquet Jr and Mitch Evans contributed to Panasonic Jaguar Racing's most successful season to date in 2017-18, as their score more than quadrupled the team's points from season three.

ABB has been announced as Official Charging Partner for the Jaguar I-Pace eTROPHY series and will provide compact fast chargers to each team.



“I AM THRILLED TO BE REPRESENTING TEAM ASIA NEW ZEALAND AND AM GRATEFUL FOR THE OPPORTUNITY TO BE PART OF ELECTRIC RACING HISTORY.”



MCLAREN'S ULTIMATE ROAD-LEGAL TRACK CAR ARRIVES IN NZ

Bearing the name of a Formula 1 legend, the McLaren Senna has been designed to be the most responsive and engaging road-legal McLaren ever.

One example of the hand-assembled McLaren Senna hypercars delivered to customers globally arrived in New Zealand recently.

Following McLaren's 'form follows function' design philosophy to its extreme, the Senna is a mid-engined, rear-wheel drive road-legal track car which exhibits all the hallmarks of a

stripped-back racer. Purposefully aggressive in appearance, the Senna features a variety of performance enhancements engineered specifically for the model.

Built around a carbon-fibre Monocage III chassis, the Senna boasts carbon body panels which make it the lightest road car the Woking-

based manufacturer has built since the iconic F1. Active front and rear aerodynamics provide for up to 800kg of downforce, while even the cockpit has been pared back so only essential instrumentation is displayed. The driver sits in an ultra-light, one-piece carbon fibre racing seat, with a roof-mounted 'snorkel' intake helping to enliven the experience in the driver's seat.

The Senna also features advanced RaceActive Chassis Control II (RCC II) suspension and Comfort, Sport, Track and Race handling modes. Adding to the drama is a unique Iconel and titanium exhaust system which exits through an ultra-low carbon fibre rear deck.

Underneath the engine cover lies the most powerful engine ever configured for a McLaren road car: a 4.0-litre, twin-turbo V8 producing 800PS (789bhp) and 800Nm of torque. The impressive weight saving measures McLaren's engineering team has achieved, combined with the power output of the V8 means the Senna offers a power-to-weight ratio of 668PS-per-tonne (659bhp).

As to be expected, the Senna offers savage performance: 0-100km/h in 2.8 seconds, or 0-200km/h in just 6.8 seconds. But it also offers unprecedented stopping power, braking from 200km/h to standstill in just 100m.

"The power, torque and performance are mind-blowing and on throttle, with the intake above you and the air mixing in the carbon fibre plenum, it feels like the engine is right there alongside you in the cockpit," said McLaren Automotive Chief Engineer, says Marcus Waite at the Senna's unveiling.

The McLaren Senna will be strictly-limited to 500 builds, all of which have been allocated to customers.

SPEEDTAIL HARMONISES PIONEERING TECH AND SEAMLESS DESIGN

Only 106 McLaren Speedtail 'hyper-GT' road cars will be built and will each cost £1.75m plus taxes.



It has been a busy year for McLaren, with multiple high-performance models – including the Senna and 600LT (see p50) – released in the latter half of 2018. The highlight for many, however, is the revealing of what the manufacturer is calling the 'next chapter' in its Ultimate Series of hypercars.

Unveiled in October, every element of the Speedtail has been considered as part of an all-encompassing mission to reduce drag and maximise top speed. The Speedtail is narrower than a McLaren P1, but more than half a metre longer. When viewed from above it looks like a teardrop – the fastest shape in nature. The Speedtail's sculptured form creates the

smoothest initial contact with the air at the front splitter, while the dramatically long tail 'bleeds off' the airflow to reduce turbulence at high speeds.

McLaren states the essence of the Speedtail is the amalgamation of modern design and craftsmanship in its truest sense, along with the very latest digitally-developed technologies. By radically rethinking every aspect of the exterior design, aerodynamic drag efficiency has been maximised and acceleration improved.

As both the name and the shape of the Speedtail suggests, the car is all about high-speed performance. A top speed of 403km/h is achievable through McLaren's unique Velocity

mode which was developed especially for the Speedtail. Velocity mode optimises the hybrid powertrain for high-speed running, while also tailoring the angle of the active rear ailerons. Additionally, the digital rear-view camera in the car can be retracted to reduce drag, while Velocity Active Chassis Control can lower the Speedtail by 35mm, leaving the highest point of the vehicle just 1120mm above the road surface, and increasing aerodynamic performance.

The result? A true hypercar capable of accelerating from zero to 300km/h in a remarkable 12.8 seconds.

FORMULA SAE TEAM LAUNCHES 2018 CHALLENGER

Auckland University's Faculty of Engineering has unveiled a new car design, the M018.

The latest Formula SAE race car, designed by students at Auckland University's Faculty of Engineering, was unveiled during November at a special event held at the Giltrap Group's head offices.

Alongside the new car at the event were a collection of past FSAE competition cars and examples of some of the latest in supercar design, including the \$2 million McLaren Senna.

The M018 was unveiled by Emma Murray, a long-time financial supporter of the team and Jan McLaren, Bruce McLaren's younger sister. It was a fitting selection, with Formula SAE Team Leader Lizzy Grant acknowledging the Murray family's generosity as crucial to the ongoing success of the team and continuing a legacy

started by Emma's late husband, and Faculty of Engineering alumnus, Ian Murray.

The M018 also contains a subtle nod to the McLaren family, with a "papaya" stripe up its side reflecting the colour of McLaren's early Can-Am and F1 racers.

During an introductory speech, Sir Colin Giltrap congratulated Lizzy Grant on attaining this year's Bruce McLaren Scholarship. The scholarship will see her complete a coveted internship with McLaren Automotive at their UK headquarters.

During his presentation Sir Colin also discussed the rapidly changing future of the automotive industry, highlighting the extensive range of electric vehicles from names such as Jaguar and Porsche. He said he believes the

current FSAE team members are on the right track for a career in the automotive industry, since 2018 marks the third year an electric vehicle has been built for competition.

Chief Engineer Blake Roberts reported on the team's progress over the course of the year, saying the team's main goal was to get the car running as early as possible so a solid amount of testing could be completed and issues worked through before competition. The M018 first ran in August (the third earliest date in the team's history), which gave them extra confidence before they headed to Australia.

The team are due in Australia in December to compete across a range of competitive static and dynamic events designed to test all facets of the car.



PORSCHE UNVEILS EIGHTH-GEN 911 AT LA MOTOR SHOW

Porsche says that while the new 911 features more power, more digitisation and more efficiency than its predecessor, it remains a pure sports car and the 'pulsing heart' of the brand.

Unmistakably committed to the Porsche design DNA but exhibiting a more muscular look, the new 992-generation 911 is longer, wider and taller than the model it replaces. It has also been engineered to adopt an electrified powertrain at some point during its lifetime.

For the time being, however, Porsche engineers have developed the iconic sports car's flat-six turbocharged engines to be more powerful than ever before, with 331kW in the

Carrera S models. Drive efficiency has been increased with an improved injection process and a new layout for the turbochargers and charge air cooling system. Power is delivered through a newly-developed eight-speed dual-clutch transmission and top speeds are now 308km/h for the Carrera S and 306km/h for the Carrera 4S all-wheel drive iteration.

The latest 911 features wider wings arching over large 20-inch wheels at the front and 21-inch

wheels at the rear. The rear-wheel drive models now match the bodywork width of the existing all-wheel drive models.

The front-end of the new car revives a traditional feature of earlier 911 generations: a forward-extended bonnet with a distinctive recess in front of the windscreen. At the same time, newly developed LED headlights are integrated into the wings, taking the typical 911 round and upright form. Flush integration of the electrical pop-out handles in the doors emphasises the tapered and smooth side contour.

The rear of the 992-generation car is dominated by the significantly wider, variable-position spoiler and light bar. As a distinguishing feature, rear-wheel drive models have black louvers, while all-wheel drive models have chrome elements in the rear grille. With the exception of the front and rear sections, the entire outer skin is now made from aluminium.

Porsche 911 models from the 1970s provided the inspiration for the straight lines and recessed instruments in the dashboard. Alongside a centrally positioned rev counter, two thin, frameless freeform displays deliver information to the driver. Now 10.9 inches in size, the centre screen of the Porsche Communication Management (PCM) can be operated quickly and without causing distraction. Although the seat is now positioned five millimetres lower and has a minimally thinner seat cushion, seating comfort has been improved overall.

Additional highlights include Porsche Wet Mode to make driving on wet roads even safer, Night Vision Assist with thermal imaging camera, as well as comprehensive connectivity.

The new eighth-generation Porsche 911 will arrive in New Zealand during 2019.



AUDI & VECTOR ALIGN AROUND EV OWNERSHIP

Audi New Zealand and Vector have joined together to develop a range of solutions for electric vehicle owners, covering both domestic and commercial facilities.

Vector, the country's largest energy distribution company, has developed a consultancy service in partnership with Audi designed around the needs of broadening numbers of electric vehicle owners.

The consultancy service will be centred around the new Audi e-tron arriving in mid-2019.

The service will be available through Audi dealership and covers all areas of customer interaction from charging equipment choices, home power capacity checks, and the installations of approved charging equipment, right through to the latest generation electrical storage devices and connected solar power panels.

Consumers contemplating EV ownership typically have many questions and given most owners charge to some degree at home, the focus must be on a seamless domestic charging experience to complement the public "fast charging" experience.

"When we were looking for a premium national electrical partner, Vector were the clear choice," said Dean Sheed, General Manager, Audi New Zealand. "The solutions we now have for our customers are second to none and offer innovative storage and generation solutions."

The Audi e-tron is the first fully electric vehicle



from the German brand. The full-size SUV has two electric motors with a total output of 300kW and 664Nm of torque. It will cover over 400km on a single charge and is the first series production vehicle that can charge at fast charging stations with direct current (DC) at up to 150kW.

It is also comfortable charging its 95kWh battery at home using normal 240-volt AC power in a "top-up" scenario. The Audi e-tron will also eventually be available with an induction charging pad for home or business use.



NORWEGIAN EXPERT SHOWS THE WAY ON EV ADOPTION

Secretary General of the Norwegian Electric Vehicle (EV) Association, Christina Bu, was in New Zealand recently to meet with industry and government to discuss what New Zealand can learn from Norway's world-leading conversion to electric vehicles.

Norway's adoption of electric vehicles in the last few years is unprecedented, with 40 percent of transport on the Scandinavian nation's roads now electrified. The NGO that has overseen the rapid transformation of the country's national fleet to PHEV (plug-in hybrid) and BEV (battery electric) vehicles is the Norwegian EV Association. Playing an important role both nationally and internationally when it comes to

promoting the transition, Secretary General of the Norwegian Electric Vehicle (EV) Association, Christina Bu, is a powerful voice in the EV industry.

Ms Bu paid a visit to New Zealand during November to speak with industry leaders and politicians in back-to-back seminars about her first-hand knowledge of the Norwegian experience.

Ms Bu has been keynote speaker and panellist at a long list of summits and conferences throughout Europe and the USA, discussing the challenges for the industry and issues of vehicle availability, charging and infrastructure, residual values, range limitations and cost.

Ms Bu's visit to New Zealand coincided with the country's EV fleet approaching 11,000 registered vehicles, and the charging infrastructure network continuing to roll out throughout the provinces. But to achieve New Zealand's national target of 64,000 EVs on the road by 2021, the rate of conversion will still need to grow dramatically.

Ms Bu says both consumer and corporate sentiment is swinging rapidly towards EVs. In the important fleet buyer market, more than 30 key New Zealand companies have committed to a fleet of 30 percent EVs by 2019. Converting fleets to EVs provides the largest opportunity to transition towards wider adoption of electric vehicles, says Drive Electric, the EV advocacy group which sponsored Ms Bu's visit in conjunction with Meridian and EECA.

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ACADIA PROMISES PREMIUM SUV MOTORING WITH AN AMERICAN ANGLE

Holden has unveiled an all-new large seven-seat SUV, in the form of the American-assembled Acadia.

Having arrived in time for family summer motoring, the Holden Acadia is available in New Zealand in six different grades and with a mix of front- and all-wheel drive. Peak power from the 3.6-litre V6 petrol engine is 231kW and there is 367Nm of torque available. The SUV features a nine-speed automatic transmission.

Tailor made for utility, the seven-seater Acadia's second seating row adjusts front to rear allowing flexible leg room for all and maximum usability of the spacious third row. Both rows of rear seats fold flat for extra cargo capacity. The SUV's interior design also incorporates clever storage solutions integrated throughout, including a console drawer for second row passengers and a covered under-floor bin in the back where items can be stowed out of sight.

The Acadia can help keep passengers entertained with an 8-inch Holden next generation Infotainment touch-screen featuring

integrated Apple CarPlay and Android Auto and 2.1-amp fast charge USB ports in all three rows; perfect for recharging tablets and smartphones on the move.

Designed for family motoring, the Acadia will also set a benchmark for standard safety systems, with a variety of high-tech features included. Autonomous Emergency Braking with pedestrian and bicycle detection, Automatic High Beam Assist and a haptic Safety Seat Alert are standard. Similarly, Forward Collision Alert with Head-Up Warning, Lane Keep Assist with Lane Departure Warning, Side Blind Zone Alert with Rear Cross Traffic Alert and a Rear-View Camera feature in every Acadia, from the entry LT 2WD to the range-topping LTZ-V AWD.

