MAGAZINE

Giltrap Group



crane-brothers.com





CUBE DENTRO WINNER IN NKBA EXCELLENCE IN DESIGN AWARDS 2018

Supreme Kitchen Design CDS Best kitchen Design First Time Entrant Supreme Kitchen Manufacturer

Auckland Chapter Recognition Kitchen









Interactive kitchen experience:





Míele





GAGGENAU





More of our luxury collection:















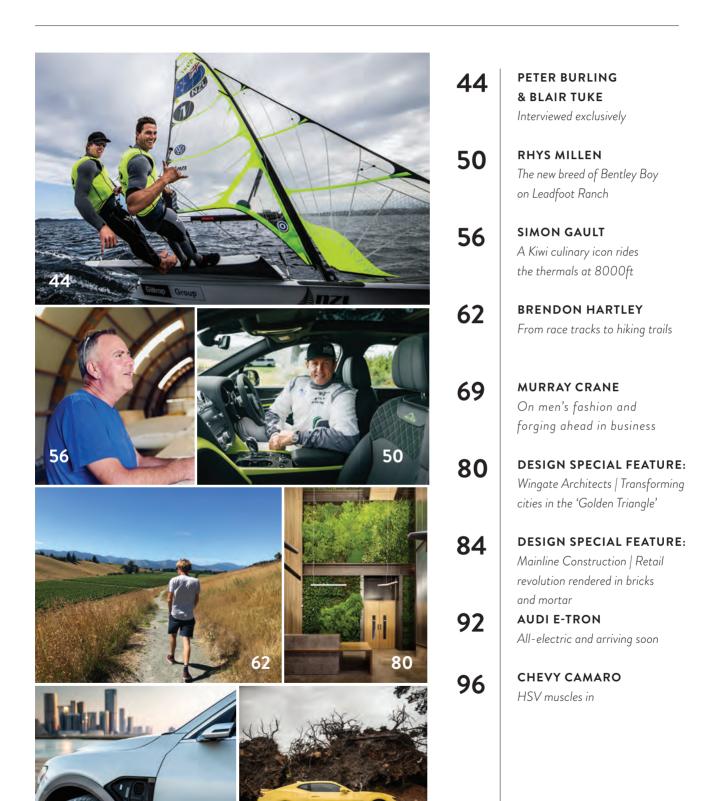
KITCHEN | LUXURY THINGS | COLLECTION

26 Morrow Street, Newmarket (09) 522 8375 kitchenthings.co.nz/luxury-collection

66 MAGAZINE

CONTENTS

FEATURED IN THIS ISSUE...





THE SKY-DWELLER

The revolutionary watch for world travellers, blending watchmaking ingenuity with simplicity of use. It doesn't just tell time. It tells history.



OYSTER PERPETUAL SKY-DWELLER

PARTRIDGE

Auckland • Auckland Airport • Wellington Christchurch • Queenstown www.partridgejewellers.com

66 MAGAZINE

CONTENTS

FEATURED IN THIS ISSUE...

NEWS + INNOVATION

16 JAGUAR I-PACE

JLR's BEV revolution arrives in NZ

18 SEAT TARRACO

Seven Spanish seats in a stylish new package

21 SKODA KODIAQ RS

Everyone's favourite SUV just got faster

26 PORSCHE BOXSTER AND CAYMAN

It's T for two with these back-to-basics racers

28 LAMBORGHINI HURACÁN EVO

All hail the next-gen super sports V10

30 LEXUS LC CONVERTIBLE

Luxury manufacturer lifts the lid on its latest concept

ACCESSORIES + INSPIRATION

34 McLaren's collectable scale models, some very special gin, a timeless Rolex and soundbars for your side-by-side are among our picks for Autumn

SERVICE GUIDE

100 Your handy guide to the extensive Giltrap sales and service network

THE CLASSIC

104 A notable blast from the past

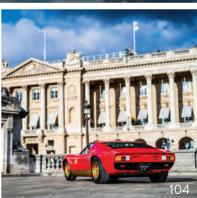












Editor-At-Large Michael Giltrap

Editor Cameron Officer Motorsport Editor Shaun Summerfield

Editorial Production Anthony Glover Editorial Production Jordan Darrow Art Director Alex McDonald-Bush

 $\textbf{Advertising Sales \& Operations Manager} \ \textbf{Steve Vermeulen steve} \\ \textcircled{0.66magazine.co.nz, ph. 0211061377}$

Contributors Simon Devitt Richard Giltrap Vinesh Kumaran Kallan MacLeod Steve Vermeulen Victoria Wells Logan West

Printer Webstar Distributor Webstar

PUBLISHED ON BEHALF OF THE GILTRAP GROUP BY VERMEULEN OFFICER MEDIA LTD. www.yom.co.nz

66 Magazine is subject to copywrite in its entirety. The contents may not be reproduced in any form, either in whole or in part, without written permission of the publisher. All rights reserved in material accepted for publication, unless initially specified otherwise. All letters and other material forwarded to 66 Magazine will be assumed as intended for publication unless clearly labelled "Not for publication." Opinions expressed in 66 Magazine are those of the contributors and not necessarily those of the Giltrap Group or Vermeuleu Officer Media Ltd. No responsibility is accepted for unsolicited material.

Paint colours may alter in the printing process.



IN 2018, THE VOLVO XC60 WAS NAMED THE WORLD CAR OF THE YEAR

AND PREMIUM SUV OF THE YEAR, TOPGEAR • CAR OF THE YEAR, WHEELS • EXECUTIVE CAR OF THE YEAR 2018, NZ COMPANY VEHICLE • LUXURY SUV OF THE YEAR, AUTOCAR • PREMIUM SUV OF THE YEAR, AUTO EXPRESS NEW CAR AWARDS • SAFEST CAR, TOP GEAR • FAMILY SUV OF THE YEAR, SUV CROSSOVER MAGAZINE • BEST CAR, HARPERS BAZAAR • BEST MIDSIZE LUXURY SUV. ZA RULYOM MAGAZINE • BEST CONNECTIVITY, TEXAS AUTO WRITERS' ASSOCIATION • MIDSIZE LUXURY SUV AWARD, TEXAS AUTO WRITERS' ASSOCIATION • TECHNOLOGY AND INNOVATION AWARD, THE BEST OF JORNAL DO CARRO • FINLAND CAR OF THE YEAR, MOOTTORI • SUV OF THE YEAR, KOREA AUTOMOBILE JOURNALIST ASSOCIATION • BEST MEDIUM CROSSOVER, THE UK CAR OF THE YEAR AWARDS • BEST QUALITY: READER'S CHOICE, AUTO MOTOR UND SPORT • INNOVATION AWARD: PILOT ASSIST SYSTEM, GADGET & PC MAGAZINE • SUV OF THE YEAR, FRONTLINE MAGAZINE • BEST MID-SIZED SUV, BUSINESS CAR AWARDS • BEST LARGE SUV, CZECH CAR OF THE YEAR • BEST POWERTRAIN, TEXAS AUTO WRITERS' ASSOCIATION • THE BEST MEDIUM-SIZED SUV, AUTO LEADER NATIONAL AWARD • THE BEST PREMIUM COMPACT SUV, AUTOMOBILE MAGAZINE & FUTURE TV • BEST LUXURY SUV, WEST CHINA CITY DAILY • SAFEST CAR OF THE YEAR, ARAB WHEELS • UTILITY OF THE YEAR, NORTH AMERICAN CAR, UTILITY AND TRUCK OF THE YEAR AWARDS • CAR OF THE YEAR, GADGET AWARDS • SUV OF TEXAS, TEXAS AUTO WRITERS' ASSOCIATION • CLASS WINNER AWD OVER 1800KG, TOWCAR OF THE YEAR • BEST MEDIUM CROSSOVER, CAR TECH AWARDS • BEST SAFEST CAR, CAR TECH AWARDS • BEST SAFETY TECHNOLOGY, CAR TECH AWARDS • SAFETY AWARD, WHAT CAR? CAR OF THE YEAR • BEST SAT NAV. CAR TECH AWARDS • THE BEST OF THE NEW YORK INTERNATIONAL AUTO SHOW. ARS TECHNICA • COMPANY CAR OF THE YEAR, FIRMENAUTO & DEKRA • DACHENG SAFETY AWARD, DACHENG AUTO RESEARCH INSTITUTE • LUXURY MID-SIZE SUV OF THE YEAR, ZAKER • LUXURY SUV OF THE YEAR, BERLINGSKE TIDENE • BEST MEDIUM SUV, AUTO SHOW TV • BIG SUV GOLDEN STEERING WHEEL, GOLDEN STEERING WHEEL AWARDS • BEST PREMIUM SUV AND CAR OF THE YEAR, AUTO MAGAZINE • SAFETY INNOVATION AWARD, DRIVE • NEW ZEALAND'S SAFEST CAR, AMI NZ AUTOCAR CAR OF THE YEAR • WINNER: FAMILY AND PREMIUM SUV, L'ARGUS DE L'AUTOMOBILE MAGAZINE • LUXURY SUV OF THE YEAR, GAADIWADI.COM • LUXURY MID-SIZED SUV OF THE YEAR, FLY WHEEL • AUTO TROPHY READER'S CHOICE, AUTO ZEITUNG • CAR OF THE YEAR, T3 AWARDS • CAR OF THE YEAR, THE UK CAR OF THE YEAR AWARDS. NOW YOU BE THE JUDGE. TEST DRIVE THE XC60 TODAY AND DISCOVER WHY IT'S SO HIGHLY AWARDED.





WELCOME

AUTUMN HAS BROUGHT OUT THE ATHLETES
IN THIS ACTION-PACKED EDITION OF 66 MAGAZINE.

There's a distinctly sporting flavour to this issue of 66 Magazine. We have exclusive interviews with a number of talented New Zealand athletes, not least the premier pairing of Peter Burling and Blair Tuke, who are getting on with the job of rewriting the history books of sailing (see p44).

We also catch up with Pikes Peak Hill Climb champion Rhys Millen (p50), who was in the country recently attending his father Rod's popular Leadfoot Festival, piloting the very same record-breaking Bentley Bentayga SUV in which he raced to the top of that famous Colorado mountain.

Brendon Hartley has been back in the country over the summer too. Hill climbing has also been a theme with Brendon, although in more of a hiking-boots-and-backpack vein. We managed to sit down for a chat with him (see p62) before he flew back to Europe for his next adventure in international motorsport.

Also, we must extend our congratulations to
Liam Lawson, who won the most hotly-contested
Castrol Toyota Racing Series Championship in the series'
history over the summer. Liam took the top spot in the series
and won the New Zealand Grand Prix at Manfeild Circuit
Chris Amon in the process, after a monumental tussle with
another young racer to watch for the future, Marcus Armstrong.

Liam's incredible season has landed him a contract as a Red Bull Junior, they have entered him in both FIA Formula 3 and the Formula European Masters. Giltrap Group are proud to support Liam on his road to F1.

Speaking of racing on the global stage – and with a distinct Kiwi connection – it was announced as we went to print that Fernando Alonso will run the number 66 on his return to the Indianapolis 500 with McLaren this year.

Number 66 adorned the McLaren of Mark Donohue in 1972 when the team took its first Indy 500 victory, so it clearly has special meaning for Alonso and McLaren as he returns to Indianapolis in May.

That number has a lot of significance for us here at the Giltrap Group too, of course. And I sincerely hope you enjoy this latest issue of the magazine with the number 66 on the cover.



MICHAEL GILTRAP

JOINT MANAGING DIRECTOR
GILTRAP GROUP





LAMBORGHINI AUCKLAND

Authorised Dealer

The new Lamborghini Huracan EVO

The EVO is the result of fine-tuning and consolidation which involves the already existing features and performance of Huracan, combined with the development of new Solutions in terms of efficiency and design.

#EVERYDAYAMPLIFIED

Lamborghini Auckland 119 Great North Road Grey Lynn, Auckland Phone +64 9 975 8075 sales@lamborghiniauckland.com lamborghiniauckland.com







LEAD

NEW DOESN'T CARE FOR WHAT HAS BEEN.

NEW IS NOT RE-ENGINEERED OR REDEFINED.

NEW IS THE VERY FIRST OF ITS KIND.

NEW IS A PERFORMANCE CAR CALLED STINGER.















NEWS+

JAGUAR I-PACE

Possibly the most important new Jaguar since the advent of the XJ luxury sedan 50 years ago, the stunning Jaguar I-Pace battery electric vehicle has arrived. With strong demand being experienced already, the I-Pace will be available in three trim levels in New Zealand, all offering an impressive level of premium specification, all-wheel drive abilities and a range of up to 470km on a single charge.

ALSO MAKING THE NEWS

- SEAT Tarraco large SUV announced All new Kia Cerato arrives
- $\boldsymbol{\cdot}$ Skoda's hot Kodiaq RS SUV imminent $\boldsymbol{\cdot}$ Back to basics with Porsche 718 Cayman and Boxster T
 - · Lamborghini Huracán EVO unveiled · Lexus' halo LC model gets its roof removed



JAGUAR I-PACE LINE-UP, PRICING ANNOUNCED FOR NEW ZEALAND

The first all-electric Jaguar I-Pace deliveries are expected to be available to New Zealand customers from April, with local pricing for the premium SUV starting at \$159,900 (plus ORCs).

The wait is almost over for Kiwi Jaguar fans keen to experience the brand's first full battery electric vehicle (BEV), as the local I-Pace range is announced.

Jaguar New Zealand says local prelaunch demand has been strong, with dozens of customers purchasing their I-Pace based only on reviews of the model and the allure of a true long-range electric vehicle from a well-established premium carmaker.

Jaguar New Zealand general manager
Steve Kenchington has said the I-Pace will offer Kiwi motorists an exceptional driving experience with best-in-class battery range and acceleration.

"The I-Pace's 90kWh lithium-ion battery delivers a range of up to 470km on a single charge. That's the equivalent of more than 14 days travel for the average Kiwi motorist driving 12,000km per annum.

"At the same time, the onboard powertrain provides 294kW and 696Nm of usable instant torque and with All-Wheel Drive as standard, the I-Pace can reach 100km/h in just 4.8 seconds," he said. It is anticipated that Jaguar will also eventually launch a bespoke home charging AC wall box (7kW) suited to overnight charging in the owner's garage. This unit will provide for an 80% charge in just over ten hours. Kenchington commented that international interest in the model led to supply constraints. Despite this, over 50 deposits were received from buyers well ahead of the car's arrival here. Jaguar New Zealand has advised customers to register interest with their local dealers as limited stock will be available during 2019.





Kenchington says that retailers can now use new virtual reality technology to help demonstrate the vehicle to customers wanting to purchase before shipments arrive in the country.

"Dealers will also use an augmented reality app to help give prospective customers a sense of the vehicle's dimensions and style," he says. The Jaguar I-Pace will retail from \$159,900 plus ORCs for the entry-level S model, with an SE grade available from \$169,900 plus ORCs. The halo I-Pace model will be the HSE grade, which will include plenty of standard premium features, such as 20" alloys, matrix headlights and daytime running lamps, a 'gesture opening' tailgate,

18-way electric Windsor Leather seats, a powerful 825W Meridian surround sound system, a surround-view camera system and adaptive cruise control with steer assist. The Jaguar I-Pace HSE will start at \$179,900 plus ORCs.

Naturally, the I-Pace utilises plenty of cutting-edge technology, such as Artificial Intelligence algorithms to customise the vehicle's interior and driving settings to each driver. The SUV is also able to calculate charging status and range, taking into account changing climate conditions and topography among other driver inputs. The new model also comes with a five-year, free service plan which ensures all work on the vehicle

is carried out by Jaguar Trained Technicians, using Genuine Jaguar Parts.

The I-Pace's battery warranty will extend for eight years or 160,000kms and warranties are transferable if the vehicle is sold. "With numerous industry accolades from around the world since it launched late last year, the I-Pace has already exceeded expectations

globally," Kenchington concludes.

"The Jaguar brand has a particularly loyal following in New Zealand and the trust in that brand has seen a large number of customers show their support for this evolutionary new model."

"THE I-PACE'S 90KWH LITHIUM-ION BATTERY DELIVERS A RANGE OF UP TO 470KM ON A SINGLE CHARGE. THAT'S THE EQUIVALENT OF MORE THAN 14 DAYS TRAVEL FOR THE AVERAGE KIWI MOTORIST DRIVING 12,000KM PER ANNUM."









