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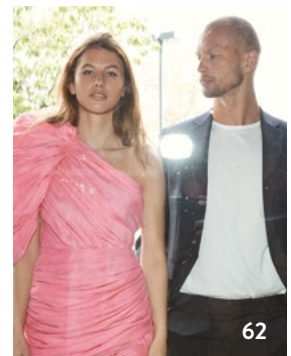
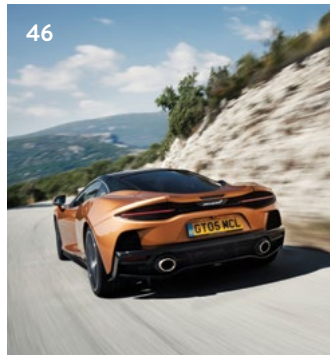
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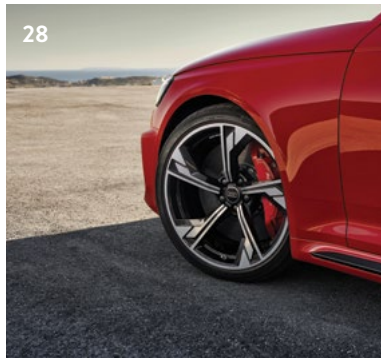
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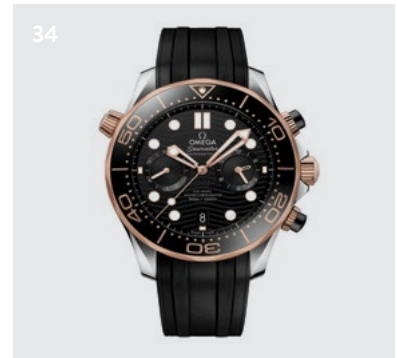
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WELCOME

FROM BATTERY TECHNOLOGY TO BASKETBALL, EVERYTHING'S HAPPENING AT TOP SPEED THIS SUMMER.

Growing up surrounded by cars and motorsport, I was always happy to be identified as a petrol-head. The sound and vibration of a highly-tuned internal combustion engine has always had an emotional impact; whether it was the off-beat thumping of an Audi quattro's five-cylinder, or the symphony of a Porsche 911's flat-six.

Then I discovered the magic of the 'mute-button.'

For the past few months, my daily drive has been an Audi e-tron. It has been the second part of an automotive epiphany for this particular petrol-head that started with the Jaguar I-Pace. I didn't go looking for an EV motivated solely by eco-conscience. Instead I needed to be convinced that an EV was a real-world option.

Instead of being consumed by range-anxiety, my experience has been the opposite; driving an EV is calming, even life-affirming.

The lack of engine sound makes the driving experience almost ethereal. Yet it is countered by gob-smacking acceleration that few internal combustion-powered cars can match. So, instead of yarning to colleagues about the negligible running costs, I usually harp on about the excellent performance and serene driving experience. You can find out more about the e-tron in this issue of 66, on p54.

To put it simply, I'm converted. And I simply cannot wait for the Porsche Taycan to arrive (see p16). I also find myself devouring each advance in battery technology and charging speeds. Meanwhile established brands are also developing the next generation of EV's, like the Volkswagen ID.3 which we preview on p19.

In this issue we also sit down with Hayden Paddon, who has been developing an electric rally car (see p72). We can't wait to watch him tear it up when Rally New Zealand makes its long overdue return to the WRC calendar next year.

Giltrap Skoda and Giltrap Nissan are also proud sponsors of the New Zealand Breakers this season. Basketball is the fastest growing sport in our country, and to have NBA-bound R.J Hampton join the club this season has being truly exiting. We were lucky enough to spend some time at training with this ground-breaking teenager (p40).

I'd like to wish you all a happy holiday season. Drive safe over the summer break and enjoy this latest issue of 66.



RICHARD GILTRAP

JOINT MANAGING DIRECTOR
GILTRAP GROUP



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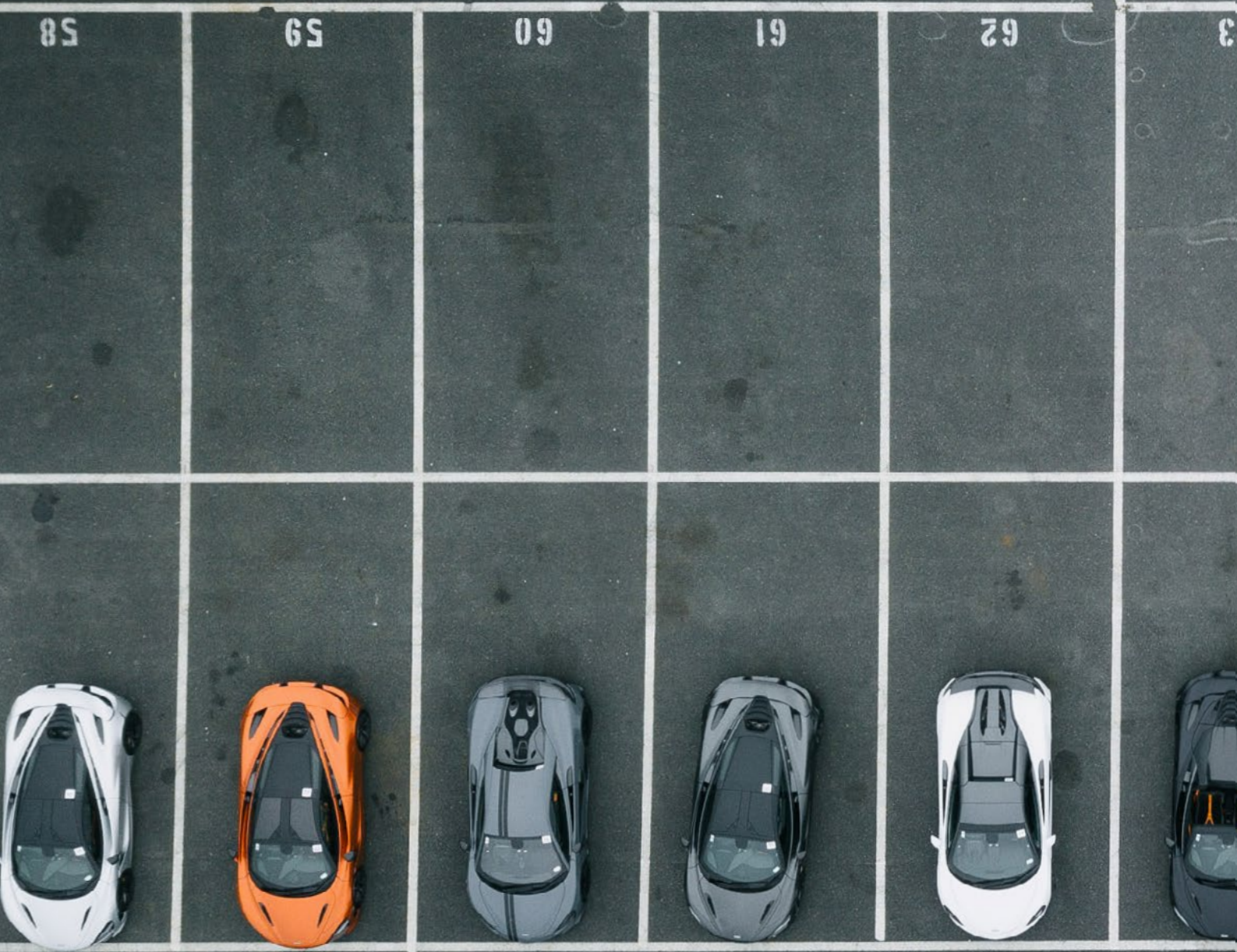
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THE BIG PICTURE

If you were unconvinced New Zealand is one of the most passionate car-loving countries on Earth, a single day at Bruce McLaren Motorsport Park in October would have changed your opinion. An impressive number of McLaren owners from around New Zealand brought their cars to a track event hosted by McLaren Auckland. To have four McLaren Sennas on the track at once would be considered special anywhere in the world, let alone in a nation of just 4.5 million people. Now consider that those aren't all the Sennas that have been sold here.



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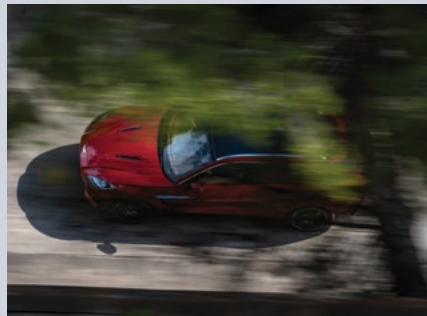
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NEWS + INNOVATION

PORSCHE TAYCAN

The new Porsche Taycan Turbo and Taycan Turbo S are among the most powerful production models currently in Porsche's product range. The flagship Taycan Turbo S can generate up to 560kW over-boost power in combination with Launch Control, while the Taycan Turbo can realise up to 500kW. The electric future of Porsche has arrived.

ALSO MAKING THE NEWS

- Aston Martin reveals its first ever SUV • Volvo announces an all-electric XC40 is on the cards
- Volkswagen launches ID.3 electric vehicle • Lexus' next-generation RX arrives in New Zealand
- Jaguar unveils its new design centre • New Audi RS 4 Avant on the horizon



NEWS + INNOVATION

THE SPORTSCAR, SUSTAINABLY REDESIGNED

In a world premier that marks the start of a new era for Porsche, the revered German performance manufacturer has revealed its all-newfully electric Taycan four-door sports saloon.

Heralding the first models of their kind for the age of electromobility, the new Porsche Taycan Turbo and Taycan Turbo S are at the cutting edge of Porsche E-Performance. The Taycan twins, which are among the most powerful production models that Porsche currently has in its product range, will soon be joined by additional all-wheel drive variants before the first derivative – the Taycan Cross Turismo – will arrive at the end of 2020.

Utilising highly advanced production methods, power systems and cabin design, the Taycan sets a new standard in the fields of sustainability and digitalisation.

“We promised a true Porsche for the age of electromobility – a fascinating sports car that not only excites in terms of its technology and driving dynamics, but also sparks a passion in people all over the world. Now we are delivering on this promise,” said Michael Steiner, Member of the Executive Board of Porsche AG – Research and Development at the new model’s launch event.

The flagship Turbo S version of the Taycan can generate up to 560kW over-boost power in combination with Launch Control, while the Taycan Turbo can realise up to 500kW.

The Taycan Turbo S accelerates from zero to 100km/h in 2.8 seconds, while the Taycan Turbo completes the same sprint in 3.2 seconds. The Turbo S has a range of up to 412 kilometres, and the Turbo a range of up to 450 kilometres (according to WLTP in each case).

The top speed of both all-wheel-drive models is 260km/h. The Taycan is the first production vehicle with a system voltage of 800 volts instead of the usual 400 volts for electric cars. This is a particular advantage for Taycan drivers on the road: in just over five minutes, the battery can be recharged using direct current (DC) from a fast charger for a range of up to 100 kilometres (according to WLTP).

The charging time for five to 80 percent SoC (state of charge) is 22.5 minutes for charging under ideal conditions, and the maximum charging power (peak) is 270kW. The overall capacity of the Performance Battery Plus is 93.4 kWh. Taycan drivers can also comfortably charge their cars with up to 11kW of alternating current (AC) at home.

With its clean, puristic design, the Taycan signals the beginning of a new era, but at the same time, retains the unmistakable Porsche design DNA.

From the front it looks particularly wide and flat with highly contoured wings. The silhouette is shaped by the sporty roofline sloping downward to the rear. The highly sculpted side sections are also characteristic. The sleek cabin, the drawn-in rear C-pillar and the pronounced shoulders of the wings result in a sharply emphasised rear, typical of the brand. There are also innovative elements such as the glass-effect Porsche logo, which has been integrated into the light bar at the rear. With a Cd value from 0.22, the aerodynamically optimised basic shape makes a significant contribution to low energy consumption and thus long-range driving. The Taycan's cabin signals the start of a new era, showcasing completely new architecture. The freestanding, curved instrument cluster is augmented by a central, 10.9-inch infotainment display and an optional passenger display. All user interfaces have been newly designed for the Taycan. The number of classic hardware controls such as switches and buttons has been

greatly reduced; instead, touch operation or voice control functionality takes centre stage. With the Taycan, Porsche also offers an entirely leather-free interior for the first time. Interiors made from innovative recycled materials underscore the sustainable concept of the electric sports car. The Taycan platform also boasts two luggage compartments; the front compartment has a capacity of 81-litres and the rear 366-litres. The Taycan Turbo S and Taycan Turbo have two exceptionally efficient electric motors (one on the front axle and one on the rear axle), making the cars all-wheel drive. The electric motors, transmission and pulse-controlled inverter are each combined into a compact drive module. The modules have the highest power density (kW-per-litre of package space) of all electric powertrains on the market today. The two-speed transmission installed on the rear axle is an innovation developed by Porsche. First gear gives the Taycan even more acceleration

from a standing start, while second gear with a long gear ratio ensures high efficiency and equally high-power reserves. Porsche uses a centrally networked control system for the Taycan chassis. The integrated Porsche 4D Chassis Control analyses and synchronises all chassis systems in real time. The innovative chassis systems include adaptive air suspension with three-chamber technology including PASM (Porsche Active Suspension Management) electronic damper control, as well as the Porsche Dynamic Chassis Control Sport (PDCC Sport) electromechanical roll stabilisation system including Porsche Torque Vectoring Plus (PTV Plus). The profile of the Taycan's drive modes follows the same philosophy as in other Porsche models ('Normal', 'Sport', 'Sport Plus'), with the added 'Range' mode enabling optimum use of the pure electric drive. New Zealand pricing and delivery details for the new Porsche Taycan will be announced summer 2020.





NEW DESIGN STUDIO REPRESENTS NEW ERA FOR JAGUAR

Jaguar's new design studio brings its entire design team together in one purpose-built creative space for the first time in the marque's 84-year history.

Jaguar Design Director, Julian Thomson, says the manufacturer's new dedicated design studio in Gaydon, UK, is the most advanced automotive design centre in the world, developed to enhance the human creative design process with world-leading technologies. Jaguar Design is made up of a 280-strong team of designers from across the globe and from a range of industry backgrounds, including fashion, watchmaking, sports and gaming. Being drawn from such different spheres of design helps the team deliver its 'Jaguar' interpretation using contemporary materials and processes. These processes utilise industry-leading technology, including custom-made clay modelling machines allowing 20 models to be worked on at once, virtual reality (VR) systems and an 11-metre 4K digital display wall known as 'The Electric'. The floor area of the new Jaguar Design Studio measures over 12,000m², which is double that of the previous studio space. "Jaguar has a unique heritage as a design-led brand and this will always to be a central pillar of our DNA," says Julian Thomson.

"The design values and philosophy that were created by Jaguar's founder, Sir William Lyons, remain the same and this building will allow us to design the very best cars for our customers, far into the future."

The studio consists of is built around the 'Heart Space'; a collaborative hub at its centre which brings together the diverse design team as it designs future generations of Jaguars. Surrounding the Heart Space are bespoke working environments for the Interior, Exterior and Colour and Materials teams, plus Design Visualisation and Design Technical disciplines. The main studios are named Studio 3 and Studio 4, taking inspiration from the numbers of the Le Mans-winning Jaguar D-types of 1957 and 1956 respectively, as well as paying homage to studios 1 and 2 at Whitley, which was the home of Jaguar Design from 1985. The considered naming approach is continued in meeting rooms, with half named after iconic Jaguar models and the other half taking their names from important people in Jaguar history, including founder Sir William Lyons, designer Geoff Lawson and the actor Steve McQueen.

VOLKSWAGEN'S NEW ELECTRIC SUB-BRAND ARRIVES WITH ID.3

The ID.3 represents the first Volkswagen model from a completely new generation of pure electric vehicles and is the world's first electric car with a CO²-neutral footprint – featuring zero local emissions, outstanding efficiency, and full connectivity.

Volkswagen has launched its breakthrough ID.3 electric vehicle at the Frankfurt International Motor Show (IAA).

The first model from Volkswagen's wider ID. Series, the ID.3 compact hatchback features carbon-neutrality, impressive driving dynamics that are characteristic of electric cars, and full connectivity. Like all future ID. models, the ID.3 is based on the new modular electric drive matrix (MEB), which has been designed for an electric drive system from the ground up. The long wheelbase of the MEB layout, combined with very short overhangs, results in an expansive vehicle interior. With the room and spaciousness this creates, the five-seater ID.3 sets new standards in the compact class. All ID.3 driver controls – including those on the electrically adjustable multifunction steering wheel – are operated using touch-sensitive buttons. Only the electric windows and hazard warning lights are still operated using tactile switches. These controls are supplemented by intelligent natural voice control. Thanks to App Connect, the ID.3 can connect with a smartphone in mere seconds.

The car's on-road performance is exemplary too. The batteries are integrated into the underbody: a position which has a positive effect on driving dynamics, as it moves the centre of gravity in the ID.3 significantly lower. The ID.3 is also characterised by optimum weight distribution between front axle and rear axle.

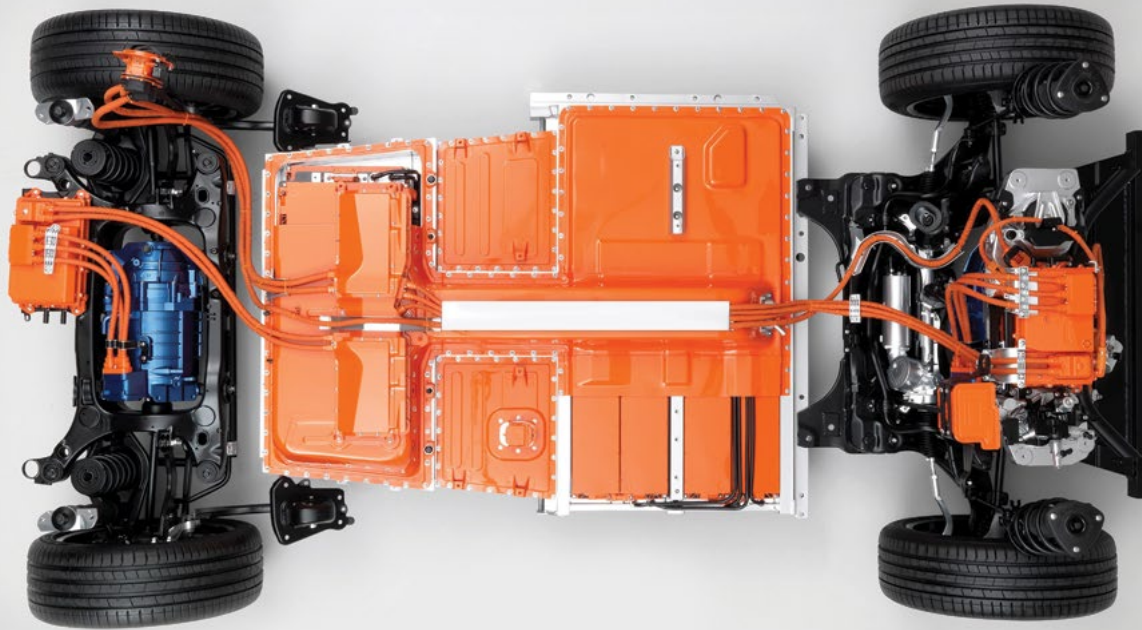
"The ID.3 is an all-rounder that is suitable for everyday use.