"The new Acadia offers the latest technology, a full suite of safety features, local tuning for New Zealand roads as well as the luxury of space, combined with versatile interior configurations,"

says Holden New Zealand Managing Director, Marc Ebolo.

"Furthermore, it represents an extremely compelling value proposition as it's available from only \$49,990."

Another big selling-point for Holden is the Acadia's prowess as an effective tow vehicle. The SUV offers a Hitch Guidance with Hitch View system, helping the driver line the vehicle up when hitching a trailer. The same system can even let the driver check on the coupling when on the move, thanks to the Rear View Camera. The transmission's carefully calibrated 'Tow Haul' mode makes it easier to use the Acadia's 2000kg braked towing capacity more efficiently, altering gear shift patterns while towing to aid drivability, performance and stability.

The Holden Acadia range is on sale now, with recommended retail pricing starting at \$49,990 + ORCs.

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ŠKODA SCALA TO REFRESH AND REDEFINE THE COMPACT CLASS

New compact hatchback from the famous Czech brand is set to wear the Scala nameplate when it arrives in 2019.

Building on a busy two-year period for the brand, Škoda is set to kick off 2019 in similar fashion with an all-new compact addition to the range, the Scala.

The name comes from the Latin word 'scala', which means 'stairs' or 'ladder', signifying the next step forward for the manufacturer in the compact segment.

The Scala also debuts new styling enhancements for Škoda, being the first production model from the Czech carmaker to bear Škoda lettering in the middle of the tailgate instead of the usual logo.

The new compact model will

also be the first Škoda to feature the latest generation infotainment system with a free-standing display positioned high up in the driver's immediate field of vision. The Scala's optional Virtual Cockpit will also boast the biggest display in its class.

In addition to new interior trims and premium materials, the Scala will also offer a generous amount of interior space, along with the largest luggage compartment in the compact segment, at 467-litres. Due to the car's relatively long wheelbase, knee room in the rear seats will be equivalent to that in



the Škoda Octavia, while headroom will similarly be best-in-class.

"With the new Škoda Scala we are opening a fresh chapter in Škoda's compact class," said Bernhard Maier, CEO of Škoda Auto.

"This is a completely new development that sets standards in terms of technology, safety and design. We are confident that the Scala has the best chance of redefining the segment for Škoda."

GILTRAP ROADSHOW ROLLS OUT PERFORMANCE TO THE PROVINCES

The world's fastest cars stopped the traffic around the country as the 2018 Giltrap Roadshow, featuring models of Aston Martin, Bentley, Lamborghini and McLaren, toured the length and breadth of New Zealand during November.

Four months in the planning, 42 flights, 74 hotel rooms and most importantly 10 cars producing more than 6000-horsepower (4474kW). Those are just some of the stats from the 2018 Giltrap Roadshow event, which saw the most varied range of high-end performance cars ever assembled tour from Queenstown to Christchurch and on to Wellington.

In each location a 'pop-up' Giltrap Group installation was established, with each stop on the

tour incorporating a display day followed by exclusive drive events.

The roadshow is designed to let customers around the country experience the sight and sound of some of the most stunning cars on the planet, while for registered participants, drives through picturesque scenery and around the challenging Highland Motorsport Park were also on the menu.

Held every second year, the Giltrap Roadshow works as a

supplementary event to regular remote service clinics for Aston Martin, Bentley, Lamborghini and McLaren customers, held throughout New Zealand by Giltrap Group technicians.

This year the cavalcade of supercars included three Aston Martins, including the DBS Superleggera and V8 Vantage, the McLaren 570 Spider and 720S, as well as a Lamborghini Aventador. Additionally, the impressive

Lamborghini Urus made its South Island debut, as did the all-new Bentley Continental GT. The luxury Grand Tourer was joined by examples of Bentley's Bentayga SUV.

Safely shepherding \$4m worth of cars around the country for supercar fans and potential customers to experience them in key locations is no easy feat. But, says Shaun Summerfield, Giltrap Group General Manager of Communications, it was certainly a worthy experience.

"The team involved simply couldn't believe the reaction this line-up of exotic machinery generated wherever we went," he says.

"It was fantastic to see, hear and experience these cars, both out on the open road, and at the busy display days we were able to organise in Queenstown, Christchurch and Wellington. We're already looking forward to the next roadshow event, where we expect we'll be showcasing an even more varied line-up of amazing cars from the world's most aspirational brands."



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No doubt, you've long admired the Range Rover Evoque. The fine yet muscular exterior, and the beautifully contoured cabin, would've already caught your eye. What you wouldn't have seen, however, is the chance to purchase a 2018 Range Rover Evoque Si4 (177kW) HSE Dynamic at the model run-out price of \$89,990 plus on-road costs.

So now you can admire the price as well as the vehicle. It's the last chance to purchase the 2018 Range Rover Evoque, be sure to visit www.landrover.co.nz and book your test drive today.

*Image is not representative of offer, run-out model includes black contrast roof. MRP \$89,990 plus on-road costs based on Range Rover Evoque Si4 (177kW) HSE Dynamic. Available while stocks last.

JLR_216867

VOLVO TO PARTNER WITH GOOGLE FOR NEXT-GEN INFOTAINMENT SYSTEM

Volvo has announced it will embed Google Assistant, Google Play Store and Google Maps in future model infotainment systems.



Volvo has announced it is working with Google to embed the voice-controlled Google Assistant, Google Play Store, Google Maps and other Google services into its next-generation Sensus infotainment system, based on Google's Android operating system.

The carmaker says a Google partnership will enhance the way its customers interact with their cars. Apps and services developed by Google and Volvo will be embedded in the car, plus thousands of additional apps will be available through the Google Play Store that are optimised and adapted for Android-based car infotainment systems.

Since the next generation of Sensus will run on Android, new apps and software updates will be available in real-time and automatically applied. Volvo says this will allow it to react to customer needs and offer drivers up-to-date information and predictive services.

"Bringing Google services into Volvo will accelerate innovation in connectivity and boost our development in applications and connected services," said Henrik Green, senior vice president of research and development at Volvo. "Soon, Volvo drivers will have direct access to thousands of in-car apps that make

daily life easier and the connected in-car experience more enjoyable."

Google Assistant will provide a central voice interface for the car that allows drivers to control in-car functions such as air conditioning and use apps to play music and send messages. Google Maps will also enable the next generation of Sensus to provide refreshed map and traffic data in real time and proactively suggest alternative routes to avoid congestion.

The first Android-based infotainment system is intended to be launched by 2021



LEXUS LAUNCHES ALL-NEW UX LUXURY CROSSOVER SUV

Lexus has announced a bold new compact crossover SUV is to join its New Zealand line-up. The UX will be available in both front-wheel and all-wheel drive format, with the option of Lexus hybrid electric powertrains.

Lexus New Zealand will offer seven variants of its eye-catching, UX crossover SUV when it is launched here in February 2019. No less than five models will be powered by Lexus' fourth

generation self-charging hybrid electric engine.

The UX sets the agenda for the luxury small SUV market with bold exterior design cues and imaginative technology thoughtfully packaged

up with the unique touch of Lexus' signature takumi craftsmanship.

Comprehensively equipped in base, F Sport and Limited grades, the UX will be offered with a complementary range of specification that amplifies the vehicle's imaginative technology, safety and luxury specifications.

On-road performance comes courtesy of a highly efficient 2.0-litre, four-cylinder petrol engine in the conventional UX 200, or self-charging hybrid-electric UX 250h configurations.

Drivers will have a choice of front-wheel drive in both powertrains or all-wheel drive in the self-charging hybrid electric powertrain option, with prices starting from \$59,900 + ORCs for the UX 200 FWD petrol model. The innovative all-wheel drive E-Four provides electric motor drive to the rear axle, automatically providing extra grip in slippery conditions at lower speeds.

The Lexus Safety System+ package comes as standard in every UX. This includes a pre-crash safety system with day and night-time pedestrian detection and day-time cyclist detection, All-Speed Dynamic Radar Cruise Control, Lane Tracing Assist with lane centering function, automatic high beam (adaptive high beam system for F Sport and Limited), and Road Sign Assist.

Twelve exterior colour options will be available including the distinctive Terrane Khaki, Blazing Caramel and Celestial Blue

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INAUGURAL SCOTT MCLAUGHLIN GRAND PRIX BRINGS SPORTING CELEBS TO THE GRID

Champion racer Scott McLaughlin was joined by a host of sports identities at Hampton Downs recently in order to raise funds for KartSport NZ's Driver Development Academy, which provides programs and coaching clinics to aspiring performance drivers.

Three weeks before he'd earned a place in Supercars history by claiming the 2018 Championship at Newcastle in November, Scott McLaughlin was involved in a slightly different kind of history at Hampton Downs, as the guest of honour for the first ever Scott McLaughlin Grand Prix.

As proud sponsors of KartSport NZ, the Giltrap Group was delighted to be involved in the event, which pitted nine teams lead by sporting celebrities including America's Cup winner Peter Burling, motocross champion Ben Townley and Black Stick Rose Keddell, in a variety of motorsport challenges.

On-track tasks ranged from Jaguar's Smart Cone Challenge, to slalom, drag racing and of course karting.

Each team also got the chance to drive a lap of Hampton Downs in a selection of exotic machinery supplied by Aston Martin, Lamborghini, Porsche, McLaren and Audi.

McLaughlin, the patron of KartSport NZ, described the event as "my way of saying thanks"

to the sport that started him on the road to becoming a champion racing driver.

The event was raising funds to run the Driver Development Academy which provides a set of programs and coaching clinics to assist members, from new entrants through club day racers to aspiring and existing elite international level competitors.

Despite the likes of speedway star Michael Pickens and stockcar champ (and super caddy) Steve Williams bringing serious driving skills to the event, there was an unexpected victor in All Black great Olo Brown, whose Team BMC claimed overall honours in the inaugural Pro-Am event.

McLaughlin, who limited his competitive participation to entering the deciding race as a wildcard from the back of the grid, was full of praise for what is expected to become a biennial event.

"It was awesome. Everyone was just so into it and loving it. It was all for a very good cause too, obviously. I think it was very successful," he said.



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+ JBL L100 CLASSICS

Thirty-eight years after the debut of JBL's classic candybar-patterned L100 floor speaker, the pioneering American audio manufacturer pays homage to the original with a retro-themed release that marries old with new. The limited edition L100 Classic is a completely advanced 3-way speaker on the inside. The speaker features a large 12-inch subwoofer driver and a 5.25-inch mid-frequency transducer. There's even a 1-inch tweeter made out of titanium with soft-surround, giving the speaker a sound that is more defined. Visit www.jbl.com for further details.

+ TSM MCLAREN MODELS

Released to coincide with the arrival of the McLaren 600LT, another factory-approved 600LT is available to McLaren fans – in miniature. Secretly developed in parallel with the real mid-engined sportscar, the collectible 1:43 scale miniature from TSM-Model is available now. As with the real thing, the resin model initially comes in the McLaren 600LT launch colours of Myan Orange or Chicane Effect grey, matched with an all-black interior. The TSM McLaren 600LT joins a burgeoning family of McLaren miniatures that collectively chart the dramatic rise of the sportscar manufacturer. Visit www.tsm-models.com for more details.



+ TAG HEUER CARRERA CALIBRE HEUER 01 ASTON MARTIN SPECIAL EDITION

Since announcing their partnership at the 2018 Geneva Motor Show, the best creative talents of TAG Heuer and Aston Martin have worked together to create highly-anticipated timepieces that expresses the brands' shared values of performance, precision and craftsmanship. The second timepiece in the continuing collaboration between two of the most iconic brands in motor racing features a 45mm solid steel case and a ceramic black brushed tachymeter bezel with Aston Martin engraving. The manufacture movement is visible through the dial, which is skeletonised in a hexagonal pattern recalling details on the new Vantage. Also, exclusive to this timepiece is the reshaped lugs, which were inspired by the lines of Aston Martin's svelte bodywork. Visit www.tagheuer.com for further details.

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Model shown is V6 580Nm Aventura with overseas sidesteps shown.

ACCESSORIES + INSPIRATION

+ ŠKODA CYCLING BACKPACK

This practical 10-litre sporting backpack includes a pocket for a three-litre water bladder, and a secure inner pocket for important oddments such as keys or a mobile phone. Shoulder straps feature net inserts and a height adjustable chest strap, as well as a removable waist belt. Handy for remaining visible out on the open road, the backpack is equipped with reflexive stripes and a reflexive Škoda logo. \$85.00. Available from the Giltrap Store www.giltrapstore.co.nz.



+ MCLAREN POLO SHIRT

Available in both men's and women's sizing, McLaren's subtly fashionable polo shirts offer a high-quality take on a classic style. Crafted from a cotton-bamboo blend which is extremely soft to the touch, these polo shirts offer understated elegance for any summer occasion. The McLaren polo shirts feature a fitted collar and exclusive McLaren-branded anodized aluminium buttons with orange stitching and detailing, as well as the famous McLaren logo. Available in either white or black for \$110.90. Available from the Giltrap Store www.giltrapstore.co.nz.