SEAT ANNOUNCES SPACIOUS NEW SEVEN-SEAT SUV

Spanish manufacturer SEAT is adding to its range during 2019, with the recently-announced Tarraco seven-seater SUV.

Designed to be a family vehicle offering loads of luggage space and seating for up to seven, the new Tarraco SUV will be added to SEAT New Zealand's line-up in the coming months, becoming the largest model available from the brand. Built upon the Volkswagen Group's scalable MQB architecture, the Tarraco is all about space. The 700-litre boot matches 'best-in-class' dimensions offered by rivals; bettered again by dropping both rows of rear seats completely flat for maximum load space of 1,775-litres. The cabin is set to feature an even mix of durable practicality and high-tech equipment. A new 'floating' eight-inch display is augmented with a sophisticated instrument binnacle behind the steering wheel. The fully-customisable screen can display maps when satellite navigation has been deployed, or other driver assistance information. The infotainment system is brought to life thanks to crisp Beats by Dr. Dre sound, directed through a 10-speaker system. A wireless mobile phone

to crisp Beats by Dr. Dre sound, directed through a 10-speaker system. A wireless mobile phone charger is featured, eliminating the need for fussy charging cables for compatible smartphones. While exact New Zealand specification is still being determined, exterior highlights include the option of 18", 19" or 20" machined alloy wheels, a unique chrome-surround front grille design, LED headlights and taillights and a panoramic surroof above. Eight exterior colours will be on offer, while back inside SEAT's new seven-seater three trim options will be offered to Kiwi buyers. Standard safety equipment in the Tarraco is set to include Front Assist automatic emergency braking,

Traffic Jam & Lane Assist adaptive cruise control which accelerates or decelerates the SUV to keep pace with slow-moving traffic, and a Pre-Crash system.

Power will come courtesy of a choice of two engine options; a 110kW 1.4-litre TSI petrol engine matched with a six-speed DSG gearbox,

or a 140kW 2.0-litre Eco TSI petrol paired with a seven-speed DSG 'box.

Although pricing was yet to be announced as we went to print, the SEAT Tarraco is expected to make an appearance at Auckland's SEAT Store during April.









SIMON EVANS WINS INAUGURAL JAGUAR I-PACE ETROPHY RACE

Simon Evans and Team Asia New Zealand made history at the end of 2018, winning the first-ever round of the Jaguar I-Pace eTrophy championship in Saudi Arabia.

Kiwi racer Simon Evans won the inaugural Jaguar I-Pace eTrophy race in December, making history on the podium in the world's first all-electric production-based championship. Ironically given the desert setting for the debut of the new one-make championship, qualifying was cancelled due to heavy rain in Riyadh, meaning that Evans started on pole position after the starting grid needed to be based on the results of Friday's free practice session. Evans led the race for 23 minutes plus one lap, after an extra sighting lap was added due to changing conditions. He was closely followed by Bryan Sellers until the penultimate lap, when Sergio Jimenez overtook the American

to take second place. VIP driver Alice Powell overtook TWR TECHEETAH's Stefan Rzadzinski and Saudi Racing's Bandar Alesayi during a damp and challenging track. British racer Katherine Legge set the fastest lap of the race with a time of 1:32.36. Legge, Powell and Frenchwoman Célia Martin all added to the historic event by being among the first women to ever race in Saudi Arabia; the Riyadh race marked the first occasion that men and women have competed alongside each other in the Kingdom. "It felt amazing to win the race from pole to flag; it's very special," said Evans.

"It wasn't an easy race, and it just shows from the practice times and the race itself, the pack



is incredibly close. The very first win is the one everyone wants and hopefully we can continue the momentum to the next race."

With 20 production-based Jaguar I Pace SV race cars with identical specifications going head to head, the Jaguar I-Pace eTrophy comes down to driver skill and team tactics to decide who will be crowned champion. Held over ten races in some of the world's most celebrated cities, the Jaguar I Pace eTrophy Championship is an exciting addition to the Formula E Championship.

ASTON MARTIN FORMULA CHALLENGE RETURNS IN STYLE

Following the success of the 2018 event, Aston Martin returns to the track at Taupo, and the sumptuous surroundings of Huka Lodge.

Aston Martin is offering the chance to participate in another adrenalin-filled motorsport experience this year, with a return to Taupo Motorsport Park to put a race-prepped V8 or a single-seater Formula Challenge car through its paces ontrack. It's as close to a Formula 1 or INDYCar experience as is possible to get.

Participants will also be able to hop into the passenger seat of a genuine 2019 Aston Martin GT4: the only example of this stunning racer

in the country. The full range of 2019 road models – including the Vantage, DB11 and DBS Superleggera – will also be available to test drive. Organised by Aston Martin Auckland – which recently won the 2018 Asia Pacific Aston Martin Dealer of the Year award – the event concludes at Huka Lodge, where the luxurious Alan Pye Cottage will be Aston Martin headquarters for the event. A beautiful five-course gourmet dinner will be preceded by an exclusive Gin and Tonic clinic.



In-suite spa treatments are also available for those not attending the Formula Challenge event at Taupo Motorsport Park.

Aston Martin Formula Challenge is being held Saturday, 29 June 2019. For further details visit hukalodge.co.nz



KIA CERATO GT HEADLINES ALL-NEW RANGE

Available in both 5-door hatchback and 4-door sedan variants, the new Kia Cerato range promises more space and sophistication.

Kia Motors has unveiled the new Kia Cerato range, with a sporty performance-flavoured hatchback at the head of the line-up. The new top-of-the-range Cerato GT features a lively 1.6-litre T-GDi (Turbocharged Gasoline Direct injection) engine and dual-clutch seven-speed transmission.

Now in its fourth generation, the 2019 Cerato sets a new benchmark for Kia with a sophisticated design, high standards of comfort and interior quality, lavish equipment levels, impressive powertrains and advanced driver assistance technologies.

The new Cerato is larger than the outgoing car, which translates into more passenger and luggage space (the hatchback's generous 428-litres making it the largest boot in its class). The GT model will also be augmented with GT

Line specification options, giving other models in the new Cerato range similar levels of sportiness. The GT Line replaces the Limited in the new Cerato line-up and while it doesn't feature the GT's turbo engine and spirited performance, it does have similar sporty styling and equipment. With a longer bonnet, stretched roofline and more sloping tailgate, the hatchback has the appearance of a classic 'shooting brake', making it appear lower and more athletic. It's lower than the previous model, with the GT some 10mm closer to the ground and other models 5mm lower. Meanwhile, the new Cerato sedan, with its long bonnet and roofline that slopes gently into the short rear deck, creates a 'fastback sedan' silhouette reminiscent of the larger Kia Stinger performance sedan.

Inside, there is a hint of Stinger in all Cerato models, thanks to the similar horizontal dashboard layout, clean lines and fewer buttons that help reduce visual clutter. Aeronautical-inspired eight-spoke circular air vents adorn the dashboard, while the proliferation of soft-touch surfaces creates a more comfortable and visually-appealing cabin. All models get an 8" touchscreen for controlling the infotainment system, with the GT and the GT Line versions incorporating Sat Nav (other models can access satellite navigation through the standard Apple CarPlay and Android Auto). GT and GT Line models also feature wireless phone charging. GT also gets an eight-speaker JBL premium audio system.

On the road, the GT's Gamma four-cylinder 1.6-litre turbocharged engine provides thrilling performance with 150kW peak power and 265Nm of torque. All other Cerato models retain the proven and very successful Nu 2.0-litre 4-cylinder MPI engine with 112kW of power and 192Nm of torque. The new Cerato range is on sale now, with prices starting at \$31,990+ORCs. The 5-door GT is \$41,99+ORCs.

VW AMAROK V6 DARK LABEL UNLEASHED

A pack of 40 Amarok V6
Dark Label utes are making their way
to New Zealand for an April release.

Described by Volkswagen New Zealand as a "wolf in wolf's clothing", the limited-edition Amarok V6 Dark Label features a host of additions to Volkswagen's premium V6 ute. Building on the 3.0-litre V6 Amarok 4MOTION, with its impressive 165kW/550Nm power and



torque spread and eight-speed auto, the Dark Label arrives fully decked-out. Each example features black 18" Rawson alloys, black styling bar and nurf bars, black door handles and rear bumper, a Lights & Vision package, Vienna leather seats, 'Dark Label' badging

and accents and Bi-Xenon headlights.

Pricing is yet to be announced, but anyone keen on taming a wolf of their own can register their interest at volkswagen.co.nz.

ŠKODA HEATS UP SUV SEGMENT WITH 176KW KODIAQ RS

The popular Kodiaq SUV – the New Zealand Car of the Year for 2017 – has received some extra firepower in the form of the newly-arrived RS version.

Škoda is currently readying Kiwi showrooms for the first 4x4 SUV in its line-up to receive the RS performance treatment.

Škoda's new Kodiaq RS distinguishes itself from the existing Kodiaq range with a 176kW/500Nm bi-turbo diesel engine; the most powerful production diesel engine in the manufacturer's history. Other model-specific highlights include black body-kit accents and high-gloss 20" alloy wheels. The Kodiaq RS will be priced from \$71,990 plus ORCs.

The Kodiaq RS is also already a record setter on the infamous Nürburgring Nordschleife circuit. With racing driver Sabine Schmitz at the wheel, the Kodiaq RS was put to the test, completing a lap of the twisting 20.8km circuit in 9:29.84. Schmitz's record-setting lap makes the Kodiaq RS the fastest seven-seater SUV to complete the Nordschleife.

The core of the Škoda Kodiaq RS's powerful 2.0 TDI is its two-stage biturbo technology. The 2.0-litre engine features two complementary

turbochargers connected in series; a high-pressure exhaust gas turbocharger with a small turbine, a small compressor wheel and electronic turbine blade adjustment. A second turbo acts as a low-pressure charger. With its large turbine and compressor wheel, it achieves a considerably higher boost pressure of up to 3.8 bar at high engine speeds, which increases the engine output considerably.

Of course, going faster needs to be matched with the ability to stop quicker. The Škoda Kodiaq RS features the most powerful brake package in the Czech brand's range, with 17-inch brake discs front and rear paired with RS specific large two-piston callipers in red providing strong braking performance.

Škoda's engineers have developed specific suspension and drivetrain settings for the new RS.

The RS configuration paired with the SUV's Dynamic Chassis Control system offers several modes that change both the stiffness of the shock absorbers and other vehicle settings to create

a powerful and engaging driving experience every day. In addition to unique engine, drivetrain and suspension components, the Škoda Kodiag RS comes with other 'firsts' for the brand. It's the first Škoda available with a full Digital Instrument Panel which gives drivers the option of customising in five different display layouts, the first Škoda SUV available in RS livery (Race Blue Metallic) and with the heated sports steering wheel and as standard. lt's also the first-ever Škoda model to offer Dynamic Sound Boost; a sophisticated system which uses data from the SUV's electronic systems and varies and intensifies the sound of the engine depending on the selected driving mode. Skoda says the Kodiaq RS is precisely executed and purposely balanced between family friendliness and RS motorsport inspiration. With seven seats as standard and a 5-Star Euro NCAP safety rating, the Škoda Kodiaq RS is available to view in showrooms in April.













GT MEMBERSHIP

- Exclusive access to Hampton Downs Motorsport Park's national and international circuits for approx. 80 sessions per year
- Use of the Private Members GT Lounge.
- Reciprocal membership rights at Highlands, Cromwell
- Plus 1 Membership: Add a family member
- Private Members Gala Day and black-tie dinner
- Members rates on all events, activities and opportunities at Hampton Downs and Highlands
- Access to professional driver training
- Priority access to all Hampton Downs and Highlands events
- Free use of the pit garages on members days
- Exclusive Members Merchandise Pack and much more
- Contact us now to book a FREE track experience which includes a one on one driver training session and a personal introduction to the GT Membership

JOIN NOW

Contact: membership@hamptondowns.com





MCLAREN LIFTS THE LID ON NEW 720S SPIDER

McLaren says the new 720S Spider will deliver the exhilaration of open-air driving and levels of day-to-day usability unseen in the convertible supercar class.

McLaren Automotive has expanded its Super Series family with the introduction of its most accomplished convertible supercar ever, the new 720S Spider.

Like its sibling, the 720S Coupé, the 720S Spider's sculptured exterior bodywork has been designed to maximise downforce, minimise drag, enhance powertrain cooling and optimise aerodynamic performance. A new, electrically-actuated Retractable Hard Top (RHT) is seamlessly

integrated into the design, as are new buttresses. "The new McLaren 720S Spider offers an unparalleled blend of extreme performance, crafted luxury, driver involvement and daily usability - all with the additional exhilaration of open-air driving whenever required," says Mike Flewitt, Chief Executive Officer, McLaren Automotive. "As the most accomplished convertible supercar ever, the new Spider delivers across a remarkable spectrum of abilities to outstandingly high levels, and as lightest in class with an increase of just 49kg over the 720S Coupé, moves us even further ahead of our competition in the weight race." Like all McLaren cars, the new 720S Spider has a carbon fibre structure at its core, in this case designated Monocage II-S. The strength, rigidity and light weight of the McLaren Monocage is the base for the dynamic performance for which McLarens are renowned. The Monocage II-S is a development of the Coupé's Monocage II, without the central 'spine' running front to rear above the cabin.

The rearmost section of the upper structure is also unique to the Spider, to accommodate the Retractable Hard Top; additionally, the header rail across the top of the windscreen has been revised, to integrate the central latching mechanism. The RHT of the 720S Spider is a completely new design, with a one-piece, carbon fibre roof panel as standard. The hardtop maintains the distinctive silhouette and aerodynamic purity of the 720S Coupé and provides a full carbon fibre upper structure when the roof is closed. The folding mechanism for the new RHT is electrically rather than hydraulically driven and the system is the fastest-operating convertible roof in the supercar class, with the retractable hard top lowered or raised in just 11 seconds – six seconds guicker than the 650S Spider. The combination of e-motors and the strength and light weight of the carbon fibre RHT enables a maximum vehicle speed during operation of 50km/h.

The Spider's 4.0-litre twin-turbocharged McLaren V8 engine is unchanged from the Coupé. Mid-mounted for exceptional handling, it produces 720PS (529kW) and 770Nm. Given the lightest-in-class weight of the 720S Spider and resulting power-to-weight ratio of 397kW-per-tonne at lightest dry weight it is no surprise that performance is extreme. Acceleration remains phenomenal, with 0-100km/h covered in 2.9 seconds and 0-200km/h achieved in just 7.9 seconds; just 0.1 second off the pace of the Coupé. Where conditions allow, the 720S Spider will continue accelerating to a Coupé-matching top speed of 341km/h with the roof raised. Although, even with the roof lowered, maximum speed remains impressive at 325km/h. The new 720S Spider is available to order now from \$525,000 plus ORCs.

MCLAREN SPECIAL OPERATIONS HELPS CELEBRATE BRUCE MCLAREN MILESTONE

Bruce McLaren's winning legacy lives on in a bespoke '720S Spa 68' three-car collection by McLaren Special Operations.

McLaren Special Operations (MSO) has recently completed a three-car commission for a European McLaren dealer, creating bespoke McLaren 720S Coupe's which pay tribute to Bruce McLaren's Grand Prix victory 50 years ago. Bruce McLaren recorded the first Formula 1 win for his fledgling team in the 1968 Belgian Grand Prix at Spa-Francorchamps, driving a McLaren M7A in signature Papaya Orange. Half a century on, the McLaren 720S Spa 68 Collection pays tribute to the achievement with a carefully-curated trio of cars built for McLaren Belgium by MSO Each of the three McLaren 720S Spa 68 Collection cars is finished in MSO Bespoke Anniversary Orange paint, formulated to echo the colour of the 1968 race car.

The scene of the famous victory also features on the car in the form of a silver outline of the 14km Spa-Francorchamps track in its 1968 configuration. All three cars also feature a special commemorative dedication plaque.

Bruce McLaren was acknowledged as a master of Spa-Francorchamps during this period.

The Kiwi legend had five top-three finishes in seven starts at the Belgian GP, but it wasn't until 1968 that he arrived at the race with a car of his own construction. It was Bruce's fourth Formula 1 win, but the first driving his own car, making him only the third driver at that time to win a Grand Prix in a car of his own design.







