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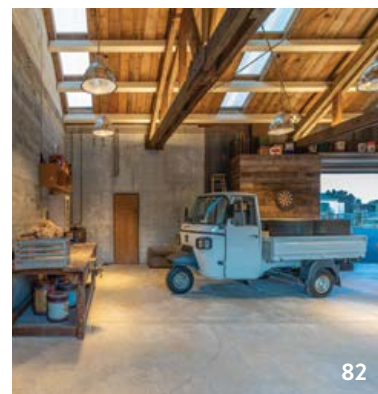
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WELCOME

CONTEMPORARY DESIGN AND TECHNOLOGY DRAW FROM THE PAST TO EVOLVE THE FUTURE IN OUR SPRING ISSUE.

As quickly as the automotive industry forges ahead technologically through electrification and autonomy, there is still a genuine passion for the old-school traits that has made the car such a big part of our hearts, minds and lives.

The perfect example of this is the all-new Land Rover Defender. It may be bursting at the seams with incredible technology and capability, but it still incorporates that essence of the solid, go-anywhere vehicle the 1948 original was designed to be.

Elsewhere in our spring issue (on page 110) we feature another reminder of the part the past plays in today's cars, as we compare the original 1989 Lexus LS with the latest iteration. Thirty years has seen a raft of advances, yet the ethos that drove Ichiro Suzuki to create a new level of luxury sedan has not changed at all.

Technology is also something of a theme in this issue of 66 Magazine, as we sit down with ground-breaking nanotechnologist and science educator, Dr Michelle Dickinson (beginning page 46). Known to thousands of school children as Nanogirl, her commitment to making New Zealand a global innovator by making science fun is truly impressive. So too is her career as an academic, especially when you discover her journey through high school wasn't an easy one.

We also farewell two automotive giants; one from Europe and the other from Christchurch. Ferdinand Piech and John Fairhall (see page 30) both shared a lifelong love of cars, and both created a genuine legacy in their respective parts of the world.

We head to New York, where New Zealand fashion designer Juliette Hogan is succeeding at a global level (see page 66), and to the 2019 Goodwood Festival of Speed with McLaren Auckland (beginning on page 72).

And, in keeping to our past-present theme, we were recently invited to the UK to see the incredible Bentley 100 EXP GT concept car up close (see page 98). Once again, this technologically and visually stunning car draws from the past in order to map out the future.

I hope you enjoy our latest issue.



MICHAEL GILTRAP

JOINT MANAGING DIRECTOR
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THE BIG PICTURE

New Zealand's 'Mad' Mike Whiddett and Dakar winner Eduard Nikolaev (the 'Tsar of the Dakar') race to grab the last spot in the car park ahead of the prestigious ball at the Goodwood Festival of Speed at Goodwood House, United Kingdom. Dubbed 'NIMBUL', Whiddett's fully rebuilt 596kW Lamborghini represents something of a dream-come-true for the world champion racer, who says he has always wanted to engineer a drift machine out of a true supercar.





BENTLEY



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100
EXTRAORDINARY YEARS

BENTLEY AUCKLAND



NEWS + INNOVATION

LAND ROVER DEFENDER

Driven by a passion and respect for the original, the new Land Rover Defender delivers a transformational breadth of capability. Advanced all-terrain technologies redefine adventure for the 21st Century, yet this off-road icon remains true to the pioneering spirit that has been a Land Rover hallmark for 71 years.

ALSO MAKING THE NEWS

- Bentley takes honours once again at Pikes Peak
- New Nissan LEAF debuts
- Skoda Scala sets its sights on hatchback heroism
- Mid-engined Corvette C8 coming to New Zealand
- Vale Ferdinand Piech
- Lamborghini's outrageous hybrid supercar



NEWS + INNOVATION

AN ICON REIMAGINED

After years of anticipation and speculation, the all-new next-generation Land Rover Defender has finally been unveiled.

Proven in the harshest environments on earth across seven decades and completely reimagined for the 21st Century, Land Rover says the new Defender is clever, capable and safe for all the family, and in a category of its own. Iconic in name, shape and capability, the new Defender can also be personalised to allow owners to make the most of this very definition of durability. The Defender 110 is just the start for this new-look family of capable and durable 4x4s. Its highly anticipated arrival will be swiftly followed by a compact, short wheelbase Defender 90. A distinctive silhouette makes the new Defender instantly recognisable, with minimal front and rear overhangs providing excellent approach and departure angles. Land Rover's designers re-envisioned familiar Defender trademarks for the 21st Century, giving the new 4x4 a familiar upright stance and Alpine light windows in the roof, while retaining the side-hinged rear tailgate and externally mounted spare wheel that made the original so identifiable. The stripped-back personality of the original Defender has been embraced inside, where structural elements and fixings usually hidden from view have been exposed, with the emphasis on simplicity and practicality.

Innovative features include a dash-mounted gear shifter to accommodate an optional central front 'jump' seat, which provides three-abreast seating across the front like early Land Rovers. As a result, the Defender 110 offers five, six or 5+2 seating configurations, with a loadspace behind the second-row seats of up to 1,075-litres, and as much as 2,380-litres when the second row is folded. The Defender 90 will be able to accommodate six occupants in a vehicle the length of a compact family hatchback. Land Rover's new purpose-engineered D7x (for extreme) architecture is based on a lightweight aluminium monocoque construction to create the stiffest body structure Land Rover has ever produced. It's three times stiffer than traditional body-on-frame designs, providing perfect foundations for the fully independent air or coil-sprung suspension and supports the latest electrified powertrains. The new Defender has been through more than 62,000 tests for engineering sign-off, while the chassis and body architecture have been engineered to withstand Land Rover's Extreme Event Test procedure – repeated and sustained impacts, above and beyond the normal standard for SUV and passenger cars.



During development testing, prototype models have covered millions of kilometres across some of the harshest environments on earth, ranging from the 50-degree heat of the desert and sub-40-degree cold of the Arctic to altitudes of 10,000ft in the Rocky Mountains in Colorado. Permanent all-wheel drive and a twin-speed automatic gearbox, centre differential and optional Active Locking Rear Differential ensure it has all the hardware required to excel in soft sand, freezing tundra, and everywhere in between. Configurable Terrain Response debuts on the new Defender too, allowing experienced off-roaders to fine-tune individual vehicle settings to perfectly suit the conditions. Alternatively, inexperienced off-roaders can let the system detect the most appropriate vehicle settings for the terrain, using the intelligent Auto function. The new body architecture provides ground clearance of 291mm and world-class off-road geometry, giving the 110 approach, breakover and departure angles of 38, 28 and 40 degrees (Off-Road height) respectively. Its maximum wading depth of 900mm is supported by a new Wade programme in the Terrain Response 2 system, which ensures drivers can ford deep water with complete confidence. On dry land, Land Rover's advanced ClearSight Ground View technology helps drivers take full advantage of Defender's all-conquering capability by showing the area usually hidden by the bonnet, directly ahead of the front wheels, on the central touchscreen.

A choice of advanced petrol and cleaner diesel engines ensure new Defender has the power, control and efficiency for any environment, while a Plug-in Hybrid Electric Vehicle (PHEV) powertrain will join the range next year providing the prospect of silent EV-only progress. At launch, the petrol line-up features a powerful six-cylinder P400, featuring efficient Mild Hybrid Electric Vehicle technology. Alternatively, customers can choose from a pair of four-cylinder diesels – the D200 and powerful D240 – both of which deliver fuel economy of 7.6L/100km and CO2 emissions of 199g/km (NEDC equivalent). “The iconic Defender epitomises the unstoppable off-road capability of Land Rover. For many, it is synonymous with experiencing the extremes of New Zealand’s most rugged terrain,” says Jaguar Land Rover New Zealand General Manager, Steve Kenchington. “The new Land Rover Defender integrates decades of Defender DNA and combines it with the latest generation technology from the Land Rovers that are produced today. “Owners will be able to personalise the design of their new vehicle through four distinct accessory packs or by selecting from 170 individual accessories – the biggest range ever produced for a Land Rover.” Pricing and delivery details for the new Defender will be announced during October.





BENTLEY BREAKS OUTRIGHT PRODUCTION CAR RECORD AT PIKES PEAK

A Bentley Continental GT W12, driven by Kiwi ex-pat Rhys Millen, has completed the iconic Pikes Peak run in 10:18.488, claiming a new race record for production cars.

Bentley has reinforced its status as the manufacturer of the world's fastest luxury Grand Tourer with a new hill climb record at the 2019 Pikes Peak International Hill Climb. The factory-entered Continental GT, driven by three-time 'King of the Mountain' champion, Rhys Millen, conquered the 12.42-mile course in just 10:18.488, taking 8.4 seconds off the previous record, with an impressive average speed of 112km/h. Climbing almost 1,524m through 156 bends, Millen combined his driving skills with the world's most advanced 12-cylinder engine to claim a coveted record. With the start line at 2,835m and climbing to 4,298m, the air is 1/3 less dense than at sea level. "This is an amazing finish to a wet, snowy 2019 run at Pikes Peak," Millen said after his record run.

"We came here with one goal in mind, and that was to be the fastest production car up the mountain and set a new record. It was an incredible week. It was a challenge with what Mother Nature threw at us, but the Continental GT held strong all the way to the top."

Millen's Continental GT wore the 100 number in recognition of the carmaker's centenary year.

Millen has plenty of previous form at the Colorado hill climb event, with another record run up the mountain just 12 months ago. In 2018, the Kiwi racer completed the course in a Bentley Bentayga, achieving a 10:49.9 run and taking nearly two minutes off the previous production SUV record.





AUDI'S Q3 IS ALL GROWN UP

If you're still thinking of the Audi Q3 as the baby of the Ingolstadt brand's SUV range, the recently updated crossover might change your preconceptions.

The new Audi Q3 has grown in every way and doubles down on the sporty looks, combining luxury and performance in a compact package that's perfect for urban lifestyles.

The new Q3 adopts Audi's Singleframe octagon grille design and large side air inlets, giving it a more masculine front-end. The SUV's shoulder line projects an athletic, muscular look, drawing from Audi's all-wheel-drive quattro DNA and making the SUV seem even wider than it is.

But make no mistake, the new Q3 has definitely grown. Virtually every dimension increases over its predecessor. It's longer and wider than the last Q3, but 5mm lower. The wheelbase has been stretched by 77mm meaning the new Q3 is more spacious inside too.

Staying inside the cabin, the new Q3 features a thoroughly overhauled interior.

Analogue instruments have been done away with completely by Audi, with customers able to utilise digital instrumentation, including upgradable elements such as the high-resolution Audi virtual cockpit.

Fully capable both in town and out on country roads, the Q3's suspension system offers a wide spread of ability. As an option, the driver can vary the characteristics of the Q3 depending on the driving situation, road conditions or personal needs by using the Audi drive select dynamic handling system.

This system offers six settings, from markedly comfortable and highly efficient through to out-and-out sporty. Seventeen, 18 and 20-inch alloy wheels are available depending on the selected trim level.

There are three Audi Q3 grades available for New Zealand; the Q3 advanced 35 TFSI S tronic for \$60,900 + ORCs, the Q3 advanced 45 TFSI quattro S tronic for \$74,900 + ORCs and the range topping Q3 S line 45 TFSI quattro S tronic for \$84,900 + ORCs.



NISSAN TURNS OVER A NEW LEAF

Next-generation electric motoring has arrived in New Zealand, in the shape of the newly updated Nissan LEAF.

Since the first-generation LEAF was launched in 2010, the model has sold over 400,000 units globally, making it the world's best-selling electric vehicle. Nissan has updated the LEAF, which is on sale now for \$59,990 + ORCs. The new Nissan LEAF combines greater range with a dynamic new design and the latest Nissan Intelligent Mobility features including ProPILOT Assist, e-Pedal and safety specification such as automatic emergency braking.

The new LEAF features increased battery capacity to 40kWh, allowing for an indicative driving range of 270km (WLTP combined cycle). The zero-emission electric powertrain offers up 110kW of power and 320Nm of torque. And because all that torque is available instantly, around-town driving is an engaging experience.

Plugging the LEAF into a CHAdeMO rapid charger is estimated to give the driver from 20 percent to 80 percent charge in around 60 minutes (depending on charging conditions). Once on the road, the LEAF's e-Pedal means you can speed up, slow down, and brake with just one pedal. Also, the car's Nissan Intelligent Mobility feature suite includes advanced safety specification, including Intelligent Blind Spot Intervention, Intelligent Lane Intervention and the Intelligent Around-View Monitor, which utilises four cameras to give the driver a bird's eye view of the car in any setting, along with selectable split-screen views to allow for easier parking in confined spaces.

ŠKODA SCALA SET TO SCALE GREAT HEIGHTS

The all-new Scala compact hatchback brings with it a rich feature set, including more safety specification and new infotainment systems.

Škoda's all-new Scala compact hatchback is offering buyers in this busy segment more, with an all-new model featuring the very latest technologies from the Volkswagen Group. The first Škoda to be built on the manufacturer's modern, modular MQB platform, the Scala offers up a generous amount of passenger and cargo space within its compact footprint. The Scala's wheelbase allows for plenty of kneeroom and headroom in every seating position, as well as the largest boot in the segment (467-litres). The Scala is Škoda's most connected car to date, with integrated LTE eSIM ensuring it is always online. The Scala also features enhanced voice control through its updated Swing and Bolero infotainment systems, which feature widescreen touch displays and the option of the Škoda Sound System, featuring 10 speakers. In addition to LED headlights and taillights as standard and up to nine airbags (including a driver knee airbag), the Scala arrives with numerous assistance systems that up until now could only be found in larger vehicle segments.

These include City Emergency Brake and Predictive Pedestrian Protection functions and the options of Adaptive Cruise Control and Side Assist, which shows vehicles approaching from behind or that are in the car's blind spot up to 70m away.

For the Kiwi market, the Scala is available in three trim levels (Ambition, Style, Sport) with two grade-specific engine options on offer. The 85kW 1.0-litre petrol TSI is available in the \$29,990 + ORCs entry-level Scala Ambition, while both the \$34,990 + ORCs Sport and \$38,990 + ORCs Style iterations receive the 110kW 1.5-litre petrol TSI. Every Scala features a 7-speed DSG automatic gearbox. And because it's a Škoda, there are plenty of the brand's 'Simply Clever' features present in the Scala too. These include an umbrella integrated into the driver's door, an ice scraper with a tyre tread depth gauge stowed inside the petrol flap, and an electrically retractable tow bar option; the debut of this feature in the compact hatchback segment.