+ BENTLEY GT3 COFFEE MUG

Adorned with the silhouette of one of Bentley's most famous racing cars, the GT3, this ceramic coffee mug promises to be the fastest thing in the cupboard. In addition to the GT3's muscular wheel arch lines and large rear spoiler, the mug also features the luxury carmaker's iconic Bentley Wings logo. \$41.00. Available from the Giltrap Store www.giltrapstore.co.nz.



+ LAMBORGHINI SQUADRA CORSE USB BRACELET

As practical as it is stylish, this rugged black rubberised wristband features an integrated 4GB USB drive, meaning important digital files can be with you wherever your day takes you. Finished with the distinctive Automobili Lamborghini and Squadra Corse logo, this stylish bracelet is \$32.00. Available from the Giltrap Store www.giltrapstore.co.nz.

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ŠKODA's newest SUV, the 5-seat Karoq, packs plenty of attitude and smart technology into a bold, mid-size design. The engines are turbocharged, and the many assistance systems are state-of-the-art. Inside, the Karoq offers exceptional interior space and comfort for all. No wonder it won the WhatCar award for Best Family SUV 2018. So if you're ready to Karoq, call into your local dealer and try it for yourself today.



ACCESSORIES + INSPIRATION



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+ KELLY THOMPSON LIMITED EDITION JEWELLERY

Iconic New Zealand jewellery house Walker & Hall have collaborated with renowned illustrator and creative consultant Kelly Thompson to launch two limited edition jewellery collections and a one-off stunning six-carat diamond ring. The exclusive collections are a celebration of the company's heritage and design expertise, bringing together vintage influence and a contemporary aesthetic, making them the perfect pieces for a modern woman. The first collection titled #70, for the decade of inspiration for the range, is available in both sterling silver and gold, and has been designed as feature pieces that you can dress up or down for day or evening wear. The second collection titled #20, is a luxurious set which celebrates the glamour and exuberance of the 1920s art deco scene. With 18ct yellow gold and rose cut black diamonds featured throughout the full collection, the pièce de résistance is the bracelet which showcases 12.34cts of black diamonds making it a standout piece. The two limited edition jewellery collections are available at Walker & Hall stores and online. Visit www.walkerandhall.co.nz for more details.

+ ASTON MARTIN LUGGAGE

Now available online, Aston Martin has unveiled a brand - new collection of bespoke luxury luggage. The range is all-encompassing, including many styles from wash bags, to briefcases and holdalls. A wide selection of iPhone cases are also available, including the well-known 'Le Mans' phone case and a series of cases featuring artwork to celebrate the launch of new 2018 Vantage. Visit www.shop.astonmartin.com for further details.



+ BOSCH KIOX E-BIKE TELEMATICS

Bosch is well-known for its power tools, but the German company makes many other electronic products and has made huge strides in e-bike development in recent years. Paired with the two-wheeled hardware, Bosch's Kiox is an onboard computer that lets the rider visualize telematic data such as speed, cadence, distance and battery level. Kiox even acts as a gateway to niche features like indicating when your bike needs servicing, as well as the rider's health stats like heart rate. The Bosch Kiox sits between the e-bike's handlebars, while its separate controller can be mounted to suit left- or right-hand use. The system's vividly colourful 1.9-inch screen can display data in all weather and daytime conditions, and comes with a GorillaGlass cover to protect it from scratches, bumps and grit. Visit www.bosch-ebike.com for further details.





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ACCESSORIES + INSPIRATION

+ BESS SAN SILK SCARF

A Bess scarf is the perfect juxtaposition of high-end luxury and street-style cool, where natural materials and traditional hand-finishing sit alongside vivid, graphic, contemporary patterns, creating a truly unique aesthetic. Each vibrant design is printed onto the highest quality silks and lovingly hand-finished. Bess San scarves are made from 100 percent Silk Twill and are priced from \$240. Visit www.bess.studio for further details.



+ NEUW DENIM ROSES SHIRTS

The Rose Shirt will imbue a contemporary approach to your new season wardrobe. It's crafted to a casual-fitting silhouette in super soft Rayon, featuring drop sleeves and a button up front for added ease. It's patterned with a seasonal rose print inspired by a pop art painting by Andy Warhol. The Neuw Denim Roses Shirts are \$109.99. Visit www.neuwdenim.com for more details.



+ KAREN WALKER RUNAWAY AZURE

To create Runaway Azure Karen Walker collaborated with Veronique Nyberg, the French perfumier behind the original Runaway, with a doctorate in organic chemistry and an encyclopaedic knowledge of obscure and rare botanicals. Karen Walker Runaway Azure \$155 (60ml) or \$200 (100ml gift set). Karen Walker Fragrances are stocked in Harvey Nichols Knightsbridge, Smith & Caughey's, David Jones, Ballantynes, H&J Smith, Karen Walker, and selected Farmers and fashion boutiques.



+ ONITSUKA TIGER MEXICO 66

The Onitsuka Tiger Mexico 66 takes inspiration from several classic training shoes including the LIMBER, which was one of the first shoes to boast the Onitsuka Tiger stripes, and was delegated to the national Japanese team at the 1968 Mexico Games. Visit www.onitsukatiger.co.nz for further details.



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FEATURED

KAREN WALKER

"I've always been very outward looking," says Karen Walker, speaking exclusively to 66 Magazine. "I think that was why I had the vision, because it was so parochial and closed [in New Zealand]. There were no brands or labels that inspired me to want to work for them and I couldn't get the sorts of things that I wanted so I had to do it myself."

ALSO IN THIS ISSUE

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- Previewing the Land Rover NZ Polo Open • Indulging at The Rees Residences
- Two top trucks in two distinct locations



THE VISIONARY

WORDS VICTORIA WELLS PHOTOS VINESH KUMARAN

Karen Walker the designer. Karen Walker the label. Intrinsically linked in popular culture for three decades, the celebrated New Zealand fashion designer has paved her own way to global respect and recognition.

“You’ve got to have the vision,” says Karen Walker matter-of-factly as she sits in her Grey Lynn workroom, surrounded by racks of her latest collection and with pieces from the new ‘Disney x Karen Walker’ collaboration arranged artfully in front of her. “If you don’t have that, you might as well just go home.”

She would know. Walker’s vision turned 30 this year – it was in 1988 that she launched her eponymous brand; two years after finishing Sixth Form at Auckland’s Epsom Girls Grammar. In an early sign of her business savvy (and before even dial-up internet) the 18-year-old could see the potential beyond New Zealand’s fashion market, which contained just a handful of local designers.

“I’ve always been very outward looking,” she says. “I think that was why I had the vision, because it was so parochial and closed [in New Zealand]. There were no brands or labels that inspired me to want to work for them and I couldn’t get the sorts of things that I wanted so I had to do it myself.”

Her grandmother and mother had taught her how to sew (she still has her mother’s pistachio green Bernina) and the first piece she made under her new label was a Liberty print shirt for a male friend. The juxtaposition of the feminine print with a masculine cut set the tone of her now distinctive style.

Three decades later there are five Karen Walker stores in New Zealand, her brand retails in 42 countries (including Barneys New York, Nordstrom and Harvey Nichols) and encompasses clothing, eyewear, jewellery, bags and fragrance, as well as ongoing collaborations. Walker herself has ranked in the fashion industry's highly respected 'Business of Fashion 500' list since its inception six years ago, her inclusion (among just 113 designers this year) marking her as a global industry figure.

In person, she is professional and precise. She sips a takeaway coffee as we talk in the showroom of Karen Walker HQ, a nondescript brick building a short walk from Ponsonby Road. When the photographer starts to shoot, she knows exactly where the best light is and her best angles. She is, after all, the face of the brand as well as Head Designer and Managing Director.

Not one to follow trends, the designer describes her brand's aesthetic as "chic meets eccentric" – a phrase first used by a fashion writer – but which Walker says sums it up perfectly. "Our work is always based around contrasts and that was in that first Liberty shirt. There's a sense of whimsy, sense of fun, sense of adventure, but always that chicness and sense of eccentricity colliding."

This style has kept Walker's fans with her over the past 30 years, and drawn new followers, some famous faces among them. A who's who of celebrity cool fills the official Karen Walker Instagram feed, from Lady Gaga to LeBron James and even the Duchess of Sussex, who wore several pieces during the recent royal Pacific tour.

Key to the continued innovation is her creative partnership with husband and Creative Director of the brand, Mikhail Gherman, whom she has previously described as being "ahead of the Zeitgeist."

"That [partnership] is the core of the brand and the business. He lives only in the creative space and is given tasks and deadlines and projects, but requires a lot of time to be free within that space. That might mean business strategy, marketing, imagery or product. Anywhere there's a creative decision required."

For her, it's the work itself that inspires. "When it's gone from a mark on a white sheet of paper to a finished product... you get that little frisson of creative energy that comes out of it, that feeds you. The inspiration isn't like, 'I was in the market in Marrakech' – I'm not that person."





Far left Karen's consistent inclusion in the fashion industry's highly respected 'Business of Fashion 500' list marks her out as a true global industry figure.

Lower Left Upon release, certain items of the Disney x Karen Walker Collection sold out almost instantly.

Left Karen's often unconventional approach to showcasing her designs has become as much a celebrated attribute of the brand as her continually evolving range itself.



Collaborations have become a big part of the business and while much consideration is given to each approach, there was no hesitation when Disney came knocking in late 2017. They wanted Karen Walker to create a limited-edition collection celebrating Mickey and Minnie's 90th birthdays, as their exclusive designer partner in Australasia.

"It was an immediate 'Yes' without even asking any questions," says Walker, "because it's Mickey Mouse and Minnie Mouse. How could you not? The amount of fun that you can have with that as a designer is limitless."

She picks up a pair of oversized white spotted rose-pink sunglasses shaped like Minnie's distinctive bow. "These glasses are so intrinsically us... but it needs that Mickey and Minnie element to go that far into that fun space. That's taking it to another level that we wouldn't have done otherwise." The collection launched globally in early November and these glasses, along with several other pieces, sold out online less than a week later.

When the pressure of collections and collaborations ebbs, there are carefully scheduled holidays with Mikhail and their 10-year-old daughter Valentina, but it's always New Zealand the family comes back to. "This is home," says Walker emphatically. "I did feel that pressure to be based elsewhere, but it was just never enough. You still have to get on a plane every other week, but this is home."

She agrees that her innate "New Zealand-ness" informs her design and the business itself. "There's a casualness here... that's why you see streetwear mixed with more elegant elements; that's very much part of our work. And in business it's the expectation around honesty and straightforwardness that comes with living here."

Reflecting on the past 30 years, Walker notes her pride in building a successful business that is more than just a label. "You know you've got a brand when you can cover the name and know who it is: whether it's on product, in store, on social. That's what separates a brand from just a label, or a trademark."

And while she acknowledges that celebrity sightings "move the needle" business-wise, she says she gets as much of a buzz seeing someone in the street in Karen Walker. "If I can see they're wearing our product or they say, 'I bought this for my daughter' or whatever the story is, I love that."

"There's an ongoing thrill of having that community around me, who appreciate what we do. They've probably got a million other brands they appreciate too, but if I'm a little bit of that, then I'm happy."

Left "It's Mickey Mouse and Minnie Mouse. The amount of fun that you can have with that as a designer is limitless."

Below Karen with official Karen Walker studio assistant, Laika the Labradoodle.







TAIL HAPPY

WORDS STEVE VERMEULEN PHOTOS MCLAREN

At a time when premium performance car brands look to diversify their portfolios, the McLaren 600 Longtail is a reminder that when you do something perfectly, there is no need to deviate from the chosen path.



There was a time when supremacy in the sports and supercar landscape was decided by who made the most extraordinary car. The Muira? Most beautiful. The F40? Most iconic. Porsche 993 GT2? The scariest. And McLaren's F1? Many would argue the best car ever produced.

Passion was required to build the most amplified cars available. Often these manufacturers poured all attention and resources into just one product line, in the relentless pursuit of success. Failure was not an option. Although for some it ultimately become a reality.

Fast forward to 2018 and times have changed. Legacy brands have been resurrected under global manufacturing empires and, while passion remains, the need for market penetration through product diversification (SUVs, to put it bluntly) is a polarising narrative common across most supercar brands.

Ferrari, Lamborghini and Aston Martin all have aggressive product strategies with many new Labrador-accommodating models to come to fruition. All in what just a few years ago seemed an impossibly short time frame.

Like everyone else, McLaren needs to keep up. But, I'll stop you there. No; a McLaren SUV isn't in the pipeline. In fact, the independent manufacturer vehemently denies a high-riding plush-mobile for the family is anywhere in its future.

What is though are 18 new cars by 2025, spread across their hierarchy of Sports, Super and Ultimate series model lines.

The \$410,000 600LT perhaps shows McLaren's hand somewhat in how they intend to address product diversification. It could be the most exciting approach yet.

