

66

MAGAZINE

Giltrap Group

ESTABLISHED 1966





ASTON MARTIN AUCKLAND

BEAUTIFUL WON'T BE TAMED

VANTAGE

www.astonmartin.co.nz



WWW.HAMPTONDOWNS.COM



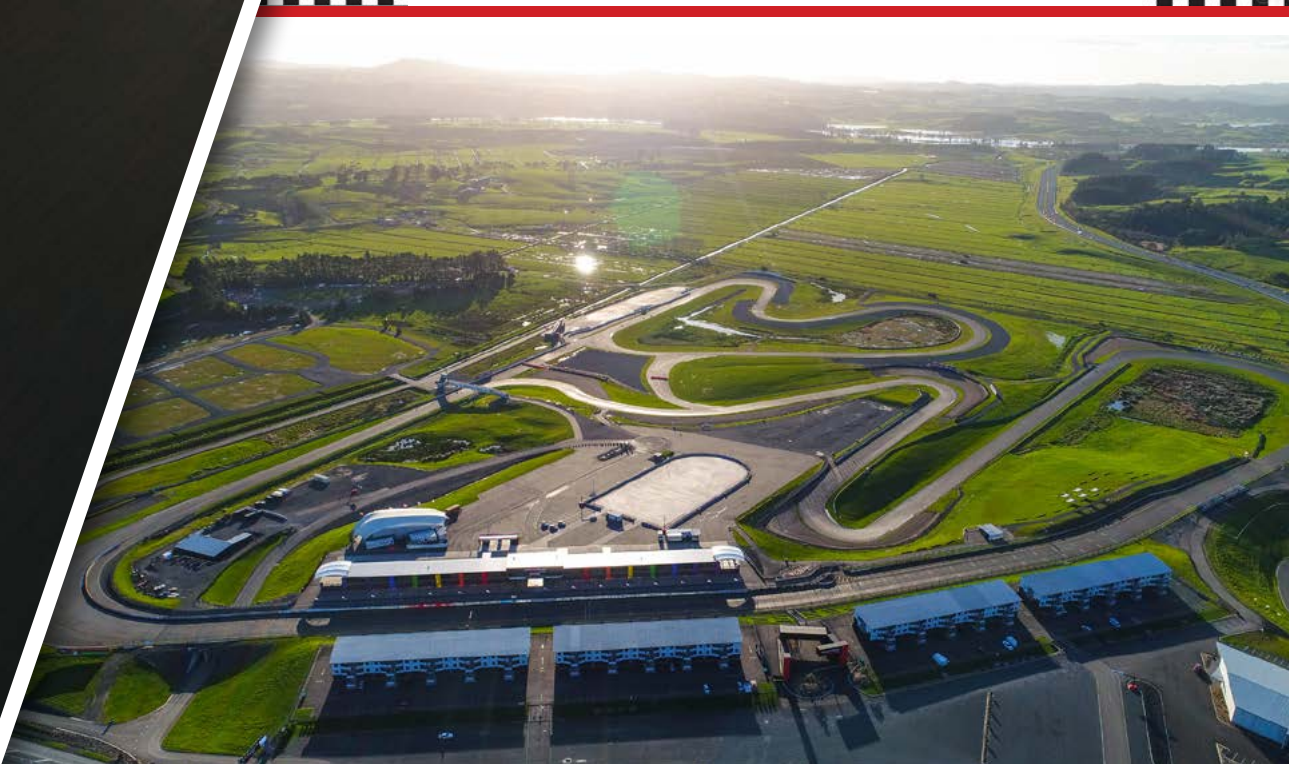
**GT
MEMBER**

BENEFITS

- Exclusive use at Hampton Downs Motorsport Park with 80 sessions a year on track, with members only use of the international circuit, at least 12 times a 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.
- First options to all Hampton Downs and Highlands events and opportunities.
- Free use of the pit garages on members days.
- Exclusive Members Merchandise Pack and much more.

JOIN NOW

 **Contact: membership@hamptondowns.com** 



DESIGN PORTRAIT.



Michel seat system, Diesis coffee table and Mart armchair designed by Antonio Citterio. www.bebitalia.com

B&B
ITALIA



99 The Strand, Parnell, Auckland
+64 9 302 2284

134 Victoria Street, Christchurch
+64 3 366 0623

www.matisse.co.nz
design@matisse.co.nz

30
matisse
Celebrating 30 years of design passion
1987 - 2017

CONTENTS

FEATURED IN THIS ISSUE...



42

SCOTT DIXON

Interviewed exclusively



47

BEHIND THE SCENES

What it takes to document a legend



50

ASTON MARTIN DBS

A grand day out on snow and tarmac



60

BENTLEY FACTORY INSIDER

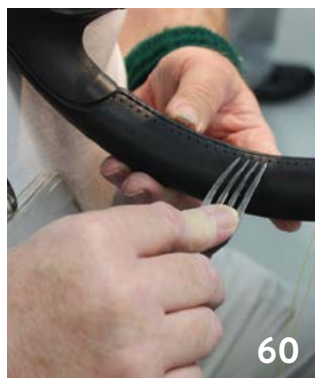
Mixing high-tech with tradition



70

CHIKA KAKO

Lexus' first female head of design



76

JAGUAR I-PACE

The all-electric feline of the future...



80

JAGUAR XJR575

...and the old-school cool that remains



90

MCLAREN 720S

Hitting the streets in a special supercar



ROLEX

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

CONTENTS

FEATURED IN THIS ISSUE...

NEWS + INNOVATION

16 VOLKSWAGEN TOUAREG

Volkswagen's benchmark SUV just got better

18 MCLAREN AUCKLAND AN AWARD-WINNER

Plaudits on the back of sales success

20 CHEVY SILVERADO

HSV introduces an American icon to NZ

24 LAMBORGHINI SVJ

The most-power V12 Lamborghini ever

26 AUDI Q8

Forthcoming flagship debuts a new style

26 PORSCHE TAYCAN

Sportscar brand's full EV model unveiled



16



32



20



18

ACCESSORIES + INSPIRATION

32 We take a look at an incredible pro diver's Rolex, a special edition Lamborghini smartphone and some premium fashion picks for spring



104



100

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 Richard Walker

Advertising Sales & Operations Manager Steve Vermeulen steve@66magazine.co.nz, ph. 021 106 1377

Contributors Richard Betts Richard Giltrap Lee Howell Vinesh Kumaran Simeon Patience Steve Vermeulen

Printer PMP Limited Distributor PMP Limited

PUBLISHED ON BEHALF OF THE GILTRAP GROUP BY VERMEULEN OFFICER MEDIA LTD. www.vom.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 Vermeulen Officer Media Ltd. No responsibility is accepted for unsolicited material. Paint colours may alter in the printing process.



COOKING PASSION SINCE 1877



ENJOY MORE
SPACE FOR YOUR
COOKING PASSION.

OUR COOKTOP WITH
INTEGRATED VENTILATION.

Our cooktop ventilation exceeds your expectations: the cooktop's own extractor removes steam and cooking aromas right where they originate. Providing maximum freedom and more head space: our two-in-one cooktop turns ventilating your kitchen into a breeze.

To learn more, visit: www.neff.co.nz



Exclusively available at

KITCHEN THINGS

THE SPECIALIST IN PREMIUM EUROPEAN COOKING APPLIANCES

www.kitchenthings.co.nz/neff



WELCOME

UNIQUE EXPERIENCES, ULTIMATE CHAMPIONS AND UNLIMITED
OPTIONS ARE ALL UNPACKED IN OUR SPRING 2018 ISSUE.

There are few better feelings than watching a Kiwi win big on the international stage.

Over the past decade and a half, Scott Dixon has created more smiles than any other driver. Seeing him win his fifth IndyCar title at Sonoma was made even more special because of our involvement in *Born Racer*, the movie which takes us behind the scenes to see what it takes to be one of the best racers on the planet.

We're looking forward to the movie hitting New Zealand cinema screens on October 25. You can read about Scott's incredible 2018 season and get further insights into his dramatic 2017 campaign, starting on page 42.

Also in this issue, we have a different kind of behind-the-scenes excursion starting on page 60, as we tour Bentley's manufacturing operation at Crewe in the UK. This is where some of the world's most impressive bespoke automobiles are created, with a level of hand-crafted dedication that is second-to-none.

Elsewhere, Jaguar is well on the way to becoming a standard bearer for mainstream EV technology, and the I-Pace is already attracting a lot of interest in New Zealand. Starting on page 76 we feature both the I-Pace and the 'other' side of Jaguar: the XJR575.

If incredible driving experiences are your thing, then head to page 50 where we send the new Aston Martin Vantage sideways on the ice at the Southern Hemisphere Proving Ground in Cardrona. The unique Aston Martin on Ice event also saw us helicoptering across to Highlands Motorsport Park in Cromwell where we were the first in the world to sample the flagship DBS Superleggera.

Enjoy this spring issue of 66 Magazine.

MICHAEL GILTRAP

JOINT MANAGING DIRECTOR
GILTRAP GROUP



A sports car for five. Plug and play.

The new Cayenne E - Hybrid

The Cayenne E-Hybrid really sets the pace in terms of performance and the future. One of the first plug-in hybrids in its segment.

This is how the Cayenne makes the Porsche experience even more fascinating, even more diverse. And yet remains what it has always been: a genuine sports car. porsche.co.nz

GILTRAP PORSCHE

100 Great North Road
Grey Lynn, Auckland
Phone: +64 9 920 0911
sales@giltrapporsche.co.nz
giltrapporsche.co.nz



PORSCHE

THE BIG PICTURE

PHOTOS JAGUAR LAND ROVER / © SAM BARKER

As part of Land Rover's 70th anniversary celebrations during 2018, a collection of remarkable Series models travelled in convoy through rural West Bengal, deep into the Himalayas. Known as the 'Land of Land Rovers', many in this remote region still rely on a fleet of meticulously maintained Series Land Rovers dating back as far as 1957 to stay in touch with the outside world. Towering gradients, rock-strewn pony tracks and treacherous weather are just some of the hazards faced on a daily basis by the residents of the hilltop village of Maneybhanjang in West Bengal, on the journey to the larger town of Sandakphu where many make their living.





Sundance® Spas



Designed for Luxury.
Engineered for Efficiency.

50 Lunn Ave, Mt Wellington, Auckland
(09) 215 8562
info@sundancespas.co.nz
sundancespas.co.nz



NEWS+

INNOVATION

VOLKSWAGEN TOUAREG

Volkswagen's halo SUV, the Touareg, returns refreshed and ready for every activity. We take a close-up look at the latest interpretation of this most trusted of premium SUV nameplates, which features innovative new technologies, striking new looks, but a familiar talent for providing space for all onboard.

ALSO MAKING THE NEWS

- McLaren Auckland's APAC Award • Chevrolet Silverado by HSV
- Vale Michael Clark • Lamborghini unleash special edition Aventador SVJ
- Audi Q8 Previewed • Hampton Downs 500



RAISING THE FLAGSHIP: THE NEW VOLKSWAGEN TOUAREG

The third-generation Touareg builds on 16 years of successes with the model and debuts innovative technologies, expressive design and dynamic handling in one premium package.

The newest flagship model for Volkswagen marks a milestone, heralding the largest model and technology campaign the automaker has undertaken to date. In every measurement, the latest Touareg SUV sets a new benchmark for Volkswagen.

Built on the same high-tech MLB platform as the Audi Q7, Bentley Bentayga and Porsche Cayenne, the all-new Touareg has benefited from a significant growth spurt. The premium SUV is 77mm longer and 44mm wider than before. This translates to more room inside: increased boot capacity of 113-litres (to a total of 810-litres with the rear seats in place) ensure the Touareg remains an impressive cargo-carrier. Despite the bigger dimensions, though, the new Touareg is 106kg lighter than its predecessor.

"Just like our customers, we're very excited

by the arrival of the third-generation Touareg," commented Tom Ruddenklau, General Manager of Volkswagen New Zealand.

"The Touareg personifies what makes Volkswagens so special and enduring; innovative yet timeless design and technology engineering that is unmistakably German. The Touareg represents confidence, sophistication and understated success."

The all-new Touareg arrives with plenty of highlights which set it apart from everything that has come before.

For a start, the premium SUV debuts a revolutionary new Innovation Cockpit, which does away with virtually every traditional switch and button, offering instead a completely touch- and gesture-control-based experience. The largest digital cockpit in its class, the expansive one-





“THE TOUAREG PERSONIFIES WHAT MAKES VOLKSWAGENS SO SPECIAL AND ENDURING; INNOVATIVE YET TIMELESS DESIGN AND TECHNOLOGY ENGINEERING THAT IS UNMISTAKABLY GERMAN.”



screen design creates a futuristic control centre with the seamlessly-merged active info display and large touchscreen. A variety of customisation options give the driver another level of control.

Other new technologies onboard the Touareg include an optional 48-volt active anti-roll bar stabilisation system, which reduces lateral roll and longitudinal pitching. While conventional anti-roll bars only stabilise, active anti-roll bars – built into the Touareg's front and rear axles and linked directly to the wheels – stabilise and optimise grip on the road at the same time. This results in maximum traction and safety, matched with a thoroughly engaging drive.

Night Vision is another new advent for the latest Touareg. This impressive system uses a thermal imaging camera to detect upright pedestrians, cyclists and even animals, warning the driver in the event of an impending collision.

Other premium safety equipment featured

on the new Touareg includes the introduction of Front Cross Traffic Assist (the first time this clever technology has appeared on a Volkswagen). Using the same principle as Rear Traffic Alert, but at the front of the vehicle, Front Cross Traffic Assist uses two radar sensors on the left and right of the bumper, which monitor traffic at junctions and exits before the driver can even see the path either side.

There are cleverly simple measures to make the new Touareg all the more practical for everyday use as well. For example, when the SUV is travelling at a low speed, new all-wheel steering enables the rear wheels to turn in the opposite direction to the front wheels which helps the Touareg achieve a tight turning circle of just 11.1 metres; that's close to the turning circle of a Volkswagen Golf.

Available as both a Touareg V6 and V6 S, the new model is powered by a V6 TDI turbo-

diesel, available in two states of tune: maximum power of 170kW and torque of 500Nm (Touareg V6), or 210kW maximum power and 600Nm (Touareg V6 S).