NEW CORVETTE C8: REVOLUTIONARY AND RIGHT-HAND

The all-new mid-engined Corvette will be built in right-hand-drive for the first time ever. And yes, it's coming to New Zealand.

General Motors Holden has confirmed that the next generation mid-engine Corvette will be built in right-hand-drive configuration and will go on sale in New Zealand. The new Corvette is the first-ever production version in mid-engine configuration. It is also the fastest, most powerful entry-level Corvette ever, offering new standards of performance, technology and craftsmanship.

The Corvette's exterior has a bold, futuristic expression with mid-engine exotic proportions, but it is still unmistakably Corvette. It is lean and muscular, with an athletic sculptural shape conveying a sense of motion and power from every angle.

"Like anyone with a hint of petrol in their veins, we were glued to our screens watching the reveal of the new Corvette," said Marc Ebolo, Managing Director of Holden New Zealand. "The news that Corvette will now be built in right-hand-drive for the first time ever – and will be exported to New Zealand – is hugely exciting for our team at Holden and any Kiwi who loves high performance cars."

The new mid-engine layout gives Corvette better weight distribution, with the rear weight bias enhancing performance in a straight line and on the track. The car's engineers have also suggested it will exhibit better responsiveness and a more immediate sense of control due to driver positioning closer to the front axle, almost on top of the front wheels.

The new Corvette's heart is Chevy's next-generation 6.2L Small Block V8 LT2 engine, the only naturally aspirated V8 in the segment. It will produce 369kW peak power and 637Nm of torque when equipped with the performance exhaust option; the most horsepower and torque for any entry-level Corvette. The all-new performance car's LT2 engine is paired with Chevrolet's first eight speed dual-clutch transmission.

The new location of the engine is the focal point for the Corvette's design and is visible through the large rear hatch window.

Next generation Corvette production begins at GM's Bowling Green facility in late 2019. Holden will share further details about the mid-engined Corvette's arrival in New Zealand at a later date.



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NEW SMALL KIA SUV CONFIRMED FOR NEW ZEALAND

Kia's new small SUV will sit under the mid-sized Sportage and could be in New Zealand before the end of the year.

Recently unveiled internationally, the all-new Seltos is a small SUV that sits under the medium sized Kia Sportage.

Kia Motors New Zealand is already ramping up plans for the launch of a model that the company believes will make a big impact on the local market.

The first New Zealand-specification Seltos could be here by the end of 2019.

The name Seltos is inspired by Greek mythology, representing the brave and youthful spirit of 'Celtos' (the son of Hercules).

The 'S' in the vehicle's adapted name implies speed and sportiness.

Kia Motors New Zealand says it expects demand to be high for the Seltos, with the newcomer bringing plenty of sophistication, assertive design and cutting-edge technology and safety features to the small SUV segment.

"The Seltos has a confidence about it; the styling and design are stunning, and it's packed with the latest technology," says Todd McDonald, Managing Director of Kia Motors New Zealand.

"In a similar way to Stinger, I think this car represents a coming-of-age for Kia.

We will look back on this model in years to come and say, 'that was the moment for us'."

Pricing and other details for New Zealand are yet to be released, but pre-registration for interested parties is available through www.kia.co.nz.



SEAT EL-BORN REPRESENTS FIRST 100% EV BASED ON VW GROUP PLATFORM

Named after one of the most iconic neighbourhoods of Barcelona, the el-Born has been designed by SEAT to bring real-world usability and a sporty theme to electric mobility.

The SEAT el-Born is the first 100% electric vehicle based on the Volkswagen Group's MEB platform and has been designed to offer up a sporty vehicle with the most advanced electric technology. The vehicle was designed and developed in Barcelona and will be manufactured in Germany; SEAT will be the second brand to introduce an all-electric vehicle based on the Volkswagen Group's MEB platform. The car is expected to hit global markets by 2020.



The SEAT el-Born will boast a range of up to 420km on the WLTP official test cycle and the ability to reach 100km/h in 7.5 seconds. Power output of up to 150kW can be expected. SEAT says that owners will be able to recharge the battery in as little as 47 minutes.

The el-Born's dynamic proportions are enabled by its electric powertrain, pushing the wheels to the four corners of the vehicle and allowing a more vibrant and energetic stance compared to traditionally powered cars.

The el-Born has been designed to embody the future of SEAT's visual direction in a modern and integrated way, emphasised most acutely at the front of the vehicle. Aerodynamics are key to maximising the vehicle's range.

Cooling vents are placed lower down the vehicle's front, providing air to the battery pack and so streamlining air flow over the front of the vehicle.

Improved aerodynamics play an enormous role along the side of the vehicle, with an air curtain incorporated into the design, an elegant yet practical answer to the conundrum of balancing performance with aesthetic appeal.

The position of the A-pillar has moved further forward, creating a sleeker look, and internally, more room in the cabin. This is facilitated by the electric powertrain requiring less room.

With 20" wheels, the need to maximise performance was crucial. The turbine design creates a positive flow of air that not only improves aerodynamics but also ventilates the brakes to maintain dynamism.

SEAT says the el-Born isn't just about the promise of usable electrification, but the integration of other technologies too.

The vehicle incorporates autonomous functionality to support the driver as well as a host of assistance systems.

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Volkswagen



NEW VOLKSWAGEN AMBULANCES TO SUPPORT RURAL COMMUNITIES

A fleet of Volkswagen First Response Units, designed to support more remote rural communities, were handed over to St John for deployment throughout New Zealand recently.

Fourteen Volkswagen First Response Units were handed over to St John in July, in order to enhance emergency response times to isolated communities.

Tony Devanney, St John Assistant Director of Operations, said the fit-for-purpose vehicles are smaller and nimbler than a traditional ambulance. "They are ideal for narrow roads, difficult terrain and St John first responders working outside metropolitan areas," he said.

"The new units have ample room for treating and stabilising patients while a transporting ambulance is on the way, ensuring the best possible clinical care for our patients."

As part of St John's approach to delivering ambulance services, the new vehicles – crewed by dedicated volunteers – will be able to locate patients quickly, assess requirements and transport locally or drive to meet a helicopter or transporting ambulance.

The First Response Unit vehicles are based on the Volkswagen Transporter T6 ambulance, which is used as a frontline ambulance throughout Europe.

The First Response Units are equipped with standard ambulance manifest items, including a first response kit, defibrillator and monitoring equipment, oxygen, suction unit, and communications equipment.

The vehicles are also equipped with a stretcher and extraction equipment to enable transport in the local area to a medical centre, helicopter landing site, or towards further backup.

Contributions from donors around the country have made the delivery of the vehicles possible.

"Fundraising is essential in getting this new fleet on the road and we want to acknowledge those donors who have given so generously to their communities" says Mr Devanney.

Head of Commercial Vehicles at Volkswagen New Zealand, Kevin Richards, said it had been a privilege to provide the state-of-the-art vehicles for St John.

"It has been a wonderful experience working with the Volkswagen team and partners in Germany to create these world-class vehicles to service the provinces of New Zealand."

Up to another 60 First Response Units will be rolled out over the next two to three years.



MITCH EVANS SIGNS MULTI-YEAR CONTRACT WITH PANASONIC JAGUAR RACING

Kiwi racer commits to British-based Formula E team and remains in the hunt for more points and podiums into 2020 and beyond.

New Zealander Mitch Evans has committed his long-term future to Panasonic Jaguar Racing for season six and beyond in the ABB FIA Formula E Championship.

Having secured the British team's first Formula E win in Rome last year, Panasonic Jaguar Racing is looking to Mitch for more wins, points and podiums for the team in the future. Evans, one of the championship front runners, signed a multi-year contract in September and will continue to work closely with the British factory team in order to get the Jaguar I-TYPE 4 ready to conquer the 12 city circuits on the ABB FIA Formula E season six calendar.

"We are delighted that Mitch has committed his future to Panasonic Jaguar Racing and will remain an integral part of the team for the foreseeable future," said James Barclay, Panasonic Jaguar Racing Team Director.

"We have grown together in the last three seasons and developed into a winning team capable of fighting at the front of this highly competitive championship."

Evans said he is very happy to be staying with the team for a fourth season.

"I have had a taste for victory driving for Panasonic Jaguar Racing now all I want is more," he said.

"The team is getting stronger and I feel at home here. I'm determined to push forward with Panasonic Jaguar Racing, building on last season's success as we hunt down more points, podiums and wins."



ONE-OF-A-KIND BENTLEY BUST UNVEILED

Bentley Auckland is now home to a one-off sculpture, commissioned specially by the Giltrap Group to celebrate the prestige marque's 100th anniversary.

Should you ever wonder how deep the Giltrap Group's genuine passion for brands they represent runs, pop into Bentley Auckland's 119 Great North Road, Grey Lynn showroom. At a lavish customer event held on the exact 100th anniversary of Bentley's incorporation, the Group unveiled a hand-sculptured bust of Bentley's founder W.O. Bentley. This in itself was an impressive gesture. But speaking with Bentley Auckland's General Manager, Derek Bennett, we learned a little more about the effort behind the one-off artwork; the entire initiative proves it to be a deeply impressive passion project.

"To start with, this has been something I've had in the back of my mind for about seven years," says Bennett.

"In a previous tenure at a prestige dealership in the UK, I met Timothy Potts, who was formerly a Bentley clay modeller. He was responsible for sculpting the 'Flying B' emblem that adorned Azure, Arnage, Brookland, and Mulsanne models from 2006.

"After his time at Bentley, Timothy had become an automotive artist and we had discussed possibilities for a commissioned piece. Fast-forward a few years to the centenary of the Bentley brand and I knew we could work with Timothy to create something very unique." Unique it is. Not only is Bentley Auckland the only dealership globally to have commissioned something like this to acknowledge Bentley's 100th anniversary, the piece itself took half a year to create and is the only one of its kind anywhere in the world.

"It's a symbol for our passion for the Bentley brand and we're extremely proud to share this with our customers," continues Bennett. "It's a great conversation piece and we love it when younger visitors ask about it. They often don't realise W.O. Bentley was an actual person and a racer. It opens up a new appreciation of Bentley for them and it's a fitting tribute to the man who founded the enduring brand we know today."



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VALE JOHN FAIRHALL

His name wasn't above the door, but John Fairhall was a giant of New Zealand's automotive community.

John Fairhall's passing on August 4th, aged 67, was a particularly sad day for the Giltrap family, who have had a personal and professional relationship with John for more than forty years. Giltrap Group Joint Managing Director, Richard Giltrap, says "He had a great passion and talent for the industry. John and Colin had a natural connection with their passion for motorcars and, like Colin, John loved motorsport." John was an 18-year-old law student when he started working as a part-time car groomer at Archibald's in Christchurch. A year later, in 1972, he was a trainee car-salesman; he had found his calling. As General Manager of Archibald's, he added the Porsche and Audi brands to the stable, beginning an enduring partnership with Sir Colin Giltrap that went on to include joint ownership of the Jaguar, Land Rover and Volvo brands in New Zealand. John's ability to create teams of good people to work alongside him in developing his numerous business acquisitions became legendary. He was admired and respected, particularly within the Archibald's Group with its 106 employees across a range of vehicle brands. His diverse interests included a fleet of five chartered superyachts that evolved from his purchase of an old and well-established boat brokerage on Australia's Gold Coast.

His talent was in realising the full potential of his many acquisitions, and his close associates admired his style. The Archibald's Group became the foundation for his success, helped by an outstanding reputation in property investment and development. The people he worked with recognised John as a born leader. Bert Govan, a long-time business associate, said his close friend had the wonderful distinction of being a self-made man. "He had a legendary capacity for work, was a leader in his chosen field, took calculated risks and built wonderful and enduring relationships with others. John made his own luck and became very, very successful," Bert recalls. Richard Giltrap described John as one of the true statesmen of New Zealand's motoring industry and acknowledged that he had been a significant influence for both himself and brother Michael. "We have truly lost one of the best people our industry has ever seen; we all learnt a lot from John. You can't underestimate what he leaves behind in Canterbury; he was very supportive of charities, sporting clubs and motorsport. "John was a leading Cantabrian in the industry and business community. He was truly an unselfish man." The Giltrap family offer their sympathy to John's wife Shirley and son Richard, and all the staff of Archibald's.





AUF WIEDERSEHEN FERDINAND PIËCH

The man affectionately known as ‘Mr. Volkswagen’, who helped shape automotive history through the latter stages of the 20th and early 21st Centuries, passed away in August, aged 82.

Ferdinand Piëch, former Member of the Supervisory Board of Volkswagen AG, achieved great results during his long career. Most significantly he rescued Volkswagen from a financial crisis and led it to become the world’s biggest auto maker.

Piëch, who was the grandson of design engineer Ferdinand Porsche, clearly had motor oil running through his veins. He began his professional career with Porsche in Zuffenhausen in 1963.

Employed in the engine testing department, the young engineer first designed a new oil cooler for the Type 904 race car, before moving on to leading the department and overseeing the development of a 132kW six-cylinder race engine. The six-cylinder boxer engine utilised in the Porsche 911 was also developed under Piëch’s leadership. He also led many notable technological development projects for Volkswagen and Audi, championing both the first 1.0-litre passenger car and the 1,001hp Bugatti Veyron during his time. “His love of cars and his constant desire to drive forward technical progress will never be forgotten,” said Oliver Blume, Chairman of the Executive Board of Porsche AG.

“Piëch was an automotive man through and through. We thank him for his passion and the courage with which he led Porsche to outstanding engineering achievements. Through strategic decisions, he laid the foundations for successful development of our company.” Another industry legend, ex-Chrysler and Ford GM, Bob Lutz, said Piëch ruled Volkswagen with an iron fist during his time at the head of the manufacturer. “Volkswagen was run by one man.

While his stubborn sense of infallibility led to one or two colossal blunders, Piëch’s strong direction and insistence on excellence made the Volkswagen Group, including Audi, SEAT, Skoda, Lamborghini, Porsche and Bentley, into a global powerhouse.”





AUDI'S SQ8 TDI TO BE MOST POWERFUL EURO DIESEL ON THE MARKET

Audi has unveiled the sports-themed top model in the growing Q family: the SQ8 TDI.