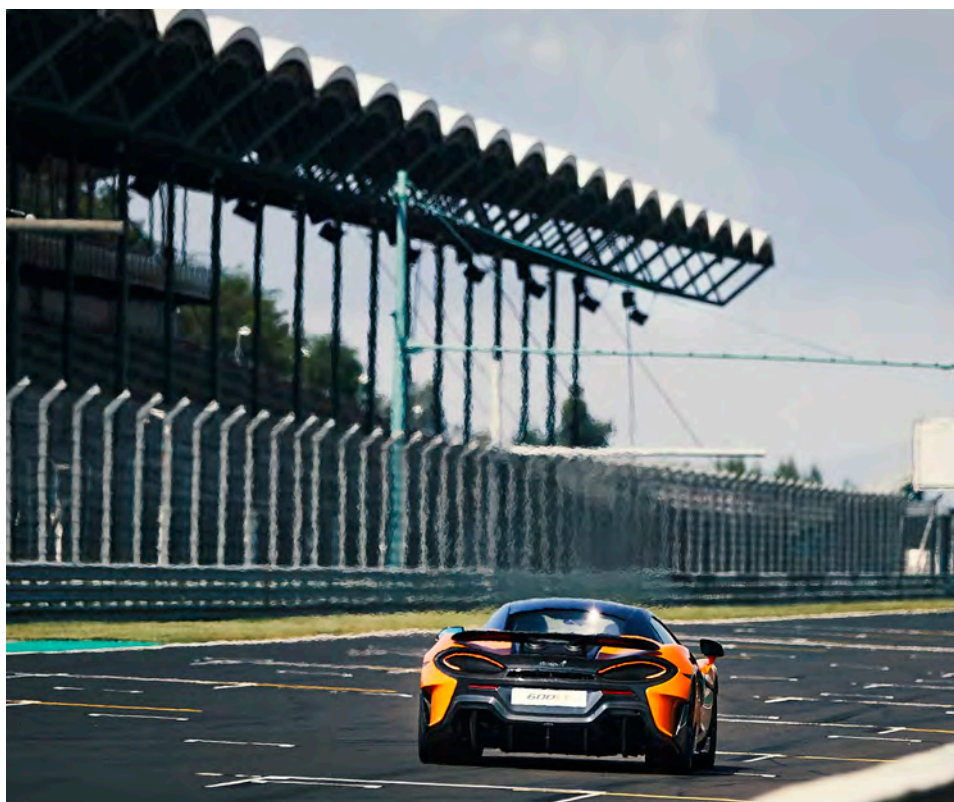
Let's start with the looks. It's a McLaren, so of course the 600LT is eye-catching. Have you ever seen a McLaren that didn't command attention for all the right reasons?

Features like the top-exit exhausts, the huge rear diffuser and elegant side scallops are obvious call outs, but there is a lot of detail you miss at first glance. Dozens of design nuances, all of them born out of function rather than form, start to reveal themselves as you look closer. Every detail has a purpose; looking fantastic is simply a fortunate coincidence.

So, what is it? Well, albeit still sitting in McLaren's most accessible "Sports" series, the numbers attached denote this definitely has supercar tendencies. It's unmistakably based on the 570S, but McLaren wanted something even more focussed for customers who might participate in occasional track driving. In essence, similar, then, to Porsche's GT3 RS.

That LT moniker references the F1 Longtail, famous for its wild proportions that delivered Le Mans-winning aerodynamics and downforce back in the day. This is the brand's forth 'Longtail', but rather than dramatically extending vehicle proportions like its ancestor, the 600LT is only a mere 47mm longer than a 570S.

Going forward McLaren sees its LT versions identifying more with the track-focussed



Far Left Smooth torque delivery and ideal weight distribution rewards with easily-controlled drifts.

Left The Soviet-era Hungaroring Circuit near Budapest was the venue for the LT600's international media launch.

Below The 600LT – the brand's fourth Long Tail model – is actually only 47mm longer than a 570S.





Above A bristling 0-100km/h time of 2.9 seconds and a 0-200km/h time of just 8.2 seconds is achievable.

Right The 600LT's specially-developed Pirelli P-Zeros adhere to the tarmac with tenacity.

Below Once inside, its typical McLaren. A contemporary, technical vibe but, with no infotainment it's refreshingly sparse.

attributes the Longtail of old delivered. Although it's worth noting that deliciously elongated aesthetics aren't disappearing all together, as evidenced by the recently revealed McLaren Speedtail hypercar.

But back to the 600LT. It takes the 570S engine as a start point. Its 3.8-litre twin turbo V8 increases power output to 600PS (or 592hp/441kW to us antipodeans). Torque is a meaty 620Nm @ 5500rpm. On paper, not jaw-dropping, but combine with McLaren's fastidious attention to "adding lightness" and they are suitably amplified in practice.

The 600LT is 100kg lighter than the 570S. And remember, the 570S is no beefcake. It's astonishing how they physically found that much weight to carve off.

To add context to the weight reduction, McLaren's Director of Engineering Design, Dan Parry-Williams is quick to suggest, "On a

car like the 600LT, a weight saving of 100kg is more beneficial to performance than adding another 60PS [44kW]"

The beautiful thing about making a car lighter is the snowball effect it has on other components. The more weight you lose in sprung mass, the less substantial the suspension and steering hardware needs to be to take the load, so fat can be trimmed exponentially.

More extensive use of carbon-fibre body panels, sure; that's an easy 7.5kg saving. But McLaren's engineering boffins got progressively more obsessive from there. They've used lightweight suspension arms, hollowed-out the sway bars, removed the radio and sat nav, taken the most lightweight forged wheels they could find and machined further material out of them. They've utilised titanium wheel bolts and employed front and rear windscreens that are 3mm thinner than those



in the 570S. They even removed the interior door pockets.

That marriage of horsepower and weight loss equates to a bristling 0-100km/h in 2.9 seconds and, perhaps more impressively, 0-200km/h in 8.2 seconds. Straight line acceleration is one thing, but at an undulating, flowing F1 circuit somewhere in Hungary, naturally understanding exactly how track focussed the 600LT is, seems more appropriate.

Climbing inside, the cabin is certainly akin to a race car. As an option you can specify the car with the same wafer-thin carbon race seats that the brand's highly limited Senna features, which are magnificent.

Once in, its typical McLaren.

A contemporary, technical vibe but, with no infotainment it's refreshingly sparse. You get the lay of the land within seconds. There's a dial for the three drive settings to sharpen up the engine and seven-speed transmission's responses, a second dial for the adaptive suspension and stability control settings, a robust Alcantara-clad wheel with chunky shifter paddles... and not much else. All bodes well for a genuine driver's car.

Quickly you realise car is impeccably well sorted, as both a road car and a track weapon.

With each passing corner you can feel the

Pirelli P-Zeros (developed specifically for the 600LT), adhere to the tarmac with growing tenacity. This is a hard-to-define sensation on many performance road cars, but it's pleasantly pronounced here.

The exhaust – only inches from your head – erupts with sharp cracks and hisses of fuel and venting boost with every up-shift. Third, fourth, fifth happen fast as the car hits 250km/h down the main straight, but there's reassuring stability as the clever aerodynamics disguise all that velocity by cutting through the air like a hot knife through butter.

In fact, aside from the aural cacophony, there's a remarkable civility about the 600LT that's unlike its competitors. For me, Italian supercars require precision and subtlety to get exit speed from the apex; over-cook it and the loading and unloading of weight is blunt and more-often catches you off-guard. That's not to say the McLaren lacks excitement, but the car is so brilliantly balanced and composed mid-corner, it fills you with confidence to push much harder than feels natural.

This affords the driver the ability to demonstrate heroic levels of turn-in and mid-corner commitment. You have to be quite deliberate to initiate oversteer, but when you do, that smooth torque delivery and ideal

weight distribution rewards easily-controlled tyre-smoking drifts.

Even getting it wrong is a riot. Turn Two at the Hungaroring is a tight, off-camber left with high entry speed. Reassuringly, the 600LT's brakes deliver the same mega braking force as the P1 Hypercar, again thanks to that obsessive focus on weight.

With aggressive trail-braking deep into the corner, you feel every ounce of mass transfer like a coiled spring; release brake pressure too abruptly and the rear steps sideways, but it's all so utterly predictable, akin to lift off oversteer in a front-drive hot hatch. A quick recalibration of lock and throttle input and the car regains composure again perfectly.

On other tracks drives, I'd panic and back off at that point. In the 600LT it's all positive reinforcement, feedback on what not to do, so you can go faster next lap.

While others are adapting their sportiest attributes to suit boxier family-friendly body styles, McLaren is bucking the trend with its product strategy and with the 600LT. The Woking, they're dialling up those sporty aspects to eleven; not for the family, but for the most hard-core driving enthusiasts.

Niche market? Sure. But they won't get any arguments from me.





A SIMPLE PLAN: PORSCHE AT 70

Our brief to photographer [Simeon Patience](#) was straightforward: shoot a selection of Porsches in the studio to create a series of portraits paring the cars back to their essential silhouettes. Porsche has been synonymous with the simple art and joy of driving for seven decades; there's no need to overcomplicate things.

Of course, as we picked from within the Stuttgart brand's range for our shoot, we realised nothing is ever as it seems. An honest through-line has held steady over the years, offering performance and pedigree. But Porsche has sought to challenge, redefine and evolve just as much as any other successful carmaker. And as much as the bare-essentials remain at the heart of the matter for fans, the German marque has become much more than just a symbol of sports engineering prowess.

[Happy birthday Porsche.](#)

And all the best for a fascinating future that promises to be just as daring as the last 70 years have proven to be.



THE ORIGINAL

Ferry Porsche said that "In the beginning, I looked around and could not find quite the car I dreamed of. So, I decided to build it myself." The template was set; only eight short years after Porsche's "No. 1" Type 356 was created in 1948, the 10,000th 356 production car rolled out of the factory. In the intervening years, Le Mans had been conquered, diminutive European sports cars had found favour in the land of the freeway and James Dean had sped off towards Salinas, California to attend a weekend race event. Legends were being forged.



THE GAMBLER

Could you imagine being the engineer that walked into that Porsche planning meeting in the early months of the new Millennium and presented a new path so extreme in its direction, the industry would collectively gasp? Anticipated and feared in equal measure, a performance car company building an SUV seemed, at the time, like the stuff of satire. How could this be? But it was, and the Cayenne became a best-seller. More than that, it proved that Porsche's indelible talent for wringing the best possible performance out of their vehicles held true, regardless of the vehicle itself. And they proved they were ahead of their time. A performance car company building an SUV? It'll never catch on...



THE SAVIOUR

Exclusive sportscars for exclusive people; that's what Porsche built. But in the early-1990s, it seemed like exclusive people were thin on the ground. The company already boasted a storied past, but its future looked short with the spectre of acquisition hanging over it. A new focus with a new car, designed from the outset to be a roadster, was needed. Taking inspiration from both their own 550 Spyder and – of all things – the manufacturing genius of Toyota, Porsche created a car for a wider audience, but on its own terms. The Boxster (now the 718) saved the company and has evolved to be a vital component of the legend.



THE OUTLIER

Long, low and wide, the Panamera appears like the four-doored personification of the archetypical continent-devouring Grand Tourer. In Europe, it's in context. In the antipodes, it stands apart. It remains eye-catching, confronting and – because it's a Porsche – oh-so-very fast. But here's the thing about this tycoon-themed anomaly: it has also signposted the future. Look at the Mission E concept car and its evolution into the Taycan pure-electric vehicle. A svelte, long, aerodynamically-purposeful next-generation Porsche designed to showcase what will emerge next from Zuffenhausen. In many ways, the Panamera has helped shape the first chapter in the story of Porsche's next 70 years.



THE ICON

And then, really, it all comes back to this; a sportscar so damn good, it has only changed in increments across 54 years of evolution. Again though, delve deeper and you quickly realise the 911 of today is a richly technical beast under its stubbornly unchanging skin. With the overriding ethos of our studio shoot in mind then, it's rather pleasing to have as a representative of one of the most celebrated sportscar lines of all time, this 911 Carrera T. Yes, perhaps every 911 can be labelled a "driver's car". But the Carrera T is a "driver's 911". Stripped of superfluous stuff, it even features a sublime short-throw seven-speed manual gearbox as standard. It is simplicity itself, from a carmaker that, as it turns out, is anything but.



GRAB THE DRIVER AND GO

WORDS AND PHOTOS STEVE VERMEULEN

Blending beautiful cars, an extraordinary location and the opportunity to play at one of New Zealand's premiere golf destinations, Aston Martin Auckland recently hosted 40 customers at the stunning Kinloch Club for the inaugural Aston Martin Golf Tournament.

Let me start with a disclaimer: I'm no expert when it comes to golf. Indeed, thanks to my own unproductive amalgamation of sporting ineptitude and rampant impatience, I'm terrible at it.

Nevertheless, it's a game I enjoy and one I aspire to get better at. It would appear I'm not alone in my aspiration either, if the number of Aston Martin Auckland Golf Tournament attendees filling the Kinloch Club's impressive lodge is any indication.

Among the tasteful décor, around 40 of us awaited the draw and enjoyed the scenery. On one side of the room, the course itself is visible, nestled among landscape stretching to the blue waters of Lake Taupo in the distance. On the other side of the room is the lodge's internal courtyard, showcasing rendered brickwork and blackened cedar, along with a sparkling new Aston Martin Vantage.



As far as settings go, it doesn't get much better.

To say the Kinloch area (about 20km north-west of Taupo) is a rather special place to long-serving Aston Martin Auckland General Manager, Greg Brink, is an understatement. Greg grew up here and his passion for the rocky escarpments and lake vistas have never left him. When the Kinloch Club added several luxury cabins and the lodge two years ago, he knew it was perfect for an event of this nature. Aston Martin's President of Asia Pacific (and golfing enthusiast), Patrik Nilsson, clearly agreed; he's flown in for the experience as well.