PORSCHE ANNOUNCES STRIPPED-BACK 'T' EDITIONS OF CAYMAN, BOXSTER

Stripped of unnecessary weight, the Porsche 718 Cayman T and Boxster T are designed to present each nameplate in their purest form.

Following on from the re-emergence of the 911 Carrera T, Porsche has now announced 'T' editions of both its 718 Cayman and Boxster models. As with the 911, the 'T' (for 'Touring') variants of the Cayman and Boxster have been engineered with all unnecessary weight shed and are equipped as standard with a six-speed manual gearbox (although an automatic 'PDK' transmission can be optioned in if required).

The original 911 T effectively replaced the 912 in 1967 and boasted peak power of 81kW. The manual 718 Cayman T tips the scales at 1,350kg, with features such as fabric door pulls instead of handle mechanisms and lighter side glass helping the models on the scales.

Both 'T' models employ a 2.0-litre four-cylinder 'boxer' engine, producing 220kW and 515Nm of torque. Top speed is 275km/h, with manual models able to accelerate from 0-100km/h in 4.9 seconds.

Standard on the T, Porsche's Sport Chrono Pack offers three switchable driving modes: Normal, Sport and Sport Plus, with the latter two offering increasingly more aggressive throttle maps for the engine management system.

Other standard technology onboard includes a torque vectoring system with a mechanical rear differential lock, a sports exhaust with black chrome tips, a sports chassis with a 20mm lower ride height, an active gearbox mount and 20-inch alloy wheels.







As once and never before.





HURACÁN EVO ADVANCES LAMBORGHINI'S SUPER SPORTS LEGACY

The new V10 Lamborghini Huracán EVO represents the next evolutionary step of Lamborghini's celebrated super sports car, boasting more power, advanced aerodynamics and even better dynamic vehicle control.

Based on the prowess of the Lamborghini Huracán Performante and incorporating advanced vehicle dynamic control and aerodynamics, the new Lamborghini Huracán EVÓ represents the next generation V10 super sports car. The Huracán EVO features the 5.2-litre naturallyaspirated Lamborghini V10 engine, uprated to produce higher power output and an emotional and powerful sound, with Titanium intake valves and refined lightweight exhaust system. The Huracán EVO boasts peak power of 470 kW at 8,000rpm with 600Nm of torque delivered at 6,500rpm. The all new Huracán EVO accelerates from 0-100km/h in 2.9 seconds and from 0-200km/h in 9.0 seconds. Braking from 100km/h to zero is achieved in just 31.9m, with a top speed of more than 325km/h. "Lamborghini is intent on leading the advance to the highest level of super sports car technologies and driving emotion. This is the essence of the new Huracán EVO," says Stefano Domenicali, Chairman and Chief Executive Officer of Automobili Lamborghini.

"The Huracán EVO is the very definition of evolution: it is a step ahead, redefining the segment parameters. It is remarkably easy to drive, while delivering the most responsive, sensory and agile driving experience, in every environment."

The Huracán EVO features new Lamborghini rear-wheel steering and a torque vectoring system working on the four wheels, while at the heart of the car is new the new-tech Lamborghini Dinamica Veicolo Integrata (LDVI). This is a Central Processing Unit that controls every aspect of the car's dynamic behaviour, fully integrating all of the car's dynamic systems and set-up to anticipate the next move and needs of the driver, interpreting this into perfect driving dynamics. Enhanced Lamborghini Dynamic Steering (LDS), able to provide higher responsiveness in corners while requiring the lowest steering angles, is now coupled with rear-wheel steering in order to ensure agility at low speed, as well as maximum stability in high-speed cornering and under braking in the most severe conditions. The unique combination of all these systems

a super-agile and responsive car with unparalleled level of control. Processing data in real time, the Huracán EVO recognizes the driver's intentions through steering wheel, brake and accelerator pedal inputs, engaged gear and the driving modes selected via the ANIMA controller: STRADA, SPORT or CORSA. In STRADA, the Huracán EVO is agile and capable for driving enjoyment, whereas in SPORT it becomes playful, intuitive and extremely exciting. In CORSA the Huracán EVO is sharp, reactive and exhilarating for the most extreme driving environments, such as racetracks. The presence and purpose of the Huracán EVO resonates throughout its design, but also in the notes from its exhaust, with a super exhaust sound reflecting the increased power and dynamic abilities of this latest Lamborghini super sports car.















What is Virtuoso?

Virtuoso is a network of the best luxury travel agencies, with more than 15,200 advisors worldwide. We represent the best of the best in travel, with a portfolio of nearly 1,700 preferred partners - top hotels, cruise lines, tour operators, and more. Our advisors use their global connections to plan the most memorable cruise experiences for their clients, from the warm Carribean, the history of Europe, to the stunning scenic Alaska and so much more.

As a Virtuoso travel advisor we know how to get the best value for your time and money, and, thanks to our global connections, we can VIP you from weekend getaways to dream vacations.



THE TRAVEL AGENTS

visit our website for more details www.hcbtravel.co.nz









LEXUS' UX COMPACT CROSSOVER OFFERS 'GATEWAY' LUXURY

The stylish Lexus UX compact crossover range has arrived in New Zealand, with seven grades showcasing the best of Lexus' head-turning design aesthetic, and proven hybrid powertrain technology.

Lexus' new model, the UX, offers luxury from a different point-of-view, says Paul Carroll, Senior General Manager of Lexus New Zealand. "We expect UX to be one of our most popular selling models, second only to the RX [SUV]. For some buyers, it will be the first time they have bought a luxury vehicle.

"We try and make all of our products visionary, original and exciting but also heavily focus on how the customer would use the vehicle on a day-to-day basis and how we can make their journey not just luxurious but also simply easy," he says.

To be priced between \$59,900 + ORCs
(UX 200 2.0-litre petrol FWD) and \$75,900 + ORCs (UX 250h Limited 2.0-litre hybrid AWD), the seven-model UX line-up acts as something of a gateway to the luxurious trim options and striking exterior designs that Lexus has become synonymous with.

The UX is the first Lexus to use a new global architecture 'C platform', with its low centre of gravity, to provide a hatchback-like driving

experience with easy manoeuvrability in the city and nimble handling on the open road. Aside from a new interpretation of Lexus' signature spindle grille, the UX comes with arrowhead daytime running lights, pronounced flared mudguards and 18-inch alloy wheels. At the rear, the LED tail light cluster stretches across the full width of the UX for a unique visual identity, and the corner lamps finish in an upturned 'blade' giving a distinctive look that also serves an aerodynamic purpose. There is a colour palette choice of 12 colours, including three new options launching with the UX: Terrane Khaki, Blazing Carnelian and Celestial Blue. Seven different upholstery and trim colours are available - three for the F Sport, four for the Limited, and two of which are available in the standard model. In keeping with Lexus' penchant for utilising traditional Japanese design elements, the dashboard in the Limited grade has been inspired by Japanese paper used in sliding doors and provides a unique atmosphere inside the UX. A 10.3-inch display with remote touch interface controls the sound system and other infotainment features.

Of the seven different UX variants, five feature new self-charging hybrid electric powertrains, while two come with conventional petrol engines. There are Limited, F Sport and standard grades with a choice of front wheel drive, or all-wheel drive in the standard and Limited grade hybrids. The UX 250h self-charging hybrid electric variants are expected to make up 65 percent of UX sales. With a 2.0 litre petrol engine, the self-charging hybrid electric model is rated at 135kW with combined fuel consumption of 4.5-litres/100km. In the entry-level UX 200, performance is available through a highly tractable and efficient 2.0-litre, four-cylinder petrol engine which produces 126kW and 205Nm. Combined fuel consumption registers at 5.8L/100km. The Lexus UX range is on sale now.



LEXUS REVEALS DROP-TOP VERSION OF PERFORMANCE FLAGSHIP

Still officially only a concept, Lexus states that the LC Convertible will provide an aspirational addition to the Japanese luxury brand's halo model offering.

The new open-top version of Lexus' LC sports car, the Convertible Concept, received its world premiere at the Detroit auto show in January and could make it into production in the coming year. Reflecting the athletic proportions of the LC coupe, chief designer Tadao Mori said a production version of the concept would be an exhilarating addition.

"You would see its dynamic lines as you approach, hear its engine when you started it up and feel everything around you once on the road," Mori-san said.

"This concept takes the unmistakable design

of the LC coupe and reimagines it as a future convertible. It blends all the best aspects of the original coupe with the dynamic design of an open-air convertible."

Mori-san says that the lines of the LC Convertible Concept were drawn to evoke an emotional response - from the rake of the windscreen to the smooth contours of the boot-lid that houses the folding convertible top. The concept's dynamic shape evolved from the original LC design, blending Japanese aesthetics with the promise of sensory satisfaction that only a convertible can provide.

Mori-san says that the LC Convertible Concept is more than just a grand tourer.

The strong exterior lines of the long, low convertible reinforce its performance pedigree. Its short overhangs, 22-inch wheels and wide stance are all reminders of its performance potential. From the comfort of its tailored seats to the feel of every switch and button, the designers say everything about the concept is crafted to make even the most common trip feel like an occasion. No further news on whether the Lexus LC Convertible Concept will become a production model was available as we went to print.









TRENZSEATER INTERIOR DESIGN

At TRENZSEATER we have tailored a specialised interior design service for clients who wish to have the expertise of professional, sound advice on the development of their residential or commercial interiors and the selection of furniture, lighting, rugs and window furnishings.

TRENZSEATER has been Internationally recognised, most recently in London 2018, being short listed for the second consecutive year at the International Design and Architecture Awards. Along with being a finalist this year in the SBID International Design Awards for 2018 (Society of British International Design).

This achievement reinforces our unparalleled enthusiasm and passion for interior design.





ACCESSORIES

+ INSPIRATION

+ TSM MCLAREN MODELS

Released to coincide with the arrival of the McLaren 600LT, another factory-approved 600LT is available to McLaren fans – in miniature. Secretly developed in parallel with the real mid-engined sportscar, the collectible 1:43 scale miniature from TSM-Model is available now. As with the real thing, the resin model initially comes in the McLaren 600LT launch colours of Myan Orange or Chicane Effect grey, matched with an all-black interior.

The TSM McLaren 600LT joins a burgeoning family of McLaren miniatures that collectively chart the dramatic rise of the sportscar manufacturer.

Visit www.tsm-models.com for more details.



SCAPEGRAGE SCAPEG

+ SCAPEGRACE GOLD GIN

Distilled in small batches, 13 botanicals lend themselves to the Scapegrace Gold flavour profile: lemon, orange, coriander, cardamom, cloves, juniper berries, nutmeg, angelica root, liquorice root, orris, cinnamon, cassia bark, and tangerine. Tangerine being "lucky 13th botanical" which differentiates Scapegrace Gold from Scapegrace Classic.

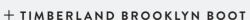
Winner of the industry's highest accolade, the London Dry Gin Trophy, where the Judge's described Scapegrace Gold Gin as "staggeringly good", you'll find this award-winning Gin at discerning liquor retailers. Visit www.scapegracegin.com for more information.



+ ROLEX DATEJUST 41

The Rolex Oyster was one of the most important innovations in watchmaking at the time of its debut. In 1945, to celebrate the 40th anniversary of its foundation, Rolex launched the Datejust, the first self-winding wrist chronometer to indicate the date in a window on the dial. A signature feature of the luxury brand's range of timepieces, the Datejust showcases everything that makes Rolex a byword for absolute engineering craftsmanship. As much as the iconic face is instantly recognisable, even the Oyster bracelet is the perfect marriage of form, function, aesthetics and technology. \$13,450.

Visit www.partridgejewellers.com for more information



The Brooklyn Boot collection by Timberland was conceived to be the meeting point between style, performance, and consideration for the environment. The Brooklyn Boot is built upon the brand's proprietary AeroCore Energy System, which features a lightweight EVA foam midsole for high-rebound cushioning, atop a durable ground contact rubber outsole – making it easier than ever before to live life freely in all directions. The upper is made from premium leather, while the shoelaces are 100% recycled from PET bottles in keeping with Timberland's commitment to the environment. RRP \$300.00, www.timberland.co.nz





ACCESSORIES

+ INSPIRATION

+ JAGUAR MEN'S EAU DE TOILETTE

Refreshing and revitalising, this signature fragrance from Jaguar offers classic notes that mix mandarin, bergamot and orange with subtle woody notes to make a lasting impression. \$147.30 (100ml). Visit www.giltrapstore.co.nz



+ ASTON MARTIN LEATHER HOLDALL

Exclusively designed by Aston Martin, this compact holdall is constructed from nubuck leather with contrasting polished saddle leather. Individually hand-made, this leather travel bag will look good on the rear seat of a DB11, or anywhere else for that matter.

\$625. Visit www.giltrapstore.co.nz



+ VOLKSWAGEN ORIGINAL GTI PHONE CASE

Designed exclusively to fit the Apple iPhone, this Volkswagen Original GTI phone case boasts a modern matt-black look with 'GTI One' foil print and discreet GTI lettering. \$35.80. Visit www.giltrapstore.co.nz



+ SKODA CYCLING BOTTLE

Long-time supporters of cycling on both a local and global scale, Skoda's cycling bottle is a fitting accessory for any fan. Branded with the legend 'We Love Cycling', this cycling bottle is made of non-toxic polyethylene and can be used for any beverages of up to 35°C in temperature. The black polypropylene cap is tight and easy to open and close on the move.

\$14.00. Visit www.giltrapstore.co.nz





AUTO LABS

CARFEAUTOLABS.COM

ACCESSORIES

+ INSPIRATION



+ LE MANS 24 HOUR WITH ASTON MARTIN

Every new Aston Martin V8 Vantage sold prior to 31 May is in the draw to win an unforgettable trip for two to Le Mans. The action-packed itinerary includes all transfers and Aston Martin VIP Glamping Package with full VIP hospitality throughout the weekend, including a champagne reception and dinner, a full butler service, live-streaming of the race and a private shuttle service to the Aston Martin Racing VIP hospitality area. Following the race weekend, the lucky winners will also be flown to the UK for two factory tours through both Aston Martin Redbull F1 Racing's headquarters in Milton Keynes and the Aston Martin Factory in Gaydon. Visit www.auckland.astonmartindealers.com

+SONY WIRELESS HEADPHONES WITH AMAZON ALEXA

Sony has announced its highly acclaimed WH-1000XM3 noise cancelling wireless headphones will soon receive Amazon Alexa support.

With Amazon Alexa functionality built in, Sony's top wireless noise-cancelling headphones provide a hands-free, voice-controlled experience.

Just a tap of the button gives the wearer the ability to ask Alexa to play music, change tracks, control smart home devices, search information and more – whether at home or on-the-go.

Visit www.sony.co.nz for further information



+ JBL POWERSPORTS SOUNDBAR

Legendary JBL pro and home audio performance is now available for the great outdoors with the new JBL Powersports Soundbar. Designed for rugged lifestyle use – specifically UTVs, boats and other personal and family vehicles built for fun and recreation – the powerful JBL Powersports Soundbar comes equipped with a flexible mounting system that fits any size roll cage or boat cockpit. It will take a 10G shock and stay put.

Providing simultaneous connection of up to three Bluetooth devices for true jukebox playlist ability, the soundbar can even be split into two separate speaker towers to optimise sound quality for any installation. A detachable RF remote provides full control over the music without having to aim the remote at the Soundbar. Visit www.jbl.co.nz for further information



+ BAILEY NELSON + I LOVE UGLY COLLABORATION EYEWEAR

I Love Ugly and Bailey Nelson recently unveiled their inaugural collaborative eyewear collection, fusing I Love Ugly's position as an internationally recognised everyday premium menswear brand with Bailey Nelson's innovative approach to contemporary eyewear.

Centred on three unique styles – The Rocco, The Aston, and The Enzo – new collection combines I Love Ugly's design approach of sophisticated simplicity, with Bailey Nelson's expertise in crafting premium, design-conscious eyewear at an affordable price.

Visit www.iloveugly.com for further information





The new Bentayga V8 from \$285,000. **Be Extraordinary.**

Discover advanced technology, exquisitely crafted at Auckland.BentleyMotors.com, or call (09) 975 8070. Visit us at 119 Great North Road, Grey Lynn.