Combined power and torque guarantee one of the largest maximum trailer weights in this segment of the new vehicle market; a braked tow rating of 3500kg. The Touareg's 4MOTION all-wheel drive system is matched with an eight-speed automatic, now featuring shift-by-wire for smooth, effortless gear changes regardless of the driving environment.

“Like its predecessors, the Touareg is built to satisfy the rigorous standards of the premium automotive class and its customers,” Tom Ruddenklau concludes.

“Standing at the top of the Volkswagen model range, the all-new Touareg promises to impress.”

The new Volkswagen Touareg V6 and V6 S start at \$92,990 plus ORCs.



MCLAREN AUCKLAND TAKES OUT SECOND CONSECUTIVE DEALER OF THE YEAR AWARD

Asia-Pacific dealership award caps a successful year for the supercar brand in New Zealand, says dealer principal, Luke Neuberger.

McLaren Auckland has won the McLaren Asia Pacific Retailer of the Year award for the second time in a row.

The 2017 awards nomination process saw entries from across the entire McLaren retailer network, comprising 86 locations in 31 markets. All contenders were meticulously benchmarked and assessed in key areas such as sales, customer service, after-sales and marketing.

McLaren Auckland subsequently emerged as the brand's Asia Pacific Retailer of the Year 2017.

Managing Director of McLaren Automotive Asia Pacific, George Biggs, commended the McLaren Auckland team for working hard to deliver a fantastic 2017 in the spiritual home of the brand.

"A dedicated retailer, McLaren Auckland delivered unparalleled excellence in brand experience and continued the global success of the McLaren 720S," he said.

"I'm confident the team will have an even greater year in 2018."

Starting from zero in 2013, dealer principal Luke Neuberger says there are now over 200

McLarens on the road in New Zealand. The dealership sold 33 cars in 2017 alone, making last year its most successful to date.

With future product such as the 600LT imminent, the next 12 months are shaping up to be equally busy. And when it comes to success stories, one model has established itself firmly as a favourite among aficionados during 2018. With 20 already sold, the McLaren 720S is what Luke terms a "milestone car" for the manufacturer (see full story p90).

"The 720S is a remarkable car. It has lifted everything McLaren does by several degrees and has proved immensely popular. It's a supercar that doesn't leave the driver wanting for anything," he says.

Luke says that a large focus for him and his team has been building the local McLaren owner's community, which is helping to cement the brand in the minds of an increasing audience.

"In a way, we have a head-start in New Zealand, what with the association of Bruce McLaren and the McLaren story. While we're still a relatively new brand in this country when



compared with other performance car marques, we do enjoy a lot of instant recognition," continues Luke.

"That doesn't make us complacent though.

There are a lot of enthusiast drivers out there who have bought cars from other marques for many years who we're educating about what these cars are capable of in a performance setting. Yes, the name is held in high esteem, but the hardware still needs to do what's expected of it."

The owner's group enjoy track days and other get-togethers throughout the year. Luke is enthusiastic about the people buying McLaren cars and says the dealership is keen to foster a sense of community. Trips to the Goodwood Festival of Speed and the Singapore Grand Prix have been recent highlights owners have been invited to take part in. Similarly, the chance to get up close and personal with new models at preview evenings are well-attended by the brand's growing fanbase, says Luke.

"The production models we have available now in both the Sports and Super Series are all exceptional driver's cars. The degree of



THE DEGREE OF ENGINEERING REPRESENTED IN THESE CARS IS THE VERY BEST THAT MCLAREN HAS TO OFFER.
IT MIGHT SOUND SIMPLE, BUT I STRONGLY BELIEVE THAT'S WHY OUR OWNER GROUP IS GROWING;
WORD-OF-MOUTH BACKED BY ABSOLUTE MANUFACTURING PEDIGREE."

engineering represented in these cars is the very best that McLaren has to offer. It might sound simple, but I strongly believe that's why our owner group is growing; word-of-mouth backed by absolute manufacturing pedigree."

If it's ultimate expressions of engineering and design prowess that anyone is after, the forthcoming Senna – McLaren's strictly limited halo model – will surely tick all the boxes for a select few. Luke says that the Senna has been brought to market in a very considered fashion; an exclusive opportunity for existing McLaren owners only, the instantly-collectable Senna has been pitched at fans of the brand rather than speculators.

McLaren Auckland is also readying showcase space for an entirely different aspirational supercar in the form of the McLaren 600LT. Building on the Sports Series range, Luke says the 600LT ("Long Tail") provides plenty of theatre on the track.

"It's so well-designed to be a playful, immensely controllable car. I know from experience that it'll provide a real adrenalin rush, and some laugh-out-loud performance on a circuit," he says.

"Kiwis love track cars, and this is an incredible example of one. It feels like a real race car with huge aerodynamic abilities as far as downforce goes, a top-exit exhaust and a proper carbon fibre chassis."

"It's fantastic to be representing such an iconic brand to a widening audience," concludes Luke.

The McLaren Senna will be previewed to New Zealand audiences at the end of September. Visit www.auckland.mclaren.com for further details.



MICHAEL CLARK 1938-2018

The Giltrap Group salutes a true original of the automotive sales industry.

There are some who would describe Michael Clark as having the Midas touch; both in the showroom and on the water. As a successful General Manager, he helped Coutts BMW and later Mercedes-Benz become New Zealand's premium luxury car dealerships, while as team manager he led two of the country's most successful Olympic yachting campaigns in 1988 and 1992.

The success of his Clarks of Khyber Pass dealership led to him owning Exador, which finished third in the 1985 Admiral's Cup. Two years later he managed the team which

claimed New Zealand's first and only Admiral's Cup win.

It could be said that the closest Michael Clark ever came to a career change was when he started selling a different brand of car.

For 58 years, the automotive world was his world. Starting out as an apprentice mechanic in Whangarei, Clark owned a service station and assembled trucks – before discovering his true calling: selling cars.

From Land Rover to Lamborghini, Mercedes-Benz to Aston Martin, Michael Clark was a colourful

and integral part of Auckland's automotive showrooms for nearly half a century. Once dubbed Auckland's 'Car Dealer to the Rich and Famous', he joined Giltrap Group in 1988 where he worked until 2012.

His success as a salesman was only part of the Mike Clark magic; his zest, charm and sense of fun made him an integral part of the Giltrap Group.

One of his favourite sayings was, "We're not here for a long time but a good time". At 80, Mike wasn't here long enough.

Michael Clark (far right) with Sir Colin Giltrap (left) and then-Chief Executive of German Motor Distributors, John Steele, in the 1990s.



HSV BRINGS CHEVROLET SILVERADO HEAVY-DUTY TRUCKS TO NZ

Silverado is powered by a 6.6-litre Duramax turbo-diesel V8 and offers up 332kW peak power and 1,234Nm of torque.

General Motors, through its antipodean HSV distribution network, has launched Australasian spec Chevrolet Silverado heavy-duty trucks into the Kiwi market.

The Chevrolet Silverado 2500HD is respected the world over for its ample talents in terms of available power, payload and towing capabilities.

Trucks coming to New Zealand will be powered by the 6.6-litre Duramax turbo-diesel V8, which offers up an impressive 332kW peak power and a

massive 1,234Nm of torque, ensuring the Silverado is fit for a multitude of towing and load-hauling duties.

The Chevrolet Silverado also features an Allison 1000 six-speed automatic transmission, four-wheel anti-lock disc brakes and a heavy-duty locking rear differential. StabiliTrak, a stability control system with Proactive Roll Avoidance, is also standard, as is Traction Control (which incorporates Electronic Trailer Sway Control and Hill Start Assist).

Exterior highlights include rugged

18" steel wheels with Goodyear Wrangler SR-A LT265/70 R18E all-terrain tyres, Halogen projector beam headlamps, a bold chrome grille surround, integrated rear bumper corner steps and 4" round chrome assist steps.

Inside the cabin, comfort elements extend to a front 40/20/40 split-bench seat for a total six-seat capacity. Chevrolet's MyLink audio system includes a 7" colour touch-screen, six-speaker sound system, USB ports and an auxiliary input

jack. Air-conditioning and a Driver Information Centre deliver added conveniences, while front and side-impact airbags and head curtain and side-impact airbags for the front and rear outboard seating positions, offer added confidence.

Other convenience features include tinted windows, remote keyless entry, remote locking tailgate, rear vision camera and heated power-adjustable exterior mirrors.

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



PRIDE, PASSION, PERFORMANCE.

Proudly partnering with the
Giltrap Group for 20 Years

Commercial - Residential
Hospitality - Interiors - Retail



Phone: + 64 9 526 5808
Email: enquiries@constructors.co.nz
www.constructors.co.nz


DOMINION
CONSTRUCTORS LTD





30 MADDEN

WYNYARD CENTRAL



Close to work,
the water and
perfection.

An easy stroll from Auckland's CBD, there's an apartment to suit every lifestyle at 30 Madden. These high-quality, elegantly designed apartments include a range of layouts from studios to penthouses - with prices starting from \$635,000. The next part of the ever-evolving Wynyard Central story, 30 Madden reflects the vision of a vibrant residential community enjoying waterfront parks, public art, restaurants and theatre. We look forward to welcoming you at our display suite at your earliest convenience.

Visit our display suite on the corner of Madden & Daldy Streets, open 2pm - 4pm weekends or by appointment. 30Madden.co.nz

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

Mike Thorpe
021 877 351 | m.thorpe@barfoot.co.nz

Barfoot & Thompson

Projects

WILLIS BOND & Co



LAMBORGHINI AVENTADOR SVJ SPECIAL EDITION UNVEILED

Lamborghini's high-performance special edition SVJ launches with milestone 6:44.97 lap time at the Nürburgring-Nordschleife.

When revealing a special edition of a halo model, such as the Aventador SVJ, Lamborghini knows the figures need to add up to make something extra-special from the whole.

The V12 Aventador SVJ pays homage to Lamborghini's high-performance heritage: SV historically stands for 'Superveloce' (meaning 'superfast'), and the 'J' suffix stands for 'Jota', denoting its track and performance superiority.

If it's track superiority that is needed, then the Aventador SVJ has proved this immediately, with a production car record lap time at the Nürburgring-Nordschleife, completing the 20.6km run in just 6:44.97.

This real-world benchmark is no surprise when considering the technology and power under the Aventador SVJ's aerodynamically-designed sheet metal.

The Aventador SVJ is Lamborghini's most powerful series production V12 yet, with an engine boasting 556kW (770hp) at maximum revs of 8500rpm. The SVJ outputs 720Nm of torque at 6570rpm, while a dry weight of just 1525kg gives this top-flight Lamborghini a weight-to-power ratio of 1.98kg/hp. Translated to the tarmac? A zero to 100km/h sprint can be achieved in a remarkable 2.8 seconds. Zero to 200km/h takes just 8.6 seconds. The SVJ's

top speed of over 350km/h is complemented by a braking distance of 100km/h to zero in 30-metres.

In order to achieve such performance, Lamborghini's designers and engineers have significantly enhanced the aerodynamic features of the Aventador SVJ, when compared with the Aventador S.

The chief goal of the redesign was to significantly improve downforce when compared with the previous Aventador SV: +40% on both axes with an improved drag coefficient of -1%.

The front of the SVJ is wider with a new front bumper with integrated

side-fins. A disconnected front splitter provides a channel for airflow, while a tri-dimensional air outlet on the hood directs airflow and improves both drag and downforce. The SVJ also features improved under-body aero, and a new 'extreme design' rear diffuser. The rear wing has also been designed for absolute aerodynamic efficiency, providing downforce on the straight, and in high-speed corners.

Adding to its dynamic abilities is the SVJ's four-wheel drive system matched with four-wheel steering.

Production of the Lamborghini Aventador SVJ is limited to 900 cars.



JAGUAR'S GEN 2 FORMULA E DESIGN UNDERScores Evolution of RACE SERIES

Panasonic Jaguar Racing's recently-revealed 2019 season race car features technological enhancements which give it a fighting chance, says team.



Panasonic Jaguar Racing unveiled its I-TYPE 3 (second generation) race car a few months back, showcasing its weapon of choice for season five of the ABB FIA Formula E Championship, and heralding what Jaguar calls its next step in an "electrification journey".

The I-TYPE 3 highlights a bold, dynamic design and provides team drivers Mitch Evans and Nelson Piquet Jr with a big step forward in terms of speed and performance.

Maximum power increases to

250kW (335bhp) in the Gen 2 race car, available during qualifying and 200kW available during the race.

An improved battery has also allowed teams to move to one race car per driver and drop the mandatory car-swap, demonstrating the rapid technological development in battery electric vehicles. The Jaguar I-TYPE 3 will also feature an LED Halo after the FIA implemented new safety regulations earlier this year.

"We joined the championship so that we could take learnings from

Formula E and directly transfer them from race to road to help shape future electric vehicles for Jaguar Land Rover," said James Barclay, Team Director Panasonic Jaguar Racing.

"We remain very focused on continuing the positive progress we are making as a team."

While the team is busy developing the season five race car, Panasonic Jaguar Racing had their best season to date in 2017/2018, with one or both drivers finishing in the points at every race. The team finished sixth

in the 2017/2018 standings with 119 points. Championship winners, Audi Sport ABT Schaeffler scored 264 points, with Chinese team Techeetah and fellow Brits, DS Virgin Racing, taking second and third spots respectively.

The 2018/2019 season kicks off on December 16th, 2018. Season five of the ABB FIA Formula E Championship will feature races in Mexico City, Hong Kong, Paris, Berlin and other locations, before the season finale in New York next July.



ASTON MARTIN GOLF TOURNAMENT 2018



26-28 OCTOBER 2018 • THE KINLOCH CLUB – TAUPO

ENTRY INCLUDES:

- 2 x Rounds of the Jack Nicklaus designed Kinloch International Golf Course (Including cart).
 - Complimentary Bollinger hour welcome drinks and dinner on Friday evening.
 - Lunch Saturday and Sunday, with prize giving at completion of 2nd round on Sunday.
- Special accommodation rates for all players at The Kinloch Club Lodge (see website link)
 - Partners/Wives welcome – Activities arranged.
 - Fantastic Prizes – Pairs Competition (Mystery partner)
- Limited to first 40 players registered – All level of players welcome (maximum 36 handicap)

+ The latest model Aston Martin's including new Vantage, DB11 V8 and DBS Superleggera will be available to test drive Saturday and Sunday afternoon.