The tournament is in keeping with Aston Martin's Art of Living product offering that provides its customers (or prospective customers) experiential new ways to maintain a relationship with the brand.

"I'm thrilled to be in New Zealand again, especially for such a wonderful interpretation of our global Art of Living strategy," said Patrik.

"It's important for Aston Martin to be more than a car company. Experience is at the heart of what we're aiming to deliver and to be here in such a beautiful setting, with some beautiful cars, is very true to that philosophy."

Also on the guest list is Michael Hendry; professional golfer, long time Aston Martin driver and brand ambassador.

Michael is currently ranked fourth in New Zealand and is a ranked PGA pro. He's a wealth of knowledge and only too happy imparting expert tuition each morning of the event to those wanting to improve their game.

With teams drawn and two days of friendly competition underway, there's great banter and it's easy to forget there's some serious swag up for grabs; one of the event partners, TAG Heuer, has offered up an exclusive timepiece to the winner. I'm having too much fun to think about competition, which is probably just as well as there are several strong players within the group. I'm clearly out of my league.

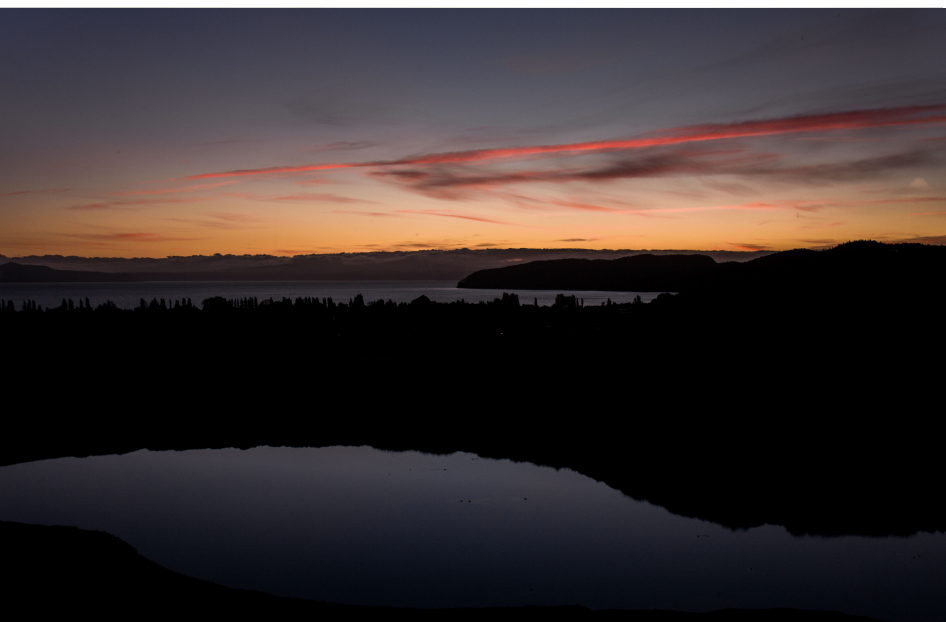
I can always turn my attention to the other type of driving on offer this weekend though. With some exotic metal available to sample on the flowing Kinloch roads - including a DBS Superleggera, a DB11 and the new Vantage - attendees are spoilt for experience. I could certainly get used to Aston Martin's Art of Living philosophy.

It's a credit to the team at Aston Martin Auckland, who wanted the programme to be about passion for the game, as well as great cars. The atmosphere has been fantastic, and it's no surprise there are a number of attendees already confirmed for next year's tournament.

Perhaps I should lock that in too... although I'll have to get some practice in first.



"IT'S A CREDIT TO THE TEAM AT ASTON MARTIN AUCKLAND, WHO WANTED THE PROGRAMME TO BE ABOUT PASSION FOR THE GAME, AS WELL AS GREAT CARS."



Upper left The Kinloch Club lodge has been open for around two years..

Far Left The Kinloch Club's stunning courtyard setting was further enlivened by the new Aston Martin Vantage.

Above Professional golfer and Aston Martin ambassador Michael Hendry attended the event.

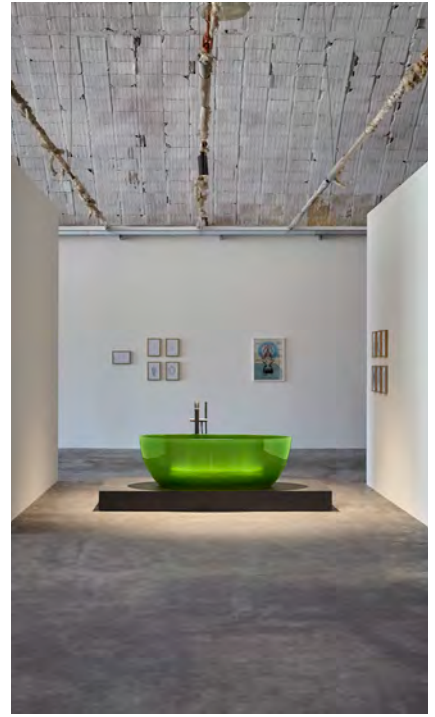
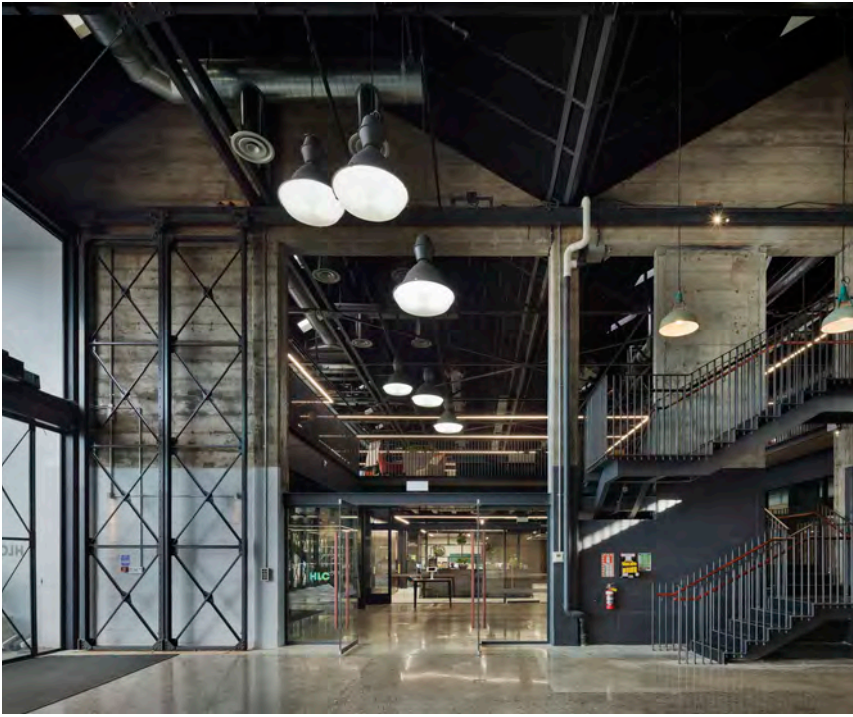
Left Attendees enjoyed two days of great competition.

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ARCHITECTURE + DESIGN SPECIAL FEATURE

A VIBRANT NEW HARBOURSIDE COMMUNITY TAKES SHAPE

Stage Two of the Catalina Bay precinct will get underway in the coming year. This is where 'heritage' gives way to 'home', with the Catalina Apartments and townhouses beginning to take shape alongside the majestic Sunderland Hanger.

ALSO IN OUR SPECIAL FEATURE SECTION

- Award-winning kitchen design showcases Milan-inspired textures
- New materials reinvigorate premium bathroom design • Cooking tutorials which also provide insights on new technology



A VIBRANT HARBOURSIDE COMMUNITY

PHOTOS SAM HARNETT, KATRINA COOKE, ALEX WALLACE AND COURTESY OF THE ALEXANDER TURNBULL LIBRARY

Comprising 1.8 hectares of tranquil waterfront land at the tip of Hobsonville Point, the rapidly developing Catalina Bay precinct is already proving to be one of the most vibrant harbourside communities in Auckland. And the secret is only just getting out.

It's hard to conjure up in one's mind a more comprehensive, yet seamless marriage of old and new in recent urban rejuvenation work around the Auckland region. What developer Willis Bond & Co. and precinct master-planner Cheshire Architects have already achieved at Catalina Bay is remarkable. What is set to come next promises to be absolutely stunning.

If you're an aeronautical buff or interested in the esteemed history of the Royal New Zealand Air Force, then Catalina Bay will be a familiar landmark. If not, then exploring and uncovering

the rich urban narrative of this pretty spot, tucked away in a north-facing inlet around 13km from the central city (or a short, tranquil ferry ride away via Beach Haven across the water), will prove both entertaining and enlightening.

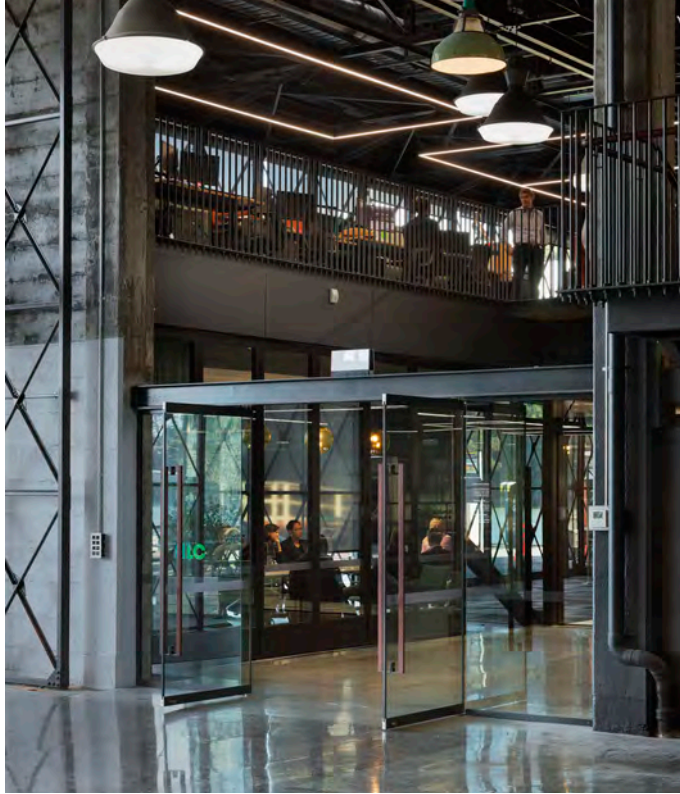
The clever thing about stage one of the development is the sympathetic and dynamic refurbishment of existing historic RNZAF buildings within the precinct into a mixture of commercial, office, retail and hospitality-focused enterprises.

The clue is in the name, with Catalina Bay having been base of operations for the majestic

Catalina and Sunderland flying boats of the 1930s and 40s, as well as home for other military personnel.

Now, giant workshop buildings have found new leases of life as the homes to corporate entities, as is the case with the impressive steel latticework and concrete Catalina Workshop, which still boasts myriad heritage features such as its immense industrial doors incorporated into the sympathetic refurbishment work.

Across a public piazza sits the immense curved sweep of the Sunderland Hanger which, 80 years after it was built, will host a mix of



Left Catalina Bay acts as a gateway to Auckland's picturesque Upper Waitamata Harbour.

Above Architecturally impressive office space in the Catalina Workshop buildings.

shared collaborative office spaces and what is sure to be a fun-filled focal point for many; Little Creatures' state-of-the-art microbrewery.

No less than seven existing RNZAF buildings on the site have been saved and rejuvenated in this manner. Development Director, Wayne Silver, says that the work Willis Bond & Co. in consultation with Cheshire Architects has undertaken at Catalina Bay bucks the trend for new development work in other parts of the region.

"Auckland has done a poor job of maintaining heritage. What we've got left we absolutely must preserve for future generations. The critical task is to identify the best and figure out how to keep that," he says.



Top Fabric Cafe has become a focal point of Catalina Bay.

Middle An artisan food producer preparing dishes at the Catalina Bay indoor farmers market.

Middle Catalina Bay will come alive through the summer months as the project enters its second stage.



Below The Sunderland Hanger was built in 1939 to house the flying boat of the same name.

Right Famed craft brewer Little Creatures is establishing its first New Zealand microbrewery in the Sunderland Hanger in 2019.





Left The Catalina Apartments will showcase beautiful views of the Waitemata Harbour.

Below Fabric Cafe offers diners a relaxed and elegant environment.

Right Siamese Doll offers small bites and exquisite dining with Thai and Japanese influences.



“AS MUCH AS CATALINA BAY IS ABOUT THE WONDERFUL HERITAGE BUILDINGS, CREATING AN ENERGISING COMMUNITY FEEL WITHIN THIS SPECIAL SPOT IS ALSO AN IMPORTANT PART OF THE MULTI-STAGE MASTERPLAN.”