Bentayga V8 fuel consumption – EU Drive Cycle in mpg (I/100 km): Urban 18.1 (15.6); Extra Urban 31.4 (9.0); Combined 24.8 (11.4). CO_2 Emissions 260 g/km.

ACCESSORIES

+ INSPIRATION



+ ROBERTO DEMEGLIO JEWELLERY

Exquisite Italian jewellery from the Roberto Demeglio collection is now available in New Zealand. Renowned globally for their craftsmanship with ceramic and diamonds, Roberto Demeglio jewellery is comfortable wearing for your everyday luxury.

Signature pieces include the cuff bracelet, crafted in black sandblast ceramic with an 18ct gold feature set with chocolate diamonds.

Available at Partridge Jewellers. \$2,480. Visit www.partridgejewellers.com



+ BESS SAN SILK SCARF

A Bess scarf is the perfect juxtaposition of high-end luxury and street-style cool, where natural materials and traditional hand-finishing sit alongside vivid, graphic, contemporary patterns, creating a truly unique aesthetic. Each vibrant design is printed onto the highest quality silks and lovingly hand-finished.

Bess San scarves are made from 100 percent Silk Twill and are priced from \$240. Visit www.bess.studio for further details.

+ NEUW DALLAS SUEDE JACKET

The name 'Neuw' is inspired by the location on Nieuwlandstraat in Brussels where one of the fashion label's founders, Pär Lundqvist, began to alter vintage denim pieces; it's where the company's ideals of modern denim design were born. Departing from the denim template Lundqvist helped set, this Dallas Suede jacket draws from the same modern style but uses 100% cow suede instead.



+TWENTY SEVEN NAMES FRANCESCA COAT

A classic wool coat with a long, fluted silhouette. The Francesca is crafted from 80% recycled wool, 20% viscose and features a 100% Bemberg lining. It is closed with a single button, with hand-warming welt pockets and a dropped blazer collar. \$750. Visit www.twentysevennames.co.nz



+ ADIDAS SUPERSTAR SLIP-ONS

The adidas Superstar shoe has become a footwear fashion go-to and these super cool women's shoes rework the classic style as a chic slip-on.

The textile upper comes with wide elastic straps that crisscross over the foot. The straps show off transparent yarn details for a modern edge, while the rubber shell toe stays faithful to the original Adidas Superstar design. Visit www.adidas.co.nz

+ ASHOKA DIAMOND JEWELLERY

The original Ashoka diamond came to life hundreds of years ago as a breathtaking 41.37 carat D Flawless gem. Inspired by that original diamond, William Goldberg created a cut so unique and distinctive, it was granted its very own patent. It takes a special piece of rough to become an ASHOKA diamond; fewer than one percent measure up to the exacting standards. The rough must be larger and longer than most. The cut has to be precise and true to the qualities of the stone. The polish must meet unparalleled standards of excellence. Every example, such as this yellow ASHOKA diamond with diamond halo, is cut by master cutters at William Goldberg. \$17,095. Visit www.partridgejewellers.com



+ TWENTY SEVEN NAMES DIAMOND SHIRT

This proudly New Zealand fashion label's name is a homage to the list of 27 people who helped to get designers Rachel Easting and Anjali Burnett's label off the ground.

Easting and Burnett admit that each of their collections are overtly sentimental and hopelessly romantic. But they delight in creating wearable fashion, such as this Diamond shirt, from materials that offer uniqueness, natural composition, are sustainable and inspire a certain je ne sais quoi. Visit www.twentysevennames.co.nz

+ NEUW TYPE ONE JACKET

Neuw's attention to detail is exemplified in the European label's Type One Jacket. It is crafted from rigid denim for a modern look, feel and cut. The Type One features a classic point collar, chest patch pockets and side welt pockets with a button through front.

Visit www.neuwdenim.com/nz



NEW POWER. NEW RANGE ROVER PLUG-IN HYBRID.





DRIVEN BY TECHNOLOGY

Power now comes more naturally. The new Range Rover Plug-In Hybrid (PHEV) brings the latest technology to its design. Thanks to the added quietness of Plug-In Hybrid Power, combining the powerful 221kW Si4 Ingenium Petrol engine and the torque of an 85kW electric motor, the new Range Rover is the ultimate in refinement. New power brings new appeal.

Book a test drive at your local retailer today.

landrover.co.nz













FEATURED

PETER BURLING & BLAIR TUKE

"Our motivation is to win another gold medal for New Zealand at the Tokyo Olympics.

We feel we're in a position to do that if we campaign well; that's the primary driver."

If there are two sailors who know about preparation, training and the challenges

of Olympic-level competition, it is these two champions.

ALSO IN THIS ISSUE

- Pikes Peak champion Rhys Millen drives Leadfoot Simon Gault's love affair with the air
 - Road tripping with Brendon Hartley Murray Crane's tailored career
 - Audi's e-tron EV imminent Chevy Camaro: old school meets new school



BREAKING THE WAVES

WORDS SHAUN SUMMERFIELD PHOTOS VINESH KUMARAN & SUPPLIED

Together and apart, Peter Burling and Blair Tuke boast an impressive catalogue of feats and victories on the ocean. They form the dream team of modern New Zealand yachting. And with the next America's Cup challenge on the horizon, they're on the verge of achieving the incomparable.





If the announcement that Peter Burling and Blair Tuke were to defend their Olympic title didn't send a shockwave around the world's 49er-class sailors, then the duo's first result would surely have rattled the cages.

Burling and Tuke were victorious in six of eleven races at the Oceanbridge Regatta. Hammering home their prowess even further, they prevailed over world-class competition, including crews from Australia, Germany and across Asia.

The most telling aspect was that, by Tuke's own admission, they felt they went into the regatta still slightly rusty; this was their first 49er race since winning gold in Rio nearly three years ago.

"We've been back in the water for four months, and it's been nice to get racing again," says Tuke. "There's a lot of competition, and it's a lot different to how it was back when we started in the 49er."

The reality is that they became favourites for Tokyo the moment they decided it was possible to fit an Olympic event in between preparations to defend the America's Cup.

Tuke admits though, that factoring in the Cup defence meant it wasn't a decision they could make easily.

"We did give it a lot of thought because it's a big chunk of your life and a big commitment. We don't like to anything half-cocked, so we're all in.

"Our motivation is to win another gold medal for New Zealand. We feel we're in a position to do that if we campaign well; that's the primary driver. The other thing is that sailing a 49er in competition is very good for your sailing skills, which is going to help us with the America's Cup," he says.

When Peter Burling talks about getting back into the two-man skiff last October, you sense it was a timely change from the complexity of helping build a Cup defence.



Above Left Burling and Tuke raise a smile during competition at the 2016 Sailing World Cup in Hyères, on France's Mediterranean coast.

Below Left Tuke trims as MAPFRE speeds towards Cardiff during the 2017-18 Volvo Ocean Race Right A challenging start onboard Brunel with Burling as he and his team leave Auckland bound for Itajai.

Below Burling at the helm during the Volvo Ocean Race, sailing for Team Brunel and bound for St. Malo.





"That's been one of the great things about getting back in the small boat and just going out and having fun with your mates and doing some high-level yachting in a pretty cool little boat," he says.

"On the Cup side, there so much going on with the testing programme and just trying to keep the thing in one piece and keep everyone safe. It's a lot more pre-planned and a lot more people involved to make things happen; it's just such a massive group and a massive lot of organisation just to go for a sail.

"With a small boat, you've just got to pull the sail up and away you go. It's just the two of you, you have a bit of fun, you do a bit of racing." Those last few words – "do a bit of racing." – are so typically Burling.

The 28-year-old has an innate ability to make the extraordinary seem insignificant. He has been described in one profile as "possessing the combined traits of two of our great yachting legends – the level head and candid personality of the late Sir Peter Blake and the sailing expertise and technical wisdom of the America's Cup's most successful skipper, Sir Russell Coutts." But given time, the reality could prove to be that he is incomparable.

Both men share a talent for avoiding talk of their achievements, which means conversation circles mostly around making the team for the Tokyo Olympics and preparing to host the America's Cup. Multiple world titles, gold medals and winning in Bermuda are old news. Only the Volvo Ocean Race warrants a mention, possibly because they didn't win... yet.

The 2017–18 circumnavigation saw the great mates become rivals, with Tuke a trimmer/helmsman on Spanish entry Mapfre and Burling in the same role for Team Brunel.

Going into the final leg, both yachts were locked in a tie with Chinese entry Dongfeng, with a tactical gamble from Frenchman Charles Caudrelier winning him the last leg from Gothenburg, Sweden to The Hauge, and with it the overall victory. It turned out to be the closest-ever finish in the history of the 44,000 nautical mile (85,000km) race.

Being pipped on the final leg has done nothing to dent Burling's passion for the event.

"The Volvo [Ocean Race] was a pretty cool experience. Not many people have raced around the world. It was great to see new things, and new aspects of the sport and getting to know it in a broader sense."

The combination of personal and team challenges weren't the only attractions for Tuke.

"I love that it is still an adventure – even if you don't win a leg – you've still achieved something special," he says.

"There are tough times on all the legs, but those tough times make the good times better. It's what makes the race though; you go into it knowing it's going to push you like nothing else you've ever done before, and it certainly does that.



"BOTH MEN SHARE A TALENT FOR AVOIDING TALK OF THEIR ACHIEVEMENTS,
WHICH MEANS CONVERSATION CIRCLES MOSTLY AROUND MAKING THE TEAM
FOR THE TOKYO OLYMPICS AND PREPARING TO HOST THE AMERICA'S CUP.
MULTIPLE WORLD TITLES, GOLD MEDALS AND WINNING IN BERMUDA
ARE OLD NEWS. ONLY THE VOLVO OCEAN RACE WARRANTS A MENTION,
POSSIBLY BECAUSE THEY DIDN'T WIN... YET."



"Both of us would be lying if we said we loved every bit of the race, but you do love the race as a whole. You go through things with the team that are pretty hard to fathom from on-land."

The result is that Tuke is already thinking about the next attempt.

"We want to do the Volvo together with a New Zealand team; the race after the America's Cup. That would be pretty good."

Success would give the duo the yachting 'triple-crown', further cementing their place as two of the greatest competitive sailors of all time. While others have excelled in one or two disciplines, they would be the first to win the three biggest sailing prizes – and in Burling's case, he will have been at the helm each time.

Burling's next boat promises to be the fastest and most challenging yet; the AC75 mono-hull in which he will fly past Auckland's beaches at an estimated 50 knots (on land, you'd call it 92km/h).

"The handling should be better – and the boat's faster. We're on the water around the middle of this year, and then the real learning starts," he says.

Yachting may be their career, but both stress that is a love of the sport and of the sea which provides the motivation. What downtime they have is spent in the water; spear-fishing and surfing are main pastimes.

Further cementing their combined love of the sea, the pair are working on an as-yet-untitled project to promote ocean conservation.

What they saw in the water in places like Brazil, China and during the Round the World race was enough to prompt them to speak up.

"We're passionate about the ocean and the environment and how it's being treated right now. It isn't right, and we want to work to slow the degradation, the declining fish stocks, climate change, acidity levels in the ocean... it's happening pretty fast, but it's not too late," says Tuke.

Saving the ocean, winning a second Olympic Gold and defending the America's Cup. If it were anyone else, you'd say they were dreaming. But not Burling and Tuke.

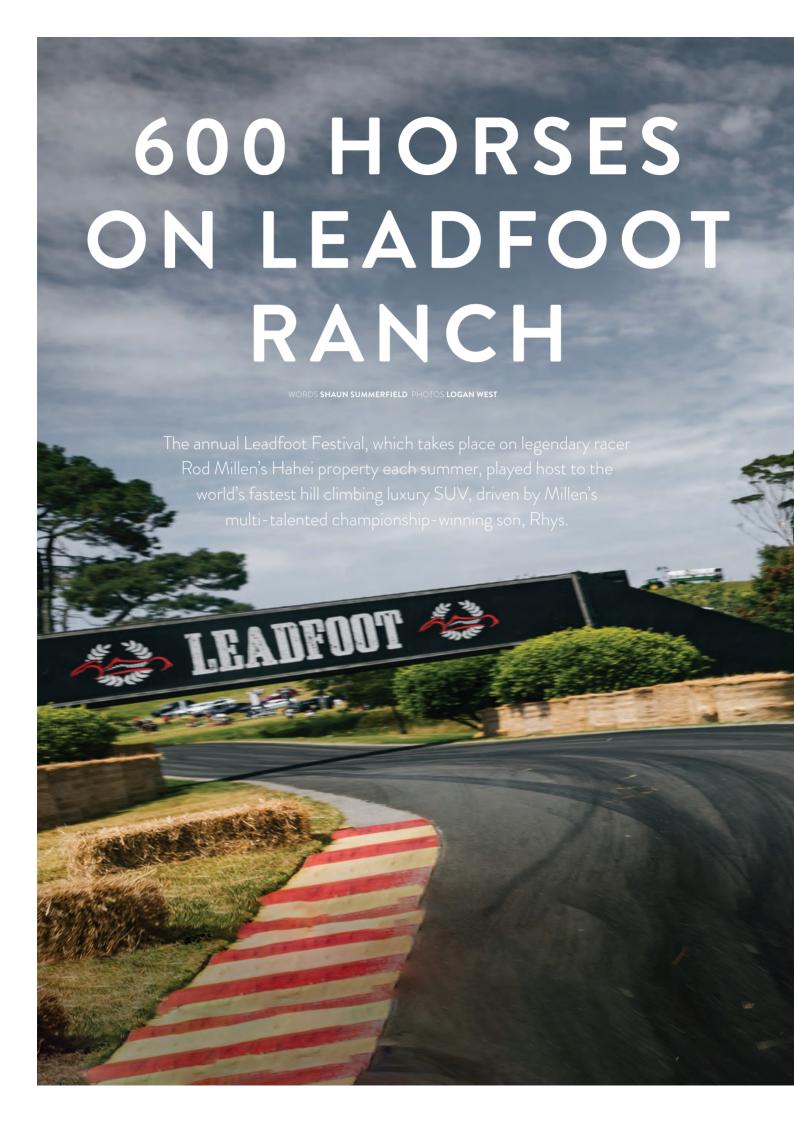
"Life has got busier, but you don't want to lose the key things in your life, and the balance you had before as you progress in your career," concludes Burling.

"That's that things that have helped to get us where we have. Sure, life's a bit more complicated, but you learn to deal with it."

Above Tuke and Burling congratulate each other at the conclusion of the 2017-18 Volvo Ocean Race after the final 970-mile leg to The Hague, Netherlands.

Right Burling and Team NZ boss Grant Dalton holding aloft the America's Cup during the Emirates Team New Zealand victory parade in Auckland









From drifting to stunt driving, stadium trucks to hill climbs, Rhys Millen boasts a CV that few in motorsport can match.

The Kiwi-born driver really has done it all. Possibly it's a genetic thing? His father Rod and uncle Steve are both legends of New Zealand motorsport, and Rhys has managed to emulate both with an incredibly varied and successful career.

At 46, he is busier than ever and at the top of his game, stunt doubling for the likes of Dwayne Johnson and Jason Statham and setting records at Pikes Peak.

"I live an exciting lifestyle. Every month I'm in a different part of the U.S, working on a new project, a TV commercial or a movie," he tells me.

Millen's run in the Bentley Bentayga didn't merely break the SUV record at Pikes Peak, it smashed it; his time of 10 minutes 49.9 seconds bettered the previous record for a road-going SUV by a minute and 45 seconds. He then followed that up with an impressive showing at the Goodwood Festival of Speed, where the Bentayga set a time which placed it among the top five supercars.

Hahei on the Coromandel, however, is a whole new challenge. For 363 days a year, the narrow lane that winds past the windmill, barns and through the pines on Rod Millen's Coromandel farm is nothing more than a driveway.

The first clue that the 1.6km stretch of tarmac is something more than a way to get to the letter box, is a surface perfect enough to rival any racetrack. Then you spot the start-line made of rocks taken from Pikes Peak and the saw-tooth kerbing on each kerb; there is no mistaking that this is a racetrack that doubles as a driveway, not the other way around.

Despite taking on purpose-built race cars – some weighing three-times less than the standard production Bentayga (only safety modifications were made) – Millen kept the Bentley in the top third of the field over the two days.











Far Left Every summer Rod Millen's Hahei driveway becomes a hill climb circuit.