Thanks to the luxury SQ8 SUV's V8 diesel engine with biturbo charging, the performance-orientated take on the range-topping Audi Q8 offers superior on-road ability coupled with a high level of efficiency. The biturbo V8 in the Audi SQ8 TDI combines immense power with a high level of economy and integrates a whole package of high-tech solutions. The engine provides 320kW and develops 900Nm of torque between just 1,250 and 3,250rpm. This allows the 4.0 TDI to accelerate the SUV like a sports car from zero to 100km/h in just 4.8 seconds. Power transmission takes place via an eight-speed Tiptronic and the SUV's quattro permanent all-wheel drive. An Electric Powered Compressor (EPC) supplements the work of the two

turbochargers when starting off and when accelerating at a low engine speed, allowing the V8 TDI to always build up its power spontaneously. The EPC draws its drive power from a 48-volt electrical system, which is also the backbone of the mild hybrid system (MHEV). Its belt alternator starter can recuperate during deceleration and feed power to the lithium-ion battery. In real-world customer operation, MHEV technology reduces consumption by up to 0.5-litres per 100 kilometres. The drive and suspension technologies, which include the sport differential, roll stabilisation and all-wheel steering, all work to ensure dynamic handling. Arrival of the new Audi SQ8 TDI is anticipated in Audi dealerships in late 2019.

RALLY-INSPIRED AUDI A1 SPORTBACK ARRIVES

Audi's new compact model arrives with new technology, styling, and an impressive start price of \$39,400 + ORCs.

The second-generation Audi A1 Sportback has arrived in New Zealand boasting dynamic exterior design cues and a spacious, high-tech interior. The Audi A1 Sportback's wide, low-placed single frame grille and implied side air inlets dominate the distinctive front of the car. The three flat slits under the hood pay homage to the iconic Sport quattro; the German marque's rally icon from 1984. The new model is more spacious than the car it replaces. Despite the compact exterior dimensions and the sporty roof line, adults in the rear seats still enjoy plenty of head and leg room. The A1's infotainment system mirrors the system available in larger Audis and comes with an upgraded digital instrument cluster, including MMI radio plus and Audi Smartphone interface. The driver assistance systems for the new A1 also come from the full-size class range, with Parking Aid Plus (front & rear), rear view camera, lane departure warning, Audi Pre-Sense Basic and Audi Pre-Sense Front systems all available in each grade. There is a choice of ten colours available across three different model variants, with pricing starting at \$39,400 + ORCs.





HYBRID LAMBORGHINI SIÁN BREAKS THE MOULD

Lamborghini adds ground-breaking hybrid technology to its iconic V12 blueprint, resulting in the most powerful super sports car the Italian manufacturer has ever produced.

Unveiled to the world's media and public at the 2019 Frankfurt IAA Motor Show, the Lamborghini Sián represents a step-change for the famed manufacturer; a super sports car delivering new technologies and unsurpassed performance in the hybrid sphere. The Sián is the fastest Lamborghini of all time and draws upon the brand's styling DNA, but with design elements that foreshadow a future direction. From the outset, Lamborghini's design and engineering teams set out to successfully meld the performance of a naturally aspirated Lamborghini super sports car with the future demands of electrification. The Sián nameplate means 'flash or lightning' in Bolognese dialect, denoting the first electrification of a Lamborghini production car. Stefano Domenicali, Automobili Lamborghini

Chairman and Chief Executive Officer said the Sián demonstrates its dynastic strength as a legendary super sports car brand for the future. The Sián adopts the V12 as the pinnacle of today's Lamborghini engines and develops a new super sports car powertrain: a unique new hybrid system focuses on providing the highest power possible via the lightest solution. A 48-volt e-motor, delivering 25kW, has been incorporated into the gearbox to provide immediate response and improved performance: the first time in any low-voltage hybrid that a direct connection has been made between electric motor and wheels. The e-motor also supports low-speed manoeuvres such as reversing and parking with electric power. Rather than a lithium-ion battery, the Sián innovates with a unique supercapacitor application: a technology pioneered originally in the Lamborghini Aventador but dramatically developed to store ten times the power. It is three times more powerful than a battery of the same weight and three times lighter than a battery producing the same power. Lamborghini says this energy accumulation technology is a world first. The electric system with the supercapacitor and e-motor weighs only 34kg and is located in the bulkhead between cockpit and engine, ensuring perfect weight distribution. This advanced technology combines with the V12 engine, which incorporates titanium intake valves and is uprated to 577kW at 8,500 rpm: the highest output ever from a Lamborghini power plant. Combined with the additional

25kW from the hybrid system, the Sián delivers a total of 602kW. The Sián's weight-to-power ratio is better than that of the Aventador SVJ, achieved through extensive use of lightweight materials. The Sián can reach a top speed of over 350km/h. The innovative system also delivers instant acceleration in low gears, with improved traction force provided by the combination of V12 engine and hybrid system. This makes the Sián the fastest-accelerating Lamborghini ever, achieving 0-to-100km/h in less than 2.8 seconds. Taking futuristic inspiration from the Countach, the silhouette introduces new features such as characteristic aero wings, giving the Sián an unmistakable profile. The iconic Lamborghini 'Y' shape can be seen in the NACA air inlets on the doors, while glass elements are included in the engine cover and the diagonal line features in the front hood, as in the Countach. The low front with integrated carbon fiber splitter is dominated by the 'Y'-shape headlights, used for the first time to reflect the signature design of the night lights, originally designed for the Lamborghini Terzo Millennio. The extreme and strong rear of the car incorporates the hexagonal design so linked with Lamborghini, including six hexagonal taillights inspired by the Countach. The rear wing is integrated within the profile and extends out only during the driving to enhance the performance. To be produced in a limited series of just 63 units – honouring the foundation year of Automobili Lamborghini – all examples of the Sián have already been sold.

ACCESSORIES + INSPIRATION

+ YAMAHA WAVERUNNER

Just in time for summer, Yamaha Motor New Zealand has announced its much-anticipated 13 model 2020 WaveRunner line-up, which sees the reintroduction of several popular models and the release of bold and exciting new colour and styling options across the range. The WaveRunner range incorporates four body platforms; the GP, EX, VX and FX. Engine platforms include the 1,049cc triple, 1,812cc four-cylinder, and range-topping 1,812cc four-cylinder supercharged offerings. From \$10,449. Visit www.yamaha-motor.co.nz for further details.



+ SIRIUS STAR 100 DIAMONDS

Named after the brightest star in the night sky, Sirius Star 100 diamonds are specially designed, cut and polished to reflect more light, making them literally look bigger and sparkly than regular diamonds. The high-quality, conflict-free diamonds are cut and polished with exacting precision to complex, symmetrical designs to create a finished diamond boasting 100 light-reflecting facets: nearly double that of traditionally cut round diamonds. New Plymouth-based Dalgleish Diamonds has exclusive New Zealand rights to use the Round and Cushion cut Sirius Star 100 diamonds in their bespoke jewellery during their centenary celebrations this year. Visit the Dalgleish Diamonds workshop and showroom next time you are in Taranaki or head to www.dalgleishdiamonds.com/collections/sirius-star-collection/

+ SONY WF-1000XM3 WIRELESS HEADPHONES

Sony's latest premium wireless headphones offer industry-leading noise cancelling performance thanks to their Dual Noise Sensor and HD Noise Cancelling Processor technologies. The wearer's attention can remain focused solely on the exceptional sound quality the WF-1000XM3 wireless headphones deliver. These new ergonomic, comfortable earbuds also feature long-lasting battery life and rapid charge ability, helping to revolutionise the daily commute or workout. \$449.95. Visit www.sony.co.nz for further details.



+ AESOP SEEKING SILENCE FACIAL HYDRATOR

Seeking Silence Facial Hydrator by Aesop is formulated to address the visible and invisible physical sensations associated with sensitive skin. The formulation works synergistically to soothe skin irritation and reduce redness. Ginger Root Extract and Bisabolol complement this new blend, bringing a sense of calm and comfort to sensitive skin.

Seeking Silence Facial Hydrator is available at Aesop signature stores, select stockists and department store counters in New Zealand and across the globe. \$73 (60ml). Visit www.aesop.com for further details.

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ACCESSORIES + INSPIRATION

+ HSV SUB TEE

Express your Supercars fandom with this HSV Sub tee, which celebrates a new era of tin top racing. It features support logos, schematics and stats information for the stunning Walkinshaw Mobil 1 HSV. \$60.00. Visit www.giltrapstore.co.nz



+ LAND ROVER HERITAGE MUG

While 2019 signifies the year in which Land Rover's iconic Defender evolves for the next generation of adventurers, there is still always time to celebrate the venerable off-roader's past. This simple and sturdy old-fashioned beverage mug tips its hat to "Huey 166". So named after its registration plate (which is front and centre on this mug design), HUE 166 was the very first Land Rover production vehicle which rolled out of the factory on March 11, 1948. \$37.90. Visit www.giltrapstore.co.nz

+ LAMBORGHINI PERFUME COLLECTION

This elegantly presented collection of four 25ml fragrances combines samples from the official Lamborghini Perfume Collection. Included in the selection is L1 (pepper, musk, tobacco and vetiver), L2 (lemon, mandarin, pink pepper, beech, nutmeg and lavender), L3 (saffron, lavender, bergamot, rock rose, tonka bean, sandalwood and patchouli) and L4 (bergamot, pink grapefruit, cardamom, amber, nargamutta and patchouli). \$350.00. Visit www.giltrapstore.co.nz



+ GOLF GTI TRUCKERS CAP

Combining trucker-style chic with an eye-catching image of an iconic Volkswagen model – the original 1976 Golf GTI – this unisex cap with adjustable closure mechanism at the back celebrates a cult classic. Along with the familiar shape of the world's first hot-hatch, the Golf GTI Trucker's Cap is emblazoned with the model name in signature red, white and black. \$60.00. Visit www.giltrapstore.co.nz

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ACCESSORIES + INSPIRATION

+ DEADLY PONIES PHANTOM DUFFLE

The popular Phantom Duffle by Deadly Ponies has returned. Accessed by a central zip and with dual handles and a shoulder strap, the Phantom Duffle can be carried by hand or worn cross-body. Conveniently hand-luggage sized, the Phantom Duffle is the perfect holiday companion. The bag also comes with a complementary luggage tag which can be embossed with the owner's initials for a more personalised touch. \$999.00. Visit www.deadlyponies.com/nz for further details.



+ ALLBIRDS MERINO TREE TOPPER SHOES

Offering the ultimate in environmentally-friendly footwear, Allbirds – the brainchild of Kiwi entrepreneur Tim Brown – has revolutionised the use of natural materials and sustainable resources in its manufacturing process. The Allbirds range incorporate materials such as merino wool, eucalyptus tree fibre, castor bean oil and recycled plastics in order to provide the world's comfiest shoes.

Keeping it simple is the Tree Topper; a refreshingly straight forward evolution of the classic high-top men's shoe. \$195.00. Visit www.allbirds.co.nz for further details.



+ KOWTOW VARIATION JUMPER

This oversized 100 percent organic cotton jumper is knitted in various stitches that create a textured stripe.

The jumper, which features a wide neckline and ribbed hem and cuffs, has been dyed using Global Organic Textile Standards (GOTS) approved inks and dyes, which are free from chlorine bleach, toxic heavy metals, formaldehyde and aromatic solvents.

\$289.00. Visit www.nz.kowtowclothing.com for further details.



+ BENTLEY EYEWEAR CLASSIC AVIATOR SUNGLASSES

Lightweight and flexible, these high-performance sunglasses offer a timeless design and are crafted to ensure total comfort and durability, with lenses made to offer supreme clarity in all road and environmental conditions.

Constructed of gold-plated beta-titanium and featuring Bentley's distinct knurling pattern on the arms, the Classic Aviator Sunglasses are presented in a black Bentley Eyewear case and gift box. £610.00. Visit www.shop.bentleymotors.com for further details.



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+ TUDOR BLACK BAY BRONZE

The Tudor Black Bay Bronze model features a dial inspired by Tudor divers' watches produced during the 1950's. The Black Bay line is the result of the subtle blend of traditional aesthetics and contemporary watchmaking. Far from simply being an identical re-release of a classic, it brings together over 60 years of Tudor divers' watches yet remains firmly anchored in the present. While it is neo-vintage in conception, its manufacturing techniques, reliability, robustness and the quality of its finish are consistent with today's rigorous requirements.

The Black Bay Bronze's 43-millimetre bronze case is an aesthetic reference to the brass used in old ships and other diving equipment. This 'living' metal – a high-performance aluminium-copper alloy used in naval engineering – produces a subtle, unique patina on every watch case, based on the wearer's habits. The overall visual effect is that of a rich, patinated object that might have sailed the globe on its wearer's wrist for years at a time, looking like it was 'made' for the wearer and their lifestyle.

Visit www.partridgejewellers.com for further information.

+ HUBLOT BIG BANG SANG BLEU II

Designed to disrupt, Hublot's Big Bang Sang Bleu II passionately channels the design skills of world-famous tattoo artist Maxime Plescia-Buchi into its three-dimensional angles and edges. An expression of the passage of time, the hands – two elongated diamonds and an arrow – are stylised fragments of tattoos, set above the HUB1240 Unico manufacture self-winding chronograph movement.

The motif spans the case, cutting into its hexagonal bezel, and carving into the sapphire crystal, juxtaposed against the hands with their geometric lines, and moulded onto the interchangeable bracelet. The dial is a feat of construction, almost architectural in scope, in a 45-mm case. Hublot has released just two hundred titanium iterations of this second show-stopping collaboration with Maxime Plescia-Buchi.

Visit www.partridgejewellers.com for further information.



+ BREITLING NAVITIMER 1 AIRLINE EDITIONS

The Breitling Navitimer 1 Airline Editions capsule collection celebrates the iconic brand's important role in the golden era of aviation with colourway designs that pay homage to some of the most emblematic airlines of that time. The collection incorporates Swissair, TWA and Pan Am (pictured) editions; airlines whose aircraft were a familiar sight in the world's skies during the formative years of long-distance civil aviation.

Evoking the effortlessly cool style of the 1960s and 1970s, Breitling's Navitimer 1 Airline Editions are powered by the Breitling Manufacture Caliber 01. The inhouse mechanical chronograph movement has been acclaimed as one of the world's finest and delivers both remarkable precision and a power reserve of approximately 70 hours. All models feature a bidirectional rotating bezel fitted with the famous circular slide rule, which serves to perform the entire range of calculations relating to airborne navigation.

Visit www.partridgejewellers.com for further information.