In this context, Catalina Bay is a heritage goldmine. Even an old building once used for personnel training and a canteen has been reborn with a new focus – and one not too far removed from its original purpose. Fabric Café Bistro is another big hit in the new precinct, affording waterfront views from its deck and already a popular spot. Brunch followed by a stroll with the kids, friends or the faithful family dog along the newly-built boardwalks of the Te Ara Manawa Coastal Walkway – which traces its way along 5km of Upper Harbour coastline – is certainly a splendid way to unwind of a sunny summer morning.

Because as much as Catalina Bay is about the wonderful heritage buildings at every point on the compass, creating an energising community feel within this special spot is also an important part of the multi-stage masterplan. This aspect, too, has developed quickly, thanks to the already-busy Catalina Bay Farmer's Night Markets, held monthly and attracting some of the best artisanal food producers around.

Stage Two of the Catalina Bay precinct will get underway in the coming year. And this is where 'heritage' gives way to 'home', with the Catalina Apartments and townhouses beginning to take shape alongside the majestic Sunderland Hanger.

Comprising 52 exclusive apartments and nine townhouses, Catalina Apartments have been carefully crafted by award-winning Architectus. Featuring generous one to four-bedroom apartments ranging in size from 55m² to more than 200m², every residence at Catalina Bay will be unified by modern style, proximity to exciting amenities and with the breath-taking Upper Harbour on their doorstep.

Exhibiting the best of the best, penthouses of exceptional quality will sit at the top of the Catalina Apartments building, showcasing stunning 270-degree views of the Waitemata Harbour. These unique residences will comprise four bedrooms, a generous entertainer's kitchen and plenty of premium finishes and fittings, with options for a second living or media room.



"We are excited to announce Catalina Apartments in this world-class location," says Catalina Bay Stage Two Development Director, David McGuinness.

"Willis Bond is very pleased to be involved in such a historically rich area, helping to refurbish the heritage buildings and bring life back to Catalina Bay. The apartments will be a special offering; absolutely unique and sitting on the water's edge, they will become part of this vibrant community, where people come to work, relax and reside."

David says the outstanding waterfront living opportunities at the Catalina Apartments will be further enhanced with an on-site movie theatre within the complex, gymnasium facilities and a concierge service for residents.

Best kept secret? It sure is. But probably not for much longer.

To register interest in visiting the exclusive Catalina Apartments display suite in 2019, visit www.catalinabay.co.nz/apartments.



Top Te Ara Manawa Coastal Walkway beginning at Catalina Bay.

Above Located only 13km from the CBD, the burgeoning Hobsonville Point community will also be connected to the city by ferry services from Catalina Bay.

The Unfiltered Truth.

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PORSCHE



DESIGN GENIUS BEHIND THE SCENES

PHOTOS KALLAN MACLEOD

Designed by Cube Dentro, this award-winning, highly-functional kitchen space features a rich material palette and showcases both elegant functionality and symmetry with its surrounds.



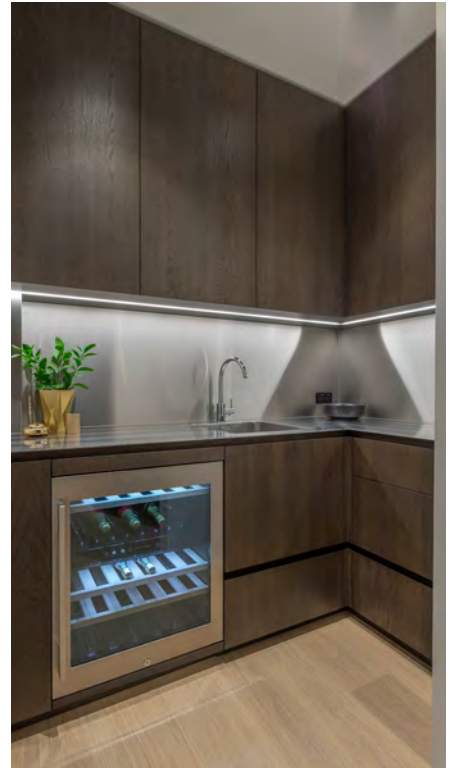
The centrepiece of the kitchen is a cantilevered limestone benchtop that teams handcrafted vertical timber cabinetry with flat-plate stainless steel.

“The clients’ vision was for the kitchen to fit seamlessly within the architectural styling of the home which is why I selected materials such as the vertical timber panelling to the island, stained textured veneer to the back wall and scullery, flat plate stainless steel and the cantilevered limestone benchtop sitting upon a matt black Dekton island bench.”

Leonie says the principle challenge was to create a large, highly functional kitchen with multiple working zones that weren’t apparent upon first sight. Large pocket doors and fully integrated appliances form the main elevation, that when opened, reveal the inner workings of the space. Directly adjacent to the main kitchen sits a scullery, which can be accessed without interrupting the workflow of the kitchen itself.

The client – an architectural design and build company – wanted vertical lines within the interior of the new home to act as a continuation of the exterior form of the home, which was designed to draw upon its surrounding environment at Karaka Lakes, near Auckland. The kitchen is situated within an elongated room that opens up to an extensive deck forming a large open plan entertaining area with an outward view to the nearby lake.

The Excellence in Design Awards judges described Cube Dentro’s design as compelling and praised the synergy between the kitchen and its surrounds.



Left The centrepiece of the kitchen is a cantilevered limestone benchtop that teams vertical timber cabinetry with flat-plate stainless steel.

Above Adjacent to the main kitchen sits a scullery, which can be accessed without interrupting the workflow of the kitchen itself.

Below LED strip lighting highlights display space.

Attention-to-detail, both in terms of the finished design and the consultative build process itself, won Auckland-based Cube Dentro two high-level National Kitchen and Bathroom Association (NKBA) awards during 2018, including the supreme NZ Excellence in Design Award.

Cube Dentro’s Leonie Metge looked to Milan for inspiration when designing the award-winning space, drawing upon organic, textured materials in order to marry hand-crafted ambience with architectural functionality and cleverly hidden elements.

“Our brief was to create a kitchen suited to a professional couple who enjoy entertaining and have an appreciation of architectural design,” says Leonie.





Above Designer Leonie Metge looked to Milan for inspiration, drawing upon organic, textured materials.

Below The kitchen is situated within an elongated room that opens up to an extensive deck with an outward view to the nearby lake.

“THE CENTREPIECE OF THE KITCHEN IS A CANTILEVERED LIMESTONE BENCHTOP THAT TEAMS HANDCRAFTED VERTICAL TIMBER CABINETRY WITH FLAT-PLATE STAINLESS STEEL.”


Expansive views outward from the kitchen are augmented by a unified view back into the home from outside, with the symmetrically-battened ceiling above the kitchen mirrored in the ceiling of the bedroom directly above on the first floor, and which is also visible from the deck.

In addition to the top prize, the outstanding workmanship demonstrated in the Karaka Lakes project also earned Cube Dentro the Supreme Kitchen Manufacturer 2018 Award, with the judges describing the work as “well-executed behind the scenes”.

The NKBA is the only specialist organisation in New Zealand dedicated to connecting homeowners with passionate and experienced kitchen and bathroom design professionals.

The NKBA provides leadership, direction and education for the kitchen and bathroom industry and hosts the preeminent national Excellence in Design Awards. The judging panel for the 2018 awards included notable designers Glen Johns, Davinia Sutton and Mark Bruce, along with field experts Angela Fell from Resene, interior design consultant Toni Brandso and homestyle Magazine editor Alice Lines.





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Mario Ferrarini for Antoniolumpi



MATERIAL ADVANTAGES

WORDS AND PHOTOS **MATISSE**

New technological materials enable designers to extend their vision to produce creations with improved aesthetic appeal and increased functionality which ultimately improves our lives. This most certainly applies to recent bathroom design.

Bloom, a top-mount basin designed by Federico Sandri and Daniel Debiasi for prestigious Italian bathware manufacturer Antonio Lupi, uses material that seems thin and foldable like a sheet of paper. The four cuts in the corners refer to the image of a box. There is an interesting tension as the sheet seems to want to tear off when subjected to the pressure of the water. But in reality the basin is completely resistant with a large water capacity. The designers could create this optical illusion because of the thinness of the materials now available.



Above Agape's Sen integrated taps and accessories are a combination of Eastern spirit and Western technology.

Left With the transparency of the surface of the Reflex Bath the idea of the coloured bath has been reinvigorated into a clear, clean, futuristic mode, with nine vibrant, light-catching colours available to set different moods.

Meanwhile, the Reflex Bathtub by AL Studio Design uses Cristalmood®, a new coloured, glossy finish resin developed by Antonio Lupi.

Cristalmood® has extraordinary new technical characteristics. Most importantly from a design perspective, it is translucent. It is also 30 percent lighter than regular bath material, doesn't corrode (even from sea spray) and can be cleaned with the most common detergents. It is this combination of strength, functionality and translucency that has huge design potential.

The transparency of the surface of the Reflex Bath makes it possible to observe the movement of the water and the body inside the bath. The coloured bath has lost its retro overtones and has been reinvigorated into a clear, clean, futuristic mode.

The nine vibrant, light-catching colours available set different moods, from watery cool blues to sophisticated bronzes, leafy lime greens and luminous red sangria; perfect for areas where the bedroom visually flows into the bathroom.

Agape's Sen integrated taps and accessories by Nicholas Gwenael are a combination of Eastern spirit and Western technology.



The Caribbean steel drum and other ethnological features of island culture were integrated into her designs.

The bath range was designed specifically for the resort and was subsequently manufactured by Agape. Now with baths being used more for outdoors, Agape has produced, as part of their XT outdoor range, a version in new colours of Stainless Steel that they say “can be used in open spaces in direct exposure to atmospheric elements”. Obviously ‘exposure,’ is a key word here if using the bath in the great outdoors or the open bathroom conservatory.

Bathrooms, as with everything, are evolving rapidly. Thanks to the development of new materials, these new designs give us a wonderful new flexibility in how we use bathrooms. They can be part of your bedroom or you can have your bath out in the garden if you wish.

Left The concrete style of the Agape Handwash XL Basin is perfect for beach houses, places with surrounding vegetation or indoors in an industrial city loft.

Below Now with baths being used more for outdoors, Agape has produced as part of their XT outdoor range, version of Vieques in new colours of stainless steel.

Multiple functions from taps to loo-roll holders are lined up using independent, interchangeable components where everything is hidden. This austere beautiful line of black-finished anodised aluminium is the ultimate in minimalism and very aptly named.

Simple, compact and square shaped, the Handwash XL Basin, also from Agape, has evolved from Benedini Associati’s original 2008 design.

The unpretentious simplicity of the design comes from the original Cristalplant® version which was used as a smart, compact option for the commercial washroom. In concrete, the style is perfect for beach houses, places with surrounding vegetation or indoors in an industrial city loft. The outdoor version is made of a new concrete, ideal for outdoor washbasins, in that it has improved resistance to the elements.

The Vieques Bath by Patricia Urquiola has been a great success for Agape. The bath range was named after the island of Vieques, off the coast of Puerto Rico. When the island outlived its usefulness as an American military base, it was taken over by the W Hotel Group, who engaged Patricia Urquiola to design a resort there.





FULL STEAM AHEAD

PHOTOS VINESH KUMARAN

You might not be utilising the advanced technology and efficiency of a steam oven today. But tomorrow's kitchens will feature them in abundance. And thanks to Kitchen Things' cooking tutorials, the features and benefits of these revolutionary appliances are easily demonstrated.

Now this will be interesting. Kitchen Things Luxury Collection cooking tutor Lauren Bavin has just prepared a mouth-watering feast which she will soon place in the oven behind her to cook.

What's on the menu? A hearty-looking fish curry with rice, followed by a fresh fruit compote. Here's the thing, however; Lauren is putting the fish curry, the rice and the dessert in the oven to cook at the same time. What on earth?

As anyone who has ever tried to follow up an aromatic dish with something completely different in a traditional oven – a delicate dessert, for example – will know, odours and flavour transference can bring the best-intentioned dinner party fare to a screeching halt.

Yet, here's Lauren putting both the main and dessert courses into the oven at the same time.

This is actually one of the many benefits of steam

oven cooking technology. In fact, the steam oven is set to revolutionise both cooking efficiency and quality. It's like the advent of the microwave oven all over again.

With the steam oven behind her up to temperature, Lauren, who has been a cooking tutor with Kitchen Things for around five years, places each dish inside and we're away. While our entire meal simmers silently, Lauren fills us in on why steam ovens stand to change the way family meals are cooked forever.

"Cooking with steam gives the home cook the ability to cook large amounts of food at once and on multiple layers of the oven, as I'm demonstrating here. They also allow for the retention of much more moisture in meats than in a conventional oven, yet when combined with regular cooking functions a beautiful golden-brown crispiness is still achievable. Vegetables, too, retain more of their nutrients.



“Even bread can be baked in a steam oven and attain a lovely crust; commercial bakers have been using steam in their ovens for decades,” Lauren says.

“While standard cooktops give you no control over the temperature of steam, a steam oven’s temperature can be regulated between around 30°C and 100°C, in order to cook items more gently if needed. They also come into their own when reheating leftovers or a pre-prepared meal.”

Lauren says families with steam ovens will usually do away with rice cookers too. With more moisture inside the oven, rice, she says, becomes almost fool-proof to prepare.

This is bespoke ‘cooking theatre’ at its best; and it’s this sort of information that Lauren and other Kitchen Things cooking tutors around the country impart to a ready audience.