It is compact, as such offering the manoeuvrability of a small car with the interior space of a mid-range vehicle," says Silke Bagschik, Head of Sales and Marketing for the ID. Family.

"It combines exciting design with innovative technology and significant range."

Pricing and launch timings for the ID.3 are not yet confirmed for New Zealand but updated local specification details will be available closer to launch.





ELECTRIC XC40 SET TO BE VOLVO'S FIRST BEV

The new emissions-free version of award-winning compact crossover SUV required extensive redevelopment in order to meet Volvo's exemplary safety criteria.

Volvo has launched a fully electric version of its multi-award winning XC40 compact crossover SUV. In true Volvo tradition, the XC40 battery electric vehicle (BEV) is also one of the safest cars on the road, despite a fresh set of engineering challenges presented by the absence of an internal combustion engine.

While building on the excellent safety standards of the original XC40, Volvo's engineers had to completely redesign and reinforce the frontal structure to deal with the absence of an engine, meet Volvo's high safety requirements and help keep occupants as safe as in any other Volvo. To help keep passengers safe and the battery intact in the event of a collision, Volvo also developed a unique new safety structure for passengers and battery alike. The battery in the XC40 is protected by a safety cage which consists of a frame of extruded aluminium and has been embedded in the middle of the car's body structure, creating a built-in crumple zone around the battery.

The battery's placement in the floor of the car also has the benefit of lowering the centre of gravity of the car, for better protection against roll-overs. Coby Duggan, Volvo New Zealand General Manager, says the inclusion of new technology in the fully electric XC40 will ensure it is one of the Swedish manufacturer's safest vehicles to date. "Next-generation safety systems will be introduced for the first time in this new model as well as an innovative structure to protect the vehicle's battery and those travelling in the vehicle in the event of a collision," he says. Meanwhile, the car's body structure has not just been reinforced in the front, but also at the rear.

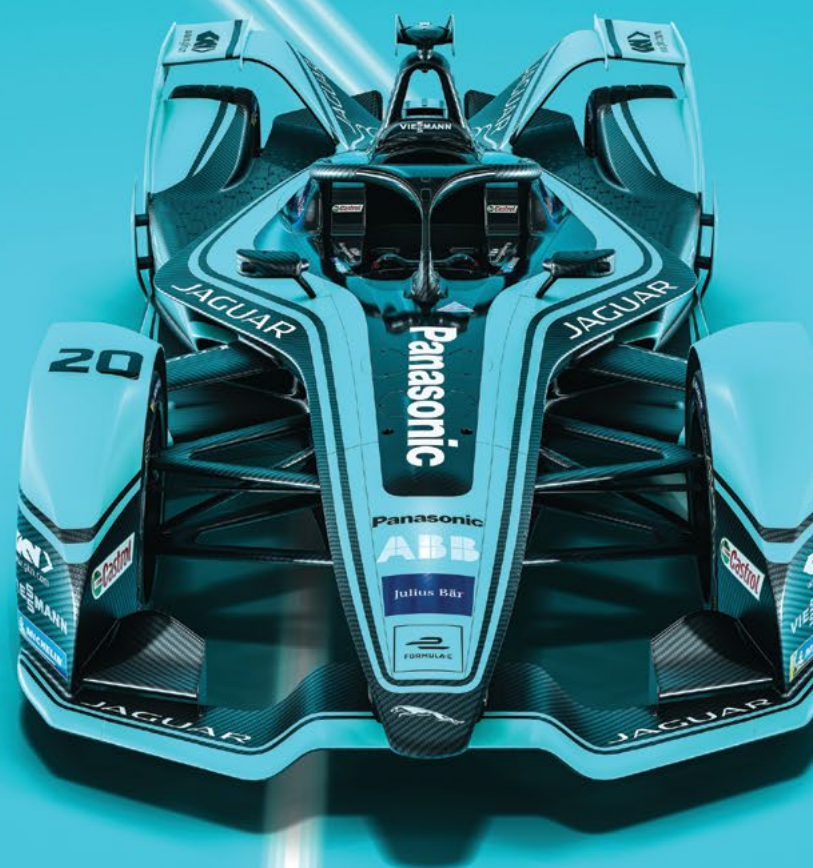
Here, the electric powertrain has been integrated into the body structure to realise a better distribution of collision forces away from the cabin and reduce the strain on people inside the car.

Unique to the electric XC40, a special front-load compartment (or 'frunk') located under the front hood provides around 30-litres of extra load space. A unique, covered front grille in the body colour creates a distinct visual identity at the front of the car, made possible by the fact that an electric car needs less air flow for cooling purposes. The grille also neatly packages the sensors for the new Advanced Driver Assistance Systems (ADAS) sensor platform. The new ADAS platform is a modern, scalable active safety system that consists of an array of radars, cameras and ultrasonic sensors. Because of its scalable nature, it can easily be developed further and lays the foundation for the future introduction of autonomous drive technology. Inside the XC40 BEV, a new driver interface specifically designed for electric cars keeps the driver up to date on relevant information such as battery status, while the interior design package features sporty styling details as well as carpets made of recycled materials. At the same time, the XC40 BEV retains all the features that have made it one of Volvo's best-selling models. It embraces the elegant, Scandinavian design language that has defined Volvo's rebirth and combines good looks with utility and functionality. Duggan says New Zealand launch timing and pricing for the new fully electric model, which was unveiled globally in October, are yet to be confirmed.

PANASONIC JAGUAR RACING I-TYPE 4 TAKES ON NEW FORMULA E SEASON

New racer designed to take on season six of the ABB FIA Formula E Championship features all-new powertrain, gearbox, rear suspension and more.

Panasonic Jaguar Racing's brand-new all electric race car has been designed to challenge for season six glory in the ABB FIA Formula E Championship. The Jaguar I-TYPE 4 features an all new motor, gearbox, inverter, rear suspension and dampers and has seen its overall weight reduced, which will improve handling and performance. Now featuring the lightest and most efficient powertrain the British team has ever produced, the Jaguar I-TYPE 4 has a lower centre of gravity and will allow the team to push towards even more points, podiums and wins. At the wheel are Kiwi racer Mitch Evans alongside Briton James Calado. "We are excited to show the world the new Jaguar I-TYPE 4," said Panasonic Jaguar Racing Team Director, James Barclay, at the race car's official unveiling. "We have applied all of our experience in Formula E to date and our latest innovations into the new race car and the development team have created what we believe will be our most competitive Formula E car to date. We've learnt how to win as a team, and we are hungry for more in season six. We can't wait to get racing!" The ABB FIA Formula E Championship kicked off again in Saudi Arabia at the Diriyah E-Prix in November.



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ASTON MARTIN REVEALS AN SUV WITH THE SOUL OF A SPORTSCAR

The newly unveiled Aston Martin DBX is the boutique luxury performance brand's first SUV in its 106-year history. And it will be on New Zealand roads in around six months' time.

Aston Martin has unveiled its first ever SUV, the DBX.

The culmination of an extensive development programme that began with physical testing in Wales last year and virtual development stretching back to 2015, the DBX signals a new era for Aston Martin. Bringing both the versatility and indulgence expected of a luxury SUV with sports car levels of dynamic performance, Aston Martin says the DBX has been purpose-built to signal a bold new standard in the luxury SUV market. Set to be built in Aston Martin's purpose-built manufacturing facility in St Athan, Wales, the foundation of DBX is a new dedicated SUV platform, something rarely seen in the industry. Utilising bonded aluminium, a construction method Aston Martin has refined through the development of its sports cars, the body structure is both very light and incredibly stiff, assisting in the delivery of an overall kerbweight of 2,245kg.

The exceptional stiffness inherent in the design of the new platform has also enabled DBX to achieve exceptional dynamics both on and off-road.

Adaptive triple volume air suspension has been combined with the latest 48v electric anti-roll control system (eARC) and electronic adaptive dampers to provide the new SUV with a huge breadth of ability. With its capacity to raise the ride height by 45mm or lower it by 50mm the air suspension gives any driver the confidence to tackle a wide range of terrain.

Powered by a new version of the powerful 4.0-litre, twin-turbocharged V8 engine found in both the DB11 and Vantage, the DBX features an impressive output of 404kW and 700NM of torque, carefully tuned to meet the specific needs of this model. With a sound character that is unquestionably Aston Martin, the active exhaust system ensures this is a luxury SUV that can sound refined one moment and exhilarating the next. The engine's versatility isn't restricted to its vocals either; the turbocharged V8 has

cylinder deactivation to enhance fuel economy, yet it can also propel DBX from zero to 100km/h in 4.5 seconds and on to a top speed of 291km/h. Transmitting this power and torque to the ground is a nine-speed torque converter automatic gearbox, allied to an all-wheel drive system with active differentials featuring an active central differential and an electronic rear limited slip differential (eDiff). This allows the torque to be moved precisely both fore and aft in the vehicle and also across the rear axle. When combined with the bespoke steering system that has been tuned to deliver feel and sports car-like response, DBX imbues the driver with an overriding sense of control, whatever the conditions. Aston Martin's first ever full-size five-seat model is not only versatile in terms of the terrain that it can tackle, it is also extremely adaptable to a wide variety of lifestyle needs and owners. With 632-litres of boot space and 40:20:40 split folding rear seats, the DBX possesses all the flexible load capacity expected of an SUV with class-leading interior space.

The luxuriously handcrafted interior of DBX has been designed to provide equal space and comfort whether sitting in the front or rear of the car. Class-leading headroom and legroom combines with a full-length glass panoramic roof and frameless door glass to offer a light and spacious cabin. The use of sports car seat packaging in the front not only provides the driver with exceptional support and long-distance driving comfort, but also provides knee and footwell clearance for those sitting behind. The seats are trimmed in sumptuous, full grain leather, sourced from long term partner Bridge of Weir. An industry first, both the headlining and electric roof blind are available in a luxurious Alcantara finish, providing a harmonious design, light obscuration and solar attenuation without compromising headroom.

The Recommended Retail Price for the Aston Martin DBX is \$330,000 plus ORCs. Customer deliveries are due to commence in New Zealand from mid-2020.





LF-30 ELECTRIFIED CONCEPT REVEALS LEXUS' EV ROADMAP

Augmented Reality, a revolutionary cockpit and a support drone are just some aspects of Lexus' concept of what the next generation of electric vehicle might look like.

The 46th Tokyo Motor Show heralded the debut of the Lexus LF-30 Electrified Concept, part of the luxury manufacturer's 'Lexus Electrified' vision, which will target a fundamental leap in vehicle performance, handling, control and driver enjoyment into the full Battery Electric Vehicle (BEV) age. In terms of design, Lexus says the LF-30 Electrified concept's exterior styling advances what is expected of a futuristic BEV, while the interior assertively weaves in autonomous driving and other new technologies aims to manifest Lexus' distinctive worldview. The LF-30 Electrified also employs numerous advanced technologies with a look ahead to the year 2030, such as a new-concept cockpit based on a human-centred design philosophy and a steer-by-wire system. In taking up the challenge of expressing a new design that could only be achieved with

a BEV powered by in-wheel electric motors, Lexus visually articulated the LF-30 Electrified's unique energy flow. Taking advantage of a hoodless vehicle shape made possible by being a BEV, Lexus' signature "spindle" form has been further evolved to span the entire vehicle architecture. The window glass, which continually stretches from the front to rear, the muscular fenders, and the wing-shaped headlights form the contours of the Lexus iconic spindle. The opacity of the side windows can be adjusted, providing occupants with expansive views of the surrounding scenery and a high level of privacy at night and in other situations. The colour of the front face of the vehicle and luminescence patterns help identify from the outside whether the vehicle is being operated in its normal mode or in its autonomous driving mode, reflecting Lexus' pursuit of both a high level of styling and functionality. The LF-30 Electrified's has been designed based on the new Lexus concept of "Tazuna" (how a single rein can be used to achieve mutual understanding between horse and rider), the steering controller-mounted switches and head-up display have been coordinated to a high degree, creating a space that enables the driver to focus on driving while controlling various functions, such as the navigation, audio system and driving-mode selection, without having to shift one's vision or operate manual switches. As an indication of the future image of a Tazuna cockpit, the LF-30 Electrified employs next-generation interfaces, such as gesture control and enhanced presentation of vehicle information through AR (Augmented Reality). The resulting interior is one that provides comfort and convenience for both driver and passengers. With the layout of the front passenger seat echoing that of a first-class seat on an airliner, the interior is one in which a sense of openness

and a sense of envelopment coexist. The rear seats use artificial muscle technology to mould to their occupant, and can support various modes such as reclining, relaxation, and alert functions. A glass roof above the rear seats features voice control and a gesture controlled 'SkyGate' display window that uses AR to display various types of information, such as a realistic star-filled sky, user-favourite videos, and even navigation. In addition to its unique design, the interior also indicates the direction of next-generation luxury by using sustainable materials to reduce environmental burden. Yakisugi (charred cedar), a traditional Japanese material, is used in the floor and steering controller while recycled metal was processed into fibres for use in creating the pleated door trim. The LF-30 Electrified also carries the 'Lexus Airporter' drone-technology support vehicle. Using autonomous control, the Lexus Airporter is capable of such tasks as independently transporting baggage from a household doorstep to the vehicle's luggage area. Based on the latest autonomous driving technology concept of 'Lexus Teammate', the LF-30 Electrified features advanced driving support functions in the form of a Chauffeur mode and a Guardian mode. Occupants can enjoy both comfort and peace of mind during autonomous driving with advanced posture control technology being employed. Furthermore, a self-parking function and a front-door pickup function in which the LF-30 Electrified autonomously moves from driveway to doorstep provide an especially high level of convenience. Lexus has stated it will launch its first dedicated BEV platform vehicle early in the coming decade. By 2025, the Japanese carmaker plans to have electrified versions of all Lexus models available for sale.



LEXUS RX LINE-UP REFRESHED FOR 2020

Lexus New Zealand's most popular SUV, the RX, has been refreshed by Lexus engineers with the latest in takumi craftsmanship and technology advances.

Priced from \$97,400 (plus ORCs), the eight-model 2020 RX line-up is now one of the most technologically advanced vehicles in the Lexus portfolio, one that already stands for premium luxury, refined styling and high performance. Long considered a foundation model within the Lexus brand, the RX contributes 30 percent of total sales in New Zealand, with more than 50 percent of those RX sales being for RX hybrid powertrain models. During 2019, hybrid Lexus vehicles have outsold conventional petrol-only options. Lexus New Zealand says it expects this preference for the more environmentally friendly option to continue gathering pace. Every element of the fourth generation RX was scrutinised to see where improvements could be made, and the driving character enhanced. Chief Engineer Takeaki Kato and his team worked to improve body rigidity, a key contributor to agile handling and driver enjoyment. Greater use of spot welding and the extensive application of high-strength body adhesives has improved bodyshell rigidity. A thicker rear stabiliser bar reduces body roll and new friction-controlling shock absorbers help control high frequency vibrations for a smoother ride. The 2020 RX is also equipped with Active Cornering Assist, which helps prevent understeer and provides more stability to the vehicle handling. While the F Sport grade gains front and rear performance dampers, that aid in absorbing energy from the chassis for further improved handling stability.

The RX F Sport and Limited grades are equipped with the world's first BladeScan Adaptive High-beam System. This adaptive system automatically reduces brightness in specific regions ahead of the car to avoid blinding oncoming drivers and can redirect light towards the side of the road making it easier to see cyclists and pedestrians at night. Using the BladeScan technology, RX F-Sport and Limited drivers will be able to identify pedestrians near the shoulder of the road from a distance of 56 metres, up 24 metres from the previously 32 metres illumination using the Adaptive High-beam System. New for Lexus, the RX line is the first to receive Apple CarPlay and Android Auto connected applications. The updated multimedia system, with satellite navigation, uses a new 12.3-inch touchscreen display with a touchpad remote-touch interface. The audio system in the standard and F Sport variants uses a 12-speaker array, while the Limited variant utilises a 15-speaker Mark Levinson premium audio system. The 2020 RX will be available with a hybrid-electric RX 450h or petrol-only RX 350 powertrain. The five-seat version can be purchased as a standard, F-Sport or Limited grade, while the seven-seat version is available in the Limited grade only. All RX models are all-wheel drive and are powered by a 3.5-litre V6 engine. The petrol-only RX 350 produces 221kW, while the seven-seat RX 350L produces 216kW of power. The hybrid RX 450h and RX 450hL have a total power output of 230kW.

AUDI RS 4 UPDATES ON THE HORIZON

Across several generations, the Audi RS 4 Avant has delivered consistent sportiness with unlimited everyday usability, making it a long-time best-seller for Audi Sport GmbH.

The newly updated Audi RS 4 Avant will arrive in New Zealand in mid-2020 and features a wholly redesigned front end. As a result, the performance model will now differ in looks from its A4 Avant sibling by some margin. The new RS 4 Avant's 'Singleframe' front-end is wider and flatter when compared to the base model. Just like its big brother the RS 6 Avant, the RS 4 Avant also features the three-dimensional honeycomb structure in gloss black that is typical for the RS model series. The new eggcrate grille with the RS 4 emblem is inserted directly into the bumper with the large lateral air inlets and vertical flaps. The shape of the LED headlights of the RS 4 Avant has also been redesigned. The optional matrix LED headlights with darkened bezels complete the revised appearance of the high-performance Avant and differentiate it within the A4 family.