To register email Emily Cox - ecox@astonmartinauckland.com or phone 09 975 8080



PORSCHE SET TO COMMENCE TAYCAN ELECTRIC SPORTS CAR PRODUCTION

The “Mission E” concept study – the name used to describe Porsche’s electric offering – has evolved into the Taycan, which will go into production in 2019.



Series production of Porsche’s first purely electric sports car is set to begin next year. In preparation, the new model’s official name was released earlier in the year: Taycan.

The nameplate roughly translates as “lively young horse”, referencing the imagery at the heart of the Porsche crest, which has featured a leaping steed since 1952.

“Our new electric sports car is strong and dependable; it’s a vehicle that can consistently cover

long distances and that epitomises freedom”, said Oliver Blume, Chairman of the Executive Board of Porsche AG.

“The name also signifies the launch of the first electric sports car with the soul of a Porsche.”

Two permanent synchronous motors (PSM) with a system output of over 440kW (600hp), accelerate the electric sports car to 100km/h in under 3.5 seconds and to 200km/h in under 12 seconds.

This performance is in addition to a continuous power level that Porsche says is unprecedented among electric vehicles. The vehicle’s maximum range is over 500km in accordance with the New European Driving Cycle (NEDC).

Porsche plans to invest more than six billion euro in electromobility by 2022, doubling the expenditure that the company had originally planned. Of the additional three billion euro, some

500 million euro will be used for the development of Taycan variants and derivatives.

Additionally, around one billion euro will be invested in electrification and hybridisation of the existing product range, several hundred million for the expansion of production sites, plus around 700 million euro for new technologies, charging infrastructure and smart mobility.



AUDI Q8 PRESENTS NEW FACE OF THE Q FAMILY

Audi has announced an all-new model – the Q8 – which combines the elegance of a four-door luxury coupe with the versatility of a large premium SUV.

The new Audi Q8 debuts a whole new style of passenger vehicle for the German brand, along with a whole new face for the entire ‘Q family’.

Strong contours and athletically tight surfaces convey a feeling of power, sophistication and the special dynamics of the permanent all-wheel drive.

The Q8 interprets this in its very own way, as the fusion of an elegant four-door luxury coupe with a large SUV, and with echoes of an Audi icon – the original quattro.

The imposing ‘Singleframe’ octagonal design showcases a new radiator grille style which stands upright, emphasising an imposing

street presence. The new grille design is matched with a spoiler that has been drawn toward the front, along with large, highly contoured air inlets.

Thanks to its frameless doors, the coupe-style roof line stretches low across the vehicle body visually, ending in the long roof spoiler. The roof line arches slightly towards the flat sloping, strong D-pillars, which are supported by wide, muscular contours and quattro blisters, reminiscent of the original Audi quattro. A light strip spanning the entire width of the vehicle adds a unified, premium character to the Q8.

The drive system in the Q8

is strong and efficient, thanks to the new mild hybrid technology (MHEV). It integrates a lithium-ion battery and a belt alternator starter (BAS) into a 48-volt primary electrical system. A rechargeable battery is located underneath the luggage compartment floor and stores 10 Ah of electrical capacity. The SUV can coast between 55 and 160km/h with the engine switched off. The BAS restarts the engine quickly and comfortably when needed.

During deceleration, the BAS can recover up to 12kW of energy.

The start-stop range starts as low as 22km/h; it’s all clever technology that can reduce fuel consumption by up to 0.7-liters/100km.

Audi says the Q8 isn’t just made for highways and cities. With permanent quattro all-wheel drive and a ground clearance of up

to 254mm, the SUV coupe can continue when paved roads end.

The Q8 also showcases the latest in Audi’s expertly-crafted cabin spaces. The operating concept in the Q8 needs almost no buttons or knobs. Instead, it focuses on two high-resolution touch displays.

In addition to having everything at the driver’s fingertips, natural language voice control turns the Audi Q8 into an intelligent dialog partner. The system processes questions and commands in two ways – with information stored onboard and with detailed knowledge from the cloud. Drivers can word their commands freely. The voice control can, for example, understand the sentence “I am hungry” and accordingly offer suggestions for restaurants close by.

The Audi Q8 will be on sale in New Zealand later this year.



Soft Close Door &
Pyrolytic Cleaning

Thermoseal
technology heats
126L capacity
oven to 200°C in
just 6 minutes

20 Pre-Programmed
Menus

Leading Triple
Fan Technology &
Dynamic Airflow

Be inspired by the colours of Portofino by Smeg

The Portofino range comes in 8 different colour finishes



Exclusively available at
KITCHEN THINGS
THE SPECIALIST IN PREMIUM EUROPEAN COOKING APPLIANCES
www.kitchenthings.co.nz/smeg



AUSTRALIAN GT TITLE TO BE DECIDED AT HAMPTON DOWNS

Some of the Southern Hemisphere's finest race cars and drivers will be converging on Hampton Downs in October. With world-class facilities, racing and entertainment, the Hampton Downs 500 shouldn't be missed.

This year's Australian GT Championship will be decided at the Laser Plumbing & Electrical Hampton Downs 500 on October 13-14. The event will feature some of the finest GT production cars in the world including Audi, Aston Martin, BMW, Ferrari, KTM, Lamborghini, McLaren, Mercedes-AMG, Nissan and Porsche.

"We've seen some incredibly competitive racing this season with six drivers still in the running as we head to Hampton Downs," says Australian GT commentator, Mat Coch. "With the points battles so close, Hampton Downs promises to be a 'winner takes all' showdown. Every one of them has to go out and push to the absolute limit and that's

bound to make for some exciting racing." Fraser Ross leads the championship in the McLaren 650S GT3 ahead of Peter Hackett (Mercedes AMG GT3) with Australian-based Kiwi, Steve Richards (BMW M6 GT3) sitting in third place.

The name Richards is synonymous with New Zealand motorsport and Steve, the son of the legendary Jim Richards, is looking forward to the season finale at Hampton Downs.

"We're very much in contention going into the final round at Hampton Downs and the car has been fantastic," says Richards. "We're coming from a few points back but you've got to be in it to win it so we're looking forward to having a good crack!"

"In the last two years we've seen fabulous racing at Hampton Downs, which is a tricky circuit that really tests every part of these incredible GT3 machines and I've no doubt we'll see another nail-biter this year," says Coch.

The format for the Australian GT decider is a 400km race on Sunday, October 14 with two qualifying sessions and a 100km qualifying race on Saturday to decide the starting grid. It's shaping up to be a busy weekend at Hampton Downs with big fields expected for the support categories including Enzed Central Muscle Cars, BMW Racing Series, Porsche Racing Series and Ssangyong Actyon Utes.

**TICKETS AVAILABLE ONLINE AT WWW.TICKETMASTER.CO.NZ
FREE ADMISSION FOR UNDER-16S ACCOMPANIED BY AN ADULT.**

NEW RANGE ROVER VELAR

DON'T WORRY, IT'S FRIENDLY.



ABOVE & BEYOND



COMPLIMENTARY R-DYNAMIC UPGRADE*

With its bold purposeful stance and foil stamped front grille, the Range Rover Velar may appear rather intimidating. But remember, it's still a Land Rover with legendary go anywhere capability. Over unfriendly terrain, it will always be your best friend. Available now for \$116,300 plus on road costs, including complimentary R-Dynamic upgrade on Range Rover Velar P250 R-Dynamic S.*

Book a test drive at your local retailer today.

landrover.co.nz



WINNER
WORLD CAR AWARDS
2018 WORLD CAR DESIGN OF THE YEAR

*Range Rover Velar P250 R-Dynamic S. Limited MY18 stock only available. Not available in conjunction with any other offer. Image does not represent vehicle on offer.



LAMBORGHINI AUCKLAND

Authorised Dealer

The Lamborghini Urus.

A super sports car soul and the functionality typical for an SUV: this is Lamborghini Urus, the world's first Super Sport Utility Vehicle. The Urus is a ground breaking car in all respects, with Lamborghini's unmistakable DNA.

#SINCEWEMADEITPOSSIBLE



Lamborghini Auckland
119 Great North Road
Grey Lynn, Auckland
Phone +64 9 975 8075
sales@lamborghini-auckland.com
www.lamborghini-auckland.com

ACCESSORIES + INSPIRATION

+ THE REES LAKESIDE RESIDENCES

You might already be familiar with the five-star Rees Hotel Queenstown, situated just a stone's throw from the shores of beautiful Lake Wakatipu. Now the Rees introduces its exclusive Lakeside Residences. Adjacent to but separate from the main hotel complex, the Rees Lakeside Residences offer seclusion and luxury in a magical setting. Comprised of opulently-appointed 164m² three-bedroom, 3.5-bathroom, air-conditioned villas – all with stunning lake and mountain views – the Lakeside Residences offer an ideal setting for families or multi-generational touring parties looking for private, independent, spacious accommodation. Unlike any other hotel in New Zealand, the Rees Lakeside Residences also offer guests the exclusive services of a Luxury Travel Curator, who will ensure your Central Otago experience is specially designed to suit your needs. Visit www.therees.co.nz for further information.



+ SONY SRS-XB01 EXTRA BASS WIRELESS SPEAKER

It might be pocket-sized, but the new Sony SRS-XB01 Extra Bass wireless speaker offers powerful sound on-the-go, allowing you to enjoy your favourite music anywhere during the coming summer season. The Sony SRS-XB01 enhances every beat and gives tunes a deeper, punchier sound. It features a compact, rounded design, with a full range speaker unit at the front and a passive radiator at the rear. Designed for ultimate portability, the Sony SRS-XB01 has a handy strap in matching colour, making it easy to carry or hang anywhere. It's also available in a variety of vibrant colours (or good old black or white for a subtler look pool-side). Visit www.sony.co.nz for further details.

+ ROLEX OYSTER PERPETUAL DEEPEA

Designed to resist extreme underwater pressure, the Oyster Perpetual Deepsea meets the exacting requirements of professional divers. This Rolex model features a 44mm case with redesigned lugs and sides and a broader Oyster bracelet, as well as a correspondingly-adapted Oysterlock folding safety clasp. The Oyster Perpetual Deepsea professional divers' watch is also equipped for the first time with calibre 3235, at the forefront of watchmaking technology. \$17,900. Available from Partridge Jewellers. Visit www.partridgejewellers.com for more details



+ HEINEKEN 0.0

We know the full flavour of beer is a by-product of the fermentation and brewing process, typically with a direct correlation between flavour and alcoholic volume. Or so we thought. Heineken 0.0 rewardingly bucks the trend of other zero alcohol beers we've tried: it pours like a beer and, most importantly, it tastes quite brilliant. Produced with all-natural ingredients including Heineken's own 'A' yeast, Heineken 0.0 offers a soft malty body, sweetly balanced with a short after-taste. This will change your perception of zero alcohol beer. It's a great drop from a brand you're proud to be seen holding. \$19.99. Available from supermarkets and Heineken retailers nationwide



DEDON

TOUR DU MONDE

DEDON COLLECTION BRIXX
Design by Lorenza Bozzoli

www.dedon.de

DOMO[®]
Luxury furniture concepts

Ph (09) 379 9255 · info@domo.co.nz · www.domo.co.nz

ACCESSORIES + INSPIRATION



+ BENTLEY CONTINENTAL GT3 R/C CAR

Perfect for Bentley fans of all ages, the 1:14 scale Bentley Continental GT3 radio controlled car comes with detailed exterior GT3 decals, a similarly feature-rich interior (including roll cage) and working front and rear lights. The R/C model arrives with an easy-to-use remote controller and plenty of acceleration. It will operate at speeds of up to 9km/h and from a distance of up to 20m, and even features adjustable front wheel alignment for more precise handling. The Bentley Continental GT3 R/C Car is \$109 and is available from the Giltrap Store www.giltrapstore.co.nz



+ LAMBORGHINI 63 SS POLO

Made from 100% cotton, the men's Lamborghini Basic 63 SS Polo pays homage to the year the legendary Italian car company was founded: 1963. Featuring the Lamborghini shield logo on the left breast and an embroidered '63' on the right arm sleeve, this polo shirt plays it subtle in appreciation of an iconic performance car brand. The Lamborghini 63 SS Polo is \$92 and is available from the Giltrap Store www.giltrapstore.co.nz

+ THE ART OF LEXUS

Ten years after creating *The Lexus Story*, Melcher Media had the pleasure of working with Lexus once again to create a new book to coincide with the luxury brand's 25th anniversary. *The Art of Lexus* is filled with photographs and passages exploring the story of the brand and features behind-the-scenes looks at the processes involved in designing and engineering Lexus' range of models. Three editions of *The Art of Lexus* have been created to reflect the different personalities of the vehicles: black leather with a bamboo slipcase (as pictured), red cloth in a matching slip case, or blue cloth in a matching slip case. *The Art of Lexus* is \$35 and is available from the Giltrap Store www.giltrapstore.co.nz



+ PORSCHE 911 TURBO COFFEE MUG

Jerry Seinfeld has taught us that cars and coffee go together perfectly (with a little comedy for good measure too, in his take on things anyway). Celebrating the original 1975-77 era Porsche 930 911 Turbo, this robust coffee mug would be something we're sure Jerry himself (a huge Porsche fan) would happily have sitting on his desk. The Porsche 911 Turbo coffee mug is \$52.40 and is available from the Giltrap Store www.giltrapstore.co.nz



PREPARE TO BE AMAZED

The world's finest high resolution player piano




STEINWAY & SONS
SPIRIO

To discover this UNPARALLELED MUSICAL EXPERIENCE visit our Spirio Lounge

Exclusively available at Lewis Eady Ltd | 75 Great South Road, Epsom, Auckland

For a private viewing contact John Eady | 021 524 409

www.lewiseady.co.nz

Lewis Eady
EADY'S LIMITED
CREATING MUSICAL EXPERIENCES SINCE 1884

ACCESSORIES + INSPIRATION



+ OPPO FIND X AUTOMOBILI LAMBORGHINI EDITION

It's rather fitting that OPPO smart devices have a solid reputation for fast-charging; their latest collaboration is all about speed too. OPPO has partnered with Lamborghini to design a very special, limited edition of the Find X smartphone. Available in New Zealand in conjunction with 2degrees, the special edition smartphone features carbon fibre paneling under the glass of the phone body and a 3D Lamborghini logo that appears to float above the phone's surface. The OPPO Find X Automobili Lamborghini Edition arrives with 8GB RAM and 512GB ROM and SuperVOOC Flash Charge technology, which uses a bi-cell battery design to provide charging power close to 50W. That means it'll only take 35 minutes to fully charge the OPPO Find X Automobili Lamborghini Edition. Visit www.oppo.com/nz for further details.