The classes can be formatted as one-on-one tutorials, or as evenings for several participants. As far as a sublime location for these tutorials go, the flagship Kitchen Things Luxury Collection store in Morrow Street, Newmarket is perfect; the entire showroom is formatted around a series of high-end kitchen templates, with entire appliance ranges on offer from a variety of premium brands. Even the tableware on display is available to be purchased, showcasing the latest trends in cooktops and cutlery alike.

Tutorials run in other locations around the country too, however, with classes also available in Tauranga, Napier, the Kapiti Coast, Wellington, Christchurch, Dunedin and in two additional Auckland stores, in Westgate and Mount Wellington. Classes are generally one-and-a-half hours in

Far left Lauren Bavin, cooking tutor extraordinaire for Kitchen Things, and a big advocate for new culinary technology.

Left A fresh fruit compote and accompanying custard, all cooked to perfection with the help of steam.

Below Premium steam oven technology ensures more dishes can be cooked within the same space, but without the risk of odour or flavour transference.



length and Lauren says a maximum of eight participants is ideal, to ensure everyone present gets the most out of the sessions.

It's part of Kitchen Things' commitment to providing a one-stop-experience; enabling customers to be able to research and buy the product that is right for them, to have the same people deliver and service that appliance and then, if desired, to spend some time gaining confidence with their new appliance through practical tutorial classes hosted by the people who distribute the technology.

"The other side of the service our cooking tutors offer, might be demonstrating the benefits of differing models to a client who is between two minds about what brand to opt for," continues Lauren.

"Often by utilising the oven as part of a cooking class, we can help the customer make an informed decision about what features and benefits they're going to really use day-to-day.

"It's a bit like buying a car and only knowing what half the buttons do; the 'cooking theatre' experience gives customers the opportunity to see how meals are made and gives them the "I can do that" moment that makes the purchase decision that much easier."

Right then. Time to check on that fish curry. It's delicious; but then of course it is. The same goes for the fresh fruit compote, ready immediately afterwards.

So, with steam ovens representing a newly energised culinary discovery for the modern kitchen, what's set to be the next advent in premium kitchen appliance trends?

As peoples' lives become increasingly busy, blast chillers are going to become much more of a feature of modern residential kitchens," says Lauren.

"A bit like steam ovens, these are already in use in commercial settings, but premium appliance manufacturers have perfected them for the home kitchen in recent times. As a result, it is becoming ever-easier to pre-prepare weekly meals, seal the food in vacuum bags and place in the blast chiller, which will take the food down to -15° C in less than 15 minutes in order to preserve nutrients and absolute freshness."

Lauren says that food prepared and stored in this way remains fresh for incredibly long periods of time, with no discernible degradation of flavours or nutrients. Then, when desired, reheating in a gentle steam oven like the one dinner has been cooked in tonight ensures a meal that's as good as if it had been cooked from scratch that evening and is on the table in no time.

"We're all time poor these days, and this technology is designed to ensure families manage to gather some of that time back. We're here to ensure that choosing to adopt these amazing technologies isn't an intimidating process, but rather an enlightening one."

It certainly has been that. And very tasty, too.

To book a cooking demonstration, visit
www.kitchenthings.co.nz/cooking-demo



STEAMED FISH CURRY AND RICE

500gms firm white fish	1 cup coconut cream
2-3 tablespoons yellow curry paste	2 Tbsp soy sauce
3 spring onions, sliced	1 Tbsp lime juice
1 knob ginger, grated	2 Tbsp sesame oil
2 cloves garlic, crushed	2 Tbsp mirin (rice wine)
1 red chilli, finely sliced	½ Tbsp salt
6-8 cherry tomatoes, sliced	pinch of pepper
1 small bunch coriander, stems finely chopped and leaves for serving	1 ½ cups basmati rice
	2 ¼ cups water

INSTRUCTIONS

Place fish on a single layer in steam-proof dish and spread with curry paste.

Sprinkle with spring onions, chilli and tomato.

Mix ginger, coconut cream, soy sauce, lime juice, mirin and sesame oil, chopped coriander stalks with salt and pepper and pour over the fish.

In a separate dish place the rice and water.

Set oven to steam for 25 minutes at 100C.

Remove from the oven and serve the fish over the rice, spooning sauce over the top.

Sprinkle with coriander leaves to serve.



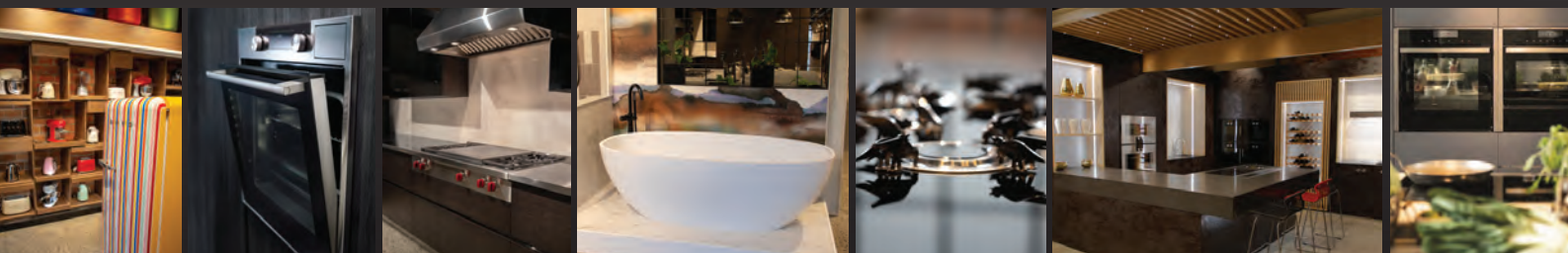
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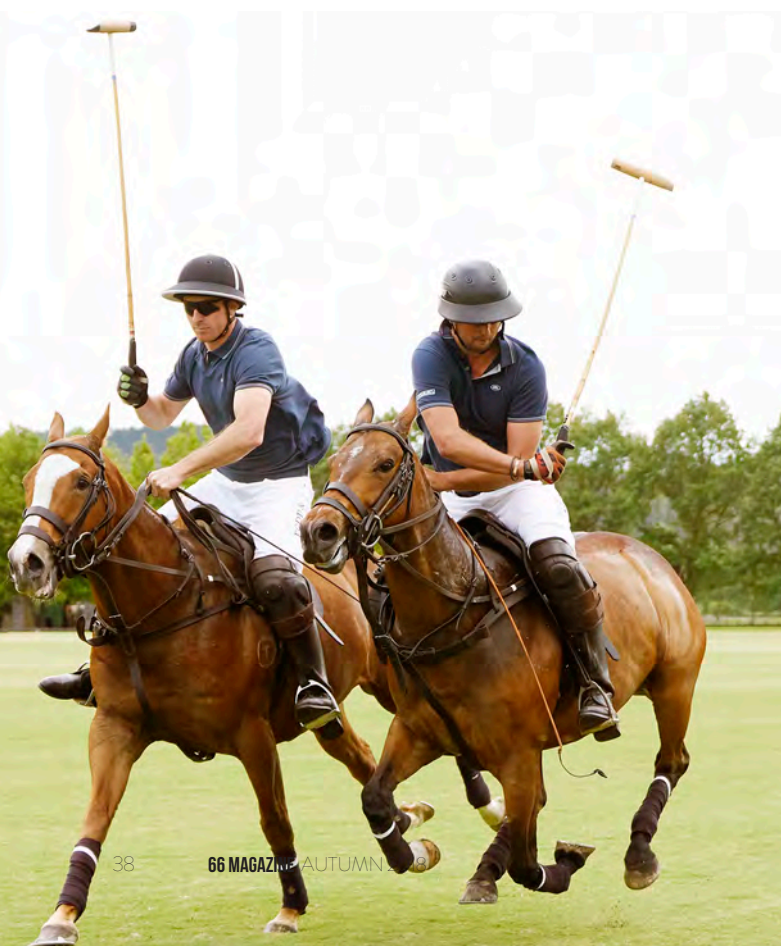
A DIFFERENT KIND OF HORSEPOWER

WORDS CAMERON OFFICER PHOTOS VINESH KUMAREN

Promising a thrilling mix of high-goal polo and high-fashion, the Land Rover NZ Polo Open is on once again in February 2019. We caught up with the players and their ponies as the season's ultimate event gallops into view.







Left Players and their steeds can reach speeds in excess of 50km/h on a good run. Handy then that the polo pitch is 300m long.

Above Outstanding towing capabilities and a huge boot make the Range Rover and ideal Polo companion.

Top Land Rover proudly sponsors the NZ Polo Open. There's grit, sweat and plenty of action, but it remains a very Range Rover sort of event on the sidelines.



Yes, the headline's a low-hanging pun. But actually, when you weigh up the long hours and logistics involved, the similarities between a motor racing team and a polo team are quite striking.

Endless travel, huge days and equally large expenses. Heartbreak, frustration, sweat and glory: it's all there, both in and on the paddock.

The more whimsical will suggest machines have minds of their own; performing perfectly in one race, breaking down inexplicably in the next. Now map that adage across to polo where the 'machines' really do have minds of their own. The trick for grooms and riders alike is to get to know what makes these rather less-predictable machines tick.

The skill of the polo player is akin to that of the racing driver too. There's the speed, the quick turns, the necessity to be doing 12 things at once; riders have to hold two sets of reins in their left hand and the polo mallet in their right (this is not a southpaw-friendly sport). They have to gee-up their steeds from near-standstill to 50km/h at the drop of a hat and then turn on a dime in order to follow play.

In pursuit of the ball, players will bring their horses careening alongside each other to try and gain the advantage for the next strike with the mallet; immovable and unstoppable muscle colliding

at pace. Clashing ponies, clashing riders, sticks flying.

It's dramatic to say the least. Then there's the mental challenge; the strategy, the knowing which horse to play in which part of the game (each period of play is known as a 'chukka'), whether they're going to have to switch horse's mid-chukka – done in a hurry and often without the player's feet touching the ground.

You'll also be relieved to hear that the polo pitch is nearly 300m long and 200m wide; when there are eight horses and riders moving at pace in pursuit of a ball that spends an unexpected amount of time airborne, you'd be glad of the six rugby fields' worth of manoeuvring room too. The rugby reference is apt; polo has been referred to as essentially like "rugby on horseback" by more than a few observers over the years.

And then there's the sound. No, not the shrill, ear-splitting shriek of internal combustion revving at the limit. But something deeper and more primal; whether they're coming towards you or moving away, the sound of performance-bred horses galloping at speed is a thunderous sensation as much felt in the chest as heard. It's intimidating and awe-inspiring all at once. Pass the champagne, I think I need a sit-down.

On Saturday, February 23rd, 2019, the crowds will gather at the scenic Auckland Polo Club grounds in the lush hills of Clevedon for the Land Rover NZ Polo Open.



It'll be a glorious day out for the thousands that will be there; the pinnacle event of the New Zealand polo calendar and something of a spectacle, no matter how closely you've been living and breathing the season. Players from around the world will be competing for New Zealand's most sought-after polo trophies.

As you'd expect, this is a prestige event. Land Rover sponsors it (hence our transport alongside that of the equine variety today) and let's not beat about the bush; the NZ Polo Open is definitely a very Range Rover sort of event. Fun, fashion, a glass of fizz...

But for the players and teams that have been fighting hard to get here, the road to Clevedon is a long trail carved with grit and determination. You'd need something decidedly utilitarian to travel it. Defender, perhaps?

World-class players Glenn Sherriff and Nick Keyte know the road well; collectively they spend a lot of time on it. Glenn might be a down-to-earth Gisborne lad but when he's not playing polo in New Zealand, you'll find him playing for exclusive clubs in West Sussex and Windsor in the UK. Similarly, Nick divides his time between home and Australia and he's never without a string of playing ponies.

The two have played on the same team occasionally, but they'll be on opposing sides of the pitch come the NZ Polo Open; Glenn playing for a well-respected family-run unit, while Nick has joined the prestigious Rodd & Gunn team for 2019.

Both are hugely experienced and live and breathe the sport. They're also of the opinion that both the game itself and the sport in New Zealand have evolved in recent years.

"It's interesting to come home from the UK and acclimatise to the New Zealand game," says Glenn.

"Kiwi horses and trainers are very well respected internationally and they stand apart from ponies from other regions. New Zealand-bred horses are real thoroughbreds and tend to be younger when competing, whereas horses from England or Argentina are perhaps more mature; often well into their teens.

"The best horses instinctively know what to do; they learn the game in their own way. You'll see differently-sized ponies across a team because mass isn't as important as speed, agility and just general toughness. Bravery is handy too though, for both the pony and the rider," he smiles.

Lucy Ainsley, Executive Director of the Land Rover NZ Polo Open says that the 2019 event will debut a new format, with six teams each playing twice on Saturday, February 16th, Monday, February 18th and Tuesday, February 19th before the NZ Open finals on Saturday, February 23rd. This will be the first time in the competition's 42-year history that the finals will be played on a Saturday.





“The new format is designed to increase the ability for teams to strategise and gain knowledge about their rivals during a longer lead-in to the finals,” says Lucy, who will also help oversee the initial draw and launch event for the Land Rover NZ Polo Open in late-January.