The wheel arches with quattro blisters located above are each 30mm wider at the front and back as compared to the Audi A4 Avant. Gloss black design elements positioned right next to the headlights underline the effect of width of the new RS 4 Avant. Under the bonnet is Audi Sport GmbH's 2.9-litre TFSI twin-turbo V6, which builds on the legendary 2.7-liter V6 of the first RS 4 Avant from 1999. Back then, the twin-turbo V6 had a power output of 279kW. The new RS 4 Avant now outputs 331kW. This allows the RS 4 Avant to accelerate from zero to 100 km/h in just 4.1 seconds. Weighing less than the V8 engine in the predecessor model, the V6 makes for better gross weight and axle load distribution—two prerequisites for the impressive performance. The twin-turbo V6 applies an impressive 600Nm of torque to the crankshaft in a broad range from 1,900 to 5,000rpm.



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+ MANTA5 HYDROFOILER XE-1

Utilising hydrofoil technology, the Hydrofoiler XE-1 launches out of the water and foils along the surface allowing the rider to plane, turn and carve, with a maximum speed of 11 knots (22km/h). The bike is made from strong carbon fibre and aircraft-grade aluminium, making it light enough to carry and buoyant so it can float in water. Depending on who is riding and what sort of experience on the water is desired, the Manta5 Hydrofoiler offers three levels of adjustable electric assist modes: Training (low), Cruise (medium) and Performance (high). The IP68 waterproof battery and 460W electric motor provides for 60 minutes of riding time. \$7,490.00. Visit www.nz.manta5.com for further details.

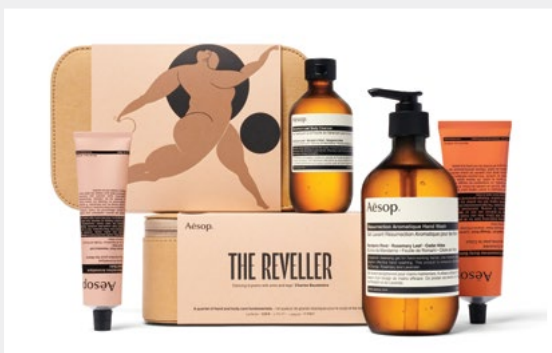


+ TWENTY-SEVEN NAMES X SIX BARREL SODA CO.

Local fashion label twenty-seven names and sustainable drinks company Six Barrel Soda Co. have teamed up this summer to produce the perfect festive drink offering. Made with real lemon juice and peel, accented with a light floral rose flavour from organic rose petals and hibiscus flowers, the Rose Lemonade will be the perfect mixer at Christmas. Add the syrup to sparkling water for a light floral lemonade with a pink blush or add gin/light spirits/sparkling wine. \$19.50. Available online at www.sixbarrelsoda.co and in twenty-seven names stores (Newmarket, Ponsonby and Wellington) and premium retail and grocery outlets nationwide.

+ LEVI'S TRUCKER JACKET WITH JACQUARD

Jacquard is an advanced technology that enables users to seamlessly interact with digital services through everyday items. Designed to enhance products, Jacquard enables Levi's to weave technology into its garments. The unisex Levi's Trucker with Jacquard by Google 2.0 allows people to control their mobile experience and connect to a variety of services on their device, such as music, camera or a favoured ride share app, directly from the jacket sleeve with the help of gesture control. \$229.95 (Classic Trucker) or \$299.95 (Sherpa Trucker). Available exclusively at Barkers Clothing stores.



+ AESOP 'OF MUSE & MYTH' GIFT KITS

Aesop's Gift Kits for 2019, collectively titled 'Of Muse and Myth', celebrate the ancient Muses of Greek mythology, the goddesses of the arts, honoured since antiquity as inspirations in culture, literature and the arts. This curated range of skin care, body, and home products will be sought-after for giving during the festive season. The collection comprises five kits in total, including two skin care kits, a trio for the home and basin, a body care twosome, and an exceptional quartet for hands and body. Visit www.aesop.com/nz for further details.



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+ PLAYMOBIL PORSCHE MISSION E

This radio-controlled Porsche Mission E is a star car from Playmobil: The Movie. The first animated film inspired by the imaginative Playmobil world takes viewers on an epic and unforgettable adventure. The Porsche Mission E sports car, driven in the movie by secret agent Rex Dasher, features two seats, front and rear lighting, a removable roof, easy-to-use RC controller and other extras.

\$243.70. Visit www.giltrapstore.co.nz



+ AUDI QUATTRO MEN'S GREY T-SHIRT

This high-quality men's Audi quattro t-shirt features the familiar quattro script on the front with a subtle running tyre track and Audi ring branding on the inside neck.

Manufactured from 100 percent cotton, the Audi quattro Men's Grey T-Shirt is part of a line of official Audi casual wear, including t-shirts, polos and men's and women's hoodies. \$83.90. Visit www.giltrapstore.co.nz

+ BENTLEY GRAND TOUR TRAVEL BAG

Crafted from leather and the same roof fabric as utilised in the Continental GT Convertible, this Bentley Motors luggage piece blends soft bag style with hard case functionality. Finished in contrasting Beluga and Portland colours, the Bentley Grand Tour Travel Bag features high quality clasps and zips and has been purpose designed to fit most airline cabin size requirements. \$2,220.00. Visit www.giltrapstore.co.nz



+ LAMBORGHINI ROLLERBALL PEN

Subtly designed with the instantly distinctive Automobili Lamborghini script logo on the barrel, this rollerball pen has a pleasing weight upon pick-up and comfortable ergonomically minded form.

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+ BVLGARI DIVAS' DREAM

The limited edition Divas' Dream timepiece is inspired by the patterned Roman mosaics of the Baths of Diocletian, where the motif of the peacock reigns sovereign as the symbol of vanity and supreme beauty. The sophisticated creation reveals the precious colour combinations of the fanned tail of the regal animal and celebrates with a precious design the pure beauty of the iconic fan shaped motif.

The stunning Divas' Dream features manufacture mechanical movement, automatique winding, BVL 191 caliber inside a 37mm 18ct rose gold case set with brilliant-cut diamonds on the bezel, 18ct rose gold crown set with a sapphire, 18ct rose gold link set with brilliant-cut diamonds, mother-of-pearl dial with hand-painted peacock set with diamonds, dark blue alligator strap and 18ct rose gold folding clasp.

Visit www.partridgejewellers.com for further information.

+ OMEGA SEAMASTER PROFESSIONAL DIVER 300M

Since 1993, the Seamaster Professional Diver 300M has enjoyed a legendary following. Today's modern collection has embraced that famous ocean heritage and updated it with Omega's best innovation and design.

This 44mm chronograph model is crafted from stainless steel and 18ct gold and includes a polished black ceramic bezel with a Ceragold diving scale. The pushers are also polished black ceramic, as well as the dial which features laser-engraved waves and a date window at six o'clock. The watch is presented on a black rubber strap and is driven by the Omega Master Chronometer Calibre 9900, which can be seen through the sapphire-crystal on the wave-edged caseback.

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, Pan Am and TWA (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 in-house 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.

+ BVLGARI SERPENTI SEDUTTORI

Gleaming with the refined sheen of its materials, the Serpenti Seduttori watch renders time even more precious. Reimagining Bvlgari's indisputably seductive icon with a striking new design, the timepiece boasts the iconic drop shaped watch head, thinner than ever before, with a supple bracelet featuring a hexagonal pattern inspired by the scales of a serpent.

Alluring aesthetics and a nod to the glamour of high jewellery: the watch casts a spell of seduction on the world of Serpenti. The Serpenti Seduttori gold and stainless-steel ladies watch features a quartz movement, 33mm stainless steel case, 18ct rose gold bezel and an 18ct rose gold crown set with a cabochon-cut pink rubellite, a white silver opaline dial and a stainless steel bracelet.

Visit www.partridgejewellers.com for further information.



+ OMEGA TRÉSOR CO-AXIAL MASTER CHRONOMETER 40MM

Characterised by its thin and elegant case, the Trésor line was first launched by Omega in 1949 and housed the legendary 30mm calibre. More than half a century later, it continues to impress with one of today's most advanced mechanical movements. This model has a 40mm stainless steel case, which is presented on a blue leather strap. The domed blue patterned dial includes a date window at six o'clock as well as hands and indexes in 18ct white gold. Inside, this De Ville Trésor is powered by the Omega Co-Axial Master Chronometer Calibre 8910 and is certified at the industry's highest standard of precision, chronometric performance and magnetic resistance.

Visit www.partridgejewellers.com for further information.

+ OMEGA SEAMASTER AQUA TERRA

The Seamaster Aqua Terra is a superb tribute to Omega's rich maritime heritage. In this 41mm model, the symmetrical case has been crafted from 18ct gold and stainless steel, with a wave-edged design featured on the back.

The silvery dial is distinguished by a horizontal "teak" pattern which is inspired by the wooden decks of luxury sailboats. There is also a date window at 6 o'clock and 18ct gold hands and indexes filled with white Super-LumiNova. Presented on a brown leather strap, this certified chronometer is powered by the Omega Master Chronometer calibre 8900, certified at the industry's highest standard by the Swiss Federal Institute of Metrology (METAS).

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FEATURED

R.J HAMPTON

Winning just two of their opening ten games, the New Zealand Breakers have had a hard road into the season. It's character-building stuff for the entire team and a pro career baptism by fire for teen star R.J Hampton. But if there was ever a player with the passion and precision to push ahead regardless, it has to be this impressive young Texan, who has never lifted his gaze from the NBA big leagues.

ALSO IN THIS ISSUE

- McLaren GT redefines the Grand Touring tradition
- Audi's e-tron electric vehicle arrives in New Zealand
- Superette shakes up the local fashion scene
- Hayden Paddon on both his past and his future
- Aston Martin launches the Vantage AMR



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WORDS **SHAUN SUMMERFIELD** PHOTOS **VINESH KUMARAN**

Roderick 'R.J.' Hampton Jr has a plan.
It's an unconventional one, but he has
the support of some of the biggest names
in the game, as well as his close-knit family.
And every game night out on the court,
his teammates in the New Zealand
Breakers have his back.



It's a converted warehouse in between a roller door factory and an engineering supplier at the end of a nondescript cul-de-sac on Auckland's North Shore.

There's no way to make the New Zealand Breakers' gym seem remotely glamorous; not that the club makes any attempt to: show-biz hype is only for game night. The gym is all about hard graft and sweat, and this season nobody is working harder than Roderick 'R.J.' Hampton Jr.

Every evening the Breakers don't have a game - when many of the team might be home with their families or out with friends - the 18-year-old is back in the gym until 10pm, putting up shot after shot. It may sound like some made-for-movies cliché vigil on the free-throw line, but the reality is that Hampton is never alone. His father Rod (a former college basketballer), mother Markita and even kid brother Ryan, never miss a game or a training session.

As an apprenticeship, there is a near-Jedi level of intensity, not to mention destiny.

"The first time Dad put a ball in my hand, I knew what I wanted to be," he says.

"As long as I can remember, I've wanted to be where the Le Bron's and the Kobe's were, and I'd do anything it took to get there."

He's not the first kid to dream of dominating the court like Kobe Bryant. But in Hampton's case, it's not a dream; it's a well-crafted plan.

The 1.96 (6'5") Point Guard arrived in Auckland as one of the most talked-about NBA prospects ever, touted as a top-ten draft pick for 2020. So, no wonder he made headlines in the United States after eschewing not only a raft of top college offers but also his final year of high school to play a season with the Breakers in the NBL.

"I only did three years of high school. I finished but didn't do a senior year, so I could have been in high school this year playing basketball, but that wasn't something I wanted to do. Kansas, Duke, Kentucky, Memphis are great colleges; they were recruiting me all through high school, but I didn't feel it was the right fit for me.

"My goal has always been to play NBA. I've never wanted to stay four years in College. You do miss those things, but my best friend is at the University of Kansas, so all the college I need, I get through him."

The college route is a time-honoured tradition for the NBA, but four-years of NCAA Basketball didn't fit with Hampton's schedule.

"It was a logistical decision; it just didn't match up with the way I wanted to play basketball. This level and type of basketball, and the way I'm being coached; I like that better. Getting experience playing against pros, you can't ask for better than that. This is better than college.

"You can get away with a few things in school, but in a job, there's money involved. I had a 15-year-old on my team last year; this year I have a 32-year-old on my team," he says.

Hampton makes no apologies for not knowing where Auckland was until recently. But in fairness, how many New Zealanders could point out Little Elm, Texas straight away on a map?

"Sometimes I wake up and remember that I'm in Auckland, New Zealand and all my friends are back home and it's like 'Woah!' But it's the sacrifices you gotta make," Hampton says.

With the family a constant presence, there is always a touch of Texas in Mairangi Bay. Basketball is everything, not just for R.J., but the entire Hampton family, "Mum is my biggest fan; she never misses a game...ever. Dad is my full-time coach; everything I know about basketball has come from Dad; he knows miles and miles more than I do. I'm so grateful he's in my life."

The all-consuming passion for the game was apparent during the photoshoot for the cover of this issue of 66. In between set-ups for the camera, Hampton was yelling out shooting tips to his younger brother, who was being coached by father Rod at the other end of the gym. Eleven-year-old Ryan is already well on his way to be the Hampton family's second NBA prospect. For all the hype surrounding his signing and arrival in Auckland, Hampton remains refreshingly humble and hungry to learn and improve. Two Breakers team-mates are playing a pivotal role in this year of 'finishing-school.'

"Cory Webster is one of the best forwards I've seen with my own eyes. Tom Abercrombie is one of the most professional guys I've seen too, so just to learn from them is going to prepare me for the pros."

For his part, Hampton has made a comfortable transition from High School Junior to fulltime professional. His impressive speed and flashes of sweet shot-making have justified his signing. Still, he's acutely aware that he and his game are very much a work in progress.







"I was always good, but not top. That has only come in the past few years. I'm getting stronger and faster; I'm fast already, but there's always room for improvement."

If Hampton wanted to learn some hard lessons, the Breakers have delivered. Winning just two of their opening ten games, it's character-building stuff for both a team and the teen.

"You have to have a certain type of edge to play this game at the highest level. They all had the edge, Michael Jordan, Kobe Bryant... anybody. You can't just come into this game thinking people are going to hand stuff to you. That's never how I've approached the game of basketball; it's always going to be a dog fight, and you have to stand up for yourself at all times."

While he idolises the past greats, the current NBA stars are keeping tabs on the young star. Hampton's contact list is more like an All-Star roster.

"Kevon Durant told me once that the path I'm on is different, but he likes it. Kyrie (Irving) says 'Be you - don't let anybody tell you that you can't do something. You're the one that's going to define your game.'"

Thanks to a mutual shoe sponsor, Hampton is also in regular contact with 13-time All-Star, Dwayne Wade.

"Dwayne is always in my ear, telling me to keep going. Keep pushing," he says.

And of course, along with the players, NBA scouts are watching Hampton's every move and counting every statistic. A year out from the draft, and the megabucks that a spot in an NBA squad brings, the young star could be forgiven for focusing on boosting his numbers. But Hampton is refreshingly old-school.

"You might not tell in the box score that I'm doing a lot, but I think I'm doing a lot to help my team win the game. Whatever the team needs, whether that's to box out, rebound, dabble the floor... I'm going to do it. Basketball is a lot more than numbers, especially when you have an 18-year-old playing against grown men."

Despite admitting in an interview with *The Athletic* that the NBL has been, "definitely hard... I have good days and I have bad days", the pain of the Breakers' poor early season results combined with a run of off-court controversies haven't tested his resolve. Hard or not, Hampton remains firmly committed to his season with the Breakers.

"This is the best decision I've made," he concludes. "There was no plan B; this is Plan A. If there had to be a Plan B, I didn't do Plan A right."

SHARP SUITED AND BOOTED

WORDS CAMERON OFFICER PHOTOS MCLAREN

On the surface, McLaren's long and lovely new GT – the first car of its kind from the iconic manufacturer – is a departure from the established playbook. But upon closer inspection, perhaps it isn't. Don't be expecting a traditional take on the classic GT.



Put aside the ‘Grand Tourer’ hyperbole for a second. Forget about the extended luggage bay or the Speedtail DNA in its design cues. Here’s the main fact about McLaren’s new GT you need to know – one that effectively underlines the McLaren experience in 2019: the GT will accelerate from zero to 200km/h in 9.0 seconds.

That’s 200km/h. The car’s 0-100km/h time? Don’t know. I didn’t bother trying to find it. The sprint to the ton is now of such little consequence for cars like this that McLaren has gone straight to the next milestone notch on the speedo. And this super lightweight rocket ship will get there quicker than many cars will make it to a paltry hundred.

Great stat, that. The USP here though, is that the GT is a hyper-fast rocket ship... with a boot.

As it says on the tin, this is McLaren’s first toe-dip into the Grand Tourer pool. It sits alongside (not part of) the manufacturer’s existing Sports, Super and Ultimate Series cars. Does that mean the Woking crowd is leaving the door open for more GT style cars in the future? Possibly. Surely a roofless Spider at some point. But anyway, let’s size this one up.

This is a first for McLaren, but also a first for the genre. A Grand Tourer with its engine amidships? Surely the idea of a classic GT is to possess a needlessly long bonnet out front, housing some massive power unit designed to thrum its way rapidly from Paris to Vienna, or Christchurch to Queenstown even, without breaking sweat.

True to type, the engine sits behind the driver here. That engine is a new 4.0-litre twin-turbo V8, pushing out peak power of 456kW and 630Nm peak torque in a broad, flat curve. Because cabin and luggage space were the prime motivators here, the engine sits lower. Buttoning up its dress shirt somewhat, the GT features a new exhaust manifold and muffler system, with active valves that open under acceleration, but keep things more civilised at idle or when touring.

While the sound is slightly different and the oily bits are new, the source of all that lightness remains the same: McLaren’s signature Monocell II-T carbon fibre tub and lightweight aluminium body panels. This is the lightest GT available but looking at the badge you probably already guessed that. The power-to-weight ratio of 297kW-per-ton is another of those diverting stats, suggesting this remains a supercar, with the manners and usability of a GT.





GT05 MCL



Helping keep those breezy jet-set GT manners in check is a new Proactive Damping Control (PDC) suspension system, designed to react to surface changes in milliseconds and up the comfort level overall. To my mind (or backside), it still sits on the 'performance car' side of the equation when weighed up against other GTs. It's firm, but not unpleasantly so.

Speedtail aside, at 4.7m in length, the GT is the longest car McLaren has ever designed. It's also the tallest, exhibiting extra ground clearance (110mm) in line with what the manufacturer suspects will be more day-to-day urban use. The car's 13° approach angle is apparently in line with something as utilitarian as a Mercedes-Benz C-Class.