Left Rhys Millen: stunt driver, drifter, stadium truck racer Below Despite the roll cage and race seats, the Bentayga is surprisingly stock inside

Above The Pikes Peak Bentayga features an Akrapovic performance exhaust system





"It's been a balancing act. Its biggest attribute is all the torque from the W12 engine," he says.

"The biggest challenge is handling all that torque; it comes on so fast and in such great amounts the stability system is having to clamp brakes to stop all four wheels from spinning."

To comply with the Pikes Peak hill climb rules, only minimal changes were made to the luxury SUV. Modifications included swapping the front seats for snug race versions, removing the rear seat, fitting Pirelli DOT-marked tyres and installing a roll cage and fire suppression system. A production-specification Akrapovic exhaust (an option available to any Bentley customer) was also fitted.

Otherwise the hill climb Bentayga remained untouched, featuring out-of-the-box specification, including standard adaptive air suspension, an active electric 48V ani-roll control system and carbon ceramic brakes.

The physics-defying attributes of the W12-powered Bentayga are only part of the attraction for Millen.

"It's an amazing opportunity to be part of Bentley during their 100th year. If you look at Bentley's history in motorsport in the 1920's and 30's, they raced big powerful cars, which is exactly what I did in the Bentayga."

Hill climbing has never been so luxurious.



PIKES PEAK LIMITED EDITION BENTAYGA ANNOUNCED

Bentley has built a limited edition Bentayga to celebrate Rhys Millen's achievement in the Pikes Peak Hill Climb.

Built by Bentley's in-house coachbuilding division, Mulliner, the Pikes Peak Bentayga is limited to just 10 units as an homage to the fire-breathing race version that took SUV line honours at Pikes Peak last year.

The special edition Bentayga W12 features of number of elements inspired by the record-setting car.

The Black Specification body kit used on Millen's Bentayga replaces all exterior chrome with gloss black components and adds a carbon fibre splitter, side skirts, diffuser and rear spoiler, with Pikes Peak decals on the front fenders.

Augmenting these accents, the exterior is finished either in deep Beluga black or bright Radium paint, with 22" wheels in a bespoke two-tone finish of Beluga with Radium accents.

Inside the Pikes Peak Bentayga, you won't find a massive roll cage. Instead, a Mulliner Design Colour Split matches Key Lime accents with Beluga leather and Alcantara inserts in the seats and doors. The steering wheel and gear lever are trimmed in Alcantara, and the headlining is technical Eliade cloth. A Pikes Peak logo decorates the carbon fibre dash and numbered Pikes Peak treadplates complete the interior.

The special edition SUV features the same engine and chassis as Millen's record-breaking SUV. Bentley's 6.0-litre twin turbo W12 is paired with an eight-speed automatic transmission and a permanent four-wheel drive system. The Pikes Peak Bentayga is also be fitted with a Sports Exhaust and Touring Specification.











Forty seconds into my conversation on the subject with well-known restauranteur and entrepreneur Simon Gault, I know two things about gliding: firstly, they're not actually called gliders. And secondly, for the uninitiated, this is a head-spinningly technical sport.

Simon does lay out some basic facts about this elegant airborne pursuit that I completely get though: gliders aren't about size, but more about performance; you need lots of lift to go a long way; glider pilots look for big, high clouds – a clear day isn't going to prove a great day for flying.

"Think of it as a bit like yachting, but in three dimensions," he says. And thousands of feet above terra firma, I silently add.

The yachting analogy is a good one though. The correct term for a glider is actually a sail plane and, as you'd expect, wind is just as vital up there as it is out at sea. You can go fast and far, or you can soar around a set course, keeping the airfield below in your sights.

"You have to make the most of the weather conditions and, if you're heading off towards the horizon you need to have a plan and a support crew," Simon continues.

"You can scoot around the club airfield and enjoy the view, or you can take part in races and challenges that'll take you hundreds of miles down country; it can be about out-and-out sport if you want it to be, or simple recreation."

Simon relates the tale of the time he ran out of good air on a lengthier journey, forcing him to land in a field next to a coastal marae. Greeted like an old mate, he feasted on fresh king fish with local families while he waited for a ride back to base.

New Zealand offers incredible gliding conditions, he says. The obvious touchstone for even those who know nothing of soaring is the Omarama district in the Mackenzie Basin in the South Island, which is famed on a global scale for its gliding conditions. New Zealand has fielded two world champion pilots and is well-represented on the international stage.

Simon has been gliding since he was 16. His current sail plane – a German-manufactured Schempp-Hirth Arcus M that he owns with a syndicate – is his fifth. After years in high-performance single-seater craft, Simon says the appeal with the Arcus M was its two-seater configuration.

Far Left Simon Gault discusses thermals and flights with Dion Manktelow. Bottom A day up in the air is a good day indeed, says Simon Right Simon says being able to soar with a co-pilot was a big factor in deciding on his current sail plane, although he has had plenty of singleseater experience in the past.

The idea of syndicate ownership is a popular one and it underlines another aspect to soaring as I watch Simon prep his sail plane for an afternoon flight in the sun; the club scene is huge.

We're at the Auckland Gliding Club, around 45km south of the city, tucked in on the flat at the edge of the Hunua Ranges foothills. Boasting an 80-year history and with over 100 active pilot members, this is one of the biggest of its kind in the country.

The large 20ha airfield is wholly owned by the club and includes a 1000-metre-long runway. The club, staffed entirely by volunteers, also owns a fleet of two-seater training and solo standard gliders, a tow plane and state-of-the-art winch.

"There is a lot of camaraderie and a lot of knowledge here too," says club member Dion Manktelow.

"We make it easy for anyone who is interested to come along and give it a go. We can organise a trial flight with an instructor who will provide all the basics and take you up. You can have a go on the controls and learn the effects of what everything does when you're soaring. Eventually you will learn how to take off, techniques for using natural energy to climb and all the emergency procedures too.

"The beauty of soaring is that it can be very hands-on right from the start and all sorts of people get into it. If you get bitten by the bug, you can join the club and really get stuck in to learning the skills required.







"Sail planes are very safe; there's no engine to fail after all!" he laughs. Dion says that it takes experienced pilots around 40 minutes to set up and they're away. Some sail planes have small self-launcher engines, but the club tow plane is in constant use today as the afternoon warms and the conditions become ideal. Simon and I started the day almost on our own, but now there is a steady stream of cars coming in through the club gates.

"At the end of the day, if you can drive a car, then with a bit of practice you can fly a sail plane," Simon concludes.

"It's an incredibly social sport and with youth gliding programmes and the like, it is a family sport too. There are kids who will be flying solo before they have a driver's licence; you'll find passion for soaring among all ages.

"Flying silently over rugged Kiwi vistas on a beautiful summer's day is utterly mesmerising. It's challenging and it takes a lot of concentration, but it's a heck of a lot of fun too."



Left Altitude without the attitude: anyone can become a sail plane pilot with the right training.

Top Pre-flight checks take around 40 minutes for an experienced sail plane pilot. Above The Auckland Glider Club is based on a 20ha site with plenty of hangar facilities.





HOME IS WHERE THE HARTLEY IS

WORDS CAMERON OFFICER PHOTOS VINESH KUMARAN AND SARAH HARTLEY

After a tough 2018 in Formula 1, and with the 2019 international motor sport season beckoning him back to the Northern Hemisphere, Kiwi racer Brendon Hartley journeyed back to New Zealand for some R&R in the wild.



Brendon Hartley isn't the sort of bloke you'd normally expect to see behind the wheel of a campervan. But rather than anything more performance-themed, he and wife Sarah jumped at the chance to travel the highways of the country with everything-including-the-kitchen-sink this past summer.

"We have spent a solid four weeks here, which has been great. New Zealand will always be home, and it was nice to see it at a slower pace," the 29-year-old tells me when we catch up briefly before he heads back to Europe.

Nelson, the Marlborough Sounds and Central Otago have been highlights, he says.

Hartley says that, when he was much younger (he left home for the European race circuit at the still-incredulously young age of 15) trips home were a respite for the homesick teenager. Now, more than a decade on, he says he feels privileged he can get back home to enjoy downtime with friends, as well as the great outdoors, on a regular basis.

"We've been doing a lot of hiking because I broke my finger recently and haven't been on the bike, which is what Sarah and I would normally do when we're back here.

"Cycling is very important to me as a way of switching off and destressing, as well as keeping in shape. We started on mountain bikes but now do a lot of road cycling around where we live in the south of France; there is a big cycling culture there and it's funny to see just how many racing drivers are into it.

"I can go for a ride and not look at my mobile phone for five hours; just focus on the ride. Obviously, it's good to go for a downhill run too. Life is pretty fast paced doing what I do for a living, and mountain biking keeps that adrenalin aspect there in the off-season."

The revelation that life in Formula 1 was fast-paced comes as no surprise, but Hartley is actually referring to his professional life off the track during the 2018 season he spent driving for Scuderia Torro Rosso, as much as his time on the track.

"It's the top echelon of the sport, so everything is very professional, very organised. Because it is such a big entity with so many moving parts, activities are very well planned and planned a long way in advance.

"To be honest I think naturally I'm not someone who needs to plan a long way ahead though; I prefer to roll with the punches and am comfortable with last-minute changes."

Hartley says that many years in professional motorsport, where opportunities come and go quickly, have taught him to be adaptable to varying schedules.

"It depends what's going on, whether you're doing simulator work or racing, but things often change at the last minute in this sport.



Left A month off in the great New Zealand outdoors has left Brendon Hartley ready for the challenges of 2019 he says.

Below Once a salve to teenage homesickness, Hartley says his regular trips to New Zealand are all about enjoyment these days. Bottom Hartley and wife Sarah got married in New Zealand last summer. This year it was all about exploring at their own pace.







"BEING A RACING DRIVER
MEANS THAT THERE IS A FAIR
BIT OF ADRENALIN ATTACHED
TO THE JOB. BUT YOU
HAVE TO BALANCE THAT
WITH DOWN-TIME TOO,
JUST LIKE ANYONE ELSE."

Above Hartley says he usually opts for a sports car when back home for the holidays. This time though, a campervan was all he desired. Right "I'm not someone who needs to plan a long way ahead; I prefer to roll with the punches."

Far Right From the peaks of Central Otago to the peaks of the south of France; Hartley is ready to focus on the Northern Hemisphere motor racing season once more.





"I could have a period of time when I'm constantly on the move – five countries in two weeks, bang, bang, bang. But then, the following two weeks might not present me with any racing at all; you never know."

Of the coming season, though, Hartley is well aware that things are about to ramp up significantly. Despite being cagey about his commitments for 2019, he says that, following a month off in New Zealand, he feels ready for a bit of pre-season routine.

"I'm privileged enough to be racing at a level where, it doesn't matter what the championship or the category is, it is all very professional. Whether it's Porsche or Torro Rosso or someone else, these are high-performance teams with a similar approach to things. I treat simulator work and that sort of aspect with just as much focus as I would the season itself, and so does everyone in those teams.

"The pre-season stuff isn't as intensive as when you're racing for real, obviously. But there are more unknowns and different pressures on you then; there are still stresses, just different kinds of stresses."

Hartley, ever the practically-minded straight shooter, is quick to suggest that in many ways the challenges that he faces are no different to any other professional in their chosen field.

"Every professional sportsperson faces the same sorts of challenges, and those challenges can be compared back to what businesspeople do in the commercial sector too, for example.

"Obviously being a racing driver means that there is a fair bit of adrenalin attached to the job. But you have to balance that with down-time too, just like anyone else."

It remains to be seen what mix of adrenalin and recuperation will be available to Hartley during 2019. One thing's for sure though: he's already looking forward to getting back to New Zealand next summer.







THE SIR PETER BLAKE TRUST INSPIRING ENVIRONMENTAL LEADERSHIP

The depth and breadth of The Sir Peter Blake Trust's activities are impressive, with a multitude of environmental programmes designed to provide young Kiwis with the same spirit of adventure, participation and exploration as the Trust's legendary namesake was so well-regarded for.

In his final log entry of December 4th, 2001, Sir Peter Blake wrote: "We want to restart people caring for the environment; through adventure, through participation, through education and through enjoyment."

Seventeen years after his untimely death, The Sir Peter Blake Trust (BLAKE) uses his final, visionary words as an overarching guide in its role to inspire and prepare young people to lead a sustainable future for New Zealand.

Established in 2004 to continue Sir Peter's environmental legacy, BLAKE aims to inspire tens of thousands of young New Zealanders to care for the environment through activities and adventures that encourage environmental awareness and leadership.

BLAKE is embracing the latest visual technology in its most recent environmental outreach programme for schools all over New Zealand, using Virtual Reality (VR) to inspire students to take more active custodianship of the marine environment.

In February this year, BLAKE began rolling out an NZ-VR roadshow to schools around the country, allowing thousands of students – with the benefit of cutting-edge VR headsets – to experience the rich biodiversity that exists below the ocean surface, as well as the damage that's been done to the ecosystem.

The project is a partnership with New Zealand Geographic which filmed incredible 360-degree underwater footage in six locations, from the Hauraki Gulf to the Three Kings and Niue Islands.

"While we can't take every child to the ocean, we can still bring the ocean to every child," says BLAKE CEO James Gibson.

"This year alone our VR educators will deliver an inspiring lesson to almost 20,000 students. The NZ-VR project aspires to give every New Zealander, regardless of location, socio-economic status or ethnicity, an unforgettable experience of the wildest parts of New Zealand's marine environment."

To help ensure the NZ-VR programme gets to as many classrooms as possible, the Giltrap Group has provided two Volkswagen Golf GTE plug-in hybrids to BLAKE.

"The support we've received from the Giltrap Group is fantastic," continues James.

"It means we have two new educators on the road visiting schools every day delivering our NZ-VR programme to thousands of young Kiwis. The fact these vehicles are hybrid-electric powered also fits perfectly with our sustainability values and goals and the environmental messaging of our programmes."

BLAKE's endeavours in educating young Kiwis about the unique environment which surrounds them doesn't end here though.

Many other BLAKE programmes exist, all featuring a distinct through-line designed to inspire youth.

Activities include YELF (Young EnviroLeaders Forum), which is a week-long programme for Year 11-13 students that focuses on environmental issues facing New Zealand such as climate change, biodiversity decline and marine and freshwater health. Adventurous ocean expeditions, in collaboration with the Royal New Zealand Navy allows students a once-in-a-lifetime opportunity to voyage to environmentally significant areas.

Also, through BLAKE's partnership with NIWA, up to six young Kiwis are given the opportunity each year to take part in scientific research encompassing climate, atmospheric, ocean and freshwater sciences around New Zealand. A similar programme has also been established with the Department of Conservation enabling young people to support DoCs efforts to restore threatened species to healthy populations.

And since 2007, BLAKE, in partnership with Antarctica New Zealand, has provided life-changing opportunities for young New Zealanders to visit Antarctica through the BLAKE Antarctic Ambassador programme. Antarctic Ambassadors develop new skills, knowledge and networks in one of the most stunning and challenging environments on the planet.

Experience the BLAKE NZ-VR videos at: www.nzgeo.com/vr/



WORDS VICTORIA WELLS PHOTOS VINESH KUMARAN

A firm belief in the bespoke has led a boy from Geraldine to be a crucial player in the world of men's tailoring. Today, Murray Crane is synonymous with style, helping shape menswear for a New Zealand audience for over 20 years.



Murray Crane gives himself away before our interview even starts. As we leave Crane Brothers' High Street store for the short walk to their Shortland St offices, he pauses to adjust the placement of a leather armchair. Having surveyed the result with a critical eye he continues out the door.

It's a glimpse into the precision and exacting standards that underpin the world of men's tailoring; a world in which Crane has built his menswear business over the past 20 years and come to be recognised as an industry leader, not just in New Zealand but overseas too.

Suits, it turns out, have been part of Murray Crane's life for a long time. His earliest memory of wearing one was at age 11.

"No occasion," he says. "That's probably when I got tired of my mother helping me choose my clothes."

Raised in Geraldine, he recalls teenage years browsing thrift stores in Timaru and Christchurch and finding that suits from the 1940s and 1950s fit him well.

"That's where I started discovering the fascination with how things were constructed, because I was pulling them apart and getting Mum to taper the legs and reshape them."

Today, Crane Brothers is synonymous with tailored suiting. The self-taught designer has stores in Auckland, Wellington, Christchurch and Sydney.