“We’re very excited to see how the new format plays out during the week prior to the Land Rover NZ Polo Open. Suffice to say though, for the spectators coming along on February 23rd – many of whom won’t have attended championship polo before – the event will be enthralling and something they will remember for a long time.

“And if we can get the crowd enthused by the sport and keen to attend other events during the season, then that’s a great result for us too. The game is faster, the crowds are bigger; there’s some amazing things happening in polo in New Zealand right now.”

Visit www.nzpoloopen.com for further event and ticketing information.

Top Left Get yer boots on. Glenn Sherriff (left) and Nick Keyte suit up for battle. In a hard and fast game like polo, protective gear is vital..

Bottom Left Skilled hands: Kiwi Polo players are hot property on the global circuit.

Top Polo ponies have their manes trimmed for safety reasons. That’s also why the tails are tucked up in bandaging.



BESPOKE LUXURY BY THE LAKESIDE

BY CAMERON OFFICER PHOTOS SUPPLIED

Luxury apartments and individual lakeside residences at The Rees Hotel add sophistication to Queenstown's stunning scenery.



Left A spacious outdoor terrace boasting lake and mountain views accompanies the 164m² villas

Below The True South Dining Room team will prepare meals in the comfort of The Rees Residence villas, giving guests the chance to take in the incredible lakefront views.

Bottom Right Queenstown's dining and entertainment destination, Steamer Wharf is just minutes away



Situated on the shores of beautiful Lake Wakatipu, The Rees Hotel Queenstown is a sophisticated five-star hotel with a difference. Offering a unique combination of hotel, apartment and private residential accommodation, The Rees provides luxury at every turn.

What's more, an in-house travel curator is on hand to create bespoke holiday memories, while the True South Dining Room provides for exquisite private dining experiences featuring the freshest local produce. Adjacent to but separate from the main hotel building, The Rees Lakeside Residences offer seclusion and privacy in a breath-taking setting. The 164m² three-bedroom, 3.5-bathroom, air-conditioned villas offer unparalleled lake and mountain views, and are an ideal setting for families and multi-generational groups looking for private accommodation with space and independence.

A spacious outdoor terrace, adjacent to the living area, boasting lake and mountain views is the perfect setting to effortlessly entertain guests. The Residences' lower level terraces are home to generously sized spa pools and all-weather Bose sound systems.

The bespoke holiday options don't end with the accommodation itself, however. Unlike any other hotel in New Zealand, The Rees Residences offer the services of an in-house Luxury Travel Curator. From the moment guests check availability to the moment they

depart Queenstown, The Rees Residences' personal curator is there every step of the way, to ensure the experience is designed specially to suit individual needs and expectations.





Left A peek into the Rees' extensive Bordeaux cellar.

Below The beautiful Lake Wakatipu is an ever-present backdrop to your stay

The experienced Rees Hotel Queenstown team also offer additional services and facilities which include in-villa spa treatments, personal shopping and provisioning of villas, personal trainers, jet boat transfers, and much, much more. Guests can start the day with a gourmet breakfast including house-made bread and muesli, fresh pastries, local spreads, and artisan meats and cheeses. But for food-lovers, that's just the start of an exceptional gastronomic experience.

Executive Chef, Ben Batterbury and his True South team are on-hand to spoil guests with a private dining experience like no other. A specially designed menu, including freshly caught fish, local venison, lamb or pork can be arranged, while The Rees Hotel's Resident Sommelier is on-hand to match the perfect wines to complement the menu.

The True South team will prepare meals in the comfort of The Rees Residence villas, giving guests the chance to take in the incredible lakefront views, while enjoying a selection of wines from The Rees Hotel's exceptional Bordeaux Wine Cellar. It's an experience so indulgent and luxurious, guests will find it hard to leave. But of course, when they do, the plentiful attractions of Queenstown and the unforgettable alpine vistas of Central Otago await.





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True South Dining Room is The Rees' award winning restaurant, headed by Executive Chef Ben Batterbury. True South is sophisticated, elegant dining and offers mouth-watering monthly menus, with daily tweaks and seasonal changes, to showcase Ben's signature style.

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MAGNIFICENT BEASTS



(AND WHERE TO FIND THEM)

WORDS CAMERON OFFICER PHOTOS SIMON WATTS & MARK BEAN

Two hero utes, two rugged locations, two sides of the Tasman.
If you're after a well-sorted ute that needs to work on two different levels –
both as a tool of your chosen trade and as a conduit to weekend adventures
over summer – you've really never had it so good



GREAT BARRIER ISLAND, NEW ZEALAND

Quite possibly the brightest object on rugged Great Barrier Island today, short of a fluorescent fishing buoy, is this thing. It's not subtle. But when you're talking top-end utes, 'subtle' can take a holiday.

This is Holden's ultimate Colorado; the Z71 Xtreme Edition. It started life as a motor show concept then appeared at the National Fieldays Agricultural Show at Mystery Creek a year or so ago. It was here that Holden New Zealand tested the water, assessing whether there was an appetite for such a truck.

But of course there was.

Underneath the skin, the Z71 Xtreme picks up the same 2.8-litre Duramax turbo diesel engine as in the 'standard' Colorado

Z71, offering up 500Nm of torque and 3500kg braked tow rating. These are pretty worthy headlines on the base truck. Here though, they're nicely practical features somewhat overshadowed by the level of extra equipment Holden has brought to the party.

Let's start with the genuine gamechanger item for this limited-edition truck; it's integrated winch. That's something no other ute manufacturer offers in the Kiwi market. Sure, a fair portion of them might never get used. But a winch offering up a 10,000lb load capacity and a 30m synthetic tow line elegantly hidden away in a recess in the front bull bar behind the number plate is still a great standard feature to have on board 'just in case'.

Everything else on the truck was developed in-house at Holden's design headquarters in Melbourne: they might not be building cars anymore, but Holden still deploys its vast knowledge base around the world to ensure anything heading to Australasia is fit-for-purpose.

The Z71 Xtreme Edition also features a towing package, roof tray kit, rear steel step, modified front suspension, flared fenders, side steps, sports and bull bars, a tonneau cover for the wellside tray and comes standard on rugged 18" Goodyear Wrangler All Terrain tyres.

Whether it's Great Barrier Island or the Great South Road, this thing is definitely prepared for extremes.



Above An Xtreme ute for extreme roads. The bush tracks of Great Barrier Island can go from benign to gnarly within a hundred metres.

Left Holden has ensured its top-rung Colorado is fit-for-purpose in the back paddock.



Top Bash plates are designed to be bruised, but that doesn't mean you shouldn't avoid it if you can.

Above left Inside the cab, the Colorado Z71 Xtreme Edition sticks to Holden's template; it's outside where it shouts.

Above right Switching from two- to four-wheel drive is achieved through the simple rotation of a dial these days.

Left The top Colorado showcases Holden's accessory department selection. Everything seen on this edition is standard.



LAKE MOUNTAIN, VICTORIA, AUSTRALIA

Above Volkswagen's mighty V6 Aventura offers dressed-up elegance over brutish style.

Top Right Less is more; Volkswagen's ute interiors offer practicality and comfort, but leave out the coloured stitching and badge overload.

Far right Sports bars are standard on this ultimate Amarok.

Middle Corners ahead? No worries: the Amarok V6 Aventura's eight-speed automatic and 4MOTION all-wheel drive help make any road a pleasure.

Right The Amarok's turbo-diesel V6 has previously been found in the Audi Q7, Porsche Cayenne and Volkswagen Touareg.

There's hill climbing and then there's the hill-climb. And it's the latter I'm attempting in Volkswagen's range-topping V6 Aventura. Wait a minute; a hill-climb in a ute? Oh yes.

In winter the road I'm on – up to a place called, somewhat confusingly, Lake Mountain – climbs through the altitude towards a popular ski resort. In summer, it's a road upon which car clubs congregate for high-speed uphill antics. Volkswagen is keen to show off the prowess of the top-flight Amarok with a touch of the latter. Well, winter is so far away after all.

The road to Lake Mountain's summit features 69 corners condensed into a 9km spread; the top couple of kilometers or so

open out into fast, flowing straights, but for the most part this is second- and third-gear stuff all the way up.

Amazingly, the Amarok – an unladen ladder-chassis ute remember, boasting nothing more high-tech than heavy-duty leaf springs at the rear axle – is a fantastic thing to pilot up such a piece of tarmac. The eight-speed automatic and 4MOTION all-wheel drive help.

There's a nice linear feel to the way the power comes back on tap as you brake and then steer through the corner; powering out again, the Amarok doesn't leave you in a hole waiting for the torque to catch up with what's going on. You never quite shake the feeling of sitting on top of the vehicle mass,





as opposed to being a lower-slung part of it. But the body-roll you might be anticipating simply isn't there. It's genuinely impressive. And, as you'd hope, it's supremely comfortable on the commute as well.

The Amarok's turbo-diesel V6 has done duty in other Volkswagen Group fare in the past, including the Audi Q7, Porsche Cayenne and Volkswagen Touareg. With a distinct passenger vehicle past, it perhaps comes as little surprise that this is one refined diesel. It's never raucous – even when cold – and thrums away in the background at cruising speeds.

Volkswagen claims a zero to 100km/h sprint time of 7.3 seconds... because it's

2018 and zero-to-one hundred times are an important stat for a ute these days. The full wallop of the Amarok's 580Nm torque figure is available from just 1250rpm. Handy for hauling and hill-climbing alike.

As something of a counterpoint to the Holden Colorado Z71 Xtreme, Volkswagen has stayed true to form with their halo V6 ute; it's understated in the extreme. A red '580' badge on the tailgate aside, there is little to denote this is a Volkswagen ute quite unlike any other.

I like that. There's nothing like a sleeper to surprise when hitting the gas at the traffic lights. Or, as it happens, when racing up a closed road against the clock.



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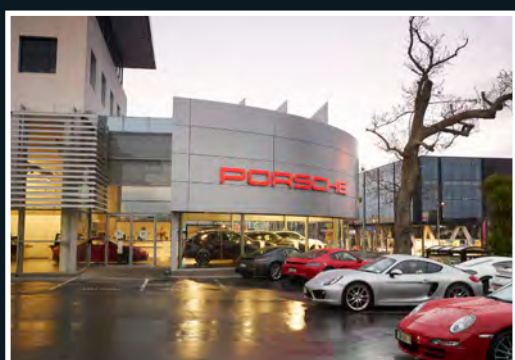
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Sat: 9am-5pm

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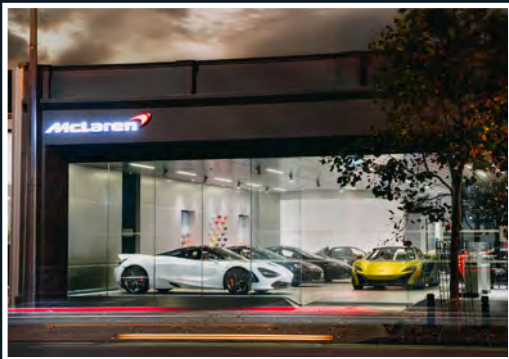
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 Sat: 9am-5pm | Sun: 10am-4pm
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E. reception@lamborghini Auckland.com



THE CLASSIC

Is this classic Jaguar E-Type the zenith of the ‘resto mod’? So far, so conventional, you might think. Until you take a peek under the bonnet...



What started as a one-off show-piece for Jaguar Classic (the brand's internal restoration and refurbishment workshop) has since received such an overwhelmingly positive reception, that the Coventry-based team has announced the E-Type Zero will be built to order.

Jaguar Classic is now taking expressions of interest from potential E-type Zero clients. Deliveries of the first electric E-type vehicles are expected to start from 2020.

Combining its restoration expertise with cutting-edge technology from the Jaguar I-Pace EV, Jaguar Classic will offer tailor-made E-types restored and converted to electric power at their Classic Works facility.

An EV conversion service for existing E-type owners will also be offered. But in order to preserve the authenticity of the base vehicle, the EV conversion will be fully reversible.

The Jaguar E-type Zero concept looks and drives like an original E-type, but it also offers outstanding performance; quicker acceleration than the original Series 1 E-type, for example.

Jaguar Classic is targeting a range in excess of 270km for the all-electric E-types, helped by the car's low kerb weight. The cars will be powered by a 40kWh battery, which can be recharged in six to seven hours,

depending on the power source.

Apart from its state-of-the-art powertrain, modified instrumentation and fascia showcasing the latest touchscreen infotainment (which will be available as an option), the E-type Zero concept is largely original. Efficient LED headlights complement the iconic Series 1 design.

An electric powertrain with single-speed reduction gear has been specially designed for the E-type, utilising many Jaguar I-Pace components. Its lithium-ion battery pack has the same dimensions, and similar weight, to the standard E-type's six-cylinder petrol XK engine and is in the same location.

The electric motor lies just behind the battery pack, in place of the E-type's gearbox. A new prop-shaft sends power to a carry-over differential and final drive.

Using an electric powertrain with similar weight and dimensions to the outgoing petrol engine and transmission means the car's structure, including suspension and brakes, has not changed, simplifying the conversion and keeping the driving experience in line with the original vehicle.

It drives, handles, rides and brakes like an original E-type with front-rear weight distribution unchanged.

And it's instantly the most beautiful EV you're ever likely to see, too.





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