There's still a 'nose lifter' button to raise the front of the car when approaching speed bumps or driveway entrances bearing the scars of fallen valances past, but approaching traffic calming curbage while gliding through tiny French villages on the international media launch drive, I didn't once have to reach for it. You're aware of the car's girth (especially the view in the side mirrors, punctuated as it is by those colossal air vents), but this remains svelte McLaren function-over-form engineering in that regard.

Probably about time I mentioned the boot: this is a GT after all.

It's not only the twin-turbo V8 sitting behind your shoulders that needs cooling. Because the primary boot space is positioned on top of the engine, the GT's designers have come up with what they call an 'air blanket'; cooling ducts that channel air into the luggage space in order to keep your drivers and nine irons suitably chilled.

No, even a forward-thinking manufacturer like McLaren can't escape the golf bag measuring stick when it comes to boot space; one of those will fit in the rear nicely. But, so will skis and boots, or a variety of luggage. Being mid-engined, there's a further 150-litres of storage up in front of the firewall too, meaning the McLaren GT offers a total of 570-litres luggage space.

Rather than opt for soft-grain leather or Alcantara in the boot (as is used liberally throughout the cockpit), a heap of research went into fabrics which will stand up better to the rigours of rough hotel concierges and caddies. So-called SuperFabric trim has

Left Even a forward-thinking manufacturer like McLaren can't escape the golf bag measuring stick when it comes to boot space; one of those will fit in the rear nicely. But, so will skis and boots, or a variety of luggage.

Below Speedtail aside, the GT is the longest car McLaren has ever designed. It's also the tallest, exhibiting extra ground clearance in line with what the manufacturer suspects will be more day-to-day urban use.



been deployed in the luggage bay instead; it's an innovative woven fabric that feels something like the surface of a soccer ball, and which will stand up to nicks and scuffs more robustly.

The cabin is nice and light thanks to that long tailgate featuring glazing all the way up it. Depending on which interior you specify, you can also option in cool electrochromic panorama glass above the driver and passenger seats too, which chops out the UV while letting extra light in. On the whole, the GT feels light and airy inside, as any Grand Tourer should.

The seats definitely err on the side of sporty; they're comfy, but once you've eased up those butterfly doors, you still have a relatively wide sill to slide across in order to sit in them. It's probably something an owner would eventually develop muscle memory for, although I certainly couldn't achieve entry or egress with anything approaching elegance.

Once inside, a newly reconfigured infotainment system with a familiar smartphone-like menu structure sits at centre stage up front. The reaction times from the touchscreen have improved markedly over the system in the McLaren 540C I drove last year. The manufacturer's nicely analogue switches for power train and chassis settings - which are carried over from Sports and Super Series

cars despite the GT body style - are as intuitive to use in order to dial in preferred suspension and acceleration settings as they always have been.

If you're in a McLaren, 'Sport' is where you want to be.

But then, with the GT remit in mind, should you?

Well, regardless of the settings, the GT still feels like a supercar.

It was rather telling that the moment I felt this thing come truly alive wasn't on an alpine pass high up in the hills behind Grimaud on the Cote d'Azur. Rather, on the highspeed motorway sprint down to Cannes, the endless acceleration, the glass canopy all around and the absolute settled and compliant ride from the PDC all melded together to make for a true Grand Touring experience.

This is a GT, yes. But it's primarily a McLaren.

It's about as practical as the storied manufacturer probably wants to get without compromising anything on the performance side of the ledger.

As the maker of some of the world's fastest cars, McLaren's entry into the world of the Grand Tourer represents a bit of a balancing act then. This isn't a traditional GT. But then, McLaren isn't a traditional supercar manufacturer either.

And that makes this thing all the more interesting as a result.

THUNDER STRUCK



No one does a customer day quite like McLaren.

And when you have multiples of some of the world's most agile and dynamic supercars on track – not to mention several top-flight factory experts on hand too – it's going to make for one heck of a memorable event.



Don't ever let anyone tell you Kiwis aren't crazy about cars. We're among the world leaders in supercar ownership numbers per capita for a start. But unlike other markets, we don't treat these as pure investments or fashion accessories.

Instead, Kiwi owners relish a deeper appreciation of the engineering and technology that goes into their supercars and as a nation we love driving them flat out whenever the opportunity arises.

That enthusiasm is often rewarded by McLaren dealer, McLaren Auckland, with several customer outings organised throughout the year. True to form, they didn't hold back for their last track event of 2019, which brought together McLaren test drivers, the global head of product strategy, New Zealand owners and their many millions' of dollars' worth of Woking's best to the very track that bears the name of the marque's founder, Bruce McLaren Motorsport Park in Taupo.

McLaren is big on experience. Be it the theatre and drama evident in every crease of supercar bodywork, every blip of the throttle, or in delivering memorable events for owners. That's very much an ethos that McLaren Auckland prescribes to. Sales Manager, Luke Neuberger, created this event with enthusiast clients in mind. Speaking with attendees, it certainly didn't disappoint.

Most sports car owners, let alone those on a couple of tiny islands at the bottom of the planet, will never have the opportunity to meet someone integral to the development process of their vehicle. McLaren's a bit different.

When the stars align, even senior management are extremely generous with their time when it comes to customers. Case in point: joining owners at Taupo this time is the brand's Global Head of Product Management, Ian Digman.

"I had some meetings lined up with Australia and when I heard about the opportunity to head to Bruce McLaren Motorsport Park, I ensured I had a couple of days in New Zealand as well," Ian says.

"It's great to speak with customers here. Kiwis are definitely passionate about the brand and, while we're a UK-based company, that bond with New Zealand through Bruce is very important to us."

And McLaren is very important to Kiwis. In a nation boasting just 4.5 million people, New Zealand has no less than six McLaren Senna hypercars on the ground. That's twice as many as China.

Accompanying Ian is Gareth Howell, senior McLaren test driver, who was integral in the development of McLaren's GT4 race car and the epic 600LT road car, among others.

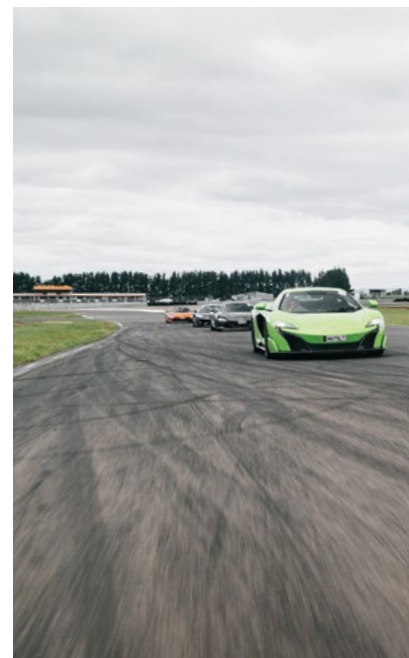
Again, he's here to talk with owners, help them understand and maximise their experience of their car.

Gareth breaks handling dynamics down to easily understandable descriptions, gives valuable instruction and reaffirms everything by way of drifting McLarens around the circuit as naturally as breathing. His insight into how the car was tuned and how to get the best from it is phenomenal. And he's clearly enjoying himself.

"This is a brilliant track for our product, a lovely combination of tight, twisty corners with some long fast bends," he enthuses. "Owners can really feel the car's aerodynamics and various drive modes at work."

The owners are clearly here to push their cars to the limit. The flotilla of Sennas are just a blur as they fly past the pit wall at full noise. The cacophony of Senna after Senna, 720S after 720S and 570S after 570S, is biblical.

Under the tuition of McLaren's experts, lap times fall consistently all day before some ridiculously sideways hot laps with Gareth Howell conclude one of the absolute best customer days you could ask for.







QUIETLY CONFIDENT

WORDS STEVE VERMEULEN PHOTOS DILLON PHOTOGRAPHY

Behind all the electric vehicle hoopla, Audi has rather quietly gotten on with building the first mainstream off-road capable premium EV. Which is rather handy for exploring the great Kiwi outdoors.





Here's the real problem with electric vehicles: middle ground. There just doesn't seem to be any.

Depending on who you talk to about EVs, people are generally either completely for them or completely against them. It speaks as much to how manufacturers have positioned the EV to date as it does the human psyche. Electric cars are different and that just doesn't sit well for many, does it?

That's why Audi's approach is a game changer. They're normalising vehicle electrification. The brand's first ground-up EV example - the e-tron SUV - is a good steer on how EV's can, and will, go mainstream over the next few years.

Even compared with Audi's already tech-crammed SUV line up, the e-tron is, if you'll indulge the pun, a powerhouse. Naturally you have the full suite of active safety features for the family, including mild lane keeping autonomy, adaptive cruise control and collision avoidance. But there's also a stunning interior layout with a 8.6" lower touchscreen for heater and climate controls and an upper 10.1" infotainment touchscreen and the intuitive Audi user interface we love in their other SUVs.

The range-topping e-tron 55 quattro Advanced (\$157,000 plus ORCs) we sampled features a 95kWh battery pack and two motors delivering a peak possible torque of 664Nm and speeds this full-size SUV to 100km/h in under six seconds. It also boasts a 1800kg braked tow rating, 150kW (DC) charging capacity and a 417km range under the WLTP test protocol.

And while all that stuff underneath bears no resemblance to any Audi before it, above deck the e-tron refreshingly isn't trying to shout about its EV-ness with kooky styling. Inside and out, it looks most like a Q8. And you can't complain about that.

Okay, so there are a few additions; not least Audi's first implementation of 'Virtual Side Mirrors'. These are slender aerodynamic stalks with inbuilt cameras which replace the traditional wing mirrors. More than just gadgetry, they deliver a lower co-efficient of drag and, give or take, an extra 6km of range.

The rearward view is displayed on high-contrast, OLED touchscreens in the door trim. You can adjust the angle to suit by simply dragging your finger around the screen. At first you may be inclined to live without these, but Audi New Zealand has cleverly packaged them with a comprehensive technology and comfort package that adds ambient lighting, matrix LED headlights, electric steering adjustability, comfort stationary air conditioning, door entrance LED projector lights with the e-tron logo and an additional storage package. All in all, those features combined make it a compelling option to consider. We'd certainly tick that box.

But hang on, the naysayers keenly protest; New Zealand is full of hills and remote off-road locations and icy climates and mud and sleet. You know; those places people drive their premium SUVs every day. None of which are conducive to electric vehicle battery performance and range. So, how does the Audi e-tron cope with that?

Left New power generation. Audi wants to normalise electric car ownership with the e-tron.

Below Plug-in power and cameras instead of wing mirrors. The future is here.





Above No snow without punch. The access road to the Southern Hemisphere Proving Grounds facility plays host to the world's quietest hill climb.

Right The e-tron is more than capable off the tarmac thanks to its quattro all-wheel drive system.

Very well, actually. Driving through the Kawerau Gorge in Central Otago, the quattro drivetrain comfortably gobbled up miles of winding roads. Some recalibration of your brain is needed, for sure; there are paddle shifters on the wheel for instance, but rather than adjust gearing they deliver incrementally more aggressive regenerative braking.

As you become acquainted with the regen system, it does get more intuitive. When used well, you'll be adding free miles to your journey easily. An adaptive mode also manages this for you of course.

Following the undulating road section, we ventured into the hills on the gnarly Hawksburn Track. The mud and gravel surfaces were an illuminating test for the e-tron's digital drivetrain.

Here we were presented with an opportunity to flick between drive modes, including off-road mode to raise the ride height. Over a few undulations and ruts it offers more than enough travel and ground clearance for 99 percent of Kiwi drivers.

Impressively, the e-tron also disguises mass associated with its EV set-up very well. The battery pack is slung low, creating the vehicle's floor. But this in turn increases chassis rigidity so handling is impressive. To prove elevation and cold conditions don't stop the e-tron in its tracks, the following day saw us ascend the Crown Range road along with the access road to the Southern Hemisphere Proving Grounds facility, some 5000 feet above sea level, for some dynamic snow and ice driving.

No, it probably won't be of any use to 98 percent of Audi e-tron owners, but just for the sake of science, we learnt that drifting is all too easy with the e-tron's instantaneous torque and ability to apportion front-to-rear and pull the vehicle out of oversteer.

After hundreds of kilometers in chilly temperatures, uphill and down dale, the e-tron is... well, exactly like a really good SUV.

If you're wanting to amplify your EV ownership to the neighbours with crazy futurist styling, gimmicky doors or 'ludicrous' trinkets, sorry you might be disappointed here. But, if you want an SUV that's well-suited to a Kiwi lifestyle and just happens to be an electric vehicle, the Audi e-tron is perfect.





CRANE BROTHERS

Contemporary Tailoring

SUPERETTE

Since its launch in April 2002, Superette has delivered the ultimate curation of fashion and lifestyle throughout New Zealand and beyond.

In 2018 Superette expanded with Superette International; a new retail concept, housing handpicked established and undiscovered designers from across the globe.

The exclusive range of men's and womenswear includes New York based designers Alexander Wang and Rag & Bone, Amsterdam-designed Rough Studios, Janessa Leoné millinery and Paris-based Justin Clenquet jewellery to namecheck a selection.

Superette International is at 8 Kent Street, Newmarket and online at www.superette.co.nz.



Kalmanovich
Linen-Silk Crepe One
Shoulder Mini Dress

Harmony
Victor Blazer

Theory
Precise Tee

Harmony
Peter Trousers



Kalmanovich
Golden Maxi Dress
with Sleeves
Les Coyotes De Paris
Brooke Belt



Silk Laundry
Relaxed Blazer
ATM
Micro Modal
Ribbed Boy Tank
Silk Laundry
Drawstring Pant



Birgette Herskind
Mila Blouse
RTA
Sasha Blazer
ATM
Wide Leg Easy Pant



Harmony
Victor Blazer
Theory
Precise Tee
Harmony
Peter Trousers



LEADING THE FIELD

Steel Performance Solutions has worked with dozens of high-profile organisations including the New Zealand Police, UBank Australia, Roche Pharmaceuticals and the Giltrap Group in order to help them unlock the potential of their business. For company founder Craig Steel, putting his experiences in sport into a corporate context made logical sense in a multitude of ways.

We all know that the old line about sport and politics not mixing is nonsense. Just think about how quickly politicians jump over themselves to be pictured next to winning athletes. But what about sport and business? Can the twain ever truly meet?

That was the conundrum facing performance specialist Craig Steel when his success in the sporting domain led to an unexpected opportunity in business.

When the first customer Steel worked with exceeded its target by over 400 percent, he knew the principles he had developed for athletes could be applied to business.

In the intervening years his company, Steel Performance Solutions, has helped dozens of organisations realise unprecedented improvements in staff performance and engagement by aligning what Steel refers to as the 'The 5 Drivers of Workplace Performance'; a series of interconnected frameworks that collectively transform the performance of the business.

Central to Steel Performance Solutions' approach is the idea of unlocking human potential.

"We assume that every person has the ability to improve," Steel says. "By deploying our process, it provides organisations with a mechanism to change the way their people think and operate thereby improving the performance of the business."

Importantly, their process, the Steel Performance System™ (SPS) doesn't try to squeeze more out of staff like conventional practices do. Instead, it increases their capacity to perform.

"Instead of individuals feeling pressured to do more, they're equipped with the tools to deliver the outcomes the organisation's striving for. This approach creates a different culture; one that not only causes people to get excited about the company's goals but fired up about how they can help it achieve them. It's powerful when people engage in this way."

Steel draws on his experience with sports people to make his point.





“In sport, the athletes strive as much as the coach and management to improve. But business tends not to be like that. It’s usually the managers or owners wanting their people to do better, so they end up trying to extract more out of their people rather than helping them excel in their role” he says.

“What we do is institute a process that changes the relationship - where people feel their manager’s aspiration is to enable them to be their best in their role - which is different because suddenly they realise they’re no longer standing over them or scrutinising their performance; instead, they’re supporting their efforts to succeed. When people feel backed by their leader, they push themselves as they know they can be better and that’s what excites them.”

Reaching that stage, Steel argues, requires a fundamental shift in the role of leadership, which is why their product, the SPS, is ‘leader led’. So, how is this different from leadership as we typically see it?

“It’s about repurposing the role of leadership in the business which allows the executive to be very deliberate about saying to their managers that they’re there first and foremost to improve the performance of their workgroup; a key part of which is to help their people realise their potential.

“We would argue that if a business has 100 leaders, it will essentially have 100 different modes of leadership. Some people are naturally outgoing, others are more reserved, so everyone who reports to them has a different experience, simply because of the personality of their leader.

“We say that irrespective of the personality, the reason the leader is there needs to be the same; in other words, they have to be focused on helping their people succeed.”

Given that, it’s perhaps surprising Steel Performance Solutions doesn’t spend most of its time training leaders to lead.

“We don’t take a typical view of training,” says Steel. “It’s about the structured application of the process. The point is, most companies know their leaders are critical so they train them in the hope it will lead to better outcomes.

“However, most organisations that adopt this approach end up disappointed with the results as it rarely leads to transformational change; simply because they don’t have a leadership framework or the means to repurpose it. The SPS, on the other hand, not only defines the purpose of leadership, it equips every leader in the business with the tools to do it. This not only transforms their impact as a leader, it enables the business to use its leadership structure to drive change rather than them thinking their role is to manage those beneath them.”

Although it sounds easy, it takes time for a company to create lasting change which is why the SPS is typically rolled out over a three-year term.

“While changes tend to come about quickly, it’s not designed to provide a short-term fix. Instead, it’s designed to drive a material change in the way the company operates rather than something it does for a period.”

As such, Steel Performance Solution’s customers don’t buy the SPS only to be left fending for themselves. Instead, Steel Performance Solutions assembles a team to help them deploy it across the company in order to embed it as a business-wide way of working. This includes a customer relationship manager, programme manager and a performance specialist to deliver it.

After the initial deployment, there’s what Steel calls “a transference of ownership,” where people within the organisation take over the management of the process so it can be embedded throughout every level of the business. It’s also integrated into the HR ecosystem, so it informs the processes that affects workplace engagement. There’s also an online platform to ensure it reaches every person.

“While most organisations want change, very few have a means to achieve it.”

This, Steel says, is where SPS is so powerful as it provides a proven transformation process that executives can literally plug into their business to step-change the way it operates.

Top Left Steel Performance Solutions is helping UBank transform banking in Australia. Onscreen is an image of ‘MIA’ the world’s first “digital human” home loan application assistant.