+ ROLEX OYSTER PERPETUAL DAY-DATE 36

The prestigious Rolex Oyster Perpetual Day-Date 36 has been updated with distinctive new dials and gem-set bezels on some versions. Many models are embellished with diamond hour markers in 18 ct gold settings, with diamonds at 6 and 9 o'clock that are baguette-cut, a configuration specific to the Day-Date range. At its launch in 1956, the Day-Date was a major innovation: it was the first calendar wristwatch to indicate, in addition to the date, the day of the week spelt out in full in an arc-shaped window at 12 o'clock – a technical feat at the time. The indication of the day of the week is available in a choice of 26 languages. Watches in the Day-Date range are made only in precious metals – 18 ct yellow, white or Everose gold or 950 platinum. Visit www.partridgejewellers.com for further information.



+ PATEK PHILIPPE WHITE GOLD 'JUMBO' AQUANAUT

When launched in 1997, the Aquanaut created a sensation. It was young, modern and unexpected, boasting a rounded octagon case inspired by Patek Philippe's famous Nautilus. The Aquanaut also sported a 'Tropical' strap, made of a new composite material ultra-resistant to wear, saltwater and UV radiation, which would become synonymous with the model.

The very embodiment of modern, sporty chic, the men's white gold 'Jumbo' Aquanaut (42.2mm) reasserts its dynamic style in an all-new khaki green design, which evokes a sense of adventure and far-off horizons. Powered by a caliber 324 S C self-winding movement (which can be admired through a sapphire crystal case back) the latest Aquanaut features a signature rounded octagonal case and bezel combining polished and satin finishes.

Visit www.partridgejewellers.com for further information.

+ TAG HEUER AUTAVIA

TAG Heuer bridges the gap between past and future, reintroducing the Autavia as a stand-alone collection with a range of versatile, rugged models that echo the original Autavia watches of the 1960s. From 1933 to 1957, the Autavia was a dashboard instrument used in race cars and aircraft; the name itself coming from the combination of 'automobile' and 'aviation'. After production of the Autavia dashboard timer stopped, CEO at the time, Jack Heuer, decided to use it for the chronograph wristwatch the Swiss watchmaker launched in 1962.

TAG Heuer's stylish new, cockpit inspired stainless-steel Autavia line features eye-catching elements that are rooted in the history of the line. What fans loved about the original – its functionality, timeless style and numerous strap combinations – are also evident in the seven new models released this year.

Visit www.partridgejewellers.com for further information.





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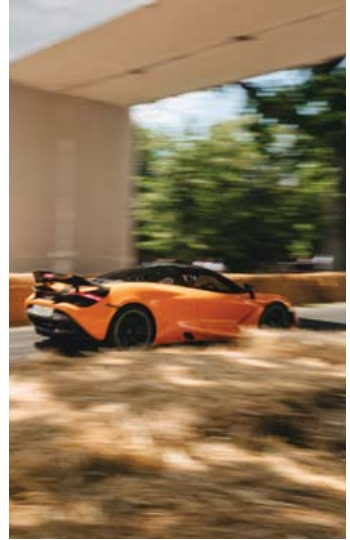


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DR MICHELLE DICKINSON

Dr Michelle Dickinson's work has earned her the New Zealand Order of Merit, a Callaghan Medal and a Prime Minister's Award. But she freely admits that it is the thrill of the chase that drives her.

It's the same feeling whether she is in the lab, or on stage as her alter ego, Nanogirl.

ALSO IN THIS ISSUE

- Bentley Flying Spur unveiled • Road tripping to the snow in Volkswagen's Touareg
- Designer Juliette Hogan reveals stunning new collection in NYC • We tag along on the trip of a lifetime for McLaren fans • The very first and very latest Lexus LS come together



THE DOCTOR IS IN

WORDS **SHAUN SUMMERFIELD** PHOTOS **VINESH KUMARAN & SUPPLIED**

As Nanogirl, Dr Michelle Dickinson is on an adventure, bringing science – and all the explosions, flames and liquid nitrogen therein – to kids everywhere.

As a nanotechnologist, she is working to change the way engineers utilise surface materials on boats, aeroplanes and more.

In each instance, a pure and total fascination with science is what propels her forward, both on stage and in the laboratory.

“Forget the Dinosaurs, one of the saddest things is the extinction of the screw.” Dr Michelle Dickinson says this without a touch of irony. I’m surprised, intrigued and mostly relieved after anxiously looking up super-hydrophobic coatings and Nano-mechanical engineering ahead of our interview with New Zealand’s scientific crusader.

“The fact that screws have become extinct is a big challenge,” she continues.

“I want our kids to be creators, not users of tech. When I was at school, we could take things apart and learn about them. The lack of screws puts today’s kids at a disadvantage; they can’t see how things work.

“If you don’t see inside, you can’t see how it works. If you don’t know how it works; you don’t question it. And if you’re not questioning, you don’t try and make it better.”

The irony that scientific advances in bonding technology are to blame for what she describes as the extinction of screws is not lost on Dickinson.

Still, she isn’t giving up on Archytas of Tarentum’s 2500-year-old technology combined with some equally old-fashioned deconstructive discovery. “If you’ve got kids, find something with screws and spend an afternoon on a treasure hunt finding out how it works,” she enthuses.

Dickinson isn’t espousing an academic theory; she’s talking from personal experience. The once-ubiquitous Phillips-head screw is responsible for her career, and for Nanogirl.

“A squiggly line of chaos” is how Dickinson sums up her career path. The description is perfect; her career and her life have followed a path best described as improbable.

In many ways, Nanogirl – her flame-throwing, crowd-thrilling alter-ego – is more conventional than the woman who became a world leader in the field of nano-mechanical engineering despite failing high school.

“I was rubbish at school, but I was good at tinkering.”

Below Dr Michelle Dickinson with cardiologist Professor John Ormiston at the launch of Intra, a new angiography suite at the Southern Cross Hospital on Auckland’s North Shore

Right Nanogirl makes another explosive onstage appearance





Dickinson's love of taking to pieces whatever she could find at home was driven by a fierce curiosity to understand how everything worked. The tinkering was whole-heartedly encouraged by her father, who was at the time studying to be an electrical engineer with the Royal Air Force. He bought her a soldering iron when she was eight.

It helped her reassemble the family's prized computer after she'd 'inspected' its workings. Then she taught herself to code. Her practical understanding meant that despite failing academically, Dickinson was developing a hands-on level of knowledge that would see her complete a master's degree in Engineering at Manchester University, followed by a PhD in Biomedical Materials Engineering at Rutgers University in the United States of America.

Then Dickinson came 'home' to New Zealand.

Raised on Royal Air Force bases across the globe, Dickinson has never really settled. Her mother was Hong Kong-Chinese and her father British-Maltese. This meant she grew up surrounded by multiple languages and cultures. Dickinson was part of everything, but in many ways, she was also part of nothing.

"I got to pick a home and be where my heart sings and where my soul belongs. When I put two feet in Aotearoa, I knew I was home."

That was a decade ago; a decade since she set up a nano-mechanical research testing laboratory at Auckland University, and indulged her life-long passion for smashing things into an insanely massive level of 'tiny'.

I discover that Dickinson is determined to perfect super-hydrophobic coatings using Nanotechnology. Inspired by the super-hydrophobic

surface of lily pads, Dickinson wants to create water repelling coatings that stop boat hulls getting fouled and mean aeroplane wings never ice up. She hasn't even set anything on fire, and her sheer level of wonder and passion have reeled me in.

A self-confessed petrol head who is just as happy spending hours repairing her beaten-up old van, Dickinson is also fascinated by autonomous vehicles and the reimagination of mobility.

"They could bring the stores, and the world to you. You and your neighbour probably do similar things, but don't realise - algorithms could combine them to reduce the number of cars on the roads, for example."

The Nano Girl Show is heavy on explosions, flames and liquid nitrogen; all combining to showcase the fun side of science. But the show wasn't developed as the result of a desire for the bright lights of fame.

Painfully shy, Dickinson stumbled into the spotlight because of her lack of confidence as a public speaker and a desire to gain media skills.

"Part of the media skills course was a visit to TVNZ. During the station tour they asked if anyone wanted to be a TV scientist. I was terrified, but this was overcome by a desire to spread the word about science."

That increased confidence has meant Dickinson is often the voice of science in New Zealand, speaking up against anti-vaxxers, anti-fluoridation campaigners and recently even standing up for Vodafone's soon-to-launch 5G network.

Guest appearances on breakfast television gained her a public profile, but the genesis of the non-profit Nanogirl project was standing in the lecture theatres at the University of Auckland.



"I realised that the generation I was teaching was not as diverse as I would like them to be. You make great teams from diverse types of people and learners. So, my next calling was how do I empower different types of Kiwis to access this kind of education?"

"I hadn't done well at school, but I managed to get in later. But I wasn't seeing that type of student."

Part of the problem, she says, was a gender imbalance.

"We're doing well in New Zealand... and we're also doing terribly.

Our engineering workforce is 13 percent female; in the UK it's 6 percent."

Nanogirl audiences, by contrast, are 52 percent female. Correcting the gender, race and even socio-economic disparity is only part of Dickinson's mission, however. She wants more students like her.

"We become so focused on academics and qualifications that we value the certificate more than the expertise and skill. Seeing that 'A-ha!' moment in kids who've been told that they can't is the best feeling, because I was once one of those kids.

"If you're not good at school, you're not thought of as good. If we want to engineer the best things and invent them, and you actually need lots of different people to do that."

Dickinson offers Peter Beck as the perfect example; the man who not only put New Zealand into space but also changed the way rockets get there never attended University. Recently, he was named as an Adjunct Professor of Aerospace Engineering by the University of Auckland.

"The hands-on approach of New Zealand innovators is the reason I feel so at home here," she says.

Her work in has earned her the New Zealand Order of Merit, a Callaghan Medal and a Prime Ministers Award. But Dickinson freely admits that it is the thrill of the chase that drives her. It's the same feeling whether she is in the lab or on stage.

"I like being scared. It's a really important feeling; you become really focused. That's why I love adrenaline sports; I love the feeling of clarity that comes from it."

It's the love of fear that feeds into her work as a scientist.

"I'm that kid who gets in trouble; who is seen as a troublemaker instead of an innovator. But those two things are interchangeable," she concludes.

"Take risks, because if you win, you'll be happy. If you lose, you'll be wiser. And I'm a very wise person."

'Nanogirl Live – Bring On the Noise!' is on at ASB Theatre – Aotea Centre, Auckland, November 23rd www.ticketmaster.co.nz



**“WE BECOME SO FOCUSED
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Left Shy by nature, Dickinson only entered the spotlight as a media spokesperson after enrolling in a media skills course which led to a chance meeting at TVNZ

Above Dickinson says there is a gender imbalance in engineering: "We're doing well in New Zealand... and we're also doing terribly."

TAKING FLIGHT

WORDS PAUL OWEN PHOTOS BENTLEY

Art, power and prestige make for the perfect marriage in the all-new Bentley Flying Spur. But with engineering and design expectations at such a pinnacle of perfection, interior design team leader, Brett Boydell, admits to many hours of perspiration in order to get to this ultimate point.





Identity should never be a problem for a Bentley. But the first two generations of the Flying Spur luxury saloon have appeared a little too derivative of the Continental GT sports-coupes for some.

That me-too-ness has been fixed with the third-generation models of both Bentleys. First, we had the release of a much sportier-looking Continental GT coupe earlier this year. This has now been followed by the unveiling of more elegant and more distinguished Flying Spur.

No one should have any trouble telling the two apart now.

Best of all, the new Spur displays the elongated bonnet profile that has defined Bentley-ness ever since founder W.O. Bentley dedicated his name to the fulfilment of his vision of grand touring machines.

According to the genetic code of the brand, Bentleys should look like a gargantuan motor has taken up residence inside the engine bay. With the pulling forward of the front axle by 130mm, the new Flying Spur can sit more comfortably alongside an esteemed forerunner like the 1958 Continental Flying Spur that was parked near it during its unveiling at the Crewe factory.

If you needed any hint about where the design team looked for inspiration, it was close-at-hand in the form of one of the most graceful-looking touring machines of Cold War-era motoring.

The vertically-ribbed grille of the new Spur is a further detail that pays homage to the past. It is flanked by two suitably round LED-matrix headlights that look like cut-crystal and have internal chrome-plated tubes to make them appear illuminated even when the car is parked.

Making a welcome return to the Spur for this latest iteration is the famed 'Flying-B' mascot. Two years in development, it also reflects the carmaker's determination to combine heritage features with the state-of-the-art. As with other luxury brand mascots, it retracts in the interests of security and pedestrian safety; a frivolous-yet-pleasing touch is the way the wings of the mascot illuminate as you approach the car.

There's plenty of art to be found inside the Flying Spur... as well as some controversy.

The latter is that the signature 'bulls-eye' air vents have gone, replaced by more sculptural designs, highlighted by what look like bezels encrusted with diamonds.



Left Super-formed body parts utilised in the construction of the new Flying Spur include a side structure that is the largest super-formed automotive body part in the world

Below The revolutionary techniques used to construct various elements of the Flying Spur's sumptuous interior meant a three year development programme had to be undertaken



The new vents are Bentley director of design, Stefan Sielaff's favourite interior detail, but for the interior design team leader, Brett Boydell, they were quite a challenge.

"When I went into a design review and said 'I want to get rid of the bulls-eyes', there was a stunned silence," he says.

"I told the team to create a sculpture, not an air vent. I said we'll get it to flow air later."

That was the start of a task that took three-and-a-half years to complete. A lot of that time was taken in writing a new algorithm for the diamond-engraving software so that the bezels would appear encrusted in the precious stones.

"The 3D effects (of leather and wood panels fitted to the dash, centre console, and door cards) are a further reason that some engineers no longer want to talk to me," admits Boydell with a smile.

The wood was relatively easy - just carve it that way from a solid block. However, getting leather to conform to a shape that matches the diamond-quilting of the seat upholstery required the development of an entirely new patented process.

“I wanted Flying Spur customers to continue to be surprised by some of the details after they’d owned the car for months,” says Boydell, pointing out the knurled finish carved into the back of the control knobs by way of example.

“That little touch means those knobs now cost us three times as much.”

An optional glass-to-glass panoramic sunroof allows the new Flying Spur to have relatively small side windows, as there is no lack of light entering the cabin. It’s as if this luxury saloon has been ‘chopped and channelled’ by some California custom car emporium. The smaller glasshouse adds an impression of strength to the car.