+ AQUASYMPHONY AND SMARTCONTROL CONCEALED BY GROHE

The Grohe AquaSymphony luxury ceiling shower orchestrates water in all its shapes and forms, providing dozens of different configurations. Whether you desire a shower experience as delicate as a sea mist or as invigorating as a waterfall, the Grohe AquaSymphony system allows you to create your perfect shower moment. Paired with the intelligent Grohe SmartControl Concealed system thermostats and mixers, selecting and adjusting the water flow for a different shower experience every day is easy. When you have the luxury of planning your shower from scratch, Grohe SmartControl Concealed is a wonderful option, with concealed installation, an exceedingly slim design and a wide selection of trim sets suitable to a variety of modern bathroom looks. Grohe bathroom components and accessories are available from Robertson Bathware. Visit www.robertson.co.nz for further details.



Breast Cancer Foundation NZ

+ PINK RIBBON APPEAL

Breast Cancer Foundation NZ's annual Pink Ribbon Street Appeal will be held across Friday 12 and Saturday 13 October. Look for the collectors with the pink buckets. Or if you'd like to volunteer, email pinkribbon@bcf.org.nz. Then, later in October and November, the Pink Star Walk takes place in Auckland (Saturday 27 October), Wellington (Saturday 3 November) and Christchurch (Saturday 10 November). Visit www.pinkstarwalk.co.nz for more details.



+ AMBI CLIMATE A.I. HEATPUMP CONTROLLER

The Ambi Climate is the world's first A.I. powered heatpump controller. Using built-in sensors and artificial intelligence, Ambi Climate detects and analyses multiple factors that determine how warm or cold an environment feels. Ambi Climate considers temperature, humidity, sunlight, weather, and more, when assessing heatpump usage and, learning from your feedback and habits, automatically adjusts the heatpump to deliver ideal heating/cooling for your home to save energy. Arriving with an IR remote with LCD screen, Ambi Climate is compatible with over 50 brands of heatpump and 1000 remotes. The Ambi Climate costs \$229 (with free shipping). Head to www.shop.meridianenergy.co.nz for further information.



TAKE THE 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.

stinger



ACCESSORIES + INSPIRATION



+ GESTUZ BEGONIA WRAP DRESS

Founded in 2008 by Sanne Sehested, Gestuz has quickly grown to be a destination for exciting, relevant and sophisticated 'go to' pieces. The Begonia Wrap Dress is just such an example, with the striking Begonia pattern also a feature of the Gestuz Mini Dress, Patterned Shirt and Wide Leg Trousers this season. \$499 from www.smithandcaugheys.co.nz



+ DEADLY PONIES ZORRO BRIEFCASE

A Deadly Ponies favourite for work or travel, the Zorro Briefcase is designed to fit all your daily essentials, including a compendium and laptop. Made of durable Pebbled Bovine with brass hardware, the Zorro also provides the option of a detachable shoulder strap or dual carry handles. The complementary luggage tag can even be embossed with your initials for a bespoke personalised touch. \$840 from www.deadlyponies.com

+ FRANK WHITE COLOGNE BY I LOVE UGLY

Mixing something a little left-field with a comfortable everyday cologne isn't easy. But I Love Ugly has achieved it. Frank White by I Love Ugly is a vibrant, sharp cologne that emanates initial hints of lavandin, Italian violet and fresh apple. The sharp floral opening is complemented by developing hints of cinnamon bark, Moroccan cedar, Madagascan vanilla and cashmere, adding elements of spice for a well-rounded, fresh cologne. \$109 from www.iloveugly.co.nz



+ KAREN WALKER LOVE LETTER COLLECTION

Sometimes the simplest approach becomes the most memorable. So it goes with Karen Walker's Love Letter Collection of exquisite jewellery, encompassing a variety of pieces in silver, gold and rose gold. Karen Walker Single Initial Stud Earrings in Gold, \$149 from www.karenwalker.com

+ LEVI'S TRUCKER JACKET

An undisputed classic denim item, Levi's Trucker Jacket can be dressed up or down and looks good of an evening, even when those warmer days of spring turn chilly as the sun goes down. \$169.90 from www.levi.com/global



+ MIMI HEEL BY KATHRYN WILSON

Kathryn Wilson has established herself as New Zealand's premier footwear designer in just over a decade, growing from a fledgling designer to becoming an influential business woman with a brand that is in constantly high demand. \$299 from www.kathrynwilson.com

+ REBE UNISEX HATS

Designed in New Zealand, Rebe Panama Straw Hats are crafted from authentic Ecuadorian Toquilla straw, which is native to South America. Skilled weavers at the source weave the harvested straw into a traditional herringbone pattern in the form of the Panama Hood. The shaped Panama Hoods are then shipped to Rebe's milliners in New Zealand for hand-blocking, shaping and trimming into the studio's timeless designs. The Rebe Panama Hat in both black and white, and the Rebe Boy Hat in pine are all \$375 from www.rebe.co.nz



+ CAMILLA AND MARC WREN LONG SLEEVE

The Camilla and Marc design philosophy centres around offering high-end design and construction with a simplicity that allows the wearer to shine through. The brother/sister design duo believe that great design lies in transforming and inspiring the fashion house's customers to be better, more confident versions of themselves. \$599 from www.camillaandmarc.com



EVANS

EUROPEAN

panel and paint

MTA REPAIRER OF THE YEAR 2009 | 2010 | 2011 | 2017

APPROVED AND EXPERT REPAIRERS OF



Giltrap Group



ŠKODA



351-353 CHURCH STREET
ONEHUNGA
PHONE: 09 636 5004



FEATURED

SCOTT DIXON

Last year Scott Dixon marked his 16th season with Chip Ganassi Racing. He currently holds the distinction of being the winningest active IndyCar driver on the circuit with 40 victories, making the boy from Manurewa in South Auckland the fourth top-ranked all-time Indy winner. We caught up with Dixon for an exclusive interview on the eve of the release of a brand-new documentary detailing a season in the fast lane with wthis incredible Kiwi.

ALSO IN THIS ISSUE

- Aston Martin Vantage and DBS on snow and track • A rare look inside the Bentley factory
- Lexus designer Chika Kako profiled • Jaguar I-Pace driven • Meeting the McLaren 720S



BORN READY

BORN RACER

WORDS **SHAUN SUMMERFIELD** PHOTOS SUPPLIED AND JEN RAOULT @ CLAIROBSCUR

With his fifth IndyCar title secured, New Zealand's Scott Dixon has now surpassed the on-track exploits of Michael Andretti to sit third on the all-time IndyCar winner's list. A genius behind the wheel, Dixon is humble in his successes. This isn't just a living. This is everything he has ever wanted to do.



Every weekend in Northern California, thousands of wine-lovers make the trip across the Golden Gate Bridge, to savour the famous reds from the vineyards dotted along the Ruta Estatal de California. This is wine country. But for Scott Dixon, it is also winning country. This is where he further confirmed his status as an IndyCar great.

With the precision and calmness of an experienced surgeon, Dixon claimed his fifth IndyCar title in mid-September with a perfectly measured second place – in itself as unspectacular as he is spectacular.

The New Zealander did exactly what he needed to do to win the title. Ryan Hunter-Reay claimed the season finale – but Dixon was the big winner. As always there was no histrionics; only credit to wife Emma, his team and main rival for the title, Alexander Rossi.

Even as Rossi closed the gap over the last few races of the season, Dixon had remained unflustered. Speaking to him ahead of the final three races, he still felt that history was on his side.

“It’ll be a tight finish but based on last year’s performance it should be in our favour. You don’t over-analyse at this end of the season or focus on just one or two rivals. We went into the last three races chasing wins, it was as simple as that.”

2017, or ‘that’ season, is the basis for the movie *Born Racer*. It presented the filmmakers with a plot that was wild enough to be classed as fiction. It included him winning pole position for the Indy 500, only to experience the biggest crash of his career, being held up at gunpoint and still coming within one race of winning the championship.

Where do you start? Indianapolis seems the logical place. It’s the biggest week of the year for IndyCar (not to mention the biggest annual sporting event on earth with over 350,000 attending the





Far left Dixon's number 9 Dallara DW12 has been a familiar sight at the pointy-end of the pack...

Left ...as has a victorious salute at the end of several rounds.

Lower left Dixon says he has never been involved in a championship that has been without adversity. But he believes in putting his head down and going for it.

Below Dixon described the 350km/h crash which destroyed his car as a "wild ride".



Indy500). With double points on offer there is more at stake than just a bottle of milk and getting your face on the Borg-Warner trophy.

Dixon had just made the perfect start to the week, having claimed pole for the 500, so he and four-time IndyCar Champ Dario Franchitti decided to make a food run to Taco Bell for the team. Before they'd left the drive-thru lane, they were held up at gunpoint by two teenaged boys. Both Dixon and Franchitti initially refused to give up their wallets.

"It was only afterwards that I realised that was a much bigger deal when you think about how bad it could go when you're not easily giving up your cell phone or wallet. It's just dumb shit when you should be saying 'Here just take this'," he says.

A year on, Dixon can also see the lighter side of the incident; like Franchitti claiming to not have a wallet, while the wallet Dixon

eventually handed over...was his wife, Emma's (he'd misplaced his).

Still, keeping calm under pressure is why Dixon earned the nickname 'The Iceman'.

A week later that famously calm demeanour was seen again when he walked away from an horrific lap-45 crash after a lapped driver slipped up in front of him. The 350km/h crash destroyed his car, with Dixon describing it straight after as a "wild ride".

Looking back Dixon admits he was lucky, although when the car came to a rest on the inside wall, all he was thinking was, "This is double points race, and we just took a hammering because we came last."

At the time Emma was less worried about the points, telling reporters shortly after the smash, "I really didn't think he was coming home. That is the worst thing I have ever seen."

It was a harsh reminder for Dixon of the other side of IndyCar; the side drivers hate, and hate talking about.

"The crashes are never easy to deal with. It's part of the sport, it's the worst part of the sport - we all know that. It is much safer now, but it can all change pretty quickly. The hard part is that a lot of these people are your friends. It's the families, the kids and the parents. Take Dan (Wheldon), Tony (Renna), Justin (Wilson)... these people are doing what they love. It's what made them feel alive."

This season has seen Dixon regularly in the limelight; whether as Championship frontrunner or after passing Michael Andretti to sit third on the all-time winner's list.

"When you look at the win list it feels strange: (AJ) Foyt, (Mario) Andretti, Dixon. For me, I just look at it as we're in the business of winning races, and if you're not, then you're not going to be around for too much longer."

The renewal of his contract with Chip Ganassi became public





Above Dixon and wife Emma celebrate after his race win in Toronto.

Below A brief break during testing, but always time for a laugh with teammates.

knowledge, with media speculation of him having “moderate talks” with other teams. The level of excitement was bemusing for Dixon.

“It was no different to what we do every two or three years. It was just that it became public knowledge. The process was normal; we talk to all the teams, find out what is going on, what opportunities they have,” he says.

Ganassi and Dixon are one of motorsports great success stories. In many ways they are an odd couple, but the bombastic team boss and reserved driver have been a partnership that has earned a place in IndyCar history. Even if Ganassi was perplexed that Dixon bucked the trend by not slowing down following the birth of his two daughter Poppy and Tilly, Dixon as always has a logical explanation; “More mouths to feed means I have to win more races.”

In truth, it’s more than that. Family life offers a perspective Dixon never knew early on in his career.

“It’s been a really good way of separating things. When you’re young, it can get quite obsessive, which can be a bad thing. Now when you come home after a bad race, they want to talk about something completely different. So that’s been really good to separate racing from being Dad.”

Whether it is the breath-taking speed, the close competition or the ever-present reminder of the danger, Dixon refuses to think or act like he’s ‘clocked the game.’ Despite knowing every trick to finding that last hundredth of a second in qualifying, or his instinctive ability to stretch fuel further than anyone else, complacency is non-existent.

“I’ve never been involved in a championship that has been easy or without adversity, so we just put out heads down and go for it.”

It’s not just Dixon’s head that is in the right place, but also his heart. This became crystal clear when I ask if, at 38, he’d started to consider retiring from what even he concedes can be a dangerous workplace?

“No. It would feel worse giving up something you love and still having to watch it. I’ve always said when it’s your time, it’s your time. You could fall off a ladder, get hit by a bus. I love what I do, and what it has done for my family and me.

“I love the competitiveness, the feeling of beating someone, that’s what drives me. There’s nothing worse than waking up on a Monday having had a shitty day on the Sunday.”

That best of all explains why and how Dixon has thrived for 18-seasons in the top flight of American open-wheel racing; a place where he has remained at the pointy end for his entire career.

Even ‘career’ seems like an understatement because motorsport is his vocation. He doesn’t race for a living, he is a racer; a born racer.





DOCUMENTING A LEGEND

WORDS CAMERON OFFICER PHOTOS JEN RAOULT @ CLAIROBSCUR

Matthew Metcalfe and Fraser Brown of GFC Films gave 66 Magazine the inside scoop on what it takes to bring a great sports documentary to the big screen.

Just how do you go about distilling down all the action from a season in the life of a top-level racer into 90 minutes? There is, after all, more drama, suspense and emotion contained within a single race weekend for a sportsperson like Scott Dixon than many of us will experience in a month of Sundays. Or two months. Or three.

Thankfully, tracing the narrative of Dixon across a continent-spanning IndyCar campaign was in safe hands with GFC Films' Matthew Metcalfe and Fraser Brown. Because these guys, it should be noted, have what's known as 'form' when it comes to translating high-speed adrenaline onto the big screen.

Last year, Metcalfe and Brown successfully brought the life and career of New Zealand motorsport icon Bruce McLaren to a global audience with *McLaren* (which was directed by another legendary Kiwi, Roger Donaldson). Waiting in the wings this year is a thoroughly entertaining-looking documentary about





Previous page top
Cameraman Darryl Ward gives director Bryn Evans a few pointers trackside.