Far Left Staff from Steel Performance Solutions hosting a recent Alumni event at Giltrap Group Head Office.

Left Steel Performance Solutions founder, Craig Steel and Performance Specialist, Moss Burmester.

adidas
LYSPORT

OFF-ROAD
RACING
WINN
Brake

DETERMINATION

WORDS CAMERON OFFICER PHOTOS VINESH KUMARAN

New Zealand's most successful rally driver, Hayden Paddon, recently released his autobiography *Driven: My Story*. It's the open, honest, pull-no-punches tale of a kid from South Canterbury with massive dreams. It's a story of opportunity won and lost. And it's a heck of a ride.

Hayden Paddon is nervous. He's also friendly, engaging, a picture of trim athletic health. But he's nervous.

His book, *Driven: My Story*, is due out on shelves mere days after we speak. With the benefit of hindsight, I can tell you it's a fascinating read; well told, revealing and, at times, brutally honest.

But, Paddon concedes, it's that honesty that has the Kiwi rally star jittery ahead of the book's launch.

"It seemed like a good idea at the time," he laughs. "I'm actually not at all up front in that way as a person; I try and be much more professional. But at the end of the day, I decided if I was going to tell my story, then I had to lay everything out.

"I think there is a perception in some corners that to succeed in motor racing you need to come from a wealthy background and that every opportunity is kind of handed to you. I really wanted to drive home the fact that this isn't the case.

"I'm just a normal guy and my team and my supporters are all everyday people; I saw the book as an opportunity to literally tell my story and show that we had a dream and had the passion to succeed, but we faced struggles and set-backs just like everyone does."

Paddon has certainly faced plenty of struggles. Beyond his shock sidelining as a frontline driver for the Hyundai World Rally Championship factory team earlier this year, his road to the WRC has been a tough one.

“It was always a case of ‘Well, I come from South Canterbury and that’s a million miles away from the WRC in Europe. The odds are stacked against me, so how are we going to do this?’”

Although unspecified, the ‘we’ in that equation refers to Paddon’s father, Chris; a permanent fixture of the young driver’s private and professional life right from his formative years hooning his first car (a little red 1982 Leyland Mini affectionally known as ‘The Brick’) around paddocks in his native Geraldine.

A constant champion and cheerleader, Chris has been through it all alongside his son. Never a naturally sociable person (“I’d rather fade into the background than be the centre of attention,” Paddon Jr says), Chris Paddon helped his son realise early on that, in order to get where he dreamed of going, he would need financial support. And in order to obtain financial support, he would have to come out of his shell and woo sponsors.

“It wasn’t natural for me, but I took a deep breath and went for it,” says Paddon today.

“I learned very quickly that sponsor support is vital, and it was a good learning for me. I’ve been able to take that into boardrooms and sponsor events and even park ferme.

I’ve always been big on acknowledging the support I get from corporate sponsors and fans alike. It has helped pave the way.”

Climbing financial mountains in order to secure drives on the international stage becomes a regularly repeating theme in Paddon’s story. It’s wearying to experience on the page: goodness knows what it was like to live it. But his dream to compete in the WRC – a dream he had held on to since wearing out VHS tapes of Colin McRae battling teammate Carlos Sainz in the mid-’90s – was utterly unwavering. Paddon’s oft-mentioned ‘goal book’ spelled out the road ahead, and the talented kid from Geraldine determinedly ticked off each and every goal as he went. “I’ve just stayed focused on what I believe in and that has pulled me through the dark times,” he says.





Left "I'm just a normal guy and my team and my supporters are all everyday people."

Above Paddon Rallysport Group unveils what it hopes will be the future of rallying; an electric competition car

Top While there is no WRC drive for Paddon in 2019, the talented young driver remains as ambitious as ever

As in any career in the cutthroat world of motorsport, there are ups and downs; Paddon's retelling of both his historic WRC win in Argentina in 2016 and fatally colliding with a spectator in the snow at Monte Carlo the following season are gripping and emotional. Similarly, he pulls no punches in revealing his thoughts about the Hyundai factory team letting him go after five WRC seasons' service, suggesting his loyalty to the brand cost him the top spot when it became clear he wasn't going to up and leave. "They hung me out to dry," he writes.

Beyond the margins of Paddon's excellent tell-all, though, comes his next chapter, with the development of Paddon Rallysport Group (PRG)'s world-first electric rally car, which is being engineered in partnership with Hyundai New Zealand, Stohl Advanced Research and Development (STARD) in Austria, and the University of Canterbury Engineering Facility, through its University of Canterbury Motorsport (UCM) project team. Now based in Central Otago, PRG has unveiled a Hyundai Kona EV which it hopes to have running as a prototype competition car by April 2020. With New Zealand making a welcome return to the WRC calendar in September 2020, the focus looks set to fall back on Paddon as both New Zealand's most successful rally driver and as the Kiwi face of the sport.

"There is still plenty to achieve, but it's not just about me and the co-driver and the car; it's about the entire team," he says. "The team you build around you is so important, and it's satisfying when all those elements come together and result in success. Whether that's in a championship round or solving an engineering challenge or securing a drive, having people around you that share your vision is vital."

No need for nerves Hayden. You've got this.

ANALOGUE ASTON

WORDS CAMERON OFFICER PHOTOS MAX EAREY

Aston Martin launched its limited-edition Vantage AMR with something unexpected recently; a manual transmission. But don't be expecting old-school inelegance from this particular stick.

Perhaps unsurprisingly, the roads that surround the mammoth, challenging Nürburgring Circuit in Germany provide for rather enjoyable driving experiences too. The track itself snakes for 22km through forested hills around Nurburg, south of Bonn; the circuitous nature of the famous circuit meaning that drivers on the surrounding roads quite often spy red and white Arco through the trees along their favoured school run route.

Also located at the edge of the Ring is the AMR (Aston Martin Racing) Performance Centre. It's here that factory GT race cars are prepped, alongside the occasional customer car and the wider pool of European press vehicles which lucky motoring writers occasionally get to enjoy. Consisting of a swish high-tech workshop and customer lounge facilities, the centre almost literally shares a fence-line with the 'Green Hell'.

Speaking of green (but in more of an 'electric lime' hue), the AMR centre has also now leant its name to an entire series of high-performance models, including the new Aston Martin Vantage AMR.

The Vantage AMR isn't the first of its type; a limited-edition DB11 AMR made its debut a year or so ago. But the car I'm driving today does boast another first for this generation of car: a manual transmission.

A what!? In this day and age? How positively... brilliant.

Manufacturers of cars of the Vantage's ilk do not, as a rule, entertain the idea of fitting their sports cars with self-shifters. And while the thought of a manual gearbox is indeed rather beguiling to drivers of a certain age, technology has progressed to the point where today's automatic transmission technology - augmented with sequential paddle shifters - is such that gearchanges can be completed on a hair trigger,





**JUMPING ON
GERMANY'S FAMED
AUTOBAHN AND
PUSHING THE VANTAGE
AMR UP TO PACE
IN DERESTRICTED
SPEED ZONES WAS A
BLAST; KEEP PUSHING
THROUGH THE GEARS
AND NEVER LIFT OFF
THE ACCELERATOR.**

and with more smoothness and precision than any warm body behind the wheel can execute them.

But still, a manual transmission...

The Vantage AMR has another surprise in store as well. Aston Martin's engineers have fitted the car with a seven-speed manual, no less. First gear is a dogleg shift down and towards the driver (in the left-hand drive cars we had at our disposal). That leaves the remaining six ratios on the traditional double h-pattern. Transmission Engineer James Owen (despite looking like he's just graduated Uni, a decade-long veteran of the business) tells me that Aston Martin went for this format to eliminate the garage-only gear from the spread in performance driving scenarios.

"We decided that if first gear is essentially out of the way, it means the driver can select the best ratio for the road ahead in a more involving way. Despite the technology, we wanted the car to present much more of an analogue experience for the driver," he says.

Rather than some thumping old 'box that feels like it was designed during the Iron Age, this particular manual tranny has plenty of tech embedded in it, not least a new bit of selectable software called AMSHIFT, which helps with heel-and-toe heroics.

"The AMSHIFT system uses clutch, gear position, prop shaft sensors and the engine management program to mimic the technique of heel-and-toe downshifts," explains James.

"This means the system, despite being manually controlled, will allow for smoother deceleration and cornering as a result."

Even cooler, AMSHIFT offers the capability of full throttle upshifts for minimal interruption to acceleration. Jumping on Germany's famed autobahn and pushing the Vantage AMR up to pace in derestricted speed zones was a blast; keep pushing through the gears and never lift off the accelerator.



Top Right One of the few manual transmission premium sports cars still being manufactured.

Top Right Transmission Engineer James Owen explains the rationale for the gearbox in this special edition model.

Top Right Shift knob aside, the Vantage AMR's differences lie beneath its taut skin.

I thought I was going to break the car the first time I hesitantly attempted it but, a bit like the manual 'box's shift pattern, a couple of hours into our day on the road and I had my head around the concept.

The car also has Launch Control, which requires a couple of buttons to be pushed and then, when an indicator light on the dashboard tells you, letting the clutch out progressively but quickly for a perfect take-off.

Bolted to a Limited Slip Differential, the gearbox is air-cooled rather than oil-cooled, which means the Vantage in this iteration weighs less than ones with auto 'boxes. Standard carbon ceramic brakes and plenty of other model-specific carbon throughout the car also helps shift the scales downward.

The engine in the Vantage AMR remains as before; the growling 375kW 4.0-litre twin-turbo V8 developed for Aston Martin by Mercedes-AMG. Interestingly, this is the first time that engine has been paired with a manual gearbox by either firm.

The Vantage AMR is limited to just 200 units. But expect the 'standard' Vantage to be made available with a manual gearbox at some stage in the near future. You can thank American Aston Martin customers for that; James Owen says the entire run of manual transmission cars could probably be sold in that market alone, such is the popularity of an old-school 'stick shift' there.

Of the 200 Vantage AMRs, the final 59 are set to pay homage to the 60th anniversary of Aston Martin's triumphant 1959 24 Hours of Le Mans victory with DBR1. The Vantage 59 specification will feature a Stirling Green and Lime exterior paint scheme and Dark Knight leather and alcantara interior. A limited edition run within a limited edition run, if you will.

There's a nice symmetry to the idea that 60 years separates the inspiration from the inspired. But the analogue aspect that makes both so engaging and exhilarating remains central in each.



ASTON MARTIN RACING ARRIVES IN AUSTRALASIA

Adding to the action at the 2019 National Championship endurance racing during November was the launch of Aston Martin Racing's Australasian arm.

Testament to New Zealand's healthy appetite for motorsport is the exciting two-race endurance series (one each for North and South Islands), where a diverse and growing mix of the country's best cars, teams and drivers mix it up with various categories on-track in the same three-hour battle.

The prolonged track time is rewarding and challenging for drivers, and the speed differentials among the disparate classes on the track makes for fantastic viewing.

The 2019 National Championship combined both North and South Island competitors at Hampton Downs recently.

Adding to that action was the launch of Aston Martin Racing's Australasian arm, run from New Zealand and headed by former Aston Martin Auckland General Manager and renowned racer, Greg Brinck.

Greg, in conjunction with professional motorsport fabrication and management entity, Racelab, will oversee sales, parts and service for Aston Martin customer race vehicles in this part of the world.

Currently offering both GT4 and the higher specification GT3 version of the amazing new Vantage, each variant is compliant for the Australian GT Championship, the Bathurst 12-hour and well as the two-race endurance series in New Zealand.



Far Left Aston Martin Racing Australasia is currently offering both GT4 and the higher specification GT3 version of the amazing new Vantage.

Left Steve Tomkins is an Aston Martin test driver on loan for the 2019 National Championship Round.

Belwo Motorsport fabrication and management entity, Racelab, will oversee sales, parts and service for Aston Martin customer race vehicles here.

Unsurprisingly, Greg says interest both here and across the ditch has been high, with several pre-orders already placed.

The first GT4 Vantage in the country is sponsored by Aston Martin Auckland and will be campaigned by Steve Harrison and Greg himself in 2020.

For the 2019 National Championship round, however, Aston Martin loaned one of its factory test driver's for a spot in the hotseat; Steve Tomkins.

Steve has the enviable job of racking up regular miles in Aston's wildest creations, such as the Vulcan and Valkyrie hypercars. He also famously piloted an Aston Martin V8-powered Cygnet supermini at Goodwood. The Hampton Downs round of the 2019 National Championship was Tomkins' first time on Hampton Down's international GT circuit.

"The new Vantage is such a good base vehicle to start with," he says.

"Aston Martin has been very clear in its intent to create beautiful driver's cars in road form. In GT4 or GT3 spec of course, all those attributes are maximized. It has always one of the best sounding cars on the track and genuinely it's one of the best cars I've driven.

"With the right support to optimise its potential, Aston Martin Racing models are designed to be extremely competitive against the obvious competitors."

Given the car is new and untested at Hampton Downs, that Steve Harrison is still getting used to the vehicle and that Tomkins is new to the circuit, the Vantage GT4's result on the day is fantastic. The team finish the three-hour race second in class and 10th outright, amidst a field comprising of the faster GT3 category cars.





THE THREE SKYLINES

WORDS CAMERON OFFICER PHOTOS RB CREATE

Driving with Jaguar Land Rover through two distinct Japanese landscapes – one rural, one urban – reveals unforgettable sights around every turn.



**JUST OVER 100
KILOMETERS SOUTH OF
THE SPRAWL OF TOKYO
LIES ONE OF THE BEST
TOLL ROADS IN THE
WORLD. IF YOU'RE A
DRIVING ENTHUSIAST,
CHANCES ARE YOU
MIGHT HAVE HEARD
OF IT: THE HAKONE
SKYLINE ROAD.**

In your mind's eye, Japan is a nation of cities; endless urbanisation melding at the limits and bleeding into the next prefecture. It's a place of skyscrapers, vending machines, bullet trains and neon light.

But actually, the truth may surprise you. Only 33 percent of Japan is built up. The remaining 67 percent of the nation consists of silent mountains and deep green forests. Despite the hustle and bustle of Japan's big cities and its modern society, the Japanese culture is deeply respectful of and thoroughly inspired by nature.

Those lakes and mountains inspire in many ways. Even nameplates on performance cars.

Just over 100 kilometers south of the sprawl of Tokyo lies one of the best toll roads in the world. If you're a driving enthusiast, chances are you might have heard of it: the Hakone Skyline Road. This 5km stretch of tarmac manages to compress 58 turns into its sinewy mountainous path along the southern edge of the Fuji Hakone Izu National Park. It feels longer though; switchback after switchback as you ascend, then sprint across the top of the range, before arriving at the exit toll booth.

The toll is between NZ\$5 and NZ\$8, depending on which direction you choose to enter from. There's actually a 40km/h speed limit, with reminders helpfully painted on the road surface every few hundred metres. Not that anyone appears to take any notice of it. A little harder to ignore though are the rough ripple strips in many of the tastier hairpin turns, designed to put the kibosh on any drifting enthusiasts' efforts.

The Hakone Skyline road is, after all, the spiritual home of drifting. And yes, you guessed right; it also gave its name to Nissan's famous performance car series after the manufacturer took over the Prince brand and developed the Skyline model as the GTR in 1969.

Fifty years later, on any given Saturday or Sunday, you'll still find all manner of sports car lining up to go through the toll gate and put the hammer down. Naturally there are also plenty of motorbikes and, today at least, a flotilla of Land Rovers. A handful of media from New Zealand were lucky enough to be included in a bit of a 2019 Rugby World Cup scenic drive with the storied Brit brand (who were chief vehicle sponsors for the Japanese edition of the tournament).

Now, a well-fettled Land Rover Discovery probably wouldn't be anyone's first choice of attack weapon for the Hakone Skyline (if we're sticking to brand, a Range Rover Sport SVR would probably be the best place to start).

Still, when there's an opportunity to open up the Discovery's 190kW 3.0-litre turbo diesel and go corner hunting on this particular mountain road, you take it.

There are a few likeminded drivers on the road today (and plenty of machinery more than capable of reeling in a large white seven-seat SUV, even with someone more capable than me at the wheel). More than just a revenue-gatherer for the local prefectural powers-that-be though, the toll gate means drivers are forcibly spaced far enough apart to - hopefully - not continually crowd up behind one another in a convoy. Er... even at 40km/h.

Gleaming performance finery aside, there is one other big distraction on the Hakone Skyline Road; Mount Fuji.





Left Electric cat in Electric Town. The Tokyo Tower shines brightly in a city of neon.

Top The intersection outside Shibuya Station is home to the busiest pedestrian crossing in the world.

Above Sixty-seven percent of Japan's landmass is considered rural forest or mountain range.



Top Right Japan features sacred spots aplenty; some of the spiritual kind, some devoted to speed.

Top Mount Fuji dominates the skyline for hundreds of kilometres around its perfectly symmetrical cone.

When it's time to take a break from all that heroic driving, there are plenty of pull-in bays to take in the stunning views of Fuji. Picture perfect and absolutely dominating the other skyline, the 3776m active volcano (it last erupted in the early 1700s) features such a symmetrical cone that it never seems to alter its shape regardless of which direction you approach it from.

Watching the famous peak change colour as the sun rises the next morning is a pretty special experience. We overnight at Lake Kawaguchi, which can offer up stunning reflections of Fuji if the air is still enough. The rooms of the hotel we stay in are, naturally, angled to fully appreciate this snow-capped triangle of a mountain; a desk under the window rendered useless as a place to get any work done, given the eye-catching view outside.

As much as it has been wonderful to take a breather in the stunning resort district of Yamanashi, all roads – on the island of Honshu anyway – do eventually lead back to Tokyo.

And we have a change of pace for the city; the Jaguar I-Pace, to be precise.

A night drive through well-known Tokyo suburbs such as Ginza, Shibuya and Akihabara (or 'Electric Town' as it is rather fittingly known) offers up the chance to view whole other Japanese skylines. The Jaguar's panoramic roof glass lets us drink in brightly lit high-rise buildings, massive electronic advertising screens, and the teeming streets of Tokyo as its citizens head home for the evening.

We skirt the perimeter of the Royal Palace, spot Tokyo Tower lit up like a red and white Christmas tree in gaps in the buildings that flash by and, when the lights go green, glide silently through the intersection outside Shibuya Station, home to the busiest pedestrian crossing in the world.

As much as Mount Fuji is an instantly recognisable part of Japan's rural heartland, this busy corner of one of the world's busiest cities leaves you in no doubt as to where you are. And both sights are mesmerising in their own individual way.