But this isn’t just an impression. The larger body of the third Flying Spur is considerably more rigid than its two predecessors, while weighing in 38kg lighter than the previous body. That’s due to Bentley’s leadership in super-forming, which takes sheet aluminium, super-heats it to 500 degrees, then injects the molten metal into body component moulds under seriously high pressure.

You’ll find super-formed body parts all over the new Flying Spur, including a member of the side structure that is the largest super-formed automotive body part in the world.

Into this new-age, heritage-respectful structure gets poured plenty of high-tech hardware, as shared by the luxury divisions of the Volkswagen Group.

The new MSB platform also underpins high-end saloons like the Porsche Panamera, enabling the Flying Spur to also inhabit the leading edge through the fitment of all-wheel-steering (a first for Bentley), active all-wheel-drive, dynamic ride control, air suspension, and active stabiliser bars.

The dual-clutch eight-speed gearbox is more efficient than a torque-converter-equipped conventional automatic.

But the car has plenty of other ways to conserve emissions. The revised 6.0-litre W12 engine features a dual-mass flywheel which adds rotational force when cruising, enabling some of the engine’s cylinders to shut down. Also, the motor drives just the rear wheels during steady driving, further reducing energy wastage. Bentley says the powertrain is 38 percent more efficient than that of the 2005 Flying Spur.

The manufacturer also makes a couple of claims that ol’ W.O. would be proud of if he were still alive. The new Flying Spur will race from 0-100km/h in just 3.8 seconds, then go on to a top speed of 333km/h.

The chassis should be more of a match for its high-achieving 467kW/900Nm powertrain, especially when driven in ‘sports’ mode. This allows the front stabiliser bar to apply an eye-watering 1300Nm of torsional force to keep the body flat during moments of high cornering g-forces.

The new 48-volt air-suspension system features three chambers per shock absorber, allowing Bentley’s chassis engineers more scope to combine suitably luxurious ride quality with sporting control. The car can also send all its engine power to the outside wheels during cornering, while braking the inside tyres to improve its steering when vigorously driven.

The dynamic potential of the new Flying Spur, its driver-friendly attitude, and the way it cleverly combines art, comfort, and engineering, should make it the new benchmark of the luxury super-saloon class.





BIG BANG BENTAYGA

WORDS PAUL OWEN PHOTOS BENTLEY

Speed by name, speed by nature. The Bentley Bentayga Speed is the world's fastest production SUV. And yes, it does what it does so well with a glorious soundtrack.

Anglesea race circuit, a modest motorsport facility located on an island at the eastern edge of the Irish Sea, seems a strange place for a first encounter with what Bentley are proudly hailing as 'the world's fastest SUV'.

The new Bentley Bentayga Speed earns this title ever so gently, by ripping to a maximum speed of 306km/h; that's just 0.5km/h faster than the maximum achieved by its Italian Volkswagen Group cousin, the Lamborghini Urus.

Due to the tight and twisty nature of the circuit, the Speed will reach velocities closer to 200km/h than 300+ at Anglesea. But there'll be plenty of opportunity to get a handle on its tighter, more agile cornering dynamic. And, oh, that new enhanced 6.0-litre W12 engine sure does emit a gloriously inspiring noise too.

The jets of a nearby RAF fighter base are definitely playing second fiddle in the aural orchestra of the island as two Bentayga Speeds roar up the track. If their ripping-satin-mixed-with-continuous-percussion soundtrack isn't emphatic enough, there's a third Bentayga Speed on display in the pits, fitted with an optional full titanium exhaust system from top-end MotoGP team supplier, Akrapovic. That one will certainly get all the skeletons in a nearby graveyard standing to attention with its 12-cylinder salute.

Enhanced exhaust flow, intake liberation, and new engine management that undoubtedly turns up the boost of the twin-turbos force-feeding the W12 are the keys to the higher 467kW and 900Nm power and torque peaks that the Speed lords over the base Bentayga W12.

According to Bentayga line manager, Chris Cole, the W12 is now giving all it can give without affecting other targets related to emissions and reliability.

"There's a theoretical level of power, and there's an achievable level in terms of what's possible when accounting for other targets," he says.

"We're at that sweet spot now; we've used up all the reserves (of achievable power)."

The Speed sure lives up to its model name. The moniker applies to acceleration as much as velocity; the special Bentayga is capable of sprinting from rest to 100km/h in less than four seconds.

And there's little fear felt of the blind hairpin bends that lurk unseen in the hilly topography of the circuit. The Bentayga Speed's 'sport' mode definitely has your 'six' when these suddenly appear as it tightens up the front stabiliser bar to suspension bridge wire-stiffness, lending sportscar-like steering to this luxury SUV.

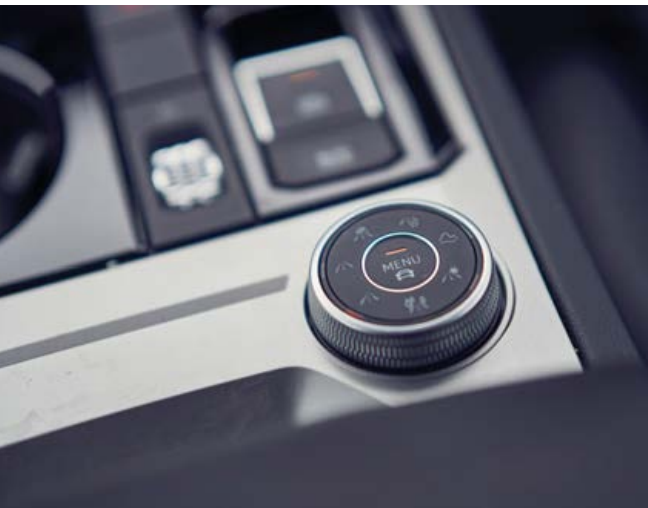


GRAND TOUARING

WORDS CAMERON OFFICER PHOTOS LEE HOWELL

The great Kiwi road trip might just about be the Volkswagen Touareg's natural born setting. Which is pretty good going for a precision engineered SUV designed and built 18,000km away from Ohakune.





There is, if we're honest, a heck of a lot of talk in this venerable title about Grand Tourers. But in our defence, when it comes to doing the math required to find the perfect equation of 'premium' and 'performance', a sleek, powerful GT is hard to ignore. Except of course in that particular equation, you can't carry the five, so to speak.

A premium SUV, on the other hand? Today, you can expect genuinely sporty performance out of something you might otherwise use to tow your boat. The days of the tall, wallowing load-lugger that would sooner make the kids in the back seasick before it delivered anything approaching an engaging drive experience, are long gone.

Put it this way: the Touareg SUV is Volkswagen's flagship model. It inhabits all the principles, all the technologies and all the engineering expertise that Volkswagen holds dear. This thing has to work in any context: the company has staked its reputation on it.

A nicely reassuring thought, that. Especially as we commence a 700-ish kilometre round trek out of town for a spot of snow-themed weekend recreation. There's nothing like a good old-fashioned Kiwi road trip to sort the sour cream and onion dip from the kale crisps.

Volkswagen likes to suggest that the Touareg is the perfect vehicle for successful people who don't want to shout about it. The cynics among you might think this mere marketing speak



for “conservative”, but I take Volkswagen’s point.

The Touareg is built on the same high-tech platform as the Audi Q7, Porsche Cayenne and Bentley Bentayga. But already you can see that, of the four siblings, Volkswagen’s suited-and-booted take on the large SUV is the quietest of the bunch. The Q7’s just a bit louder at parties. The Cayenne’s only ever moments away from talking at you about a track day. The Bentley’s a Bentley.

Volkswagen’s entry in the ledger is subtler, quieter, more centred and not given to putting its drink down and demonstrating how to take the perfect line through turn two at Taupo Motorsport Park even if you didn’t really ask.

I like the Touareg. And I really like this latest one because that quiet confidence it exudes also extends to the behind-the-scenes technology present in it, as well as its sure-footedness off the tarmac.

First of all - and unlike your favourite GT poster child - the Touareg is suitably cavernous inside, making it perfect for a decent road trip, when the trip requires lots of stuff for the road.

The latest Touareg is 77mm longer and 44mm wider than the previous one; millimetres that do make a difference inside. The boot boasts 810-litres of luggage space too; 16 percent more than before.

Driving through the desolate Central Plateau in winter might remind you of a dark tale from the mind of Tolkien,





but inside the Touareg, technology remains your friend.

Front and centre is possibly the most obvious update with this generation SUV; the enormous curved Innvision Cockpit display that stretches across the dashboard and joins seamlessly with the fully customisable Active Info Display ahead of the driver.

Taken together, this is total widescreen entertainment. The Innovation Cockpit does away with virtually every traditional switch and button, offering completely touch- and gesture-control-based functionality instead. It's also the largest digital cockpit in its class.

While the murky weather outside might not favour the trampers you'll find in the summer months eagerly heading for Tongariro, driving at dusk and into the night (as some of our many hundred kilometres were tackled) is all the safer thanks to another Touareg tech addition; Night Vision. Like something out of a spy thriller, this optional system uses a thermal imaging camera to detect pedestrians, cyclists and even animals at night, warning the driver in the event of a possible prang.

Progress in any weather is swift and sure-footed thanks to the Touareg's combination of powerful turbo diesel V6 engine (210kW/600Nm for the TDI V6 S grade we drove; the same engine in a slightly different state of tune is available in the entry-level Touareg) and the manufacturer's 4MOTION





all-wheel drive system.

Scrabbling around metalled tracks halfway up a mountain, Volkswagen's always confident 4MOTION system does the heavy lifting. No, we weren't traversing the Rubicon Trail, but there's something to be said for what can be achieved in the loose stuff with the simple twist of a dial from within a leather-trimmed cabin. Come on winter, show us what you've got: we've got the Touareg.

Also, thanks to this generation car's all-wheel steering system which enables the rear wheels to turn in the opposite direction to the front wheels at low 'garage gear' speeds, a turning circle of just 11.1 metres is achievable. So? Well, that's close to the turning circle of a Volkswagen Golf. For a 4.8m-long SUV, that's pretty impressive.

And while we certainly weren't heading for jet ski country with the Touareg on this particular mission, that braked tow rating of 3500kg remains one of this vehicle's headline acts. No fuss, no bother and (can I reiterate the fact?) 600Nm of torque on tap to help with the haul.

You really can go anywhere in the Touareg; in total comfort and with all the convenience and safety technology you'd wish for at your fingertips. Not to mention half a household's worth of stuff in the boot.

There's no denying the obvious pulse-quickening merits of a fine, muscular Grand Tourer for a road trip such as this. But add extra luggage? Gravel? Snowboards? A touring party of four? The Touareg trounces everything else in the garage.





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The Spring/Summer 2019 collection from Audi New Zealand brand ambassador Juliette Hogan delivers the simple sophistication and everyday luxury synonymous with the New Zealand designer.

Soft emotive prints, warm neutrals, natural fabrications and elegant and enduring silhouettes contrast with punchy tones and unexpected details, giving a new and youthful take for the season.

Shot on location in New York City by long-time photographic collaborator, Guy Coombes, Juliette says the Big Apple invigorates and inspires like nowhere else in the world.

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ONCE IN A LIFETIME

PHOTOS LOGAN WEST

McLaren Auckland Sales Manager, Luke Neuberger, recently hosted 26 Kiwi owners in the United Kingdom on an amazing trip to attend the Goodwood Festival of Speed, the dynamic launch of the forthcoming McLaren GT and an exclusive visit to McLaren's famed technical centre and McLaren Special Operations.

From Monterey to Le Mans, if you're a car enthusiast with the means to attend, you're spoilt for choice where prestigious car events around the world are concerned. But the argument for the Goodwood Festival of Speed topping them all is certainly a strong one.

Goodwood simply has everything, for everyone. Much more than a hill climb, Goodwood has become the UK's unofficial car show; it is now Britain's most visible event at which to launch new luxury metal to the public.

Unlike other festivals where the focus is weighted heavily to one singular aspect, Goodwood brings together an impossibly heady mix of cars, stars and motorsport, ensuring its position as the world's largest car culture event.

Held all within the immaculate grounds of Goodwood House, the festival offers a huge amount of variety. A hill climb featuring a hand-selected array of famous cars and drivers from all over the world, a weekend of classic circuit racing, a rally stage and of course a supercar motor show (and guest carpark) that beggars belief.

Every two years McLaren Auckland extends the opportunity for customers to attend the McLaren VIP hospitality area at Goodwood, as well as get an exclusive behind-the-scenes experience within McLaren's technical centre and Special Operations division. This year, the activities also included getting up close and personal with the soon-to-be-released McLaren GT that had its dynamic debut at Goodwood.

Meeting 26 customers in London, McLaren Auckland's Sales Manager, Luke Neuberger, arranged helicopter transfers to bypass the notorious Goodwood traffic and land directly in the infield of Goodwood's race circuit.

Of course, this place is tragically, yet intrinsically, linked to the McLaren brand as Kiwi founder, Bruce McLaren, was killed here during testing of the M8D prototype race car in 1970. There's a memorial to Bruce at the site; the chance to stop and pay tribute is understandably poignant for the collective countrymen and women passionate about the brand he built.

Goodwood is huge and the owners had two full days (you really do need them both) to fully explore the event. The access one has to some of the world's most exclusive automotive treasures is surprising; there are no barriers and you're free to - respectfully - pour over cars you're unlikely to see anywhere else at your leisure.

Equally exciting for McLaren owners was the brand's VIP area which was attended by a who's-who of McLaren's racing greats, as well as the organisation's senior management. Where else can you rub shoulders with Bruno Senna, Mika Hakkinen and chat with McLaren's CEO, Mike Flewitt or Bruce McLaren's daughter, Amanda, all in the one afternoon?

McLaren is very much the type of company to genuinely engage one-on-one with owners and they value their Kiwi customer's input. Key engineers and designers converse with the owners about their experience with the brand, and get feedback on the just-revealed GT.

McLaren has used Goodwood to demonstrate the GT driving for the first time, with McLaren Auckland customers among the first in the world to see it and hear it in action. Developing 456kW from the bi-turbo V8, a muscular engine note reverberates through your ribcage with each blistering run up the hill. Needless to say, customer feedback is positive.





Top Left
 Luke Neuberger (bottom left) with McLaren Auckland customers pay their respects at Bruce McLaren's memorial at Goodwood

Top Right
 Nothing to see here. Just two examples of what many call the greatest car of all time. The McLaren F1

Bottom Left
 The screaming McLaren 720s GT3 was just one of many McLarens taking on the Goodwood Hillclimb

Bottom Right
 McLaren's VIP area at Goodwood allowed owners to get up close and personal with the new GT launching here in October



Top You can't walk more than a few paces within the McLaren Technology Centre without coming across iconic metal from the manufacturer's past

Above Race cars in which legends – and legendary moments – were made are everywhere within McLaren's veritable hall of heroes

After two full days of Goodwood, Amanda McLaren's husband Stephen Donnell takes the New Zealand guests on a guided tour of the McLaren Technology Centre.