Below Motor racing makes for great drama and great stories, says Fraser Brown..

Previous page bottom Fraser Brown (left) and Matthew Metcalfe of GFC Films.

Bottom Ward waits for his cue.

Left Capturing the action as it happened was vital during the making of *Born Racer*.

Aussie superbike racer and 1987 world champion, Wayne Gardner (Wayne, directed by Jeremy Sims of *Last Cab to Darwin* fame).

First though, *Born Racer: The Scott Dixon Story*, is ready for its premiere. As Matthew Metcalfe says, the time to tell Dixon's tale to a broader audience felt right.

"It's incredible how revered Scott is in the United States, but here in New Zealand I think his achievements are underappreciated. Unless you're really into motorsport, his name might not be a well-known one," he says.

"When setting out to tell Scott's story though, we knew we wanted to appeal to a wide audience, and not necessarily one that is focused on motorsport. Sport in general makes for fascinating subject matter, because you have natural stories contained within the game or the race. We aren't pitching *Born Racer* to a Sky Sports audience though; Scott's story is an amazing one to discover for any viewer."



While the GFC team now count three motor racing-themed documentaries in their stable of work, Fraser Brown says there hasn't been a deliberate move to document the sport and its heroes; it's just the way the opportunities have presented themselves.

"As producers, Matthew and I are probably drawn to stories involving high-stakes and adrenalin; anything that gets the heart racing is going to provide a bit of spectacle," says Brown, who admits to a love of motorbikes, including his current ride, a custom-framed Triumph Twister 790. Metcalfe, meanwhile, races a Ducati 1299 Panigale.

So, yes; these guys are certainly no strangers to a little track speed of their own.

After the release of *McLaren*, which received rave reviews here and overseas, Universal approached GFC Films to document a more contemporary motorsport story. Scott Dixon, dominant in the IndyCar series and rapidly climbing the 'all-time greatest' lists of pundits



and statisticians alike, was immediately seen as the ideal subject. The 'Kiwi battler' angle appealed to Metcalfe and Brown too.

"The documentary follows two distinct timelines," says Metcalfe. "Scott's 2017 season forms the overarching frame of the narrative, but naturally we look back in time to his go-karting days and his progression through the New Zealand racing scene and the big move overseas to the IndyCar series.

"People forget just what Scott has achieved. I mean, outside of IndyCars he's competed at Le Mans too; that in itself is a big deal. The Indy 500 is the biggest one-day sporting event in the world, with something like 350,000 people descending on the circuit. There's so much colour and drama encapsulated in that one event, let alone the other huge races on the calendar. Capturing all of that was a big challenge for a small team."

In order to ensure fleet-footedness for track footage, the *Born Racer* crew was deliberately kept small, consisting of director Bryn Evans and a handful of sound and vision techs; there's no second unit luxuries when it comes to covering as-it-happens racing. As a result, it was an exhausting shoot, says Metcalfe, but the framework of the film came together quickly.

"Scott and [IndyCar controlling body] IMS were onboard from the very beginning. Our crew had great access, which is half the battle. It takes momentum and process to build any documentary, regardless of the subject matter. I think because of the urgency of the race season in the background, *Born Racer* had a lot of forward momentum right from the start," he says.

"It's easy to think of a documentary as a small project," concludes Brown. "But we have a real global focus and we love telling big stories, whether they be about an elite sportsperson like Scott or the conquering of Mount Everest, as we did in *Beyond the Edge*.

"New Zealand taking on the world and winning is always going to appeal, both to us as producers, and to the audience. But at the end of the day, we love curating stories that anyone anywhere in the world will enjoy."

Born Racer: The Scott Dixon Story premieres in select New Zealand cinemas during October.

Above A small team doing the hard yards, (from left) Darryl Ward, Bryn Evans, Andrew Thomas.

Below Matthew Metcalfe says both Scott and the wider IndyCar organisation were onboard for the documentary from the very start.



SUCH A PERFECT DAY

WORDS **STEVE VERMEULEN** IMAGES **VAUGHAN BROOKFIELD AND ASTON MARTIN**

European media launches are amazing, but you do have to sit on the wrong side of the car and be stuck on a plane for a long time. Thanks to Aston Martin, Steve Vermeulen avoided all that and attended an event of epic proportions right here in New Zealand.





Pristine doesn't begin to describe Wanaka's Snow Farm and Automotive Proving Ground. Nestled 500 metres above the Cardrona Valley, the Pisa mountain range is an exquisite backdrop to hundreds of swishing Gore-Tex jackets that migrate here each winter for automotive testing amongst the expanse of pure white surrounding the facility.

Lavishly, I'm being choppered in at the start of a big day where I'll drive two very special cars in very special circumstances.

My morning will consist of skidding the new Aston Martin Vantage around – on ice mind you – before I get to experience the brand's all-new V12 DBS Superleggera. The latter is literally being launched to the world's automotive media for their first drive impressions in Germany as I zip up my Icebreaker to do the same right here in New Zealand. As an added bonus I'll have one of the world's first opportunities to sample it on track.

This, I should point out, never happens. Car companies never have product to drive in the lower half of the globe at the same time as they're being launched in Europe. So today is an unusually good day.

All this is thanks to Aston's Art of Living customer experience programme.

Art of Living taps into the heritage and cache of the Aston brand and offers several exclusive octane-infused events around the world for their most passionate clientele, from ice driving in New Zealand, to crossing Xinjiang province in China, to hospitality packages at Le Mans.

There's a selection of vehicles here, including the beautiful DB11 and its Aston Martin Racing (AMR) variant. But stepping onto the snow, I'm magnetically drawn to the Vantage. From every angle, it is indisputably handsome. The stark whiteness of the surrounds here accentuates every subtly of the car; the proportions and body surfaces seem even more impressive.

It's a big deal strategically for Aston. In its sights is Porsche's 911; to say the new Vantage is a cornerstone for the British car maker is like saying Richie McCaw was relatively important to the All Blacks.





From behind the wheel, driving the Vantage on ice requires finesse. Remember, this is no all-wheel drive, torque-vectoring, techno-showcase. There are three driving modes: standard, sport and track, but Aston Martin assumes Vantage drivers are fairly capable (clearly not met me, then) and prefer dynamics unsullied by an excess of electronic wizardry.

For optimum 'driving fun' we have the stability control system deactivated and applying the 4.0-litre twin turbo V8's 375kW and 695Nm of torque through the rear wheels only. Keeping it pointing in the right direction takes all my concentration as I thread my first slalom, a satisfying rooster tail of snow in my wake.

Not that the car is unwieldy, even in these nominal grip circumstances you easily get the sensation of the car's ideal 50:50 weight distribution. That balance coupled with the Vantage's short 2705mm wheelbase and lightweight aluminium underpinnings, is all you want from a car when making rapid directional changes. Before long I'm hammer down, feeding the Aston full lock.

The sound is epic. A mix of studded tyres scratching violently at the sub-zero surface below, ice and snow peppering the Vantage's sculptured bodywork and the gruff, forced-induction growl of that V8. Think the bear scene from *The Revenant* and you're getting close.

The Vantage's cockpit really is ideal for this type of thing. It's a more driver-orientated cabin than the GT

variants the marque is well known for. The hunkered-down seating position skewed to sports driving; I'm snugly secured into the seat with press-fit tolerance. The focussed ergonomics let me simply point the car with the steering wheel, rather than brace myself with it during every pendulum motion initiated.

After a few increasingly-challenging cone exercises the morning culminates with the drift circle, a 50-metre diameter of solid ice. The aim here is to steer the vehicle almost exclusively with the throttle, keeping steering input to a minimum and, ultimately, finding the sweet spot where you can balance the vehicle at a consistent angle.

It takes some getting used to and I instinctively saw at the wheel too much, over rotating the car. My instructor reminds me to be more delicate with my actions and I relax into it. Less throttle with a more consistent application holds that V8 in the thick of its torque range, you can feel the chassis respond with impressive accuracy and steering is now minimal; almost pointing straight ahead. A few attempts and the Vantage is gliding effortlessly in a beautiful, sustained drift.

I could return home quite satisfied with that, but the chopper and the DBS await. Onward, then, to Highlands Motorsport Park.



Above Gleaming Aston, gleaming snow; a perfect combination.

Centre Warming up with some slaloms on ice.

Left A nice big rooster tail of snow is a rather satisfying sight.

Far Left Traction control switched off for maximum angles.

Right In these slippery conditions, the Vantage's 50:50 weight distribution is noticeable.



While the recently-unveiled V8 Vantage is the switchblade all-attack Aston, the DBS, as the nameplate suggests, takes the DB11 broadsword template and adds to it. Or subtracts from it actually; the name Superleggera translates as “super light”, after all. And yes, the DBS is lighter than the DB11 by 72kg.

It is the very latest addition to Aston Martin’s impressive contemporary roster of sports cars and it’s brilliant to have one here.

First off, the DBS looks stunning. The nose has been shortened by 34mm over the DB11’s snout, while the rear is much more upright; a purposeful move that has the result of giving it the ready-to-pounce edginess of a dragster over the more relaxed svelteness of the DB11. The DBS is also 10mm wider at the front; 20mm wider at the rear. It arrives on 21” rims.

Those signature side strakes – such a lovely component of the DB11’s flanks – are redrawn here with extra aero fins doing tricky science stuff to the air as the DBS punches through it. The rear haunches of the DBS are lower than those of the DB11 to help suck the car to the ground, while a carbon double diffuser – sitting somewhere between the subtle slipperiness of the DB11’s valance and the multi-layered jagged edges of the V8 Vantage’s – also helps stick the car to the tarmac at speed. Speaking of carbon, the DBS’s roof is also made of the stuff in order to reduce weight. And look cool.

Hit the starter button and you’re met with a burst of noise from the big all-alloy quad overhead cam V12. If you’re interested, the V12 features cylinder deactivation when cruising to conserve fuel and emissions. Today, I’m not interested in that at all though. Why would I be? Ahead of me is some 4.0km of the country’s best motorsport facility and the DBS is the most powerful production car Aston has made.

Yep, the DBS Superleggera boasts peak power of

533kW and – wait for it – 900Nm of torque from 1800rpm all the way up to 5000rpm. That’s about 200Nm more than a Ferrari 812 Superfast.

Floor the throttle and the alpine surrounds of the Highlands circuit blur in an instant. I’m pressed to the back of my seat and barely have time to appreciate the brutality of the acceleration before I’m diving aggressively into a replica of the Nurburgring’s famous Karussell under violent braking.

Thankfully, the brakes are deeply impressive; carbon discs (410mm front, 360mm rear) gripped by six pistons up front and four at the back. The rapid deacceleration is as reassuring as all the safety systems in the DBS too. Not that any of them were required to deploy, I hasten to add. This is a half-million-dollar Aston (give or take); handing it back with perhaps just a smidge of road grime covering its aggressive flanks will be as joyful a moment as hurtling around Highlands in the first place.

I settle in and with each lap become increasingly more comfortable at speed. I’m surprised at the agility; the faster you go, the smaller this car feels.

Yes, the Vantage offers a sharper turn in, but the DBS Superleggera’s mid-corner stability and post-apex acceleration is like no other Aston I’ve driven. Great GT sportscars rarely translate so well on the track as this new DBS. It transfers its weight beautifully, is extremely stable and puts the power down with an exciting, controlled linear aggression that you just don’t tire of.

Ice driving was immensely good fun, but the speed and ferocity of the DBS Superleggera are the two big takeaways for me as my time in the company of Aston Martin concludes.

A very Bond-film-esque few hours, finished with not a Martini, but a beer to reflect on a rewarding way to showcase two brilliant new cars as well as our own world-class scenery. A rather perfect day indeed.



Above Left
The DBS's mighty V12 pushes out 533kW and 900Nm of torque.

Above Right
The in-cabin detailing Aston Martin undertakes is exquisite.

Lower Right
Highlands Motorsport Park echoed to the sonorous roar of the DBS all afternoon long.





THE CLASSICS WITHOUT COMPROMISE

Steinway's Spirio mixes an old-world idea with the absolute latest in programming technology. The absolute pinnacle of piano perfection played by a pro in your living room?

It all comes seamlessly together here.

I'm having a hard time keeping my hands to myself. Some things are so tactile you just want to stroke them. That's rarely appropriate, of course, and certainly not here at legendary Auckland musical instrument shop Lewis Eady, where I am surrounded by gleaming Steinway pianos. They are gorgeous but I daren't ask John Eady, the most recent member of his family to run the 130-year-old business, if I can touch.

I try not to be distracted by the instruments and focus instead on what Eady is saying about the new Steinway model, the Spirio. He explains that it's the 21st century take on a 19th century invention, the player piano, or pianola. You've probably seen player pianos in old movies (particularly westerns, for some reason). The instrument plays itself, the keys moving of their own accord.

Player pianos produced their music using perforated paper rolls. When you wanted to change the music, you swapped out a roll. The Spirio is different. It's run from an iPad and operates like iTunes or Spotify. Simply browse or search as you would in any music program – the database boasts a library of more than 3200 hours of music and it's being added to all the time – select your poison, then watch and hear the piano play, like a particularly gifted poltergeist skipping across the keys before your eyes.

Eady presses an icon and the familiar introductory to Rachmaninov's C-sharp minor prelude peals from the Steinway. It sounds... well, like a concert pianist playing a Steinway.

It is pure, full bodied and has that customary Steinway crispness. The pianist has a wonderful touch, too, and is obviously very, very good. Eady grins and says it's Sergei Rachmaninov himself, digitized from the composer/pianist's own recordings, and transported through the ether and across the decades to a shop in Epsom. It's hard to get your head around the fact that this is not the highest of high-fidelity recordings, it's actually the pianist – who died in 1943 – playing the instrument.

The mechanics of the Spirio are hidden away but it uses bespoke solenoids to work the keys, controlled from a computer hidden discreetly beneath the piano; all you can see is a power cable. This is no bolt-on retrofit, it's how the Spirio leaves the factory.



“IT’S HARD TO GET YOUR HEAD AROUND THE FACT THAT THIS IS NOT THE HIGHEST OF HIGH-FIDELITY RECORDINGS, IT’S ACTUALLY THE PIANIST – WHO DIED IN 1943 – PLAYING THE INSTRUMENT.”