66 Magazine stayed at Hoshinoya Fuji on Lake Kawaguchi courtesy of www.hoshinoresorts.com.



WAIHEKE ISLAND LOOKS FORWARD TO PREDATOR-FREE FUTURE

Te Korowai o Waiheke aims to eradicate Waiheke’s rat and stoat populations in order to help secure an abundant future for the native flora and fauna of this popular holiday island.

With 9200 permanent residents and more than 50,000 holiday-seekers landing by ferry at Matiatia Wharf every summer (and more than a million tourist visitors over the course of a year), there are some distinct challenges to protecting and preserving native wildlife on Waiheke Island in the Hauraki Gulf.

But the goals of conservation management group, Te Korowai o Waiheke, are firm. It is hoped that eventually Waiheke will become the world’s first predator-free urban island.

“Many other islands in the Hauraki Gulf are already predator free,” says Te Korowai o Waiheke Project Director, Mary Frankham.

“In fact, Waiheke could actually be the source of predators on nearby pest free islands such as Rangitoto/Motatapu, Rakino or Rotoroa. But, by controlling and eventually eradicating the stoat and rat population, our land mass and habitat mean that we have the opportunity to encourage more species of bird, such as kakariki and bellbird for example, to return here in the future.”

Te Korowai o Waiheke was one of five nationwide projects chosen for Predator Free 2050 funding. Other key funders are the Auckland Council and Foundation North.

The Te Korowai o Waiheke team are in the process of commencing stoat trap placement across the island. The two-year trapping programme will first see 1730 stoat traps laid (one trap for every six hectares). The trap network will be activated in February 2020 and following active trapping, a two-year monitoring period will need to be observed to confirm the success of the project.

Once the stoat programme has been completed, the focus will shift to the island’s rat population (although rat control efforts will continue alongside stoat trapping in the interim).

“We are very fortunate in that we have a population on the island who are very aware and engaged in the importance of this project. In fact, we have a thousand Waiheke residents already assisting with rat control,” Mary continues.

“Also, Aucklanders have a strong connection with Waiheke Island, even if they don’t own property here or come over regularly. It is seen as an asset for the city and part of the city’s character, so our message extends out beyond the shoreline of the island.”

Mary says another benefit to the long-term success of the programme is that, being an island, it isn’t easy for stoats or rats to return.

With 5.1km separating Waiheke from its nearest neighbouring point on the mainland at Maraetai, the average stoat’s ability to swim around 3km means that, other than by island-hopping, it is difficult for the pests to return.

“With those other islands all having effective controls in place, we’ve made it difficult for pests to return,” says Mary.

Giltrap Group has provided Te Korowai o Waiheke with two vehicles – a Nissan Navara and Nissan X-Trail – in order to assist field staff in laying out and checking traps.

“The project requires a lot of physical work and needs to cover a lot of terrain,” says Mary.

“We’re so grateful to have the support of the Giltrap Group. These vehicles are invaluable; they give us plenty of cargo space for the box traps and have four-wheel drive abilities too, which will be vital in many of the more rugged parts of the island, which is much bigger and – in places – much more inaccessible than many people realise.

“We have a huge amount of support in achieving our goals. Our team is very positive about what we are doing here and prepared to work hard in order to ensure Waiheke Island becomes predator-free in the future.”



TOP OF THE CLASS

GT membership at Hampton Downs and Highlands Motorsport Park gets you plenty of track time. And every so often there's a famous face on hand for a bit of one-on-one tutoring as well.

“Just make mental notes of how you're driving. I'll need to recall these when I jump in the driver's seat.”

Mercifully, four-time Bathurst champion and motorsport legend, Greg Murphy, has no hint of contempt for my decidedly novice selection of driving lines, but I suspect when we swap seats I'll have a lot to remember and adjust. But as far as days in the office go, it doesn't get much better than this.

I'm participating in a Hampton Downs GT Membership event, something I was fortunate enough to write about a couple of years ago. This time though, I'm able to press on with a bit more confidence and fervour because Murphy, himself a GT Member, is offering his services for the day as my personal driving tutor.

Actually, this is all part of the GT programme offering that allows members to have full access to the track and skid pan facilities at any of the 80 dedicated GT member days a year.

Adding further value, Hampton Downs, in association with its sister track, Highlands Motorsport Park, offers a regular rotation of talented Kiwi racers, all with expert knowledge of the circuits, for members to consult with to improve their driving technique anytime during GT member days.

Think of it as like one-on-one time with the pro at the golf club.



Hampton Downs General Manager, Ben Blair, says as membership grows the tuition element grows with it.

“Access to our professional drivers for training is a popular part of membership. It gives new members who may be completely new to track driving confidence as they get used to things. But even our more experienced drivers - racers in their own right - often tap into that knowledge base to improve their speed and technique.

“It’s always fun when Murph is on hand, he really is just one of the GT membership family. He’s always keen to talk to other members, have a laugh, talk cars and have some banter around lap times. He’s helped squeeze a few extra seconds per lap out for a lot of our members, and that’s such a great feeling for them. To start the day at one level and to head home having had some casual input from a legendary racer and a tangible improvement in your ability is a big thing.”

I understand exactly what Keryn means. After a few laps, switching seats with Murph and sampling the different dynamics of both the Lamborghini and Aston Martin at our disposal today, it feels like it’s all coming together. Greg breaks things down with a holistic view on maximising these road cars on the track.

“Cars like these have amazing engines, transmissions and technology, but by in large the real development costs and efforts go into the chassis and suspension,” he tells me.

“You need to drive in a manner that gets the most from the chassis, learn to feel what the car wants to do.”

With Murph’s corner-by-corner instruction and demonstration I progressively relax my inputs, brake earlier and less aggressively,

learn to trail brake gently into the turn and allowing the car’s own natural transfer of mass to help guide you on exit.

By the end of the day I feel I’ve tamed the two mega horsepower beasts I’ve been fortunate to play in and am convinced a GT Membership is an ideal consideration for those who want to do the same with their cars.

To ensure the best experience for members GT membership is capped to a fairly exclusive number and as such, there are only about 40 allocations left at time of writing.

Here’s a tip: Giltrap Group car owners are extended a significant discount on the one-off joining fee, which lasts a lifetime. Given the amount of access to both Hampton Downs and Highlands, through the year, the \$4500 annual subscription is far cheaper than ad hoc track hire. Factor in the unlimited refreshments in the dedicated GT lounge and the no-expense-spared annual awards dinner, and it’s easy to see that Hampton Downs invests a large portion back into each member.

Talking with members in the GT lounge, everyone raves about the value they get from the membership. There’s even high speed wi-fi available, so you can still conduct business in between driving, when you’re networking with a diverse mix of like-minded professionals. Membership opportunities won’t be around for ever so if golf or cycling feels too mundane, my recommendation would be to speak with Hampton Downs about a free track experience and introduction to the Hampton Downs GT Membership.

Phone 0273669445 or email sales@hamptondowns.com for more information.

Left Murph is just one of the GT membership family. He's always keen to talk to other members, have a laugh, talk cars and have some banter around lap times.

Below GT Membership is an ideal consideration for those who want to get the most out of their car in a safe circuit environment. between new and old in this character build

Bottom Greg breaks things down for members, with a holistic view on maximising road cars on the track.



“MURPH HAS HELPED SQUEEZE A FEW EXTRA SECONDS PER LAP OUT FOR A LOT OF OUR MEMBERS, AND THAT’S SUCH A GREAT FEELING FOR THEM. TO START THE DAY AT ONE LEVEL AND TO HEAD HOME HAVING HAD SOME CASUAL INPUT FROM A LEGENDARY RACER AND A TANGIBLE IMPROVEMENT IN YOUR ABILITY IS A BIG THING.”





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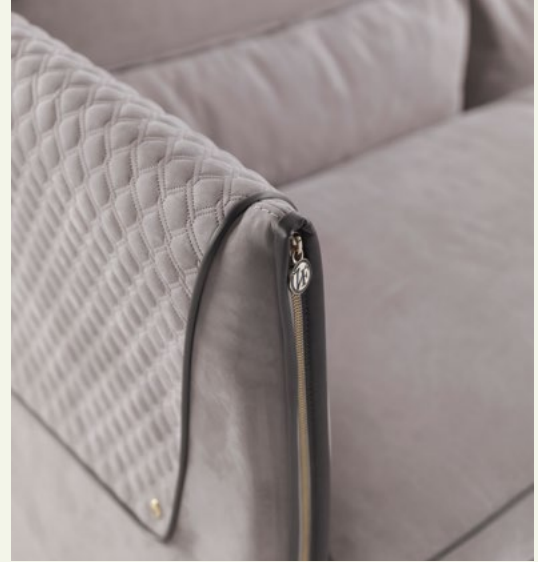
The above is just a small snapshot of the huge selection of destinations we send our customers to every year. We are passionate about travelling and arranging travel for our customers, and with our wealth of worldwide travel experiences, we understand that each client has different needs, expectations and dreams. Maybe the reason people have been travelling with us for decades is that we make travel easy. We specialise in creating what you want, when you want and with value that will constantly surprise you.

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DESIGN + LIVING SPECIAL FEATURE

CLICK HOUSES

The result of 15 years of research and development, Click Houses has commissioned Wingate Architects to design an economical and efficient modular architectural solution that can suit any block of land and any purpose.

ALSO IN OUR SPECIAL FEATURE SECTION

- Trenzseater introduces the Vittoria Frigerio brand of luxury furnishings to New Zealand
- Zend's customised deliveries for the fashion industry are this season's hot new thing
 - Murray Crane on 20 years in business with Crane Brothers
 - Lewis Eady and Steinway & Sons remain a match made in musical heaven

MOD LIFE

Click Houses' architect designed modular buildings offer spaces that reflect client's specific lifestyles, future-proofed to grow with need. Through simple form and function, this New Zealand company has created a multitude of opportunities for those looking to build.



While modular homes are not new to New Zealand, Click Houses prides itself on offering a unique take on modular residential systems. The result of 15 years of research and development, Click commissioned Wingate Architects to design an economical and efficient architectural solution that can suit any block of land and any purpose.

Built offsite and then transported into place, Click Houses modular buildings (or Mods) can be autonomous and self-sufficient or plug into power and public drainage systems. The exterior is clad in timber cladding with glazed ends while, inside, the bright airy Mods stylishly expose laminated timber CLT (Cross Laminated Timber), underlining the sustainability behind the Click concept and acknowledging New Zealand's abundance of timber.

"Upon being commissioned to design Click's Mods, we noticed that there was a gap in the market for something that adhered to simple, functional principals of modular design, but retained some sense of having been thought-out architecturally," says David Wingate of Wingate Architects.

"From what we've seen in New Zealand, some of the cheaper traditional modular homes have got the concept right, but the execution of design is lacking. In contrast, there are other 'architecturally designed' buildings out there, but aspects of the concept don't work, or there's too much flexibility within the design process.

"In this instance, limitations are in place on purpose. We want to keep everything confined within a box, and only offer a set number of varying boxes. But taken together, they deliver all sorts of possibilities for the owner."

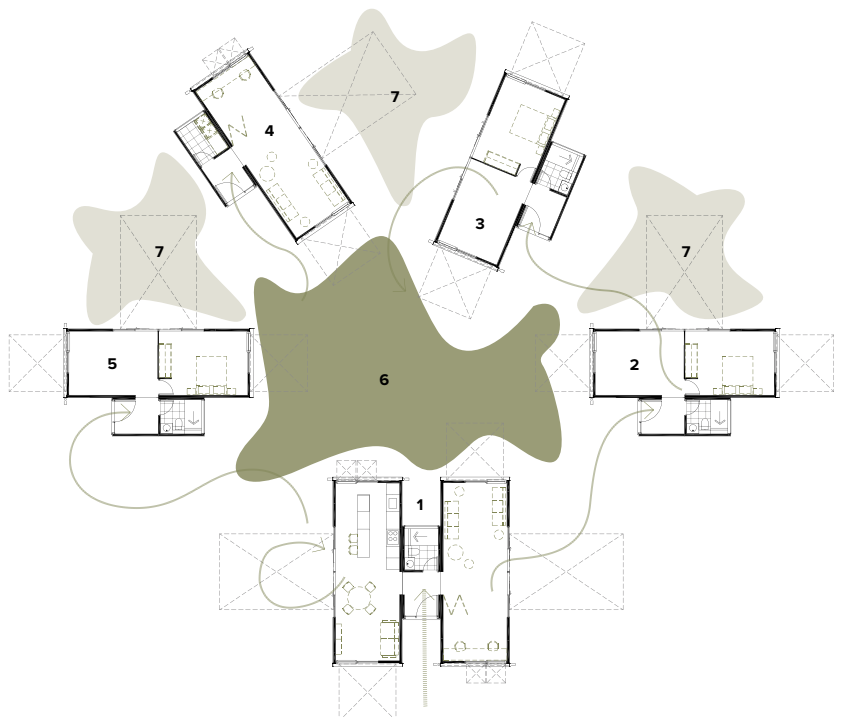
The idea behind the Click Mod system is that the landowner can choose to begin with one Mod and 'click' on more Mod's as required over time. The design doesn't have to end after the first installation on site; in fact, Click Houses even has a Mod specific to developing the house site in preparation for further liveable Mods to be added.

Click allows the landowner to design, build and adapt to whatever their specific requirements might be right now, or years down the track too.

The Mod designs comprise of three main components; the Lunar Mod; the Living Mod; and the Link Mod. Using these three elements, owners can create a design that works best for them.

The Lunar Mod is so-called because it's designed to be sited on a piece of land as a first arrival or set-up structure.

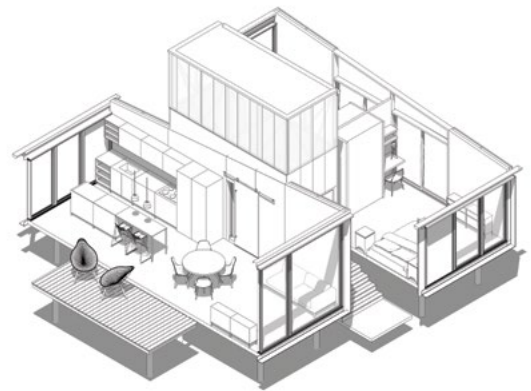
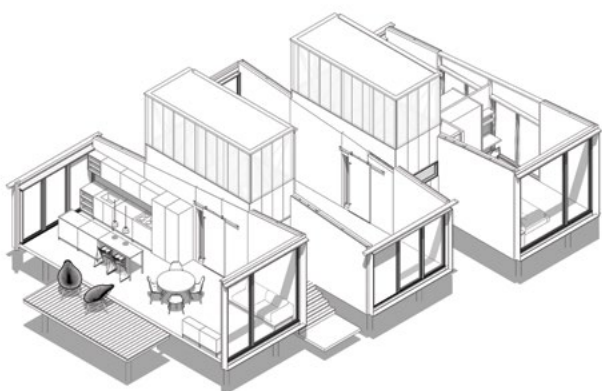
"The Lunar Mod offers the basics to get a site running; power, water tanks and space for storage. It's a kind of base designed to augment your caravan or motorhome perhaps; it allows you to establish a footprint on your new piece of land, even if you're not sure what, where or when you want to build yet," says David.



Left A mix of double and single Mods for a hospitality scheme.

Above Right The Lunar Module

Right Click Houses can be used as a new way of co living or bach design.





The Living Mod could be a first home or an addition to the land already being lived on. The living module comes in a variety of configurations and is designed to provide a suitable living space based on individual needs.

The Link Mod is a design feature that makes the Click configuration unique, acting as either an entrance way or as a functional connector between modules.

“The Mods have been designed to offer as much practicality and simplicity as possible. But the concept is also all about scalability meaning you could build one Mod or 20 of them. This reflects how more families are choosing to either live or holiday together too; the Click system could allow an extended family to share the same piece of land, but all having their own spaces on it,” says David.

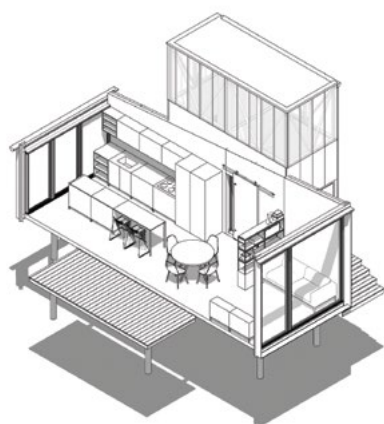
Click Houses currently utilise a central warehouse where the Mod’s are constructed by the company’s inhouse team of craftspeople. Materials for the Mods are sourced locally, and Click Houses collaborate with New Zealand manufacturers to come up with build solutions that are cost efficient and minimise offcut wastage.

Through Wingate Architects the resource and building consent process is simplified. The standardised build process, materials and floorplans mean that eventually Click Houses will be able to be built by local tradespeople in any part of New Zealand, but always to the same standard and exhibiting the same levels of quality.

“We’re proud to be involved in this type of design project,” David concludes.

“These aren’t soulless traditional relocatables; they are compact and functional but also have real character and look good and function well as both a stand-alone dwelling and as several Click Mods linked together.”

Click Houses first ‘three living plus two link’ design will be completed at Muriwai Beach on Auckland’s West Coast in 2020. Click Houses will also be on display at Fieldays 2020 at Mystery Creek, from June 10 to 13.



Above Two Link Mods are used to click three Living Mods together. At night the Links glow.

Bottom Left to Right Diagrams showing the layout of Mods. The Links act as utility spaces including bathrooms, entry ways, laundry’s and storage.

ICONIC ITALIAN INTERIORS FOR THE ANTIPODES

PHOTOS TRENZSEATER

New Zealand's foremost bespoke luxury furniture distributor and design consultancy, Trenzseater, recently unveiled a new range of unique sofas, armchairs, chairs, tables and small furnishings from prestige Italian design house, Vittoria Frigerio.





The new Vittoria Frigerio collection, brought to a New Zealand audience by Trenzseater, offers a retro yet highly contemporary look, conceived as a tribute to the family-run firm's time-honoured traditions.

Fashion and design, refined interaction and stylish interpretation, outstanding quality and poetic vision; all are brought together in Vittoria Frigerio's new collection of sartorial furnishings.

The result is a surprising collection that has made unrivalled elegance its strong point. Every component of the furniture range is presented as a unique piece, combining priceless craftsmanship with the innovative experimentation in style that aficionados of the Vittoria Frigerio name enjoy.