The centre itself is a marvel, surrounded by man-made reservoirs containing 50,000 cubic metres of water, pumped through a series of heat exchangers to cool the building and dissipate heat from the enormous wind tunnels.

More importantly, the corridors (known as 'streets' internally) house a selection of McLaren's greatest hits from the 1960's right through to modern day.

The 80m walk down memory lane features icons such as the F1 GTR and Ayrton Senna's MP4/4. To see one of these cars up close in your lifetime is special; to see dozens all at once is a one-in-a-million shot.

The Kiwi VIPs are also treated to a tour of the production line, as well as McLaren Special Operations (MSO) where McLaren builds bespoke combinations for its growing customer base.


Following all the unique experiences at Goodwood and McLaren's headquarters, the owners enjoyed a fine dining experience with special McLaren guest, Ian Digman, the brand's global Head of Product Management.

Ian is across not just the current models but everything McLaren will be releasing up to 2025. He spoke enthusiastically about the marque's future direction and exactly what secret technology their supercars will feature in the next five years.

To say the trip was one of a lifetime is to do it a disservice. If you're a McLaren fanatic and customer, it's certainly something that will stay with you. Luke and the team at Auckland McLaren are grateful to have such great attendance from local customers.



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Forced air is the ultimate drying technique - with zero contact you can dry an entire car fast including forcing water out of those areas it loves to collect such as sills, grilles and mirrors. Whatever your method, work fast! Dried rinse water will leave behind water spots. They're a nasty look and the hard minerals they leave behind are abrasive and can etch into your cars' paint.

If forced air isn't an option, always use a microfibre towel that actually picks up dirt. Although a chamois or water blade absorb/disperse water well, they also drag and grind dirt over your paint. And no, not all towels are the same - your bath towels at home have a backing material and stitching made from a heavy polyester thread that is pound for pound stronger than steel. Lubricate your towel so it will glide over your paint with less friction. Use a drying aid or simply wet the towel and wring.

PART 3

WORKING TO ZERO

AUTOLABS HOW TO SERIES

As we dry a car and remove water in the finishing stages, we work towards zero lubrication. With no safety in between, our paint is now exposed to direct contact with zero forgiveness.

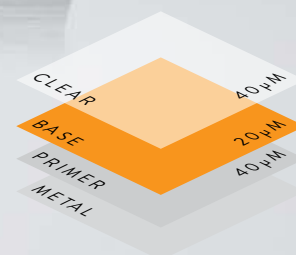
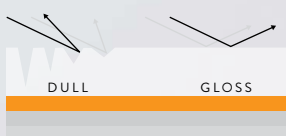
The car's the cleanest it has been, yet this step is where the most damage occurs.

Car 2019 McLaren 600LT
600PS, 620Nm
0-100km/h 2.9s
Available at McLaren Auckland

Applying a coating such as Autolabs® Coat after you've dried the vehicle will not only add shine, but more importantly, a sacrificial layer of protection to help defend it from the day-to-day demands of contaminants that come into contact with your car's surfaces. This increases its longevity and keeps it in premium condition.

Glass is best cleaned with two towels - one used with an ammonia free glass cleaner to remove dirt and grime, the second used to polish to a streak free finish. By wiping interior and exterior glass in different directions (horizontal vs vertical) you can better identify whether a streak is on the inside or outside of the glass when a second attempt is required.

Use a tyre conditioner that provides a natural satin sheen and protection from UV degradation. Avoid products high in silicon. Always spray the product onto an applicator pad, sponge, or cloth first to avoid overspray on your freshly detailed paint.



ZERO CONTACT

The only answer to zero lubrication is zero contact, which is why forced air drying is the safest method to dry your car. Professional drying units (see Big Boi Pro above), provide mass air volume and heat to repel and evaporate water without any physical force. A leaf blower is a great cheap solution so long you aren't blowing yesterday's garden clean up at your car's paint. If forced air isn't an option, use a large microfibre drying towel with a drying aid. Autolabs® Coat is designed to hold its lubricity until after a drying wipe is made, then evaporating to expose the finished paint. Reduced surface tension reduces the risk of contact while the delayed chemistry reduces surface friction from premature drying.

THE OPPOSITE EFFECT

Although cleaning dirt and surface contaminants off paint is about revealing its underneath shine, ironically, it can also have the opposite effect. The high gloss look of paint is dependant on light reflecting off it at uniform angles. Scratches created by improper washing will create troughs that will reflect light inconsistently, making the surface appear dull. At just 2H on the Mohs scale, the hardness of most automotive paints is rated less than that of a finger nail, showing how vulnerable your gloss effect is to damage. Finishing a car in a coating, wax or sealant helps two ways - it can restore some imperfections in your paint enhancing its gloss look. More importantly, it adds a preventative layer that protects from the damage that reduces it in the first place.

PAPER THIN

In the average modern vehicle, factory paint averages just 100 microns of total thickness. That's a mere 0.1 mm or, in real life terms, about the thickness of a piece of paper. That's it. At just 40 microns clear coat makes up almost half of this and is all that sits between your car's base colour and anything that comes into contact with your vehicle. The application of waxes/coatings after a wash are less about adding shine and more about adding vital longevity to your paint. They act as a sacrificial layer of protection helping defend your paint from whatever everyday demands it faces, whether that's acidic bird droppings, abrasive dirt or other environmental contaminants. With so little margin to work with, this is better than any after-the-fact paint correction.

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DESIGN + LIVING SPECIAL FEATURE

MAINLINE CONSTRUCTION

This ground-up new build was a labour of love for the owners and builders alike, showcasing a sympathetic take on the implementation of recycled materials, with stunning results.

ALSO IN OUR SPECIAL FEATURE SECTION

- Wingate Architects on creating retail spaces with impact and identity
- Zend embrace challenging logistics scenarios, where flexibility is key
- Crane Bros. pack their bags and head out on the road



HOME STRAIGHT

PHOTOS KALLAN MACLEOD

Andrew and Mandy Sinclair's weekend retreat at Hampton Downs effortlessly inhabits the spirit of both provincial history and Kiwi motor racing.

This is one Mainline Construction-led building project where you need to look especially closely to identify the dividing lines between new and old.

The idea of a new build embracing recycled materials might seem somewhat incongruous on paper. In execution, however, the results of this particular ground-up new build sympathetic to the implementation of recycled materials throughout, is simply stunning.

Oh, and it's also – of all things – a race car workshop.

Actually, it's a whole lot more than that. But owners Andrew and Mandy Sinclair's passion for motor racing not only shines through at every turn as you walk through the building, it also served as the impetus for the project in the first place.

"We live in Auckland and also have a holiday home in the Coromandel, but our involvement in motor racing means we're often in North Waikato," says Andrew.

"We looked at the idea of an apartment at Hampton Downs some time ago, but then we came up with a different take on the idea of track-side living."

That different idea resulted in what is affectionally known as "the barn".

"It's essentially a retro-industrial building that honours New Zealand's rural history," Mandy explains. "But an industrial-slash-farm house with a Bruce McLaren-style workshop at one end."

The home features open plan living, framed by three-bay workshop space at one end and an elegant large-scale covered outdoor area at the other, accessed by stunning glass and aluminium sliding doors. The glass extends the full height of the roof, letting in masses of light and showcasing a recycled brick dividing wall that is so perfectly imperfect as to look (in keeping with the rest of the building) as if it has been lifted wholesale from a 1900s-era Otago wool store.

The sleeping space in the building includes a separate master bedroom, as well as an all-important 'dormitory' room for the race crew.

Somehow the home – which Mandy and Andrew designed with Mark Rantin from MRA Limited and built in partnership with Mainline Construction – inhabits both grand elements and humble touches all at once.



The attention to detail is impressive, and it's the small details which stand out; the copper plumbing, the industrial factory lightshades, the rustic benches and tables, the classic Kiwi polished pine radiogram in the lounge (that is secretly Bluetooth capable).

"About the only truly new elements to the house are the Wilco Litecrete Precast Walls, with black oxide, concrete slab and rafters," says Mandy. "We treated them in such a way as to look as if they were original weathered construction."

"Almost everything in between, and especially when it comes to the furnishings and décor, has been recycled. It has been an absolute labour of love."

Andrew, who owns a precast concrete business Wilco Precast, says the desire for reused and salvaged materials even extended to what the concrete floor in the main workshop area looked like.

"This is a working garage and I didn't want to be precious about the concrete floor. I wanted it to have oil stains and scuffs and all the rest of it. During a race weekend, there's plenty of activity in here with our crew - who are all our mates - prepping the car and so on.

"That's the beauty of utilising materials that have had a past life: they have a story to tell and they already have the knocks and scars from years gone by. It all helps make the place feel lived-in already, which adds to the feeling of it being a home away from home."

The materials used throughout the building - sourced by Mandy with the help of Mainline Construction - have come from far and wide. A distinct through-line, though, is the industrial application of the many elements used.

The trusses, made of solid Australian hardwood and sourced from a wharf were manufactured in Clyde. The heavy-duty roller door mechanisms used between the main living space and both the workshop and the bedroom area are over a hundred years old. Sourced online from Masterton (and originally from an old barn in the United States), Mainline gave them new bearings in order to provide smooth opening and closing.

The kauri sarking in the ceiling and the heritage fire surround came courtesy of Ward Demolition, while other elements - especially the furniture - boast much more personal histories.

"We've tried to include elements throughout the building that speak to both our own shared history, and the history of motor racing," explains Mandy.





"The dining room table, for example, is my mother's old table which I cherish. But we've included other, perhaps cheekier, design elements everywhere as well. We repainted the cabinet beside the refrigerator in the kitchen 'Brooklands Green', for example, which is synonymous with the Brooklands race circuit in the UK.

"And if you look closely at the birdlife decorating the cushions on the armchairs, they're chickadee birds, which have an obvious connection to our Chickadee Racing VK Commodore."

Oh, and that nicely stained-up workshop floor? In a subtle nod to modernity, it features heating underneath the concrete.

"Well, we're all getting on a bit now; you don't want to be lying underneath a car on freezing cold concrete!" laughs Andrew.

Joking aside, when it comes to working on hard surfaces, Andrew and his crew of loyal mates are no slouches. Not content with running a car in New Zealand, they've just commenced building what they hope will be the world's fastest Valiant Charger; a 500cc supercharged V8 monster that will be making the pilgrimage to the salt flats of Bonneville in August next year.

"Racing has always been about having fun with our mates; that's what is at the core of it. But we're pretty serious about heading to Bonneville. We're committed to doing as well as we possibly can; it might be a three-to-five-year programme. Watch this space," Andrew says.

Racing is clearly a passion for Andrew and Mandy. And speaking with the Sinclairs' about the Mainline Construction team that was with them throughout the entire project at Hampton Downs, executing demanding builds like this is something the company is equally passionate about.

"We've built homes before, but the big difference for us with this build, is that the entire Mainline Construction team 'got' it, from start to finish. There was so much buy-in from everyone," concludes Andrew.

"The recycled nature of it obviously meant we were setting ourselves up for some challenges. But actually, in practice, it never really felt like that was the case. Marty and Darren and the Mainline team, as well as all the Mainline subbies - the sparkies, the plumbers - everyone was really enthusiastic about this project from start to finish.

"We still have some hard landscaping to do, so the project continues. But we're looking forward to enjoying the summer racing season out here at Hampton Downs with friends and family."

Left The race car workshop is also home to a unique Piaggio 400cc three-wheeler truck

Below Left The covered outdoor area provides an external room extension on the weekend retreat

Below A mix of recycled materials and carefully selected retro furniture successfully blur the lines between new and old in this character build



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DESIGNING THE DESTINATION

PHOTOS SAM HARNETT AND VINESH KUMARAN

Effective and engaging retail spaces aren't the products of coincidence. Rather, designers are often tasked with finding the right balance between existing Corporate Identity guidelines and unique touches with mass appeal for local customers. As such, a cooperative approach between designer and corporate client is key.



Wingate Architects' commercial relationship with the Giltrap Group extends back well over a decade. During that time, both the ways in which customers engage with automotive dealerships, and the way in which global Corporate Identity (CI) rules are implemented at a local level have evolved.

"When we originally formed a partnership with the Giltrap Group, the parameters within which a global brand established their physical imprint on the local market were much narrower than they are today," says Wingate Architects Director, David Wingate.

"We were initially attracted to working with the Giltrap Group because there is a distinct through-line of people within our business who love cars and machinery; there's a genuine enthusiasm for the end-product. Collaborating with the Giltraps, who are specialists in what they do, really appealed."

Over time, a better understanding of how unique markets can adopt CI guidelines but retain a uniquely local voice has developed. These changes have coincided with shifts in global strategies around providing retail environments which allow companies to engage with customers in a more relaxed manner.

"Twenty years ago, perhaps you would have hidden your workshop space around the back of the building; it wasn't something that customers needed to see. These days, often you will find a large picture window connecting the traditional customer-orientated part of the premises with the workshop.

"Automotive brands and service agents take a lot of pride in the level of expertise they provide customers with; they are proud to showcase their facilities and staff. It's a reflection of what they can offer their clients and is something to be championed. These principles are reflected in the way modern dealerships and service centres are being designed."

Providing the right lighting solutions and spaces for furniture are now as important as evaluating foot traffic through a reception area. Recognising that some customers will have children with them - and providing an appropriate level of play space - is also acknowledged these days. And of course, coffee is crucial too.

"Despite the impact online commerce has had in other sectors, there are still so many tangible and tactile elements to the process of purchasing a car. In an online world, speaking to a real person who has responsive information to impart to the buyer is becoming a rarer thing. A purchase decision of the magnitude of a new vehicle is one of those situations where tailored information remains crucial.

"I think it's important to continue to evolve the bricks and mortar dealership as a destination. I don't believe you can buy the absolute perfect pair of jeans online; it's a subjective purchase process, and that's what buying a new vehicle is all about too.

Left Recently completed dealership on Auckland's North Shore

Above Right Furniture finishes for a customer arrival zone

Right Sequence of spaces in a recently completed project







“Working with the client to provide an engaging customer space goes a long way towards helping shape that customer’s perception of the brand,” he says.