His success has been recognised recently by famed Italian cloth manufacturer Albini, which has selected Crane Brothers as one of only 18 shirtmakers worldwide (and the only one in Australasia) to offer a limited-edition fabric collection drawn from the historical archives of one of its premium brands, Thomas Mason.

Dubbed 'The Icons', the striped fabrics are a tribute to 1960s Britain, in patterns considered to have been "emblematic" around that time in Jermyn Street, the London address famous for its range of gentlemen's tailors. Those chosen to offer the capsule collection are a who's-who

of the tailoring world and include the UK's Turnbull and Asser, which was established in 1885 and holds a Royal Warrant for shirtmaking. Crane admits to being "pretty chuffed" to be among them.

Each shirtmaker has received enough cloth to make just five shirts in each pattern and Crane expects strong interest.

"I think now what people really crave is individuality; it's no different to what's happening with cars and watches. People really like that idea of getting something that no one else, or very few other people have."

That understanding of his audience has been key to Crane Brothers' success from the beginning. It was while working at Zambesi and helping to launch Zambesi Man in the late 1990s that Crane spotted the growing local audience for quality menswear.

"We were bringing in some fairly challenging labels like Jean Paul Gaultier, Martin Margiela, Comme des Garçons. But the thing I really started to notice is that there were men who were interested in how they dressed, and I thought, "There has to be a market for the ten guys who are coming in and not buying anything, rather than the one guy who is buying something." It felt like the market was bigger."

Following his hunch, Crane launched the business in 1999, opening the first store on Auckland's High Street in 2000, where it remains today.

He says it followed a renaissance in men's tailoring globally. To his surprise, the tailoring proved more popular with Kiwi men than the off-the-rack product from the beginning and the mainstay of Crane Brothers business remains made to measure suiting (with a strong wedding clientele), although these days everything is manufactured in Italy.

It also offers shirtmaking and handmade shoes, as well as off-the-rack business casual pieces and accessories. A full handmade bespoke suit and shirtmaking service (referred to as 'couture') is also available

A select few imported brands are stocked, but Crane sees the business being 95 percent private label within the next two years.

"Our heart and soul is handmade; small runs, exclusivity, personalisation, customisation. That's what we've always built our business on," he says.

While New Zealand's menswear market has grown significantly, Crane Brothers is reaping the rewards of cementing its brand early on.

"A lot of those clients have stayed with us over the last 20 years, and now they're partners in law firms, or they run architecture firms or they're successful businessmen or entrepreneurs and they're still shopping with us."

The business has also had to adapt to the changes in how people shop, and a newly redesigned website gives a more in-depth picture of the made-to-measure offering, alongside its ready-to-wear. Visitors to the site can research a wide range of styles and fabric options and even see details of the crafting process.

"We've treated the new website journey in the same way we would the journey for someone coming into the shop," explains Crane.

As industries the world over seek to operate more sustainably, tailoring is well ahead of the pack: the antithesis of fast, disposable fashion.

"Made-to-measure tailoring and men's tailoring is probably one of the most sustainable industries of all time," points out Crane. "Everything we sell we can adjust and repair and alter. We have 36 suits here at the moment that we're making adjustments to... letting the trousers out or taking them in, darning the pocket, re-lining the jacket or replacing the buttons. Some of those suits are probably six, eight or 10 years old."

And while life might have become more casual over the last 20 years, Murray Crane is emphatic about the role of a suit in a man's wardrobe.

"It's fundamental. Obviously. It doesn't matter how relaxed you are in the way you dress. There will always be times in your life when you're going to need to put a suit on." Far Left The business of bespoke: Murray Crane in his Auckland office.

Below Crane Brothers offers shirtmaking and handmade shoes as well as off-the-rack business casual pieces and accessories. Bottom Cloth manufacturer Albini recently selected Crane Bothers as one of only 18 shirtmakers worldwide to offer a limitededition Thomas Mason fabric collection.





Anextension

Driving success comes from more than just transactions. It's about the style and approach you take to reaching your goals. It's about partnering with outstanding people and developing strong, long lasting relationships that go beyond just doing business.

At KPMG, we believe in collaboration and deep relationships. We're here to be an extension of your team and work with you to build, protect and realise value. Our people work shoulder-to-shoulder with clients, providing deep expertise that delivers real results. We're also active in our communities, making a difference to a diverse number of non-profit organisations and charities. That's our style.



of your team

We understand that the power of relationships is what fuels Kiwi businesses at home and around the world. And we know that when our people work alongside your people, great things can happen.

We've been helping New Zealand businesses thrive more than 170 years. It's who we are.

www.kpmg.com/nz

in linkedin.com/company/kpmg-new-zealand

@KPMGNZ







FUELLING > PROSPERITY



For those with a taste for high-end leisure, not willing to compromise on location, now is the final opportunity to purchase within 30 Madden. Close to Westhaven Marina, the newly released Beaumont Apartments have a layout to suit your lifestyle with a range of distinguished apartments, maisonettes and penthouses available.

In the centre of Wynyard Quarter, a phenomenal outlook is never far from view. A communal outdoor sanctuary of the highest standard complements the spacious balconies and sophisticated interiors within each home. Your every need will be met at 30 Madden.

Visit the 30 Madden display suite on the corner of Madden and Daldy Street, open weekdays 12pm – 2pm and weekends 2pm – 4pm.

30madden.co.nz

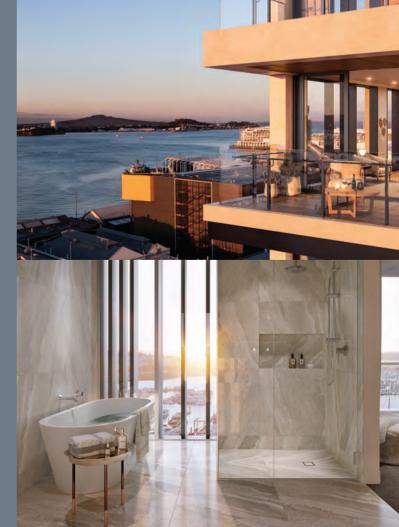
Gabrielle Hoffmann021 021 66611

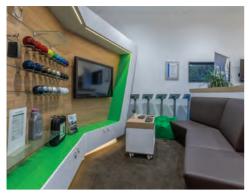
a hoffmann@barfoot.co

Louise Stringer 021 628 839 l.stringer@barfoot.co.nz



WILLIS BOND & CO











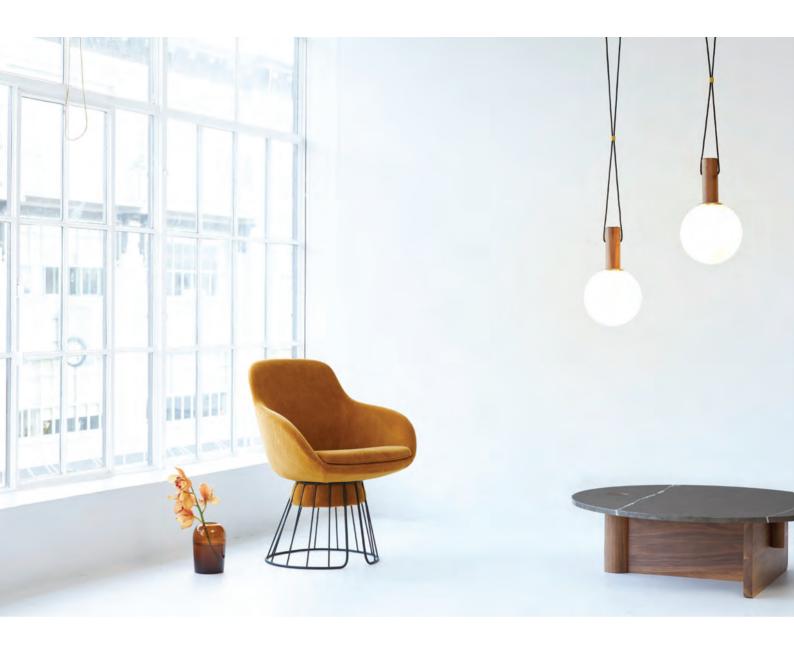
ARCHITECTURE + DESIGN SPECIAL FEATURE

TIM WEBBER DESIGN

"When you find clever and enthusiastic collaborative partners to work with, they make the design and build process much more engaging and efficient."

ALSO IN OUR SPECIAL FEATURE SECTION

- The Beaumont Apartments are the next phase in the transformation of Wynyard Quarter
 - Doing business in New Zealand's Golden Triangle Mainline Construction on building vibrant commercial spaces Sub Zero: an American icon built to last a lifetime



DESIGNS FOR LIFE

Tim Webber from Tim Webber Design is making a name for himself in New Zealand and overseas, with an impressive array of functional and elegant home, office and outdoor furniture.

A material as practical and simplistic as plywood is what got Tim Webber started on his path to creating a career from furniture design.

With his father in the plywood supply business, Tim grew up surrounded by sheets of the functional wood. And with plywood the resource most readily at hand, Tim started designing and building his own creations.

"I think those early days definitely informed my direction to an extent," he says.

Tim went on to study a Bachelor of Design in 2006, graduating in 2009. Shortly after graduating Tim created his own working studio from which he designs and produces his range of furniture under the Tim Webber Design banner.

Having put together his first collection of design pieces, Tim's 'light bulb moment' came, he says, when a complete stranger paid for a piece.

"It wasn't until I sold one of my designs to a complete stranger – someone who wasn't a friend or family member – that I considered, actually there could be a business here. That someone saw the work that had gone into an entertainment unit I designed from scratch and could appreciate the value in that;

that was a pretty awesome moment to me."

Seven years on, Tim has seven staff and big plans to grow the brand both locally and globally. Tim Webber Design's first stand-alone store will be opening in Grey Lynn, Auckland in April. Here, he will showcase his growing range of furniture for homes (both indoor and outdoor pieces) and commercial spaces.

"There is still a lot of work to do here in New Zealand to get the message out," he says. "The stand-alone retail space will definitely push that along. But yes, I am very keen to get our designs in front of an international audience.







Far Left The Otto chair and Pivot coffee table enliven this minimalist space

Above Dowel Pendant lighting.

Left Tim Webber's 'lightbulb moment came when a complete stranger paid for a piece he had designed.



Left Walker chair and

Below Tim designs outdoor furniture as well, such as this

Bottom The Donut side table reveals its influence.

We have a presence in Australia, especially on the commercial side of things, but I am very interested in the North American market too."

Tim says that collaborative projects with manufacturers makes the design process stimulating, as well as more efficient. A recent example is his Otto Chair; a body moulded from cold liquid foam sprayed around a steel shell. The process is undertaken in Italy because the moulding system isn't available in New Zealand at present.

"When you find clever and enthusiastic collaborative partners to work with, they make the design and build process much more engaging and efficient," Tim continues.

"It's actually a big investment on our part to do the tooling, then go through the lengthy prototyping process. Utilising supplier materials that are already available can either limit the design or inform it; I think we've had some interesting results, of which the Otto Chair is definitely a highlight."

Actually, there are plenty of items to highlight. Other singular designs that stand out – and have helped Tim's reputation as a designer to take note of grow rapidly – include the Jet Chair, the Bensen seating range and his sleek Austin line of entertainment units.

As to inspirations for his designs, Tim says it is often how materials interact that become a focus for him.

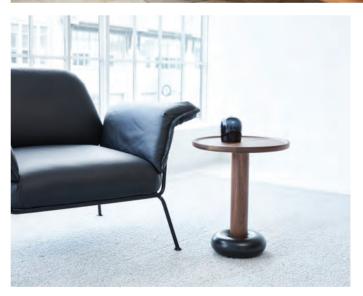
"I love working with a mix of materials. I like to see how different materials interact," he says.

"Things like scaffolding around a building, and then the design details within the building itself are all what I suppose you would call inspirational elements.

"I also draw a lot from the experience of visiting material manufacturers. The processes and tools used in making the materials I work with are all part of the puzzle. I like the tactile aspects of exploring that part of the industry.

"The integrity of the material is just as important to me as the integrity of the completed design," he says.







BEAUMONT APARTMENTS SET TO SPARKLE IN WYNYARD QUARTER

Following the success of the first stage of the 30 Madden development in Wynyard Quarter, stage two has been announced, giving prospective buyers the opportunity to purchase within the exclusive Beaumont Apartments.

Already proving an immensely popular destination for Aucklanders, Wynyard Quarter has rapidly evolved into a vibrant waterfront community, with green spaces, world-class eateries and premium residential opportunities, all alongside the sparkling Waitemata Harbour.

With the precinct set to be home to the upcoming America's Cup campaign in 2021, Wynyard Quarter will be centre stage for entertainment and excitement, both on and off the water.

Now, following the success of the first stage of the 30 Madden development, incorporating the Daldy Apartments and townhouses, Willis Bond & Co has announced stage two; the Beaumont Apartments.

Prospective owners are now able to purchase from a range of contemporary home designs straight from the plans.

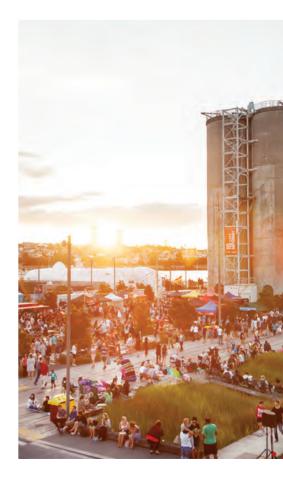
Designed by Studio Pacific Architecture and constructed by LT McGuinness, the 30 Madden development is designed to stand the test of time, targeting a Homestar seven rating for sustainability and energy efficiency, which will place it amongst the highest rated residential blocks in the CBD.

Located in the heart of Auckland's Wynyard Quarter, the Beaumont Apartments will comprise 56 apartments, four maisonettes and three penthouses. Pricing is set to start from \$635,000, with car parks to be sold separately.

With studios through to large four-bedroom penthouses available within the Beaumont Apartments, prospective purchasers have a variety of layout options to choose from. Internal areas begin at 45m² and increase to an impressive 254m² in the dual-level penthouses. What's more, with tantalizing and ever-changing vistas available outside, all apartments benefit from private balcony space of at least 12m².

Other standard features for the apartments include European appliances, high-quality fixtures and fittings and fully tiled bathrooms. Some homes will also include Carrara marble benchtops and will have the option to upgrade to charge-capable carparks for electric vehicles. A central feature of the entire 30 Madden complex is a tranquil multi-level courtyard, reserved for the exclusive use of 30 Madden residents.

Prospective owners should visit the 30 Madden Display Suite located on the corner of Daldy and Madden Street in Wynyard Quarter. The Display Suite is open 12-2pm weekdays and 2-4pm weekends. For further information, or to arrange an appointment, please call Louise Stringer on ph. 09 377 4065.



THE ROAD AHEAD IN NEW ZEALAND'S ECONOMIC ENGINE ROOM

PHOTOS SIMON DEVITT / SUPPLIED

The geographical spread in the upper North Island known as the 'Golden Triangle' is New Zealand's powerhouse. Comprising the fastest growing urban centres in the country, Wingate Architects says it's also where the ability to deliver housing, infrastructure and transportation will provide the biggest opportunities.

And face the biggest challenges.



The 'Golden Triangle', incorporating the Auckland, Waikato and Bay of Plenty regions, now makes up over 50 percent of New Zealand's population.

The numbers are quite staggering. The combined regions already account for more than 50 percent of job opportunities filled in the country and 50 percent of Gross Domestic Product. The average growth rate for the 'Golden Triangle' of 1.4 percent over the last decade doubles the rate of growth being experienced in the rest of the New Zealand.

This continued growth in the upper North Island means that the primary population centres of Auckland, Hamilton and Tauranga will drive an upward trajectory; it's expected the 'Golden Triangle' will account for over 70 percent of the country's population in a couple of decades. Auckland is already the fastest-growing city in Australasia, while in recent years both Hamilton and Tauranga have leapfrogged Dunedin to become our fourth- and fifth-largest population centres respectively.

The opportunities are endless, says David Wingate, Director at residential and commercial design specialists, Wingate Architects. Naturally though, such unprecedented activity also brings with it plenty of challenges.

Wingate Architects says questions around housing, roading and health have become more pertinent than ever for town planners, economists and both local and central government. Auckland's housing shortage is well-publicised; the need for an estimated 400,000 extra residential dwellings is putting pressure on infrastructure and means that a \$1.9bn investment in public transport will be needed in order to keep burgeoning new communities within Greater Auckland moving.