Meticulous stitching, ultra-sophisticated leathers and fabrics all transform the company's utmost dedication to detail into a stylish collection perfectly suited to metropolitan and classic settings alike.

The luxurious, modern take on sources of inspiration from the past have resulted in timeless forms and silhouettes. Trenzseater says this is a collection in which handcrafted manual skill and quality of materials combine to create a striking combination.

Frigerio has its roots in an area of Lombardy called Brianza, which is renowned for furniture manufacturing. Even today, all over the world, the location of Brianza stands for manual expertise in the finest Italian tradition, combined with technical prowess.

Now being run by a third generation of family members, the company has been a successful business in the interior furnishings sector for many decades. Frigerio is known throughout Europe and beyond for its wide range of products and furnishing solutions, and the high quality of the materials and workmanship that goes into making them.

Left Vittoria Frigerio's range of luxury pieces are perfectly suited to metropolitan and classic settings alike.

Frigerio started out as a carpentry workshop and boasts a longstanding artisan tradition. That's not to say the company relies solely on the old ways though; instead, it interprets that tradition using state-of-the-art technologies and facilities. Highly specialist artisans who have years of experience and expertise in producing furniture design work with utmost efficiency and organisational capability.

And while it already boasts an impressive legacy, the company is growing and developing constantly; the frequent logistical moves made over the years are one such example of this. Recently, the entire operation has transferred to a new site, providing it with larger, more prestigious premises.

Trenzseater, which has developed a sound reputation for showcasing high-end interior decor from a wide portfolio of international designers since its foundation almost 20 years ago, says it is proud to be representing luxury elements of Vittoria Frigerio's latest collection to a New Zealand audience.

In addition to an opulent range of furniture it represents in the Southern Hemisphere, the array of wider consultative services Trenzseater now offers clients is many and varied.

The company offers full interior design concept planning for both residential and commercial projects, right down to detailed floor plans and suggested furniture layouts. Also available to clients are custom made joinery drawings, interior and exterior colour scheme consultations, along with drapery, wallpaper, blind, soft-shade and shutter consultancy services and supply.

Trenzseater also sources and supplies high quality lighting solutions for both residential and commercial environments, as well as all manner of soft furnishings for homes, such as rugs, cushions, bedlinen and dinnerware.

In London recently, Trenzseater's consultancy service won the International Design & Architecture Awards interior design entry for the Global Scheme that it entered, bringing Trenzseater and founder Ben Lewis into the International spotlight for excellence in interior design.





Far Left The Italian furniture maker's attention to detail is renowned throughout Europe and is now available in New Zealand.

Left Individual articles and items of furniture within the Vittoria Frigerio portfolio create a statement, either together or alone.

Below Highly specialist artisans who have years of experience and expertise in producing furniture design work.





TAILORED SERVICE

Representing some of the biggest names in premium menswear, Cambridge Clothing looks to logistics operator Zend to provide a freight service that is as finely tailored as a bespoke suit.

When you see the effort that Cambridge Clothing puts into ensuring finely crafted suits and bespoke tailored garments from the premium brands it represents are made perfect for customers, it's no wonder so much thought is also put into how those suits and garments are transported.

"We ship over 500,000 individual items throughout New Zealand and Australia every year," says Cambridge Clothing operations manager, Dave Vukets.

"So, as a business we are very reliant on efficient shipping. But the challenge is ensuring those garments are protected and looked after during the shipping process as best as possible. The last thing we want is a valued customer receiving a new suit representing some of the finest tailoring available in anything less than a perfect state."

Cambridge Clothing, which boasts an impressive 150-year history doing business in New Zealand, prides itself on delivering to a loyal Australasian audience the latest in men's fashion from labels such as Joe Black, Gibson and Dom Bagnato, along with its own Cambridge line of premium clothing.

With 'next day' delivery available to North Island customers and 48-hour delivery for the South Island, Dave says that precision, speed and care all need to go hand-in-hand for the shipping process to succeed; no easy equation to adhere to.

That's why Cambridge Clothing trusts in Zend.

"Zend provides us with true door-to-door assuredness. They provide a 'hung' service, so our suits don't crease, or top-stow delivery for the many other items we distribute," says Dave.

"We've been in partnership with Zend for five years now and I really do consider it a partnership. They will organise for suits

to be pressed, they will ensure Saturday deliveries when needed and they will actually speak to the end customer; they take responsibility for the delivery, which in our previous experience hasn't always been a given."

Dave says that Zend offers real reach in the market, which is vital when deliveries are of a time-sensitive nature, such as for a wedding or other important occasion.

"I'll be honest, I actually think the bar was set pretty low in terms of garment shipping in New Zealand in the past," says Bruce McEwen from Zend.

"Think about how many times you've seen freight staff putting bagged garments into a nearby shopping trolley for transfer to a store. When you're an individual who has taken the time to specify and order a \$900-plus suit, you want to know that it has been looked after between the source and your door, regardless of where in the country you are."

Cambridge Clothing has recently moved into a new, 2500 square metre state-of-the-art distribution centre. Electrically powered mobile lifts assist pickers in moving between rack after rack of carefully wrapped garment, ensuring accuracy and speed in the process. The company can perform alterations right here at the distribution centre and every garment is pressed before it leaves site.

"Cambridge Clothing has a proud history behind it," concludes Dave.

"We're in the fortunate position of enjoying a very loyal audience and representing true world-class brands. But now more so than ever, the men's fashion market is highly competitive. Our customers expect a certain level of service and that extends to the way in which their chosen items arrive with them. We know Zend understands this."





EXPERIENCE BEYOND MEASURE

Crane Brothers celebrated 20 years in business this year. In a men's fashion market that has evolved rapidly during that time, Murray Crane says customer service and quality remain steadfast components of success, regardless of the method through which customers engage with the brand.

After 35 years in the fashion industry, Murray Crane of Crane Brothers says that one of his most formative experiences in business arose from something of a disaster.

"We had only established a store in High Street for a short time before a fire knocked us out of action for six months," he says.

"That was a significant blow at the time, but what it allowed us to do was utilise our Ponsonby store as a base and format the Little Brother label in a more focused manner.

"Little Brother was actually intended to be a short term venture, but it became so popular so quickly, we knew that if we were to get back to High Street, we'd need to take Little Brother with us and run both it and Crane Brothers side-by-side."

Murray says nurturing the Little Brother brand beyond what he expected its limit would be meant he could indulge an adventurous side, while also setting about establishing Crane Brothers as a destination; a byword for unsurpassable quality.

"Obviously all along, my central passion - and the part of the market I could see needed to be catered to most urgently - was bespoke suit making and tailoring," he says.

"I could see that, by-and-large, the local suit-making industry was stagnant; it felt like not a lot had changed since the 1950s. You still had tailors working on their own and turning out one or two suits a month. The model was broken and so we set about changing it; we have always respected the tradition, but we were always looking forward.

The timing was perfect for Murray, who had already established a clientele after his time working at Zambesi, helping to launch Zambesi Man in the 1990s.

Murray spotted a growing local audience for quality menswear on the back of what he saw happening on regular buying trips to Europe and the United Kingdom.

The renaissance in men's tailoring globally meant that all-of-a-sudden his clients were recognising the quality of a specific brand; whereas a black suit and white shirt was simply a template and nothing more for many, now brand identity was becoming much more important to men looking for quality menswear.

"This was an interesting advent because traditionally men's fashion is much slower to move than women's fashion. But we ensured we had our own production and resource to satisfy our client base; we had a workroom right from the start and adapted as we grew," Murray says.

Murray's vision was for Crane Brothers to become an institution; to have a single store in order to better control the buying experience for clients. While the Crane Brothers brand has now grown to include several stores, Murray says the focus on absolute customer service remains as important as always, even in the face of a greatly changed market.

"The last few years have seen more disruption in the fashion retail sector than in the last two decades. The impact of online shopping is undeniable, and it poses challenges for a business such as ours that is reliant on total dedication to tactile customer service.

"But we've always had to fight for market share, so I think we're well-placed to connect with our clients through the online channels. Our brand still stands for the same level of quality as it always has, and our High Street store remains a destination for many.

"But yes, to a large degree it's the recent disruption to the business which has driven our rebrand this year; we feel like we're in 'start-up' mode all over again, but there are lots of opportunities for us and it's an exciting time to be in business."

The other significant change in men's fashion is the advent of more casual work attire, meaning diversification has been key for Crane Brothers.

"Dress for your Day' and developments in the smart casual work wardrobe are here to stay, but in fashion things always come around again. There will always be a place for good men's tailoring; made-to-measure will always sit alongside ready-to-wear.

The increase in personalisation and customisation is strong because people understand the value of bespoke luxury items more.

"After 20 years in business, we still live and breathe exclusivity and customisation. I like to think that comes through in every garment we create. We're looking forward to the next decade."





THE FUTURE OF COFFEE

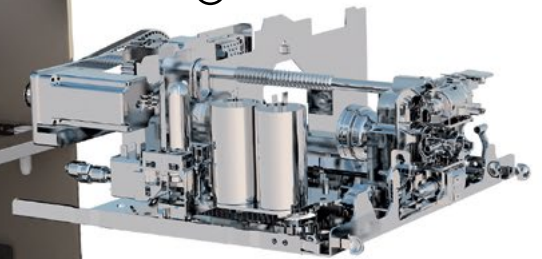
Now with the ThermoplanConnect telemetry system, Tiger Coffee can update your branded messaging displayed on the screen remotely. You're also able to monitor all of the relevant usage statistics and information on your fully automatic coffee machine via the cloud.

MODULAR DESIGN

Maintenance and service work only needs to be carried out on two mechanical and hydraulic assemblies. This means that the chassis can remain untouched, reducing downtime to an absolute minimum, which is a major advantage especially for the restaurant industry.

HAND-CRAFTED ENGINEERING MEETS CUTTING-EDGE TECHNOLOGY

Tiger Coffee's machines set new standards among fully automatic coffee machines. Manufacturers such as Thermoplan excel in combining clear design and perfect functionality with handmade Swiss quality. From retail customer spaces all the way to the most intensive use in gastronomy environments, reliability, along with ease of cleaning and maintenance is guaranteed.

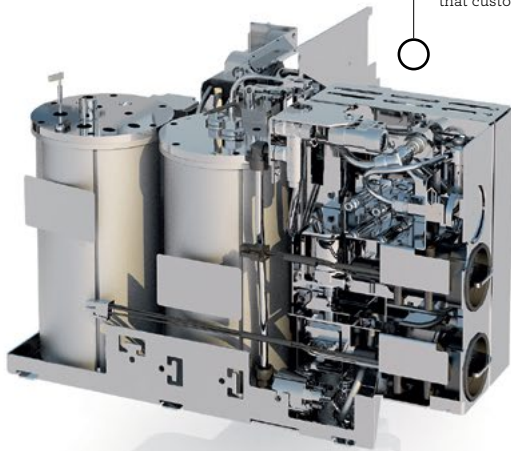


THE ART OF COFFEE

Tiger Coffee, distributors of the Swiss made Thermoplan automated coffee machines, is passionate about the art of making coffee. The machines they supply to experience-orientated businesses deliver all the best things about a good coffee with computer-controlled consistency each and every time. Coffee in the cloud? It's happening right now.

MILK FOAM WITH AN EXTRA TOUCH

Thermoplan machines ensure a perfectly consistent milk foam. Their latest innovation, LatteArtist, creates popular latte art patterns on top of the coffee as if by magic. It's a little something extra that customers love.



CAFFEINATED GOODNESS AT THE PUSH OF A BUTTON

With robust tempered glass touchscreens and user-friendly software, Tiger Coffee's machines not only add a high-quality aesthetic to your customer coffee offering, they also deliver a seamless and rewarding user experience.



Visit www.tigercoffee.co.nz for more information.

Coffee. For some, it's a complex world of flavour, technique and fastidiousness. For others, it's the mind and body's satisfying jet fuel for winning the day ahead.

The reasons we enjoy coffee are as varied and unique as the drink itself. And consistency is a big part of how we individually enjoy coffee. We have our go-to times of day we enjoy it, our favoured size and supplier. Liking coffee in a very specific way actually poses a big problem for people who leverage our love of coffee as part of their customer experience.

Even the most talented barista will have a degree of inconsistency; not every barista in a busy café has the same technique every single time and occasionally they're simply not available at all.

Tiger Coffee, distributors of the Swiss made Thermoplan automated coffee machines, is no less passionate about the art of making coffee. The Tiger Coffee team are baristas themselves; self-confessed and unapologetic coffee snobs.

But the machines they supply to experience-orientated businesses deliver all the best things about a good coffee with computer-controlled consistency each and every time.

What's more, the machines are every bit as well-crafted as any high-end manual espresso machine. The modular chassis and components are handmade and for ease of servicing or can be switched out so the machine's productivity – or your customer's coffee experience and connection with your brand – remains uninhibited.



COLLABORATING WITH THE CLASSICS

You simply can't build a business with an unimpeachable 130-year history behind it without ensuring you represent the best possible products and engage in the best possible relationships. For legendary musical instrument store, Lewis Eady, this fact rings true in several ways.

The Steinway & Sons association is an aspect of Lewis Eady's heritage which has remained steadfast across eight decades. The family firm's well-known Auckland showroom has been a destination for piano lovers and pianists alike who have long appreciated the uncompromising quality and craftsmanship that Steinway & Sons pianos represents.

With the recently unveiled Spirio R offering the biggest technological leap forward in Steinway's history, Lewis Eady is seeing a whole new audience develop for the contemporary instrument range of this legendary 166-year-old high-end American manufacturer.

The New Zealand launch of the Spirio (of which, more in a moment) gave Lewis Eady the opportunity to further an existing relationship with

yet another purveyor of high-quality crafted products: Bentley Motors.

"We've long admired Bentley as a brand and, obviously, there are many unique products which we represent in New Zealand that imbue the same principals of design and attention-to-detail that Bentley stands for," says John Eady of Lewis Eady.

"Derek Bennett, Dealer Principal at Auckland Bentley, has been an enthusiastic supporter of our company and products and it seemed a natural fit that Bentley's impressive showroom should play host to the Steinway Spirio pre-launch event earlier this year."

In order to showcase the Steinway Spirio grand piano to assembled guests, Lewis Eady was able to draw upon another worthy



and well-established relationship; Korean-born New Zealand pianist, Jason Bae, who has been part of the official global Steinway Artist programme since 2016.

Jason has been a proud beneficiary of the Lewis Eady Charitable Trust in Auckland since 2004 and became the first New Zealand Young Steinway Artist at the age of 20.

Among his many plaudits, this impressive young artist has also been appointed as the youngest School of Music Visiting Fellow at University of Auckland (when he was just 24) and was a Visiting Artist at the University of North Florida in the United States in 2017. Last year, Jason was selected and honoured as part of the prestigious '40 Under 40' alumni from the University of Auckland.

And the grand piano Jason played for guests at the Bentley Auckland-hosted event?

While it is estimated that more than 98 percent of the world's active concert pianists choose to perform on Steinway pianos, the new Steinway Spirio offers more ground-breaking technology to every piano lover than even the virtuosi might have experienced before.

This beautifully designed, traditionally manufactured piano hides some jaw-dropping technology. It is a 21st Century take on the player piano but run from an iPad tablet device rather than a perforated paper roll. The Spirio app operates like iTunes or Spotify, allowing music lovers to browse or search a library of more than 3200 hours (and growing) of music from immortal artists of days gone by, as well as contemporary entertainers.

Using bespoke solenoids to work the keys, the Steinway Spirio plays the selected song live with all the nuance, power and artistry you would expect from an impassioned live performance.

In the near future it will be possible for Spirios played in concert halls to be able to stream concerts in real time directly to owners' instruments in their own homes. It's a breath-taking advent in the realm of live music.

Steinway & Sons has also unveiled the Spirio R, which is capable of high-resolution live performance capture and playback, storing and playing music directly from the instrument. It's a serious slice of modern technology seamlessly incorporated into a traditional instrument handmade by artisans.

"There are many parallels between creating high-end musical instruments designed to stand the test of time and building other luxury items, such as premium motor vehicles," says John.

"Each requires fastidious craftsmanship, the best materials and an openness to new ideas and technologies. We remain very proud of our association with a bespoke manufacturer such as Steinway & Sons and look forward to furthering collaborative opportunities with other brands of note in the years to come."

Above Left Steinway Artist programme member, Jason Bae, has also been a beneficiary of the Lewis Eady Charitable Trust since 2004.

Centre The Steinway Spirio offers impressive ground-breaking technology to every piano lover.

Top Right Bentley and Steinway share intrinsic commonalities in terms of embracing both tradition and technology.

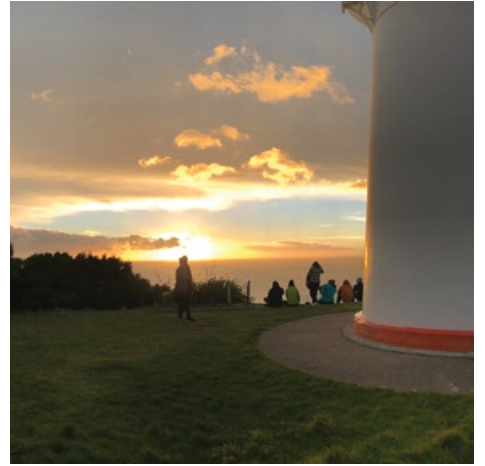
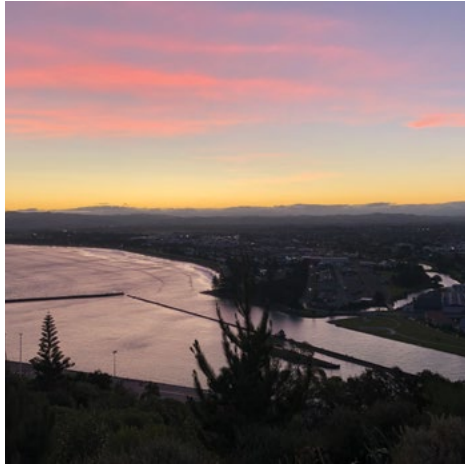
Above Right Inside the famous Lewis Eady showroom in Auckland.



SUN WORSHIPER

WORDS **JORDAN DARROW**

An iconic spot deserves an iconic vehicle. Getting off the beaten track is all the better when the first rays of a new day's sun can be reflected in the gold and white two-tone paint of a Volkswagen California camper.



I wanted to be the first. I wanted to be the first person to see a new day in, and to capture the sunrise from the most easterly point on the map of the nation.