Good CI pushes boundaries too. Nothing stays the same and effective corporate branding accounts for this. How vehicle manufacturers are evolving their brands and retail spaces to accommodate the rise of the electric vehicle can be seen as an example of this.

In order to execute effective design within the parameters of the CI handbook, David believes designers need to understand the market the client is working in and the context for the brand. For example, a Skoda dealership will feature different design elements to an Aston Martin dealership. But if the two brands are represented by the one entity, there needs to be a recognisable thumbprint across both in terms of customer expectation.

Achieving this, says David, is the result of a one hundred percent collaborative approach.

At the end of the day, CI is established for a reason. It helps set the tone for the entire customer journey. It’s a positive aspect of design. But establishing the right formula of corporate guidelines and local content is only going to be achieved through working closely with the client.

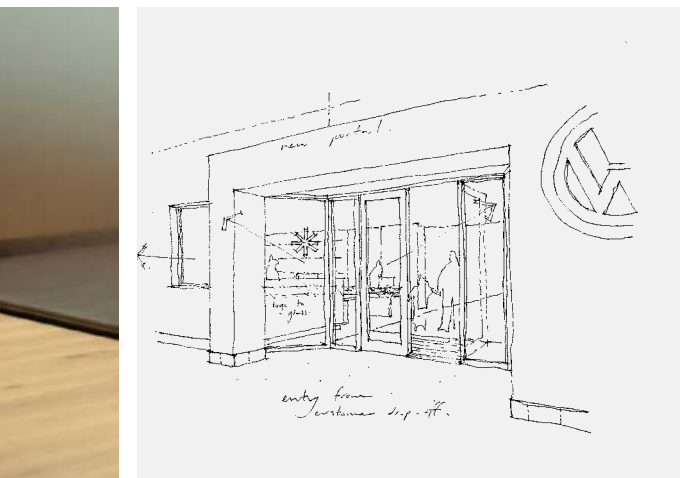
“I think this ethos works well with the Giltrap network, because they are all about service. They strive to make their customers – regardless of the badge on the bonnet – feel valued and a part of something. Part of that process is paying a lot of attention to the retail and service spaces they engage with their customers in.”

The Wingate Architects retail practice extends to other commercial environments beyond the automotive industry too. The architectural design firm works with key clients in the food retail sector, as well as other commercial entities.

“What happens beyond the front door is everything,” David continues.

“Store atmosphere, lighting and providing an efficient layout are all elements that keep customers coming back. You only need to look at a shopping mall or other retail centre on a weekend to see that people still enjoy the physical act of shopping within a well-designed retail environment.

“Helping businesses ensure these environments are well-thought out, engaging and even surprising destinations for customers is a positive for everyone. It’s something that takes a real collaborative effort to get absolutely right.”



Above Concept
for a showroom in
Queenstown, inspired
by the local context

Bottom Left to Right
Supermarket interior;
interior car showroom
visualisation; pedestrian
walkway; concept
sketch detailing
customer entry point

ZEND REDEFINES AGILITY IN DISTRIBUTION

A new brand building on a proven track record, Zend's distribution solutions for all manner of Kiwi businesses are second-to-none.

“The coffee here is really good; you should try it.”

I'm meeting with Bruce McEwen, founder of distribution provider, Zend. He has insisted on catching up at this coffee roastery specifically, despite it being on the other side of town from his hotel. This seems a bit odd, as nothing about our previous meetings had me peg Bruce as a coffee snob. But he assures me that he's not.

“We have recently started doing some business with these guys, so the least I can do is support them and introduce a new customer to their business, right?” he asks with a cheeky grin as he takes a sip of his latte.

It's that dedication and enthusiasm for his customers that has helped Bruce build Zend into the distribution success story it is today.

Zend is actually the result of a recent rebranding initiative. But the business it was born from is no stranger to providing top-toe distribution and logistics solutions.

The company began life as Courier Solutions some 23 years ago. But with the demands of the industry evolving, the introduction of Zend - with an all-new vibrant and energetic identity - was a logical progression says Bruce.

“In essence our services are just the same. We continue to offer local or nationwide delivery, smart tracking with next morning or 48-hour delivery options, six days a week for main centres and all with a comprehensive range of ticket and satchel options.”

“But Zend speaks a lot more to how we go about achieving results for our customers. We work across such a wide range of businesses, where everyone's needs vary. So, we ensure a high level of flexibility in our service offerings.

“Our business is all about movement; you have to move freely and strive to be fluid yet precise in how you create results for your customers,” he says.

Hence the Parkour-inspired imagery Zend utilise in their promotional activity. It represents nimbleness, agility, performance and an attitude to achieving things that others are hesitant to try.

Zend boasts a few specialty areas; for example, they've proven themselves as reliable logistics providers to the wine distribution and wholesale clothing distribution industries among others. But it's Zend's ability and willingness to bend over backwards for customers when challenges are thrown their way that sets this company apart.

“We've got a reputation for how we embrace and overcome challenges. Importing and international consignment issues, small or extreme over-sized packages, fragile packaging and freight, seasonal or one-off shipments, or generally just those curly, seemingly 'unsendable' items; we've seen it all and have really ingenious ways to deal with these situations.

“I think that's why we enjoy such fruitful, long-lasting relationships with our clients,” says Bruce.

Zend is a new brand, but one born from a wealth of knowledge. Now their identity better conveys their capabilities. Whether you're a clothing retailer or a coffee roaster, if you need to move inventory, Bruce says Zend will bend over backwards for you.

Visit www.zend.co.nz or email solutions@zend.co.nz for further information





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Europe has an abundance of cultural treasures. Traveling across Europe opens your eyes to a world of unparalleled culture and history. It often seems impossible to choose between the Renaissance art of Florence and the Impressionist paintings of Paris, Germany's Bavarian castles and the bustling multicultural London streets. The wealth of knowledge acquired in Europe is an asset of a lifetime – its only rivals being the people and food you'll encounter along the way! Close proximity of individual countries makes it easy to incorporate any number of them into your trip, while each country is more than worthy of a focused, extended stay as you immerse yourself in the culture and communities.



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TRAVELLIN' MAN

PHOTOS CRANE BROTHERS

Whether you're travelling for work or pleasure, packing versatile items crafted from quality fabrics is key.

Packing for a short business trip or a weekend away can be fraught with doubt. How do you cover all sartorial possibilities without taking anything larger than carry-on, and not have to deal with copious amounts of ironing at the other end?

For menswear designer Murray Crane of Crane Brothers, the key to packing smart and travelling light is versatile, well-cut items in quality fabrics that go the distance.

"We work closely with mills overseas that have developed cloths designed specifically for travel," he says.

"They've either got more mohair in them, or the weaving process is all about recovery for the cloth, so any small creases drop out."

While best known for its tailored suiting, Crane Brothers also works with these softer fabrics for its growing range of shirting,

trousers, jackets and jumpers that suit a variety of occasions and stay looking good on the move.

The more relaxed garments are designed with comfort, style and travel in mind and work well for those wanting to navigate the shift towards less formal workplace dress codes.

"The days of having clothes for work and clothes for the weekend or evening events have gone," says Murray.

"They've morphed into one wardrobe. So, you have to make smarter decisions around what you buy, because it has to perform in many different ways."

For 48 hours away, Murray recommends packing pieces that can work together in multiple combinations to cover work meetings, a formal client dinner, casual drinks and even a spot of leisure time.

Murray Crane on the essentials of travel

Blazer

“Dresses up any outfit and could work for a meeting, dinner or just an extra layer for warmth. Always make sure you pack your tailoring properly or wear it while travelling.”

Merino jumpers

“Nice, lightweight pieces that don’t require ironing and don’t hold moisture. You can throw one on over a shirt, even if you’ve worn the shirt a couple of days.”

White shirt

“Always good for more formal events. If you’re going out for dinner or even during the day it will always look sharp.”

Blue button-down shirt

“An all-time staple, it’s great because it doesn’t look like a collared business shirt, it’s more smart/casual and works in a variety of different ways. Tucked or untucked it will work with a chino and the sneaker or loafers.”



Look One

Ercole Blazer - Navy Check - \$1395 • Harvard Shirt - Sky - \$325
• Larvotto Trousers - Dark Brown - \$395 • Augusto Belt - Navy -
\$175 • Penny Loafer - Dark Brown - \$950



Look Two

Occitan Sweater - Hazel - \$395 • Optic Shirt - White - \$325
• Jeans \$495 • Augusto Belt - Navy - \$175
• Calf Sneaker - White - \$695

Jeans

“You can wear them three or four days and they always look good.”

Chinos

“These are part of our collection that we get made in Italy. They’ve got stretch so are really comfortable, the cloth bounces back so always looks good and they’re a little more formal than jeans.”

Loafers

“Versatile and easy to take on and off when travelling. They’ll dress up a pair of jeans and a casual shirt or you can wear them in a more formal way.”

Sneakers

“Timeless, versatile and comfortable.”



Look Three

Occitan Sweater - Hazel - \$395 • Harvard Shirt - Sky - \$325
• Jeans \$495 • Augusto Belt - Navy - \$175 • Marcoliani Cotton
Dress Sock - Asphalt - \$49 • Calf Sneaker - White - \$695

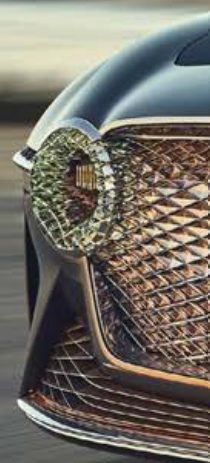
Look Four

Ercole Blazer - Navy Check - \$1395 • Harvard Shirt - Sky - \$325
• Occitan Sweater - Hazel - \$395 • Optic Shirt - White - \$325
• Jeans \$495 • Larvotto Trouser - Dark Brown - \$395
• Augusto Belt - Navy - \$175 • Marcoliani Cotton Dress Sock - Navy - \$49
• Marcoliani Cotton Dress Sock - Asphalt - \$49
• Calf Sneaker - White - \$695 • Penny Loafer - Dark Brown - \$950

DIGITAL IS THE NEW ANALOGUE

WORDS STEVE VERMEULEN

Bentley's 100th birthday present to itself showcases the road ahead for the storied marque. Steve Vermeulen donned a paper party hat and went to Crewe to see the sensational EXP 100 GT concept vehicle for himself.





You may have heard we are amidst an automotive revolution where cars are becoming less and less analogue by the minute.

While some might expect it to be harder now for Bentley to maintain the hands-on craftsmanship they have forged over the last century in tomorrow's world of autonomy, the company doesn't prescribe to that theory. In fact, Bentley is doubling down on both, as revealed to the world's media at its Crewe headquarters for the unveiling of the striking EXP 100 GT concept vehicle.

While this 5.8-metre long polished aluminium and copper behemoth is not planned for production, it does signify the start point of Bentley's technology and design roadmap to take them through to 2035.

And with luxurious, sustainable materials such as paint that was formulated from rice husks, 5000-year-old rescued wood infused with copper and various built-by-hand components, Bentley's production workers aren't at risk of becoming mere parts fitters anytime soon.

'Digital Craftspeople' will be at the heart of Bentley's future strategy and they will forge the future of luxury mobility, which focusses heavily on experience and luxury services.

For example, the EXP 100 GT offers a Bentley virtual assistant, allows real-time health and wellbeing monitoring via bio-metric seats and the smart glass roof.



Above Left The smart glass roof can use A.I. to demonstrate real time data, like naming the various cloud formations overhead or changing the view to offer sunnier experiences on overcast days

Above and Below Right From a curved OLED back lighting panel to polished aluminium, embossed copper surfaces and 5000 year old sustainable wood, all the materials in the EXP 100 GT are, technically, possible now

Lower Left A long car commissioned by a tall man. Steve Vermeulen chats with Bentley's Design Director, Stefan Sielaff





Above The EXP 100 GT offers 100kW of power supplied via fuel cell and a further 500kW via four electric motors.

Right Seat and dashboard materials are interwoven with fibre optic lighting to create a calming cabin environment.

It engages your children with live educational content such as explaining cloud formations as they pass overhead. Meanwhile, your personal A.I profile, and memories captured from previous drives, can even be reused to replicate a sun-soaked driving experience even if the real world is grey and overcast.

Bentley is also introducing light as a new material with which to convey 'luxury'. All new generations of models will start to deploy an illuminated version of the familiar 'Flying B' bonnet emblem and the use of light will only grow more conspicuous from there. The EXP 100 GT's seat and dashboard materials are also interwoven with fibre optic lighting to create a calming cabin environment.

When you're not cooling a combustion engine, the front grille presents further possibilities to play with lighting as well as 3D printing of all manner of materials. The EXP 100 GT's headlights are hand-cut Cumbrian crystal and the swooping rear is accented with high definition OLED screens to replace traditional rear lamps, delivering improved visibility.

Between today and 2035, Bentley envisage hybrid fuel cell together with batteries as the best mid-term powertrain solution to the luxury sector. The EXP 100 GT is no exception with 100kW of power supplied via fuel cell and a further 500kW via four electric motors. Batteries can be charged via the hydrogen fuel cell or from the plug.

It all looks hyper-futuristic, but in reality, Bentley hasn't made a spaceship. While too cost prohibitive to scale for immediate production, the technology and production techniques showcased are all within arm's reach right now.



BENTLEY
EXP 100-01



SATURDAY MORNING SEAT

WORDS CAMERON OFFICER

Tackling Saturday morning sport just got a bit easier, thanks to SEAT's new seven-seat Tarraco, with extra space but not to the detriment of pace. Just don't forget the halftime oranges...



Do they even play rugby in Spain? It certainly doesn't appear to have much impact on the Iberian Peninsula. Still, the Saturday morning sprint to the sports field is probably a shared universal experience; the shape of the ball at the centre of the action is irrelevant.

The ingredients of that Saturday morning shuffle are probably the same, whether you're in Barcelona or Blenheim.

There's the packing of the gear bag, the clunking together of boots to knock off the worst of the mud from training (I mean, whose idea was it to train on a Friday night anyway?). There's the segmenting of oranges, which will be ravenously consumed at half time by kids who turn their noses up at fruit for much of the rest of the week, and of course there's the eternal search for the mouth-guard that your junior champion was one hundred percent certain was in the gear bag just last night...

Add a bit of carpooling into the equation - or ferrying multiple offspring to multiple games in multiple locations - and the idea of a tranquil start to the weekend seems like a fairy tale from some distant past-life to parents of budding sports stars.