It’s aesthetically beautiful, features bleeding-edge technology and sounds fantastic – but why would you want one? Starting at \$225,000, the Spirio is not cheap. You can buy an awful lot of stereo for that sort of money.

“You can,” says John, “but it’s still a stereo, a digital tune. The Spirio will do whatever a Steinway is capable of doing in the hands of a performer. I was extremely sceptical to begin with because everyone thinks of the dreadful player pianos you find in hotel lobbies, but when we saw what the Spirio was, we realised this is a serious piece of kit.”

Despite the rarefied financial atmosphere in which the Spirio operates, Eady says he’s selling more of them than standard Steinways. That makes sense. Average Steinway owners are, with all due respect, rarely as good as their instruments. But they tend to love their music. With this they can play the piano of their dreams, then press a button and hear it played by a pro.

Steinway aims to install Spirios in concert halls, the idea being that owners will be able to stream concerts in real time directly to their own instruments, potentially with a corresponding video feed. It’s Lang Lang in your living room, wrapped in a piece of wooden art. Watch those fingerprints.



BENTLEY



The new Continental GT.

Be Extraordinary.

6.0 W12 from \$355,000. Discover unmatched design, craftsmanship and technology at Auckland.BentleyMotors.com

The new Continental GT fuel consumption – EU Drive Cycle in mpg (l/100 km): Urban 16.0 (17.7); Extra Urban 31.7 (8.9); Combined 23.2 (12.2). CO₂ Emissions 278 g/km.

The name 'Bentley' and the 'B' in wings device are registered trademarks.
© 2017 Bentley Motors Limited. Model shown: Continental GT.

BENTLEY AUCKLAND

CONTRADICTIONS AND CRAFTSMANSHIP



WORDS AND IMAGES **CAMERON OFFICER**

An hour or so south-east of Liverpool, in the working-class heartland of Cheshire, lies Crewe; home to Bentley Motors and a workforce that prides itself on matching the latest manufacturing technologies with firm traditions passed down through generations.



It looks exactly like the sort of fork you'd find in a cutlery drawer. Probably because it is. The bent and battered item of silverware Noel Thompson is holding is at once both perhaps the most low-tech, as well as the most famous piece of equipment in the entire Bentley factory.

Rather than a curious cafeteria cast-off, Thompson uses this specific fork's tines to place the stitching holes on the steering wheel rims of every Bentley built here. He does this freehand and he must use this particular fork, because it was this very fork that his father started measuring out stitch spacing with when he worked in the factory.

This is, what I come to realise, a very 'Bentley factory' sort of story. Thompson celebrates his 50th year at Bentley next year and he is currently the longest serving employee. To put that length of service into perspective, when the young buck turned up for his first day on the job back in 1969, company founder WO Bentley was still alive.

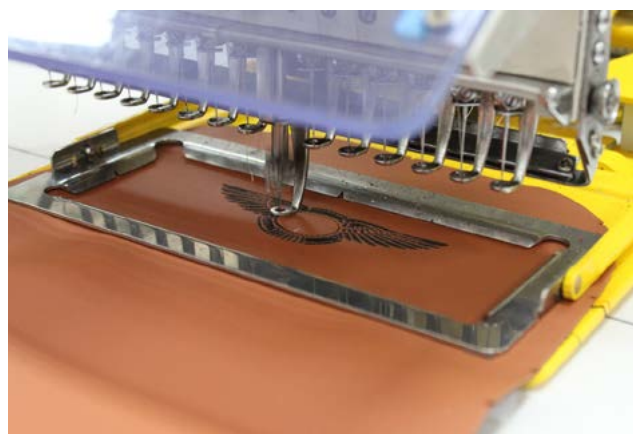
"I remember vehicle bodies being wheeled around on trolleys," says Thompson, who doesn't look old enough to have been here that long.

"The factory has certainly changed, but there are plenty of old traditions that still form part of what we do, and part of every car we build."

While Thompson reckons every steering wheel is different in the amount of time it takes to build one, it's a three-to-four-hour job on average. He cuts the leather undersize then stretches it across the rim, makes his fork-based perforations and starts the stitching process.

Something of an icon within the busy factory, Thompson has toured the world with his fork, demonstrating what is undoubtedly an art not seen in other car factories.

"In Brazil once at a function where I was demonstrating what I do, a bloke comes up and asks to have a go at stitching the leather. He does very well too; turns out he's a heart surgeon.



Left A 1:1 scale Continental GT on display as part of the design process detail at the Bentley factory.

Top Every hide used for the interior of Bentley models is meticulously checked for defects.

Above Right The new Bentley Continental GT features an incredible 310,000 individual stitches inside the cabin.

Above The Bentley 'Winged B' of a headrest is stitched out in an automated process.

“PRECISE SKILL, PRECISION TECHNOLOGY. IT’S EVERYWHERE AT THE BENTLEY FACTORY; A PLACE THAT ADHERES TO EVERY PRODUCTION STANDARD YOU WOULD EXPECT OF A MODERN CARMAKER. BUT AT THE SAME TIME, TRADITIONS DON’T MERELY STILL EXIST, THEY ARE ENCOURAGED.”

But he reckoned he hadn’t seen such precise stitching outside of the medical profession before, so I think that was a compliment,” he laughs.

Precise skill, precision technology. It’s everywhere at the Bentley factory; a place that adheres to every production standard you would expect of a modern carmaker playing in the global market. But at the same time, traditions don’t merely still exist, they are encouraged.

Mind you, it’s hard to argue a facility with its own wood shop would shrug at the idea of ‘tradition’. Given the marque’s propensity for a beautifully-polished bit of walnut burr, ash or liquid amber, Bentley’s is impressive.

Some veneers are far more expensive than others. Vavona burr, for example, is the priciest interior garnish. It comes from the Giant Redwood Sequoia tree in California and can’t be felled prematurely; only when the tree falls naturally can its wood be harvested. Specify this finish and you could be waiting 800 years for the wood trim inserts for your Mulsanne. Not really: Bentley has a stockpile.

Walnut burr is by far the most popular and is harvested from a 70-80-year-old walnut tree. Impurities like sap and oils are boiled out of the burr (the name for a deformity in the trunk) and then the veneer is formed when still wet and soft; 0.6mm-thin sheets are shaved off with what amounts to a giant pencil sharpener.

Bookmatching is an old skill Bentley prides itself on having perfected over the years. Being able to match the left and right side of the car with the exact mirror image veneer across the width of the cabin is something utterly unique to the carmaker.

It’s worth remembering that 80 years ago, one didn’t order one’s Bentley as a whole vehicle. A Bentley was the rolling chassis, engine, suspension and modest electrical system; once completed, the new owner would then take their example off to a coachbuilder of choice. Names like Thrupp & Maberly and Park Ward adorn plaques inside the doorjambs of cars of this era. H.J Mulliner & Co. is another; today Bentley’s trusted bespoke division, capable of essentially providing a customer’s new Bentayga, Continental GT or Mulsanne in any state-of-dress they desire. Well, within reason.

“There is probably a bit of a perception that we will commit to any customer request, but the integrity of the Bentley brand remains as important as a customer’s wishes for their personalised example of one,” says Scott Lanzi, product manager for Mulliner.

“We would never say ‘yes’ to a customisation request immediately. Instead, we go through a validation process with the customer first. Obviously, we’ve had some interesting requests over the years; a plumbed-in coffee machine and a throne-style single rear seat are among the more interesting ones.





"A lot of requests are quite standard in their own way, so we have a Personal Commissioning Guide that details what can be achieved relatively simply," says Lanzi.

"Cocktail cabinets and secure storage units are common requests, as are exterior paint matches; either to the owner's existing vehicle fleet or to a particular cherished item. Recently Mulliner matched the shade of a vehicle to the colour of its owner's handbag, for example."

Perhaps that last request isn't so strange. There's plenty of leather inside every Bentley, after all. How much, exactly? Trimming the interior of a Continental GT takes approximately 10 bull hides. A Bentayga requires approximately 13. The Mulsanne? No less than 16. And I should point out that the hides I'm shown by way of an 'average' are about the same span as a New Zealand-spec ranch slider. How appropriate.

Only bull hides are used (no stretch-marks, see?) and even then, only bulls from high altitudes are chosen due to the lesser risk of mosquito bites in the mountains of Scandinavia and Southern Germany. Barbed-wire fencing on the supplying properties is a no-no too, for obvious reasons.

After the hides arrive from Mastrotto in Italy, where they are preserved and dyed, the leather is meticulously checked for defects

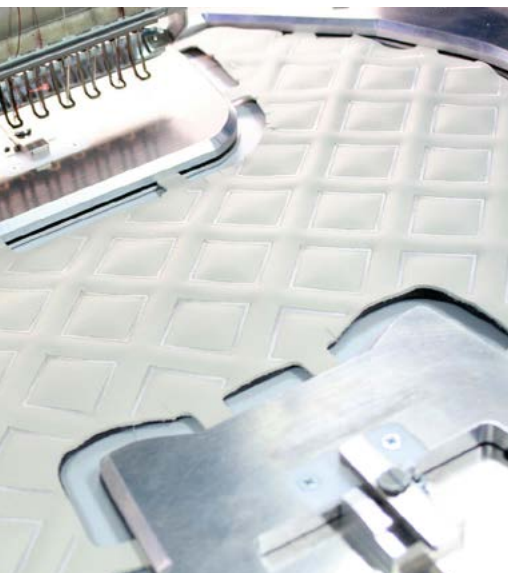
Above left Polishing the woodwork to exacting standards is a revered skill in the Bentley factory.

Above right Noel Thompson holds his famous fork, making stitch perforations in a semi-completed steering wheel rim.

Below centre This intricate pattern requires 712 stitches per diamond.

Below right Expert industrial sewing is a massive part of the operation.

Below left While traditions are valued, Bentley incorporates as much automation as many other manufacturers.





by hand, leaving only the premium material.

Next, technology interplays with tradition again, as the hides are cut to template with a digital cutting machine.

The diamond pattern adorning interior seats and panelling in the new Continental GT requires 712 stitches per diamond, or a total of 34,000 stitches for one complete pattern. In all, every new Continental GT boasts 310,000 individual stitches inside its cabin. And no, that's not down to the careful eye of Noel Thompson back at the steering wheel station; a rapid-fire digital stitching press – the AK-47 of sewing machines – whisks through the job, taking around 50 minutes per pre-set pattern.

It's all very automated. All very modern. But then you learn that the Continental GT is assembled in the very same production hall where Rolls-Royce Merlin aircraft engines were built during the Second World War (they still build W12 engines here, by the way, while the V8s are sourced from the wider Volkswagen Group universe and 'dressed' at Crewe).

You learn that – windscreen sealing aside – the Conti GT is still essentially built by hand. The 'robots' here merely take the strain; lifting heavy items for better placement by humans. But you also learn that to upgrade the plant for Bentayga SUV production, £28m has been invested. And that the factory generates 40% of its own electricity through solar panels on the roof.

It's a factory full of contradictions; a place where a car that has more lines of code in its software systems than a Boeing 787 Dreamliner is built, but also where a man fashions millimetre-perfect holes for stitches by sight using something he could very well have recently fished out of the dishwasher in the lunchroom.

Come to the source, then, and it's easy to see why there is no other car quite like a Bentley.

Above left and right
Bentley's well-stocked, climate-controlled wood shop features all manner of veneers.

Below The finishing shine is applied to a two-tone Mulsanne as it nears the end of the manufacturing line.



BREAST CANCER FOUNDATION CONTINUES TO SPREAD THE WORD AND SAVE LIVES

Nine women a day are told they have breast cancer and, sadly, more than 600 die every year. But from nationwide campaigns to a crucial conversation with a single, scared woman, Breast Cancer Foundation NZ is continuing to raise vital breast cancer awareness amongst New Zealanders.

Breast Cancer Foundation NZ was formed nearly a quarter of a century ago to educate all New Zealanders about early detection and the importance of screening mammograms. Early detection is vital because survival is much better when breast cancer is found and treated early.

Ground-breaking research funded by the Foundation, which could improve treatment and find cures, is also underway. Throughout the year, the Foundation offers support to patients and funds counselling and rehabilitation.

All the Foundation's work is made possible with the support of fundraisers, donors, volunteers and corporate partners such as the Giltrap Group.

BCFNZ's nurse educator, Debra Leutenegger has travelled from Whangarei to Dunedin and from Taranaki to Hawke's Bay, attended countless Pink Ribbon breakfasts, stood in the mud at Fieldays and driven hundreds of kilometres to visit GP clinics in the South Island, all with the aim of reaching deeply into every community.

Wherever she goes, she hands out printed information and offers helpful advice to people who often have very little understanding of breast cancer. She has worked to communicate with hard-to-reach rural communities, ethnic communities and the corporate world where many women work.

She has attended the National Agricultural Fieldays at Mystery Creek and has had conversations with hundreds of individuals, including a teenage boy wanting information for



his aunt who had breast cancer, and a woman who'd just been diagnosed but hadn't yet told her family.

The Giltrap Group has been with Breast Cancer Foundation NZ since its inception in 1994, and generously provides four Volkswagens so Debra and her colleagues in the Foundation can spread its message across the country.

"We're enormously grateful to have benefited from Giltrap's unwavering support for over two decades," says Breast Cancer Foundation NZ's chief executive, Evangelia Henderson.

The Foundation's pink caravan, towed by an enthusiastic army of volunteers, travels the length and breadth of New Zealand. Its team of qualified and experienced breast nurses spreads the word to people in small, often remote communities. One of the on-board tools is a life-like torso complete with lumps, teaching women what to feel for when examining their own breasts.

Left to right Richard Giltrap, Evangelia Henderson, Chief Executive of BCFNZ, Sarah Munro, BCFNZ Breast Nurse.

Breast Cancer Foundation NZ is New Zealand's biggest funder of innovative breast cancer research. [After all, scientific breakthroughs will be vital as the Foundation pushes to achieve its bold vision of zero deaths from breast cancer.

BCFNZ supports patients via a free helpline and an online community called mybc. No-one should have to face this dreadful disease alone. For help or advice call 0800 BC NURSE (0800 226 8773). Go to mybc.care to download the mybc app.

Free breast screening starts at age 45. Enrol with BreastScreen Aotearoa on 0800 270 200, or visit www.breastcancerfoundation.org.nz for more info.