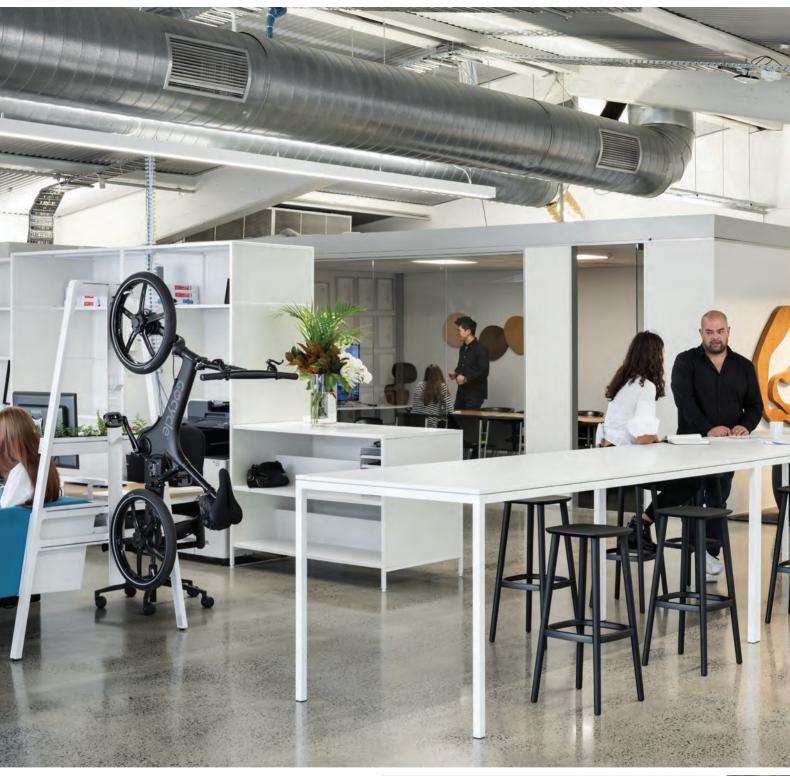
Rapidly-developing communities aren't just Auckland-based, however. With the Waikato Expressway now nearing completion, Hamilton has emerged as a major transport logistics and distribution centre, with centralised access to improved roads, rail and port facilities. The Waikato Expressway also makes Auckland's International Airport that much closer; a viable air link with overseas destinations for Hamiltonians.

Left One of Wingate Architect's latest projects; The Kollective is a co-sharing space used by different community groups in Tauranga. Above Right Green Wall at the Kathleen Kilgour Cancer centre in Tauranga.

Right Wingate Architects operate in and run a co-sharing space known as Workco Studio.

















The ability for small communities situated along the corridor between Hamilton and Auckland to develop has never been better. Similarly, with the Port of Tauranga now a significant contributor to New Zealand's economy, transport links between these three rapidly-developing main centres – especially State Highways 1, 2 and 29 – will need to be improved in tandem with rail freight links. It is estimated \$245m worth of regional network improvements will be needed in the Bay of Plenty alone.

All big numbers. But then, with the country's economic engine room running at capacity, finding efficient solutions to keep the economy moving while improving the health, living standards and general wellbeing of the population in an area that is home to more Kiwis than any other, has become a key focus.

Wingate Architects says rethinking the way commercial spaces, as well as residential communities, are developed has become evermore prescient in the 'Golden Triangle' too.

While urban sprawl was once an inevitability of such growth, proactive designers, planners and councils are looking at other options; rather than developing green fields sites wholesale, for example, the regeneration of existing land and buildings has become more desirable in many quarters.

David Wingate says that existing buildings backing on to laneways or other quiet and contained spaces have yielded reinvigorated work environments, even for larger companies.

With offices in Auckland, Tauranga and Hamilton, David says his company has also developed its own models around shared or collaborative workspaces, saying such commercial environments have established themselves as an ideal modern business template, especially for the creative industries.

"With over half the jobs advertised in New Zealand now split between the three main centres within the 'Golden Triangle', we will need corporate entities of all sizes to look at evolving the way they work and the environment within which they do business," he says.

Outside of the office environment, a strategic mix of public transport connections, improved roading for private vehicles and transport alternatives such as walking and cycling path networks will be necessary to keep rapidly evolving communities moving.

Main arterial routes will become busier, so corridor improvements will need to mix significant safety gains and travel time improvements with minimal impact to the environment.

Wingate Architects also believes that another key evolution will be the electric vehicle (EV), which will rapidly develop into a viable fleet car for many companies as available range from the onboard batteries improves.

Part of the investment in infrastructure along the 'Golden Triangle's transport corridors will also need to incorporate a broader fast-charge network, allowing EV drivers to recharge vehicles of all shapes and sizes at a wider array of charging stations.

"Many of our team travel a lot; it's just the nature of a consultative entity like ours," says David.

"For the most part private passenger vehicles remain the best way for us to get around, especially between our Auckland, Tauranga and Hamilton offices.

"But we are looking to adopt electric vehicles into our fleet. Improvements in the available battery technology, coupled with better infrastructure makes our move towards more electric vehicles in our fleet a case of 'when', not 'if'."

The key to sustainable and successful growth within the 'Golden Triangle' will be a rather delicate balancing act.

It's an environment in which industry will need to coexist with humanity to a level that New Zealand hasn't experienced before.

But then, the potential level of opportunity and reward in New Zealand's economic engine room has never been bigger either.

Top Right Workco Studio, the co-sharing space that Wingate Architects shares with other creatives Bottom Left to Right Reception lobby for KPMG -An early residential project - VW eGolf.



THE DETAIL'S IN THE RETAIL

PHOTOS KALLAN MACLEOD

Mainline Construction helps its retail clients succeed by bringing high-quality design and build work to every job the company is tasked with.

Just ask the Giltrap Group.



The customer experience has become an increasingly complex proposition for retailers in the digital age. Yet nothing speaks more directly to the shopper than a bricks-and-mortar retail environment. In fact, most believe that, as a formative customer touchpoint with a brand, it is now as critical as ever.

The customer experience has become an increasingly complex proposition for retailers in the digital age. Yet nothing speaks more directly to the shopper than a bricks-and-mortar retail environment. In fact, most believe that, as a formative customer touchpoint with a brand, it is now as critical as ever.

No-one appreciates this more than the Giltrap Group and retail construction partner, Mainline Construction, which has recently completed retail overhauls for the Giltrap Skoda and all-new SEAT Store dealership locations in Newmarket, Auckland.

Research suggest that new car buyers visit just 1.4 physical dealerships before purchasing. In other words, as a vehicle retailer you really only have one shot in winning that customer over.









Above Mainline
Construction worked with
the architects to ensure
brand consistency, and add
a localised flair, selecting
materials in tune with what
Kiwi customers expect.

Far Left Research suggests that a tactile bricks-andmortar retail experience is still key to developing brand awareness.

Left The traditional automotive dealership has evolved significantly in recent times.

Exceeding customer expectations is a massive part of the business.

Mainline Construction and it's two directors, Darren Pennington and Nigel Hanley, help their retail clients succeed by bringing high-quality design and build work to every job they're tasked with, whether it's for automotive retail such as the SEAT and Skoda sites, or the recent Giltrap Porsche showroom refurbishment, or store fitouts for fashion, footwear or the pharmaceutical industries.

Having begun life in residential builds, Mainline Construction differs from large scale commercial construction operations; in fact, they still build beautiful homes as well.

Mainline doesn't pick contractors by price, rather by the level of craftsmanship they can bring to the table.

"Quality is definitely our thing," says Nigel Hanley.
"We're relationship focussed, so we find the highest-skilled team and use them consistently job after job. That ethos makes projects like the SEAT and Skoda sites run a lot smoother, with a higher quality job delivered at the end of the day."

Refurbishment of large-scale commercial buildings like these inevitably throw up a few challenges. But, like Nigel, Darren Pennington project manages Mainline's builds personally, working closely with every contractor from ventilation, to concreting, to sign writing, ensuring everything is consistent with the company's standard.

"We have some truly brilliant architects in New Zealand, both in commercial and residential space," he says.

"It's our duty to pick the best mix of materials and the best team to bring these designs to life and ensure they're accurate to the original vision."

Being global brands, the SEAT and Skoda projects started with Mainline working closely with architects Chow:Hill, reviewing respective global corporate identity frameworks to ensure brand consistency, but also adding a localised flair and selection of materials in tune with what Kiwi customers want to see.

From the polished concrete floors in the service lanes, to premium contemporary customer and staff kitchens and streamlined vehicle showrooms and waiting areas, the results are aesthetically outstanding.

"People like to see and touch items still," Nigel concludes. "Retail isn't going anywhere, because experience remains key."





Sub Zero is more than just a refrigerator.

The classic American brand represents a luxury level of food preservation in terms of both its inbuilt technology and its iconic, sophisticated style.

Built and tested to the highest standards over the last 70 years, Sub Zero boasts a comprehensive product offering of full size and under-counter refrigeration options, as well as stunning wine cabinets.

Available at Kitchen Things Luxury Collection, Sub Zero refrigeration will be at the heart of New Zealand's most beautiful and functional kitchens.

One of the marque's enduring commitments is to 'build the best', resulting in refrigeration solutions of the highest calibre and utilising state-of-the-art technology.

Sub Zero was the pioneer of dual refrigeration systems in which two separate and self-contained systems are used to keep food fresh and preserve frozen foods for longer. With the addition of NASA-inspired air filtration technology that scrubs the air of ethylene gas and reduces odours, Sub Zero provides for a cleaner, better organised environment in which to ensure food remains fresher for longer.

Specialising in built-in refrigeration for premium kitchens, Sub Zero offers an impressive array of models. Single- and dualdoor refrigerators and combination refrigerator/freezer options are available, as are glass-fronted wine cabinets designed to keep collections at the perfect temperature while providing a visual highlight within any entertaining or food preparation space.

Renowned for appearing in luxury homes, Sub-Zero has always regarded energy consumption and efficiency as a vital part of producing a quality product.







Left Sub Zero premium appliances suit both modern and traditional kitchens.

Below Left Even the largest models available in the range consume less power over a year than a 100-watt light bulb.

Bottom Left Sub Zero's stunning wine cabinet in a Scandinavian-influenced setting.

Below Right Wolf cooking technology is often paired with Sub Zero refrigerators.



To that end, the manufacturer's refrigeration solutions meet high energy efficiency tests and even the largest models available in the range consume less power over a year than a 100-watt light bulb.

Also, foam-filled doors help insulate the unit more efficiently, and the dual refrigeration system means less energy is used overall.

Kitchen designer Morgan Cronin of highly respected Cronin Kitchens enjoys working with this high-quality product.

"Sub-Zero integrated column refrigeration offers the designer and their clients the ultimate in flexibility, allowing seamless design possibilities without compromise," he says.

"The compromise of functionality and quality crafted engineering is what makes Sub-Zero such an iconic luxury brand."

In the United States, where Sub Zero has evolved into an iconic brand, the trend for high-end homes to feature built-in refrigeration has led to Sub Zero being regarded as a better investment even when it's time for the owner to move on. Research by real estate website zillow.com suggests that American homes listing a Sub Zero refrigerator as part of the property's chattels net a 38 percent premium over comparable luxury home advertisements. Sub Zero refrigeration will often be pared with Wolf or Gaggenau cooking appliances, truly creating the ultimate kitchen.

Now available to a New Zealand audience through Kitchen Things Luxury Collection, Sub Zero should be your first and only choice for luxury refrigeration.



THE SCIENCE OF CLEAN

AUTOLABS **HOW TO SERIES**

Dirt particles may be microscopic and seem insignificant, but in essence each of these particles is just a smaller, broken down piece of larger stone or rock; hard, sharp edged material that will scratch your clear coat if it isn't managed properly during the wash phase.

(1)

START WITH THE WHEELS

A common mistake people make is washing wheels at the end of the wash. But the wheels are generally the dirtiest and most contaminated part of the car, so always start here instead of splashing all those pollutants across your freshly washed paint.

The brake dust we often see on wheels are effectively fine metal particles. Removing brake dust properly and carefully is important so as to avoid scratching surrounding paint surfaces. A dedicated Iron Fallout Remover dissolves these harsh contaminants, allowing them to be safely removed with minimal friction.

Have dedicated tools to use on the wheels and the wheels alone. A wheel bucket and specific wheel brushes will help eliminate the potential of cross-contamination and smearing brake deposits and other contaminants across your paint surfaces.



RINSE LAYER BY LAYER

Now just because you can, don't be tempted to simply blast all that dirt off with a pressure washer. Getting straight on and too close to the paint with too much pressure will only force and embed dirt directly into your paint. Remember, this rinse is just the very first step in removing dirt from your vehicle.

Removing dirt properly should be seen as a process; a removal of build-up, layer by layer.

The point of a pre-rinse is to first remove the excess or top surface of dirt sitting on your car. The second is to help soften the dirt underneath and the bond with your paint.

When rinsing, be thorough. Removing as much of that initial dirt now makes things easier later on. Being diligent with dirt removal now also reduces the amount of dirt you'll have to manage throughout the process. Concentrate on the lower and rear areas of the vehicle as they usually have the highest concentration of built-up dirt.



Car 2019 Audi RS 5 Sportback V6 Twin turbo – 331 kW & 600Nm torque 0-100km/h 3.9s Available at Giltrap Audi



MINIMISE THE CONTACT

At some point in the wash process we'll pick up a wash mitt, make contact with our vehicle and glide it over our paint surface.

Sitting in between those two surfaces is dirt and therefore more potential for damage. So, minimising how much dirt there is before you even pick up a mitt is critical.

An addition to the rinse step is snow foam. It's another step in reducing the amount of dirt you'll have to manage later when contact and human force enter the wash cycle.

Snow foam is a mix of air, water and a soap solution that covers the paint in a thick layer of foam (via a snow foam lance) to help soften, lift and break down the layer of built-up dirt bonded to your vehicle's paint. The lubricated bed of foam provides a safe layer to carry dirt away without friction with the paint surface.

Less contaminants on your vehicle, in your wash bucket and in your wash mitt for the next step all add up to a cleaner and safer wash process for when it's time to begin forcibly removing dirt.

NEXT IN THE SERIES

CONTACT WASH: DOING IT RIGHT

DON'T STRIP YOUR PAINT OF THE GOOD STUFF

THE MULTI BUCKET SYSTEM



A fundamental of washing a car and managing dirt properly is to remember that dirt doesn't just disappear; it's just being transferred from place to place.

Although dirt may no longer be on your car's door panel, for example, it is now either in your wash mitt or in your wash bucket, meaning it could end up right back on the next panel you tackle, damaging your paint.

This is where the multi bucket system comes in.

One bucket holds your typical wash solution, while the other is just water. This bucket's sole purpose is to rinse and collect all the dirt taken off the vehicle in order to keep the wash solution as clean, fresh and as free from dirt as possible.

After every pass, dip your dirty mitt into the rinse bucket, agitate to rinse and remove all the collected dirt.

Then, in theory, you have a fresh clean mitt to dip back into your clean wash bucket before moving on to the next panel. You have reduced the potential of collected dirt heading straight back onto your car's panels.

Finally, have a third bucket handy that is only ever used for the wheels. We don't want collected brake deposits in any wash cycle that could end up on our paint.

For more tips carfeautolabs.com



THE FUTURE, NOW

Unprecedented interest in Audi's first fully electrically-powered model is about to be sated, with the countdown to the car's mid-year arrival in New Zealand now underway.



Following its global unveiling in September last year, Audi New Zealand has announced the e-tron, the first fully electrically-powered series production model from Audi, will be landing in New Zealand in mid-2019, with pre-orders now being taken.

To be priced from \$148,500, the full-size SUV is powered by two electric motors with peak output (with boost) of 300kW.

Peak electrical torque of 664Nm is also available. In keeping with Audi's emphasis on performance, the e-tron can sprint from 0 to 100km/h in 5.7 seconds with boost.

"We have received unprecedented interest of the Audi e-tron following the global launch. Following the reveal, we offered our customers the opportunity to reserve 1 of 100 vehicle build slots, with our production allocation selling out in just eight days," said Dean Sheed, General Manager of Audi New Zealand.