For the last couple of weekends of the 2019 junior club rugby season, I decided to road test SEAT's new full-size seven-seater SUV, the Tarraco.

While the brand remains relatively new in our part of the world, SEAT has been getting plenty of runs on the board here thanks chiefly to the Ateca mid-sized SUV. The company has been building cars in Spain since the 1950s (it was bought from the Spanish Government by the Volkswagen Group in 1986), but aside from MPV-style models, this is SEAT's first fully-fledged seven-seater SUV.

As to be expected, it builds on platforms available to the wider Volkswagen Group, so even before you hop in, it comes with plenty of pedigree; think Tiguan and Q7.

The Tarraco is a vehicle which SEAT has been waiting for. And so have I; with two future All Blacks (well, you have to hope don't you?) needing transport to games in two disparate locations, plus another teammate to collect along the way, I'm all about convenience and comfort this morning.

Far Left SEAT's Tarraco cuts an impressive figure on the field

Above Left The third row of seats in this family-friendly SUV are easily deployed, accessed and stowed

Above No mercy for the 'new car smell' here, with wet rugby boots abandoned at will



**DECENT LOAD-SPACE
ONLY REMAINS TRULY
PRACTICAL IF YOU
HAVE A DECENT
AMOUNT OF POWER
WITH WHICH TO FERRY
EVERYTHING ABOUT.
THANKFULLY, THE
TARRACO ISN'T ON
THE SUBS BENCH
HERE EITHER.**

This late-winter Saturday might have dawned crisp and clear, but there's plenty of mud about after a wet few weeks and, between the four of us, the three spare towels that make it into the boot before we leave are going to have their work cut out for them.

I'll give you the skinny on the most important stats for a vehicle of this type up front; its luggage capacity. With the third row stowed, you have 700-litres of cargo space to play with, or a van-like 1775-litres with the middle row lying flat as well. Access to both the boot in general and into seats six and seven in the third row is very good, and the latter are easy to deploy or tuck away. The premium-look trim used throughout the Tarraco's cabin is extended to the third row as well; nothing feels like an afterthought here. So, the Tarraco certainly fits the bill when it comes to necessary dimensions. But decent load-space only remains truly practical if you have a decent amount of power with which to ferry everything about. Thankfully, the Tarraco isn't on the subs bench here either.



Far Left The Tarraco is Spanish manufacturer SEAT's first fully-fledged seven-seat SUV

Left All the mod cons in this \$59,900 Xcellence 4Drive grade Tarraco

Below Sustenance for a Saturday morning in winter

The car in these pictures is the top-of-the-line Tarraco Xcellence 4Drive (that's SEAT-speak for 'four-wheel drive'), which arrives standard with a 2.0-litre four-cylinder turbo petrol capable of delivering 140kW peak power and 320Nm of torque. A combined fuel efficiency figure of 7.3-litres/100km means the biggest SEAT available is still cost-effective to run.

A second engine option is shared between the two other Tarraco models we Kiwis get; the front-wheel drive Tarraco Style and (non-4WD) Tarraco Xcellence both receive SEAT's 1.4-litre four-cylinder turbo petrol (110kW/250Nm). While fuel economy remains lineball with the Xcellence 4Drive, the front-driver twins are fitted with a six-speed DSG automatic, while the top-shelf model gets a seven-speed DSG 'box.

Also important for a vehicle of this size is its towing capacity. You never know when it's going to be your turn to trailer that rugby club fundraiser barbeque to the next game, and the Tarraco I drove boasts a pretty impressive 2250kg braked tow rating

(2000kg for the front-wheel drive grades).

Up front in the cabin, the level of available tech is generous and includes a nice wide 8.0-inch colour touchscreen with a 10-speaker BeatsAudio sound system. Android Auto and Apple CarPlay phone mirroring technology are standard, although a navigation system (handy for finding the entrance to an 'away' club on a busy Saturday morning) is included too. There are even USB charging ports in the rear so those stars of the future can watch 'Greatest Tries' compilations on YouTube for a bit of extra inspiration on the way to the game.

SEAT has arrived in the seven-seater market absolutely humming. There's nothing to fault with the Tarraco, and its \$47,900 + ORCs to \$59,900 + ORCs price spread undercuts some of the competition too.

As for the junior club competition results this particular Saturday morning; one lost, one won and the proverbial games of two halves. But I certainly had the best SEAT in the house for both.

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IN PURSUIT OF PERFECTION

WORDS STEVE VERMEULEN

Thirty years ago, Toyota engineer, Ichiro Suzuki, set out to create the best luxury sedan the world had ever seen. A milestone in precision design and execution, the Lexus LS has evolved dramatically during the last three decades. Yet it remains perfection personified.



Looking at the hyper modern, edgy design aesthetics that current Lexus models present, it's easy to forget predecessor models reaching back to 1989 when the brand launched with the LS400.

For many classic car enthusiasts, the relatively short Lexus timeline might appear a mere blip. But heritage shouldn't be measured by time alone; it's the intangible elements such as experiences with something that truly matter.

The opportunity to drive an original LS400 is special enough. The opportunity to drive this LS 400 is very special indeed. Not only is it the very first Lexus registered in New Zealand, it played an integral part in showcasing our laidback ways to the world.

Just weeks after the global launch, this car - one of the first available right-hand drive Lexus' produced - was on its way to our fair shores with the intention of ferrying the Queen from the 1990 Commonwealth Games closing ceremony. In the end, without bulletproof glass, Her Majesty chose not to use the car at all.

Instead, it chauffeured Dame Kiri Te Kanawa and, famously, about a dozen hard-partying international athletes who jumped on the roof, boot and bonnet for a victory lap around the stadium. The car needed almost every panel replaced before it was commissioned by Toyota and Lexus New Zealand's then-CEO as a drive car.

To appreciate just what a design and engineering sensation the original was, we've brought its grandson along to the Thames coast to see how much of the original DNA comes through in the 2019 LS 500h.

You can't overstate just how Lexus disrupted the luxury sedan ('LS', you see?) sector in the late-1980s when the newly created Japanese brand decided to take on established premium marques from Germany.

Many of the goals set by Chief Engineer, Ichiro Suzuki, in terms of aerodynamics, panel gaps, fuel economy and noise and vibration suppression weren't just impressive; at the time, even with the might of Toyota's R&D behind them, they were considered impossible.



Top Left Not a scratch on it. A different story from the original LS400's debut at the 1990 Commonwealth Games where dozens of partying athletes jumped all over it

Top Right Gordon Gecko on line one. It doesn't get better than an original Lexus car phone, does it?

Middle Right Thirty years ago and Lexus rewrote the book on refinement. Even today it's impressively quiet and smooth on the road

Bottom Right High Fidelity circa 1989: tape deck up front, six-disc CD stacker in the boot

The car had to have a drag co-efficient of 0.28. Suzuki-san may as well have been asking for the LS to fly as well. Compare that to the 2019 LS500h for instance; unbelievably the co-efficient figure hasn't changed in 30 years of development. Panel gaps were another obsession. Lexus took the time to taper the gaps between the front fenders and the bonnet ever so slightly. The visual effect when looking at the sloping bonnet straight-on make the gaps appear perfectly parallel all the way down the shut-line.

It didn't stop there. The car needed to hit 250km/h on the autobahn, but it needed to be quieter than both Mercedes-Benz's S-Class and BMW's 7-Series. At full speed, you could have a conversation without raising your voice, even with all the noise suppression the LS was still lighter than its rivals.

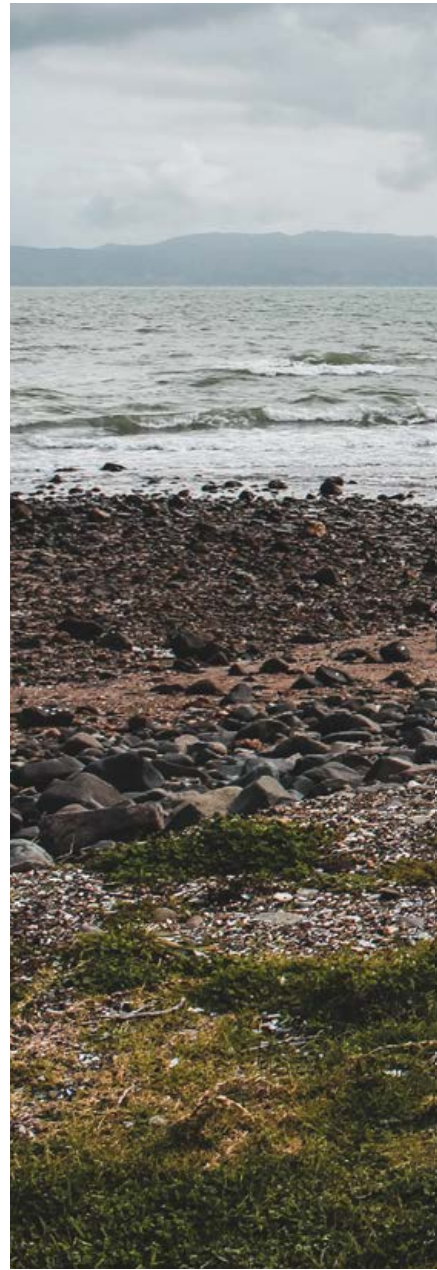
Suzuki San was relentless in his "pursuit of perfection". Little wonder that the LS went on to be one of the most highly awarded cars of its day.

So, you have to ask, what has carried through to the current model? On the face of its physical presence at least, it's quite hard to tell. There's no legacy styling identifiable with the original. In fact, 1989's rounded corners have been all but bred out of the Lexus DNA; that modern, much larger and much crisper body language is a statement all on its own.

Lexus still doesn't compromise with its brave design. The shape of that unique spindle grille for instance took six months to calibrate and is made up from 5032 individual grid facets.

It's not just about the taut, distinctly Japanese styling of the 500h though. The new LS's hybrid powertrain keeps Lexus relevant within the high horsepower luxury sedan segment too.







Capable of rocketing to 100km/h in just 5.5 seconds and with a top speed of 220km/h, it's no slouch. But importantly, while turbo or bi-turbo set ups are the tech de rigour at achieving that desirable blend of performance and economy, Lexus instead showcases its long-established leadership in bulletproof hybrid technology.

The hybrid is uniformly fuel efficient and silky-smooth no matter how hard you choose to drive. Even back country coarse chip and rutted old Thames tarmac further up the Coromandel coast couldn't stir anything more than the faintest thrum of road noise in the superbly appointed cabin. Surprisingly, this was also true for its 30-year-old predecessor as well.

And that's ultimately the connection between the two cars. Of course, they look completely unlike each other, heritage is much less important to Lexus than Kai-zen, progression and establishing all-new benchmarks.

But those pillars of precision engineering and instilling a distinctly Japanese experience into the skin of a luxury sedan haven't changed. No matter what era, the Lexus LS is the car world's Seiko watch, it's Sony Walkman; an embodiment of all that is great about Japanese precision engineering.

After 30 years, a manic Commonwealth Games closing ceremony, many miles and a cult following, the original LS is living proof that Lexus' attention to detail is what makes the brand so unmistakable.

Top Left The new LS500h is a technological powerhouse

Middle Left Lexus leverages hybrid technology for the ultimate blend of refinement, performance and fuel efficiency

Bottom Right No tape deck here, made up for however by a Mark Levinson Audio system

Top Right The Spindle Grille took six months to calibrate and is made from 5032 individual grid facets

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THE CLASSIC

It's 30 years since Volvo embraced front-drive tech with a five-door family hatchback that veered from the Scandinavian manufacturer's well-established blueprint.

Work on what would eventually become the Volvo 440 began as far back in 1978. Seen internally as a 'clean sheet' project designed to lead Volvo into the future and with "aiming for the stars" the name of the game, the project was dubbed Galaxy.

By the end of 1980, the first front-wheel drive prototype – called the G4 – was ready. The prototype already resembled what would become the Volvo 440 and displayed the attributes that Volvo was looking for. It featured front-wheel drive underpinnings, was fun to drive and offered good interior space while its external dimensions remained compact.

The first of Volvo's new front-wheel drive models was the 480 sports coupé, which was officially launched at the Geneva Motor Show in 1986. A niche model, it still paved the way for the 440, which was presented two years later after production began in the Netherlands. Before long, the 440 was battling in earnest for car buyers in the mid-range hatchback class.

The Volvo 440 was a modern hatchback model with a practical rear seat that was split into two sections. The centre panel on the dashboard faced the driver, making it easier for those in front to access controls. The arrangements linked this model programme with the 700 series, with its smooth sides and low, almost vertical side windows.

All available engines were four-cylinder in format with a single overhead camshaft, ranging from 1.6-litres to 2.0-litres, and including a 1.7-litre turbo model.

Naturally, safety was a prime consideration and anti-lock ABS brakes were available as an optional extra as early as 1989.

Seatbelt pretensioners and airbags were fitted as optional extras from model year 1991 onwards, and Volvo's integrated side impact protection system (SIPS) was introduced to the model in 1994.

The next model version in the 400 series – the 460, a saloon version of the 440 and 10 centimetres longer – was presented in 1989. Production of the Volvo 444 60 was discontinued in November 1996; its successors,

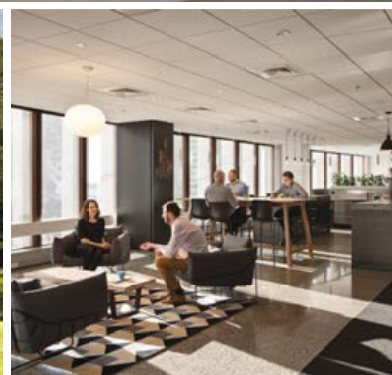
the S40 and V40, had been in parallel production for more than a year by that time.

The 400 series was never available in that most Volvo of body styles; a station wagon. Two external design companies did devise estate proposals during the course of its lifetime; ASC Detroit in the United States created a design outline, while Heuliez in France built a prototype estate for the 400 series. One of these is now part of the Volvo Museum's collections.

The 440 also made a brief appearance in motorsport in 1992, with a rallycross version of the 440, fitted with a 533kW 2.3-litre, 16-valve engine. This car also had four-wheel drive.

The Galaxy project actually launched two very different model series; the 400 and the big 850, which eventually surfaced in 1991. The 850 had the greatest impact and would go on to be a top seller in many markets.

But the 400 remains a unique and rarer chapter in Volvo's lengthy model development history that foreshadows the company's successes with compact models in the crossover segment today.



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