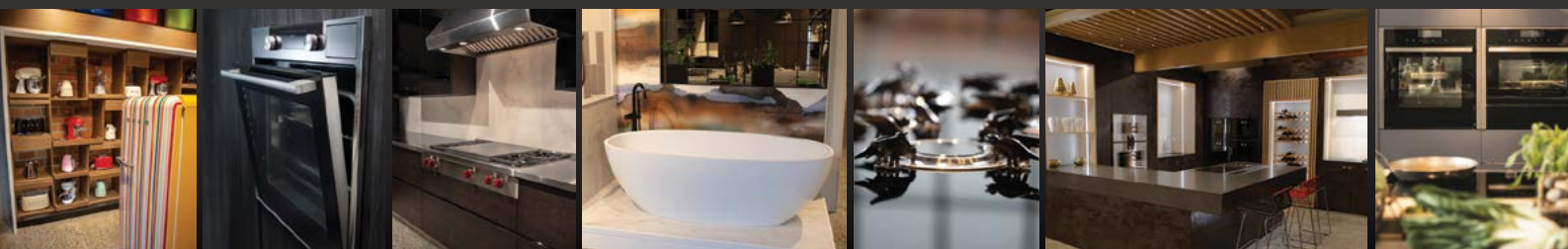
KITCHEN THINGS | LUXURY COLLECTION

Kitchen Things Luxury Collection is a place to meet, experience, learn and be inspired. Located in the premier shopping district of Newmarket, experience a new height in kitchen, laundry and bathroom inspiration and unparalleled service in our interactive showroom.

An experience like no other, this is the future of luxury shopping. With 8 working kitchens, we invite you to enjoy the relaxing

atmosphere and try the appliances for yourself. Book a personalised appointment to taste the difference in a truly unique dining environment. With plenty of parking on the roof and a huge range of appliances to inspire you, Kitchen Things Luxury Collection is the ultimate destination for customers looking for the best.

Immerse yourself in the world's most luxurious brands, now all in one stunning location.



INTERACTIVE EXPERIENCE BRANDS:

SUBZERO **WOLF** **GAGGENAU** **Miele** **smeg** **EGE** **ASKO** **BOSCH**

INTERACTIVE BATHWARE BRANDS:

SAMUEL HEATH **ZUCCHETTI** **the.artceram** **victoria + albert** **GROHE**

MORE OF OUR LUXURY COLLECTION BRANDS:

LIEBHERR **Falcon** **la CORNUE** **falmec** **SAMSUNG** **zenith** **KWC** **FRANKE**



Walter Madhiviko, 王子
Luxury Showroom Manager



Macky Kong, 孔笑
Luxury Showroom Consultant



Pam Thomas,
Luxury Showroom Business to
Business Manager



Mark Loveday,
Luxury Showroom Consultant



Chris Ray,
Luxury Showroom Consultant

Come in store to see our full collection of luxury brands or book your personalised appointment today with our team

26 Morrow Street, Newmarket
09 522 8375
luxury@kitchenthings.co.nz

Monday to Sunday
10.00am - 6.00pm
kitchenthings.co.nz/luxury-collection

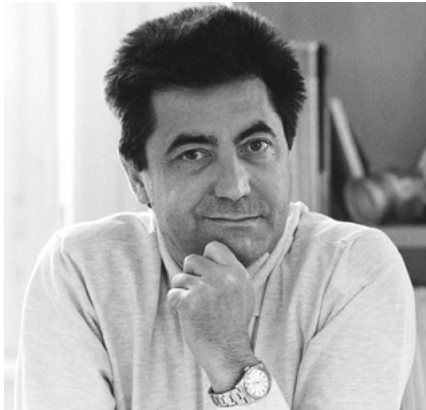
A
Jones Family
Business



THE EVOLUTION OF THE KITCHEN

BY MATISSE PHOTOS ARCLINEA

As in any great classic recipe, a secret ingredient is required. In the case of internationally renowned Italian kitchen design company, Arclinea, a certain something lifts their designs beyond a history of groundbreaking research and development. That certain ingredient is Antonio Citterio – architect, industrial designer and kitchen visionary.



Prestige, originality, integrity and passion have defined Arclinea since the beginnings of the company over ninety years ago when it was founded by Silvio Fortuna. It still retains the flexibility and design freedom of a family owned company that has been at the forefront of intelligent risk taking in kitchen design since the early 1960s.

In 1960, Arclinea was the first company to specialize in the production of modular kitchens. In doing so, they entered into strategic partnerships with manufacturers of materials, particularly steel, as well as appliances which were subsequently integrated into the overall design of a kitchen. This format, of an aesthetically pleasing overall surface, hiding the built in mechanics of the kitchen, remains the basis of kitchen design to this day.



Arclinea's development of the peninsula kitchen led to one of their most important innovations – the kitchen island. This reflected the social changes of the early 1970s as society became more casual and the creation of a family or social meal was no longer relegated to 'mother' or the staff operating out of sight in a small dark room at the back of the house. The kitchen evolved into an integral part of a large open plan living area with everyone gathered around the home chef, socialising, having a party and joining in.

The use of laminates, particularly the 'handle free door' immediately satisfied a taste for simplicity and functionality as well as stylish colour options if required. This approach seems self evident in hindsight but at the time it was a monumental shift, where the function of the

Previous page
Principia in Fume Oak
and PVD Bronze.

Top left
Arclinea Design Director
Antonio Citterio.

Above
Freestanding Artusi Unit.

Below
Convivium with Up/Down
Table and Hanging Shelf.





kitchen was equal to or even secondary to the design itself.

Antonio Citterio, generally regarded as the world's foremost industrial designer, eventually became the Arclinea design director and over time he has created a series of kitchen collections distinguished by new uses of materials, specific handle designs and special features often adapted from the pragmatism of commercial kitchens. Each kitchen is named after the pull mechanism of the cabinetry such as Artusi, Italia, Convivium, Spatia and Principia.

With materials, there is not only a vast selection but the superiority in the way that they are used lies in the use of robotics unique to the company, as well as the adaptation of industrial surfaces for kitchen use. Steelia as illustrated in the Italia kitchen is a reinforced steel containing titanium that comes in four sophisticated colour options - Bronze, Black, Titanium and Champagne. The surface not only looks luminous but is virtually indestructible, scratch resistant, non-porous and does not dull down and lose its looks over time.

Armour, another material developed for industry, has the benefit of a nanotechnology surface which is smooth, matte and velvety to touch but is antifungal, antibacterial, mark resistant and extremely easy to clean. The Italia kitchen, as illustrated, shows a floor to ceiling surface in Armour Nero delineated by an Artusi Gourmet Hood - the kitchen has now become a design statement.

Wooden cabinetry and table surfaces, chosen from a wide selection, are often combined with stainless steel to create the natural, warm ambiance of a home, offset with a practical, minimal edge. Stone and marble are also options for creating a focal point using unique patterns and textures for the kitchen.

Antonio Citterio has also mastered the efficient use of space with smart designs for sculleries, walk in pantries, clear concealed range hoods and ceiling hung shelving systems. Layouts and plans for individual needs are universal and unique to Arclinea wherever in the world the client may be.

Arclinea is now a world renowned brand creating kitchens for chefs, cooking schools, celebrities and commercial spaces but what enables it to retain its longevity and superiority is its retention of its original values from 1925 - 'Il valore dell'eccellenza' - The value of excellence.

Above Italia in Nero Armour with Artusi Gourmet Hood.

Below Italia in Bronzo Steelia with Downdraft.





CHIKA KAKO, LEXUS' FIRST FEMALE LEAD ENGINEER, APPOINTED VP OF LEXUS INTERNATIONAL

In a male dominated area of the motor industry, engineer Chika Kako was the first to break through the glass ceiling and lead the development of a stand-alone Lexus model. Now, six years on, Kako-san has been appointed Executive Vice-President of Lexus International.

In June 2012 Chika Kako became the first woman to be appointed Chief Engineer of any vehicle in the Lexus model range.

While her latest appointment, as Executive Vice-President of Lexus International, has recently been announced, Kako-san has continued over the last couple of years to work on new model development.

The most recent project Kako-san has been engaged on is the Lexus UX, the company's first compact crossover, which was launched to media mid-year.

Previously she was responsible for the current Lexus CT200h hybrid hatchback. Prior to the CT project, Kako-san headed a team which developed a station wagon version of the Lexus IS sedan.

Kak-san says that being a woman was an advantage in the industry.

"A woman in the automotive industry stands out and because of the small number of women there exist many opportunities," speaking at the announcement of her new executive posting.

"I took full advantage of the opportunities as they arose in my career. Don't limit yourself worrying too much about the unknown future and doing nothing. [Instead], imagine

what you want to do, so you can move immediately when the opportunity comes," she said.

Kako-san came to lead a group of mechanical and design engineers from a rather unusual career trajectory.

She joined Toyota in 1989 with a degree majoring in Interface Chemistry and worked initially as a materials engineer in the Organic Materials Department, where she worked on developing interior and exterior materials and sound proofing.

In 2001 Kako-san became the first Japanese woman engineer transferred to an overseas position when she moved to the research and development department of Toyota Europe.

There, she studied sensory and perceived quality engineering conducting surveys with panelists on what Europeans felt was important about the interior of Lexus models, realising during the process their evaluation was quite different to the Japanese method.

Kako-san says the move to Lexus was a great opportunity and on her return to Japan in 2004 she first joined the Lexus Brand Planning Department, then the Product Planning Department in 2005.

Kako-san worked with both the RX SUV and IS sedan model teams, becoming responsible for the station wagon model in the IS range.

Kako-san says she has never been in a situation where being a woman has prevented her from pursuing a desired job. But when she learned she was to become the chief engineer for the CT200h she was puzzled; "It exceeded my expectations being the first woman to gain such a position."

In retrospect she wishes she had taken a career path that involved design and performance to further enhance her results in her current Chief Engineer role for the UX.

Influenced by a surgeon father who dabbled in ceramics and a music teacher mother, Kako-san has emerged as a self-described 'car person', who after starting her driving career has owned various models of Toyotas such as Starlets, Celicas and an Avensis wagon. She currently drives the very hatchback she lead the development of; the Lexus CT200h.

Kako-san says she has a penchant for sports coupes and convertibles and would like to lead the development of a compact sports car in the future.





ULTIMATE LUXURY

ULTIMATE CHOICE

The opening of the flagship Kitchen Things Luxury Collection showroom in Auckland heralds the next step on a journey several decades in the making.

There is no one distinct through-line to the 50-plus year retail career and 30 plus European appliance career of Jones Family Business director, Mark Jones. But if you had to identify a couple of beliefs or principles held dear, both technology and family would be at the top of the list.

Mark lives and breathes the business, as does his daughter Rachel Louie, whom he continues to work closely alongside as part of a tightknit team. The 'family' aspect is right there on the sign at the office door for all to see; the 'technology' aspect is something you discover when you dig a little deeper.

"I realised early on in business that to succeed, you have to innovate. You can't continually present the same thing to customers, because technology means there is always forward momentum and change," he says.

"Many years ago, we realised the change that the microwave oven would mean for the average household. We launched the microwave shops because we could see how microwaves would improve on people's daily lives."

The recognition of that technology from overseas markets led Mark to establish strong bonds with a variety of European appliance manufacturers: Jones Family Business was the first to bring many premium brands to New Zealand, including Italian brand Smeg and strong relationships continue to this day.

In many ways, the same compromises that faced the modern family way of life during the Jones Family Business' formative years continue to exist today; specifically, that as a society we remain time-poor.

That driver, says Mark, continues to lead the world's best appliance manufacturers to innovate. As a result, the family kitchen and bathroom continue to evolve.

"I see distinct parallels between the degree of change that the family home is going through now, and what was happening when the microwave oven started to be adopted. The appliance industry continues to recognise this and so we have advances such as the blast freezer and the steam oven.

"We now order our groceries online and have them delivered when it suits our schedule. I believe that in the future, preparing meals for the week ahead will become that much easier, because appliance manufacturers are continually improving on the ability for their products to ensure food remains fresher for longer and is less time-intensive to prepare."

Back when Mark's company started selling microwave ovens, he identified through trial and error that the biggest barrier to the adoption of new technology was knowing how to use it properly. More than just selling the units themselves, Jones Family Business soon established tutorial classes and even published a microwave recipe book, which became the fourth best-selling book in the country.

"You see many people buy new technology and then only use 20% of its potential. We want to change that, and that's why the new showroom is an experiential space; we'd expect many customers to spend four or five hours with their architect or designer in the showroom, because everything is right here for them to see. And our expert in-house sales consultants take the time to explain how the new technologies in these appliances will benefit the customer."

The Kitchen Things Luxury Collection showroom is the bricks-and-mortar representation of a business philosophy Mark has adhered to for much of his professional life.

He says that, above everything else, providing a customer with choice is key. But choosing between products that offer the absolute best in terms of quality and technology is also vital. Over time, a customer will never remember the price, he says, only the outcome.

"The showroom raises customer interactivity to a level that hasn't been seen in New Zealand before. Customers, along with their designers and architects, are able to make an appointment so they can immerse themselves with many hundreds of possibilities in one place at their own pace," says Mark.



It isn't just appliances that the Kitchen Things Luxury Collection showroom specialises in either. Jones Family Business has partnered with leading bathroom brands as well, providing the very latest in premium fittings, along with accessories and designer tableware. Your entire bathroom or kitchen – right down to the silverware on the table – can be specified in-store.

Bosch, Smeg, Gaggenau, Miele, Neff and Asko are among the quality brands on show; brands with which Mark and his team have enjoyed long-established relationships. Having them here under one roof in an innovative space along with latest editions from Sub-Zero, Wolf, and Liebherr is an all-new experience for customers, however. "In speaking with many high-end brands, I've learnt that while the products speak for themselves, they have always struggled getting customers to visit dedicated showrooms," Mark continues.

"I believe that's because the customer doesn't have the ability to view all the options; they're just seeing one brand.