A new generation of electric all-wheel quattro drive has been developed for the new model to guarantee both traction and dynamic ability. The system ensures the continuous and variable regulation of the ideal distribution of drive torque between the two axles within a fraction of a second.

A key factor in the e-tron's dynamic ability is the low and central position at which the battery system is installed. This gives the vehicle a range of more than 400 kilometres on a single charge, making the Audi suitable for those longer distance trips.







Below A new generation of electric all-wheel quattro drive has been developed for the new e-tron to guarantee both traction and dynamic ability

Below right Simplicity in charging, but high-tech in nature Right The Audi e-tron boasts a range of 400km on a single charge, making this an electric Audi for long-distance travel







The cleverly designed aerodynamics also contribute significantly to its efficiency. One highlight of this concept are the optional virtual exterior mirrors – a worldwide first in a series production model. Not only do they reduce aerodynamic drag, they also take digitalisation in the vehicle to a whole new level. These feed into 7-inch OLED displays which are equipped with proximity sensors for optimised comfort and safety.

There will be two e-tron grades for Kiwi customers; the entry-level e-tron 55 quattro and the e-tron 55 quattro Advanced (\$157,000). The e-tron arrives with an eight year/160,000km battery warranty as well.

While the power train remains the same for both grades, the e-tron 55 quattro Advanced provides owners with several package options, including an S-Line sports package, a Luxury package and a Technology and Comfort package. The entry-level e-tron features 19" cast alloy wheels, while the Advanced grade features 20" matt titanium-look cast alloy wheels Audi Sport wheels. A "21 alloy wheel option is also available.

The Audi e-tron offers the spaciousness and comfort of one of the brand's typical full-size models. Paired with high-quality materials and expert levels of workmanship, the new full-size SUV makes electric mobility a premium experience.

This is also ensured by the comprehensive and reliable range of charging options with intelligent solutions for at home and on the go.

"We have been working on the Audi e-tron project for some time now and it is fantastic for it now to be revealed and have such strong public interest and support of the vehicle ahead of its mid-2019 arrival," concludes Dean Sheed.

"Our first fully electric car being a SUV with off road capability could not be more suited to the New Zealand environment. Add to that a number of world class features and this car will be highly sought after in the Kiwi market."

INTO THE WILD

A full antipodean re-engineering of the Camaro for the New Zealand market by HSV will help redefine expectations of what a true muscle car can really be capable of.







Muscle cars are an automotive object of desire that we Kiwis identify with. Like us, they are unpretentious, handy all-rounders, eager to get the job done.

The problem we've had in this part of the world concerning proper American-manufactured muscle cars though is, if you wanted a brand new one, you've had to consider parallel imported vehicles with no factory warranty. Then you can either sit on the wrong side of the car or navigate a certification minefield in order to convert the vehicle to right-hand drive.

Enter HSV. The Melbourne-based performance centre has been refettling Holdens for about 30 years now with full General Motors support. HSV has leveraged its factory relationships to take the true-blue left-hand drive Camaro and re-engineer it for the Australasian market.

Note the word "re-engineered". This is not a conversion. HSV has the original 3D design files, plastics and fabrics available to them and develop all new panels and componentry with the same tools as the original equipment manufacturer.

The car is stripped completely to behind the doors. The engine is removed, a new steering rack is fitted, the steering column is moved, seat bases are swapped, the wiring harness is flipped so driver window switches change sides. Then everything is reassembled by hand.

Start to finish, it's 120 hours of work. And because of the alignment with General Motors, it's all covered by a three-year, 100,000km factory warranty.

Left HSV will now take the true-blue left-hand drive Camaro and re-engineer it for New Zealand.

Above Australasian Camaros enjoy full factory warranty backing from General Motors.



While the Camaro has never been sold as a new vehicle here before, its reputation precedes it. You can literally see the word "CA-MAR-O" form on people's lips as they watch it burble past. In bright yellow paint, it's about as subdued as professional wrestling.

The 6.2-litre LTI V8 differs from the powerplant we're familiar with from Holden's of old. It feels more responsive and faster revving with each kick of the right pedal. On deserted b-roads you can open the taps and really appreciate all that muscle under the hood too. Outputting 339kW and 617Nm of torque, there's no shortage of power or noise. Every standing start is a brutal symphony, the car reaching 100km/h in just 4.0 seconds.

As a muscle car, you could forgive the Camaro any lack of handling and dynamics sophistication. However, it's deeply impressive when pushed hard into bends. It's firm but not excessively brittle over rutted country roads, despite being shod with 20" run-flat tyres.

There's a satisfying hunkered-down feel mid-corner with huge amounts of grip and feedback to the driver, practically no body roll either. For a large car it balances it's mass expertly. The result is a drive experience that is much more engaging than you expect.

Thanks to a well-tuned 5-link rear suspension and limited slip differential, drive and traction out of corners is well-sorted, especially considering the significant torque being transferred through the car's eight-speed transmission.

There's sophistication with the interior features as well. HSV has only opted for the top-spec 2SS model for New Zealand, so features like a sunroof, Bose audio, a MyLink 7" colour touchscreen with Apple Carplay and Android Auto, heated and ventilated seating, wireless charging, dual zone A/C, illuminated sill plates and configurable mood lighting, keyless entry and even a remote starting function are all standard comforts.

Having spent time in the Camaro, 'muscular' seems like a redundant turn of phrase to describe anything else really. It's one of the original godfathers of muscle cars. But thanks to HSV it defies the shorthand to become fully ambidextrous.





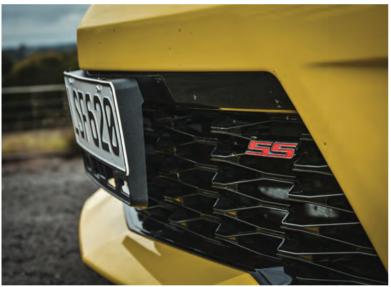


Left Iconic iron: the latest 6.2-litre LT1 V8 Camaro is a head turner through-and-through.

Below Left For a large car the Camaro balances it's mass expertly. The result is an engaging drive experience.

Below Right While the Camaro has never been sold as a new vehicle in New Zealand before, its reputation precedes it.

Bottom HSV has only opted for the top-spec 2SS model for New Zealand, so there is specification aplenty onboard.







IT'S STILL SCHOFIELDS AFTER ALL THESE YEARS

Back in 1924, former professional rugby league player, E.J. "Ernie" Schofield sold his first Chevrolet 'F' series. A year later E.J. set up business in the backwater hamlet of Newmarket, quickly becoming the most reputable General Motors Chevrolet dealer in the country.

In terms of New Zealand's car industry, Schofields of Newmarket has become as iconic as the General Motors brands it's represented over the last 95 years.

Today, alumni are prolific in management throughout Australasia's car game. Even Sir Roger Douglas was once earmarked as a Financial Controller. He decided to try his hand at politics instead.

By all accounts Schofields was an eclectic showroom in the early days. E.J, a renowned deer stalker, mounted and displayed his hunting conquests throughout the premises. But putting their own spin on things has always been part of the fabric of Schofield's culture.

The place has always offered more to the customer than anyone else. During the 1980s and '90s, the Schofields team was well regarded for dyno tuning HSV vehicles in-house, honing throttle bodies, building stainless exhaust systems, remapping fuel injection systems and tailoring bespoke customer performance packages over and above showroom specifications. Schofields was considered one of the most advanced tuning shops in the country.

That level of enhancement isn't desired in the mainstream as much these days. But the bespoke approach lives on with Schofield's own exterior styling packages and wheel upgrades for Chevy Camaro and Silverado models.

The ethos to evolve, adapt and keep the business at the forefront of the industry has been driven from the people within the business. Believe it or not, 25-year tenures are considered normal. Thirty-, 40- and 50-year tenures are certainly not uncommon either. Schofields is New Zealand's top-selling Holden and HSV dealer and a regular winner of the Holden Grand Masters Award.

You could call Schofields a car dealership. But for thousands of customers and staff through the years, it is much more than that.

Giltrap Group

AT YOUR SERVICE



ASTON MARTIN AUCKLAND

119 Great North Road, Grey Lynn, Auckland **P.** 09 975 8080 | Mon-Fri: 8am-6pm

Sat: 9am-5pm | Sun: 10am-4pm

E. reception@astonmartinauckland.com



SEAT STORE

48 Great South Road, Newmarket, Auckland

P. 09 975 8949 | Mon-Fri: 8am-5:30pm

Sat: 10am-4pm

E. info@seatauckland.co.nz



SCHOFIELDS

OF NEWMARKET

 $48-50\ Great\ South\ Road,\ Newmarket,\ Auckland$

P. 09 520 6369 | Mon-Fri: 8am-5:30pm

Sat: 9am-5pm | Sun: 10am-5pm

E. info@schofields.co.nz



GILTRAP

VOLKSWAGEN

100 Great North Road, Grey Lynn, Auckland

P. 09 360 3200 | Mon-Fri: 8am-6pm

Sat: 9am-5pm | Sun: 10am-4pm

E. info@giltrapvolkswagen.co.nz

FIND YOUR NEAREST GILTRAP DEALERSHIP OR SERVICE CENTRE WITH OUR HANDY GUIDE



GILTRAP North shore

E. info@giltrapmotors.co.nz

150 Wairau Road, Wairau Valley, Auckland **P.** 09 444 8114 | Mon-Fri: 8am-5:30pm Sat: 8am-5pm | Sun: 10am-5pm



GILTRAP PORSCHE

100 Great North Road, Grey Lynn, Auckland P. 09 360 3200 | Mon-Fri: 8am-6pm Sat: 9am-5pm | Sun: 10am-4pm E. info@giltrapporsche.co.nz



GILTRAP AUDI

150 Great North Road, Grey Lynn, Auckland

P. 336 5250 | Mon-Fri: 8am-6pm

Sat: 9am-5pm | Sun: 10am-4pm

E. info@giltrapaudi.co.nz



ARCHIBALD & SHORTER AUCKLAND

550 Great South Road, Greenlane, Auckland

P. 09 917 9417 | Mon-Fri: 8am-5:30pm

Sat: 9am-5pm

E. reception.akl@archibaldandshorter.co.nz



ARCHIBALD & SHORTER

NORTH SHORE

20 Wairau Road, Milford, Auckland **P.** 09 441 9811 | Mon-Fri: 8am-5:30pm Sat: 9am-5pm

E. reception.ns@archibaldandshorter.co.nz



ARCHIBALD & SHORTER

PRE-OWNED

251 Great South Road, Greenlane, Auckland **P.** 09 917 9432 | Mon-Fri: 8am-5:30 pm Sat: 9am-5pm

E. david.mccoy@archibaldandshorter.co.nz





GILTRAP

NISSAN

82 Great South Road, Newmarket, Auckland
P. 09 522 9925 | Mon-Fri: 8am-5:30pm
Sat: 9am-5pm | Sun: 10am-5pm
E. info@giltrapnissan.co.nz



GILTRAP

SKODA

58 Great South Road, Newmarket, Auckland

P. 09 522 9922 | Mon-Fri: 8am-5:30pm

Sat: 9am-5pm | Sun: 10am-5pm

E. info@giltrapskoda.co.nz

GILTRAP

VOLKSWAGEN BOTANY

13 Nandina Avenue, Botany, Auckland P. 09 265 0336 | Mon-Fri: 7:30am-5pm Saturday & Sunday CLOSED E. info@giltrapbotany.co.nz



LEXUS OF AUCKLAND CITY

29 Great North Road, Grey Lynn, Auckland

P. 09 370 0227 | Mon-Fri: 8am-5:30pm

Sat: 9am-5pm | Sun: 10am-4pm

E. info@lexusofaucklandcity.co.nz



McLAREN AUCKLAND

19 Great North Road, Grey Lynn, Auckland **P.** 09 360 0500 | Mon-Fri: 8:30am-5:30pm Sat: 9am-4:30pm

E. info@auckland.mclaren.com





GILTRAP PENROSE Service centre

356 Church Street, Onehunga, Auckland **P.** 09 978 1360 | Mon-Fri: 7:30am-5pm **E.** service@giltrappenrose.co.nz



BENTLEY Auckland

119 Great North Road, Grey Lynn, Auckland
P. 09 975 8070 | Mon-Fri: 8am-6pm
Sat: 9am-5pm | Sun: 10am-4pm
E. reception@bentleyauckland.com

LAMBORGHINI

AUCKLAND

119 Great North Road, Grey Lynn, Auckland

P. 09 975 8075 | Mon-Fri: 8am-6pm

Sat: 9am-5pm | Sun: 10am-4pm

E. reception@lamborghiniauckland.com



THE CLASSIC

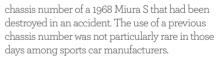
A stunning example of one of the world's most revered supercars has just been exhibited after a 13-month-long restoration project.



It is perhaps fitting that the President of the FIA (the Fédération Internationale de l'Automobile) should own what is widely considered to be one of the most beautiful cars ever designed, and also the originator of the phrase 'supercar'.

This red Lamborghini Miura SV, owned by Jean Todt, has just been subjected to a thorough ground-up restoration. At the completion of the 13-month-long project, Todt was presented with the keys to his Miura SV by Automobili Lamborghini Chairman and Chief Executive Officer, Stefano Domenicalli.

The vehicle, chassis number 3673, was born on 11 November 1972, taking the



Painted Rosso Corsa red with a gold band and black leather interior, the car was delivered in 1972 to its first owner in South Africa. Jean Todt specified that Lamborghini Polo Storico – the carmaker's in-house refurbishment division – retain the Miura's original paint scheme.

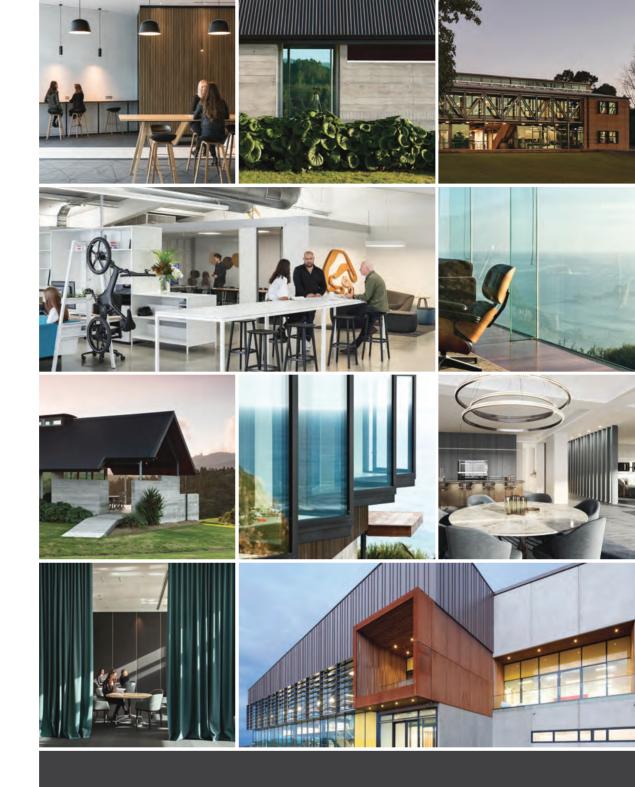
The restoration involved completely dismantling the car, which made it possible to verify each and every detail, from the markings of the frame, body and interior, to the numbering and dating present on other components.

Polo Storico also verified the conformity with the notes present in the assembly books stored in Lamborghini's archives.

When the Miura arrived at Polo Storico for restoration, it was complete but showing signs of wear. Lamborghini's technicians were asked to give priority to restoring and repairing, rather than replacing.

The finished Miura was exhibited during February at Rétromobile, one of the world's most prestigious classic car shows, which is held each year in Paris.





WINGATE ARCHITECTS

TAURANGA 1 Waihirere Lane PO Box 13514 Tauranga 3141

AUCKLAND 12 Churton Street PO Box 137 250 Parnell, Auckland 1151





WIN A TRIP TO LE MANS

Purchase a new Aston Martin Vantage before the 31st of May and go in the draw to win a trip for two to the 2019 Le Mans 24 Hour as VIP Guests of AMR Racing for the weekend.

Priced from \$249,000 + on road costs & optional extras.

*Terms & Conditions Apply.



VANTAGE

Aston Martin Auckland | 119 Great North Road, Grey Lynn | 09 975 8080 | astonmartin.co.nz