It was to be an old-fashioned Kiwi pilgrimage, to a place a fair few kilometres away. And the best thing for a good old-fashioned Kiwi pilgrimage has to be an iconic form of transport. Well, a thoroughly modernised version of an iconic form of transport anyway; the new Volkswagen California, the spiritual successor to the Kombi of old.

Taking advantage of clear roads on a Friday night, my partner and I hopped into the bright two-tone Volkswagen California and began our journey. Encountering logging truck after logging truck, we followed the California's navigation system through the dark, unknowingly taking us through my father's hometown of Taumarunui. Staying the evening at a campsite in the central North Island, we popped the top on the California (its easy-to-use canopy) and bid goodnight to our first few hours on the road.

A long Saturday drive was ahead, with some scenic stops to break up the journey. After a hearty big breakfast at a local café (where we tested the establishment's claim that they were the earliest to open in town), we hopped back into our head-turning California, and cut a track eastward.

The thought of exploring the New Zealand landscape seems overlooked by many Kiwi youngsters; a fact reflected in the vast majority of European and American accents we came across on the road. It was great to see so many lovely tourists respecting the country on their visit and clearly having a blast.

What a great shame though that we have such a beautiful country with so much to offer, but for so many Kiwis the goal of travelling abroad is much more enticing. Sure, visiting the Colosseum or the Pyramids are definitely on my bucket list too. But there are plenty of wonders in New Zealand that I'm yet to see.

Continuing on our trek, we made our way down the moody Desert Road which cuts a line through the Central Plateau; it's a stunning stretch of tarmac with a backdrop to match.

We pulled over for a break and noticed the regularly posted military warning signs (the road bisects Defence Force training land) and took in the unmistakable silhouette of Mount Ruapehu.

With cruise control set, we made our way around the picturesque southern edge of Lake Taupo in search of the perfect coffee, before hitting some amazing roads consisting of long straights and tight corner sections. While the California is different in many ways to a Volkswagen Golf GTI, for example, the luxurious camper definitely impressed on the road. Not only is it super functional, it's so easy to drive as well. No wonder the California is such a popular option for private camper purchasers.

Dinner in Gisborne dispensed with, we hit the road once more. With only the faint light of the moon glowing around the base of an East Cape hill, we relied on the satellite navigation once again to get us to our chosen spot for the night. Park up. Make the bed. Time for sleep.

Woken by the dreaded iPhone alarm what seemed like mere minutes later, we came to, aware of a slowly growing glow outside.

Boots and sweatshirt on, we locked the California and started the 700-step climb to the East Cape Lighthouse. The ocean breeze swept over the cool farmland surrounding us; the wind picking up as we got to the crest of the hill. There was a huge rain cloud drifting south over the water in front of us, picking up colours and emitting a ruby glow. It seemed like the sky was on fire. And as quick as you could blink, strands of sunlight peered over the horizon. We were the first people in New Zealand to see in this particular new day.

Standing there, you could take in the landscape the whole way back down the coast in both directions. It was about now we noticed other people coming up the path to enjoy the sunrise too. We couldn't blame them for crowding 'our' moment. What a spot. What an experience.



A dark Bentley Flying Spur is shown from the rear left side, driving on a winding asphalt road. The background features a scenic landscape with trees and a body of water under a dramatic, sunset sky with long, horizontal clouds. The overall mood is one of luxury and performance.

RAISING THE BAR

WORDS STEVE VERMEULEN PHOTOS MARK FAGELSON

Technology, engineering, luxurious opulence.
With the Continental GT as its worthy starting point,
the new Bentley Flying Spur was always going to be good.
Just how good, though, has to be experienced to be believed.

I'm both literally and figuratively a long way from my rural Counties-Manukau hometown right now. Dilbar, a \$1.4 billion motor yacht is moored in the Marina. There's a \$15 million Ferrari 250 GT California Spyder parked, calm as you like, by the curb outside my hotel.

Welcome to Monaco.

Now, you can't argue the good people of this plucky little Principality know nice cars. Based on all the selfies being taken in front of it, they certainly appear to know that the Bentley Flying Spur I'm driving is the brand's latest offering. And it's something quite special.

The nameplate has been in the family since the Fifties and is given to the brand's sportiest sedan. In fact, the second generation (2005) Flying Spur was the fastest four-door sedan in the world when it was launched, but overall it lacked some the two-door Continental GT's appeal. I think it's fair to say the shorter wheelbase model was the better Bentley back in the day.

This new iteration takes cues from the latest Continental GT as well but implements them more convincingly. The wheelbase is a full 130mm longer and, at over 5.3 metres long and 2.2 metres wide, it's dimensionally impressive. The mesh grille gives way to a new vertical vane matrix that underlines the perception of width. The rear quarter panel is the largest aluminium automotive panel produced in the world and it all sits atop huge 21" wheels. Proportionally this is one very striking car.

Inside? Well, if there's a more comfortable, tastefully appointed interior, I'm not familiar with it. Starting with the Continental GT's interior, the Flying Spur adds a lower, wider centre control console to deliver a more relaxed feel. It is the brand's most technology-filled model by far and the tech story is best told from the back seat, where two large media touchscreens are available with high-end noise-cancelling Bluetooth headphones, as well as a mini fridge (of course).

Using the Flying Spur's camera system, the screens also act as mirrors, or you can scroll through an Android-based operating system with whatever apps you need at your fingertips, watch media or check and send important messages.

Further to that though, a beautifully knurled alloy and glass handheld controller ejects from its central cradle and with this you can control everything. This functionality includes control of the media selection and acoustics of the audio system (you'll want the optional Naime audio, trust me), the multi-function massage, heating or cooling seats, the secrecy window blinds, panoramic glass roof and even the retractable (and optionally illuminated) Flying B hood mascot; the first of its kind for Bentley.

So, with all this focus on the back, is it a limousine? Actually no, not really.

Only about four percent of Bentley owners globally employ the use of a permanent chauffeur. Driver engagement remains a priority for the Flying Spur, as does retaining that 'fastest four-door sedan in the world' calling card.



Above The new Flying Spur takes cues from the latest Continental GT, with a wheelbase that is a full 130mm longer.

Right The retractable (and optionally illuminated) Flying B bonnet mascot is just one design detail in an imposing exterior.





Above Bentley's 466kW/900Nm W12 engine is helps propel the Flying Spur to a top speed of 333km/h via a 0-100km/h time of 3.8 seconds.

The marque's familiar 466kW/900Nm W12 engine is mated to a less aggressively-calibrated eight-speed dual clutch transmission which propels the Flying Spur to a top speed of 333km/h via a 0-100km/h time of 3.8 seconds. It's safe to say the fast four-door title is secured again in 2019.

It's effortlessly fast. On what I hope were the open speed motorway sections of the South of France I saw 200km/h come and go so easily. And so quietly too; more uncouth supercars might behave like petulant toddlers at those speeds by comparison.

The real party trick is how Bentley's engineers have disguised the car's wheelbase and its 2437kg kerb weight through the tight and twisty corners of the media launch event's drive route.

This is the first Bentley to employ a four-wheel steering system, which joins the already capable all-wheel drive and dynamic ride air suspension. In slow, tight turns it offers up to four degrees of assistance, at high-speed the adjustment is much finer to deliver surprising stability and agility. I put the car through its paces on the winding switchbacks around Monte Carlo and I'd go so far as to say that despite the extra size, it's as competent - if not more so - than the Continental GT it's based on.

It's a convincing example of technology overcoming physics. The adaptive suspension, torque vectoring all-wheel drive and four-wheel steering counter the natural deficit a long wheelbase and the substantial mass a car of this size would ordinarily be impeded by. And they do so with remarkable aptitude; the Flying Spur is an extremely good car to drive.

As much a technological and engineering showpiece as it is the byword for luxury and elegance, those fortunate enough to consider the Flying Spur's \$395,000+ORC starting price will be able to own a tour de force that raises the bar for four-door grand touring. And that point remains indelibly true whether you're in Monaco or Manukau.



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

Above Left An opulent interior and the ultimate in comfort. But only four percent of Bentley's global customers utilise a full time chauffeur.

Above Right Two large media touchscreens are available with high-end noise-cancelling Bluetooth headphones. There is also a discreet mini fridge, naturally.



44TH PARALLEL

WORDS CAMERON OFFICER PHOTOS SIMON WATTS

It might be one of our nearest island neighbours, but for most Kiwis, the Chatham Islands remain a bucket list box that never gets ticked.

However, this isolated dot in the Pacific Ocean is well worth the trip if the chance ever arises. Transport costs to and from the main port of Waitangi for your average vehicle mean that for most machinery, it's a one-way ticket. Unless you're Holden.

The first thing that strikes you about Chatham Island (the main island in the Chatham Islands archipelago, which numbers 11 rocky outcrops), is just how big the place is.

What looks like a mere scrap of land on an atlas actually reveals itself to be a decently-sized place once you're there - 966km² or thereabouts of sweeping coastal plains, lagoons and, most impressively, craggy peaks offering up glorious vistas. To give you an idea, the locals reckon the Pacific island of Rarotonga would fit snugly into Te Whanga Lagoon, which helps dictate the vaguely triangular shape of the main island.

Another surprise is just how extensive the roading network on the main island is. As I was part of a group attending a Holden event, we certainly covered a few miles.

As part of the brand's 65th anniversary celebrations, the Kiwi arm of the GM Holden empire decided to stage the first-ever motoring media drive held in the Chatham's.

For all but one of the models present, this extreme for-the-hell-of-it event signified the first time the likes of a Holden Acadia, Equinox and yes, even a Commodore, have ever been seen on the island's roads.

Several hundred kilometres were travelled across three days, ensuring those assembled really got to explore every corner of the place. Aside from a short crisscross of tarmac in the main settlement of Waitangi (home to the post office, medical centre, general store - or "Three Square" as the locals call it - and most importantly, the pub) the roads are all metalled, but are all in a surprisingly good state of groom.

More interesting was the prominence of old machinery that had done its dash still sitting around the place; many examples seemingly resting at peace where they last fell. Yellow bulldozer sheet metal poking out from scrub is a relatively familiar sight along the main roads here.



With the idea of salvaging and sorting scrap metal completely undermined by the massive costs involved in getting it off the island (shipping a passenger vehicle to or from the Chatham's will set you back around \$3000 each way), there's no appetite or market for containerised scrap. Thus, the island is a bit of a dilapidated machine enthusiast's theme park.

The big industry out here is, obviously, fishing. It's the kind of place where you can fill a bucket with paua or kina in a matter of minutes. The hotel owner reckoned paua could be had from the rocks immediately in front of the reception area, although I never saw anyone out harvesting.

Further out into the Roaring Forties beyond the relative shelter of Petre Bay, a hard-working deep-sea fishing fleet continually treks into the perennial gale for blue cod and crayfish, which keeps the Chatham's economy ticking.

Cray pots piled up in neat stacks at the road side are a familiar sight around the island; the fact that each pot costs around \$1000 and larger boats might have up to 300 of them onboard is a sobering reminder about just how big the investment in fishing is for locals here. Despite the tasty-looking breaks, there's no diving or surfing though; the Chatham Islands are home to one of the largest White Pointer breeding grounds in the world. Go surfing here and you'll likely be flying home as bits in a box.



Top Holden's Acadia provides some extra horsepower in the field.

Above The Chathams are a place of contrasting vistas, where the landscapes feel much bigger than a map has you believe otherwise.

Top Right Old aeronautical parts in local aviation enthusiast Jim Muirson's implement shed.

Bottom Right An isolated old stone house offers no electricity, but plenty of warmth and security for the owner.



Speaking of windswept ocean, a drive out past the Tommy Solomon Memorial Statue towards Owenga on the south coast of the island gives us a tantalising view of the only other inhabited island in the Chatham's archipelago; Pitt Island.

Revealing itself from behind a curtain of rain and ocean spray for only a few minutes at a time (I'll admit the theme song from Father Ted involuntarily entered my head), the residents of Pitt have effectively been cut-off from the "mainland" for most of the year after both the main supply boat and the tiny plane suffered semi-mortal mechanical issues within weeks of each other last summer. The 40-or-so Pitt Islanders are currently awaiting parts to arrive in the Chatham's for both motors, although there's still the process of then getting the parts from Waitangi over to Flower Pot, the main settlement on Pitt.

Our last stop on the island was at one of the few larger working farms in the Chatham's, out on a spit of land at Kaingaroa at the north-eastern extreme of the island.

We weren't there to admire the cattle beasts though; another expired machine goldmine awaited in and around Jim Muirson's implement shed, which is also home to the remains of a World War II-era Sunderland flying boat. In November 1959 the plane struck submerged rocks in Te Whanga Lagoon shortly after landing. The RNZAF deemed its salvaging to be impracticable and expensive, so the fuselage languished in several locations over the next few decades, even being used as a makeshift shed for a time, before Muirson established his fledgling Chatham's Air Museum.

The restored section of plane is now safely inside an implement shed where it awaits proper refurbishment. The yard surrounding the shed is also home to a number of other planes in various states of dismemberment. It's hard to know where the pieces of the Sunderland finish and the pieces of a Fokker Friendship that has somehow made its way onto the island begin.

And with air travel in mind, it's soon time to wing our way up into the mists that often surround the Chatham Islands and make the two-hour flight back to Wellington.

With ticket prices being comparable with the cost of a trip to Melbourne or Fiji, it's easy to see why most Kiwis don't consider an intrepid voyage eastward. But even if you're not purely going to check out decaying metal in fields, the Chatham Islands represent real adventure in a weatherworn and characterful landscape. And the seafood at the pub is fantastic too.



Giltrap Group

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E. info@giltrapvolkswagen.co.nz



ARCHIBALD & SHORTER VOLVO GREENLANE

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ARCHIBALD & SHORTER VOLVO NORTH SHORE

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P. 09 441 9811 | Mon-Fri: 8am-6pm

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E. reception.ns@archibaldandshorter.co.nz



GILTRAP NORTH SHORE

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Sat: 8am-5pm | Sun: 10am-5pm

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GILTRAP AUDI

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Sat: 9am-5pm

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ARCHIBALD & SHORTER NORTH SHORE

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Sat: 9am-4:30pm
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BENTLEY AUCKLAND

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LAMBORGHINI AUCKLAND

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THE CLASSIC

The classic Bentley you see here is in fact a recreation; a wholly rebuilt 1939 Corniche, which is the only example of the model ever made and once considered lost forever.

Bentley has re-created a long-lost car from its past. The ground-up rebuild of the only 1939 Corniche ever made highlights the breadth of skills within coachbuilding division Mulliner. The Corniche was conceived to be a high-performance version of the new MkV saloon, itself a technological advance that was due to be launched in October 1939.

The styling of the Corniche was a radical step forward from the traditional Bentleys of the 1920s and '30s, introducing 'streamlining' to help deliver greater speed and performance. It would heavily influence post-war models from the R Type Continental right through to the current Continental GT.

The car was completed by May 1939 and tried out at Brooklands race circuit, where it achieved well over 100mph – a significant improvement on the standard MkV. Streamlining had only just started to be adopted on production cars of the period, so the smooth lines of the Corniche were ahead of their time.

The pillarless body, with front and rear-hinged doors was also extremely innovative for the period, and the complicated curves of the front wings and the long sweeps of the

rears were a long way from the typical designs of the period. In staid 1930s Britain, this was pure fantasy-made-real.

But the original Corniche was lost at the outbreak of World War II. It was extensively damaged in a traffic accident while undergoing road tests in France in August 1939. Sent for repairs, the chassis made it home to the Bentley plant in Derby, but the bodywork was destroyed in a bombing raid on Dieppe later in 1939 and was never seen again. Until 80 years later.

Using only the original technical drawings, the unique Corniche was rebuilt using original Corniche and MkV mechanical components and a completely re-made body, identical in every detail to the original.

The project naturally fell to the Mulliner division, where since the 1970s one-off cars have been built for discerning collectors and Royalty. As Mulliner's first historic car project, the Corniche demonstrated the full breadth of the division's coachbuilding and restoration skills and capabilities.

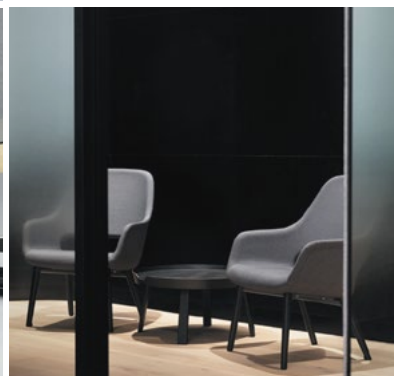
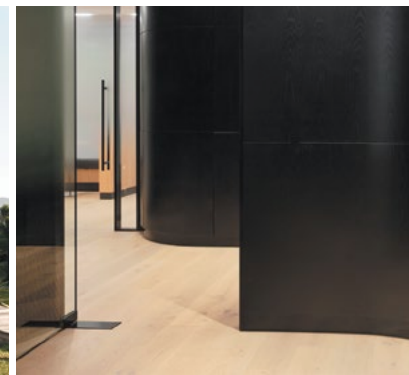
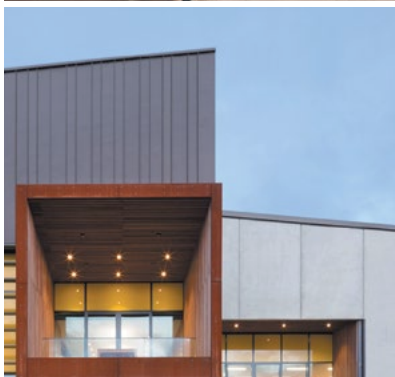
Many of the parts that had been produced to make further Corniche models were kept until the early 1970s before being sold off

to specialists and enthusiasts. Then, in 2001, automotive historian and former Bentley director Ken Lea decided to try to use original parts as the basis for a recreation of the Corniche.

The project saw volunteers gather information and parts to assemble the chassis. In 2008, with the project out of money, Bentley Motors provided an injection of funds, and work started on the ash frame and aluminium bodywork with coachbuilders Ashley & James in Lymington, Hampshire. The body was created from the outline drawings given to the project by the family of the car's original designer, George Paulin.

The project continued to make slow progress until it was brought in-house to Mulliner at the request of new Chairman and CEO, Adrian Hallmark.

Every aspect of the project received Mulliner attention. From the special paint mixes – named Imperial Maroon and Heather Grey – to the unique interior trim, the accessories such as the tool tray and even the Mulliner tread plates on the door shuts were created from scratch.



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