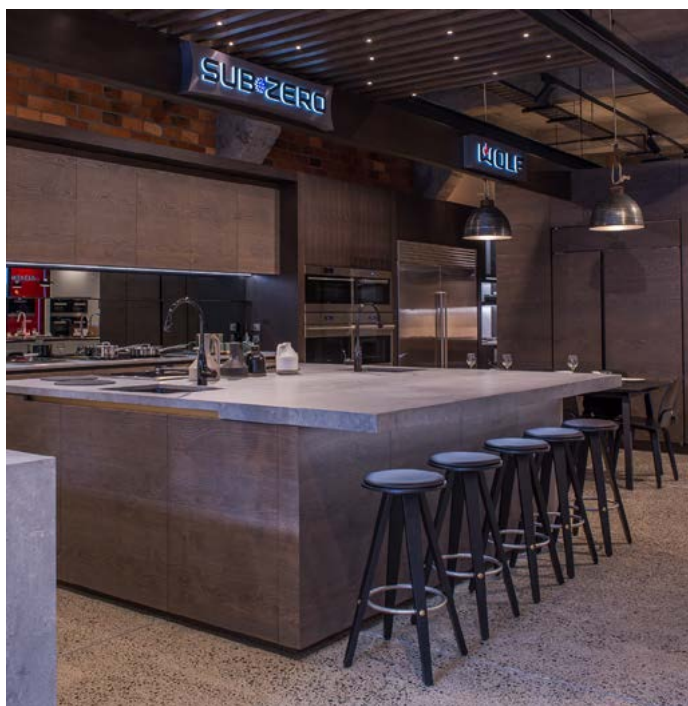
"A customer might come into the Kitchen Things Luxury Collection showroom wanting a Sub-Zero refrigerator – and they might still leave having purchased a Sub-Zero refrigerator. But at least we have presented them with multiple options from the world's best brands for Kitchen, laundry and bathware so that we know when they do leave, they'll be going home with the product that best suits their needs."

The diversity and versatility of both the showroom space and the luxury products within were put on show at the Kitchen Things Luxury Collection grand opening





Left and centre
The Kitchen Things
Luxury Collection
showroom highlights the
luxury that European
brands have to offer.



Left Josh Emmett
creates a culinary
masterpiece for guests
at the Kitchen Things
Luxury Collection
showroom opening.



Below A stellar cast of chefs helped Jones
Family Business open its flagship store. Left
to right; Michael Meredith, Rachel Louie,
Josh Emmett, Rudy Chartier, Des Harris,
Mark Jones, Brett McGregor, William
Mordido, Simon Gault, Giulio Sturla.

event recently. Invited guests were seated in each of the brand spaces within the showroom (where all cooking appliances and tapware are connected and ready to use, just like in any family home).

A roll-call of the best chef talent New Zealand has to offer prepared a series of meals, showcasing both their unique skills and the abilities of the appliances surrounding them. In one corner, Michael Meredith. In another, Simon Gault. Over there was Josh Emmett, Rudy Chartier and Des Harris, while Brett McGregor, William Mordido and Giulio Sturla worked in other spaces while guests dined; in all, a stellar list of gastronomic genius befitting the surroundings.

But, over and above everything else and putting the glamour to one side, the event was all about good conversation over good food; in short, just like a family meal should be.

That the Kitchen Things Luxury Collection showroom can deliver such intimate and familial surroundings in multiples is very impressive and hints at its tandem purpose as an event space in the future too. "Our company motto has always been 'From our family to yours'," concludes Mark.

"This store is my interpretation of how the future of the family home will look with a focus on luxury. But at its heart, it adheres to the same principals as any of our other 19 stores. The reward for me is knowing that we're making a difference to the way New Zealand families live and giving them the quality products and the knowledge about how to get the most out of them every day."

Above Brett
McGregor prepares a
three-course meal in
front of the cameras.
Just like old times.

INTO THE BLUE

WORDS CAMERON OFFICER PHOTOS JAGUAR LAND ROVER

Jaguar's extraordinary I-Pace battery-electric vehicle is on its way to New Zealand. 66 Magazine recently experienced a hands-on introductory lesson in Portugal on why this is possibly the most important Jaguar ever engineered.





The car itself is impressive. But there is another subtler reason to be wowed by the fact this vehicle exists at all. Especially as it does, with Jaguar's graceful 'leaper' badge on the boot lid.

Forget E-Types and XJ220s. The I-Pace is almost certainly Jaguar's most important model ever. The fact it is a pure BEV (battery-electric vehicle) isn't bad going for a company that has traded so heavily for so long on its heritage value.

The fact that Jaguar beat the German brands to market with a well-spec'd, well-built, spacious premium electric vehicle is, in and of itself, proof positive that the marque has never been in better health. For anyone who ever grimly stared back at the Christmas tree lights of an inert XJ40's dashboard of a rainy Monday morning in the 1990s, the Jaguar of today will feel like an utterly different company altogether.

And it probably doesn't need to be reiterated, but the I-Pace is an entirely different car.

It's an exceptionally good car; I won't beat about the bush there. But the I-Pace is also vitally important because it's the first car purposefully engineered in a post-Tesla world, designed first and foremost to play that very same upstart brand at its own game.

It's an impressive car boasting the roominess of a conventional SUV, the high-tech infotainment-orientated attributes of the best that Jaguar Land Rover has to offer and – here's the important bit – the engaging drivability of a car built by car people.

Tesla's Model X – the vehicle the Jaguar I-Pace has firmly in its sights – is phenomenal in a straight line. That's its party trick. Show it a corner, however, and things don't proceed quite as seamlessly. It is, at its heart, a smart device with wheels. Don't throw stones: its makers essentially suggest as such.

Conversely, Jaguar encouraged media attending the I-Pace's international press launch to lap Portugal's famed Portimão Circuit, near Faro, in anger. The car gripped. It turned in. It accelerated like

Left Unconventional at first glance, there is definitely Jaguar DNA apparent in the I-Pace.

Above The I-Pace's bluff rear-end is purposefully designed to help settle turbulent air at speed.

Below With Tesla's Model X firmly in its sights, the I-Pace presents SUV-like proportions





nothing experienced before and braked like everyone on-board's lives depended on it. It translated what was happening under the front wheels through the steering wheel with a precision no two-ton vehicle has any right to.

In short it behaved like that most 21st-Century of things: a performance SUV. Except I didn't emit a single molecule of carbon dioxide in experiencing all of this.

And that is the I-Pace's reason for being. Well, that and taking kids to school and the dog to the beach. I didn't do those things specifically, but with the available space in Jaguar's most unconventional model ever, completing these tasks are undoubtedly a given also.

It will even go off-road, thanks to its all-wheel drive set up. Believe me; approaching a watercourse crossing in an electric vehicle certainly gives you pause for thought. There are state-of-the-art 90kWh Lithium-ion batteries with you onboard, although naturally they're well-insulated. Sited underfloor between the two axles, the battery pack helps lower the car's centre of gravity and provides for 50:50 weight distribution. The batteries allow the I-Pace to eke out a 480km range... depending on how its driven, of course.

The media drive through the Portuguese hinterland was dispensed with at pace and – crucially – without any mid-journey fast-charging. If Jaguar had mobile transformers at the ready just-in-case (and I'm sure they would have behind a roadside café building somewhere), they kept them very well-hidden.

The I-Pace allows for enjoyable real-world driving, which is why it succeeds. And when it comes time to top the battery up, a 0-80% battery charge can be achieved in less than 40 minutes using DC rapid charging (100kW). Jaguar will also be launching a 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.



Left For the driver, the view forward is more conventional.

Bottom left Sporty seats hug the driver and hint at the idea of this car being more than just an electric appliance.

Below right 90kW Lithium-ion batteries can be topped up to 80% charge in 40 minutes using DC fast-charging.

Lower left The I-Pace adopts the Duo Pro touchscreen system which debuted recently in the Range Rover Velar.

Right Legroom in the rear is helped by the lack of transmission tunnel.

Speaking of power, with two axle-mounted electric motors delivering the equivalent of 292kW and a not-insignificant 696Nm of torque, the I-Pace, essentially boasts the same power as a twin-turbo V8. If your perception of electric vehicles is small appliances on wheels bubbling along a traffic speed but without the ability to turn things on, you're in for a surprise here.

Yes, the I-Pace is essentially an SUV. But because it has been designed to punch through the air as efficiently as possible so as to conserve available energy, it is slippery and aerodynamic and brisk when you want it to be; zero to 100km/h in just 4.8 seconds – assisted by the instant torque available from those electric motors – means it feels sporty right off the line. Unlike its chief rival though, it'll let you keep up the hijinks along a decent backroad.

The I-Pace features a short, low bonnet, aero-enhanced roof leading to a curved rear screen and squared-off rear haunches; all designed to reduce its co-efficient of drag to just 0.29Cd. To optimise the balance between cooling and aerodynamics, Active Vanes in the grille open when cooling is required, but close when not needed to redirect air through a clever bonnet scoop, smoothing airflow.

Inside, the I-Pace brings over Jaguar Land Rover's premium Touch Pro Duo infotainment system, which uses a combination of tactile physical controls, haptic-response buttons and touchscreens to cycle through all the controls you'd expect of a modern family vehicle. The boot offers up 656-litres of space with the rear bench in place, or a practical 1,453-litres with the back seats folded. There's no engine up front, so there's an extra storage cavity there too. And the lack of transmission tunnel means more storage between the front seats is augmented by excellent legroom in the rear.

The I-Pace presents convention for the digital age. If the rebirth of the electric vehicle – more than a century after its initial interpretation fell out of favour – is the most paradigm-shifting advent in the history of the mass-produced passenger car then, with mass-production in mind, the Jaguar I-Pace should be the most carefully-watched new model in recent history.





...AND OUT OF THE BLACK

WORDS CAMERON OFFICER PHOTOS SIMEON PATIENCE

And here we have the Yin to the I-Pace's Yang.
The XJR575 is unsubtly, proudly, noisily, old-school
Jaguar at its most potent.

Here, I guess you could say, we have the other end of the same spectrum; both niche, both rarified, one aimed at the early-adopter, the other at the enthusiast.

This is Mr. Hyde to the I-Pace's Dr. Jekyll. Old school? It practically established the school in the first place. It's not so much Arthur Daly as Jason Statham. But in a Tom Ford suit.

And as far as 'last hurrah's' go, the Jaguar XJR575 is a pretty potent one. With the model in this form now nine years old, this is the only variant of Jaguar's sedan-shaped headline act you can now buy in New Zealand.

The XJ – a car which was rather divisive when first launched in its current generational state-of-dress – is coming to the end of its life. Rumours suggest the next XJ might be reborn as an electric (or hybridised, at least) liftback, using the platform and drivetrain architecture of the Jaguar you've just finished reading about on the previous page.

Thing is, the XJ represents for Jaguar a bit of a branding conundrum; when your heritage as a marque is built around long, luxury sedans, what do you do when the majority of your audience mainly wants SUVs? Well, sure; you go ahead and make SUVs (as Jaguar has done with the very good F-Pace and E-Pace siblings). But there is so much heritage and pedigree wrapped up in the trad sedan for Jaguar; it must be a hard thing to juggle from a future-planning point-of-view. The big German brands are facing the same head-scratcher dilemma too.

So, this brutalist three-box behemoth lurking in the shadows is potentially the last of its species: the last XJ that still looks like a direct decedent of the executive flagship that first emerged in 1968 as a replacement for the Mark II and S-Type.

Okay, enough with the future-product crystal ball-gazing. This car exudes heritage at stand-still. Let's explore the XJR575; the analogue apex predator of what has gone before.



“THIS BRUTALIST THREE-BOX BEHEMOTH LURKING IN THE SHADOWS IS POTENTIALLY THE LAST OF ITS SPECIES: THE LAST XJ THAT STILL LOOKS LIKE A DIRECT DECEDENT OF THE EXECUTIVE FLAGSHIP THAT FIRST EMERGED IN 1968.”





Firstly, that paint, those wheels and the quilted interior aren't components you've been able to option in on your XJ previously. They're all bespoke elements, created by Jaguar's in-house go-faster brigade, Special Vehicle Operations (SVO). This division is responsible for tickling standard models up into something more; if it's a tad more aggression, a fair bit more horsepower and an interior that sits apart from the mainstream that you're after, SVO are the ones prodding the beast in the cage with a big stick.

The XJR575 is a rarity in that regard: it's the only rear-wheel drive vehicle that SVO has got their mitts on. What have they done with it?

First and foremost, they've lifted the 5.0-litre supercharged V8 from the hi-po F-Type SVR coupe and tucked it into the big sedan's engine bay. It's good for 423kW peak power (or 575bhp in the old parlance, hence the numbers on the badge), while there's a not-insubstantial 700Nm slab of torque on offer too. Jaguar's standard 8-speed auto – accessed through the now-familiar transmission dial in the centre console – is augmented with paddles for manual shifting. J-Gate? What's a J-Gate?

At a shade over five metres long, the XJR575 is certainly no compact thing, but it will still sprint from stand-still to 100km/h in 4.4 seconds. Top speed is apparently 300km/h... which is only 75km/h faster than the 12-cylinder Jaguar XJ / Daimler Double Six of 1972. Makes you think a bit harder about that capability matched with those thin A-pillars and a distinct lack of airbags or traction aids, right?

Hit the pulsating starter button and anyone within a 500m radius will know you're on your way. The big V8 sounds as good as you'd hope it would. The stitched quilting of the cabin provides for a cosseted sort of environment, but it still errs on the side of sporty.

There is a lot of chrome detailing and, having not driven an XJ in a while, I'd forgotten what a great piece of design the 'Riva Hoop' dashboard is.

This is no blunt object, despite the hewn-from-stone look to the sheet metal (accentuated here perhaps by the matt paint finish). All rear-wheel drive XJ's get electric steering and this is direct and responsive on the road. There's a lovely linear feel to the way the car squeezes out more power and, as you'd hope, the ride is smooth

Above left The Jaguar XJ's 'Riva Hoop' dashboard design remains a lovely detail, nine years on from its debut.

Above right Solid, knurled transmission dial rises up from the surrounding panel when ignition button is hit.

Above Chrome, leather, exposed stitching. Yes, you're in an XJ.

rather than brittle; the XJR575 'only' has 20-inch alloys, so I applaud SVO for not going mad with the low-profile licorice strips.

You can be lairy in this if you really want, although despite the Kray twins demeanour and the thunderous sound from the V8, it works better as a GT-like cruiser. It's big and bolshy, but at its core it's still an XJ, which is the very dictionary definition of a polished, executive sedan.

I suspect the Jaguar XJR575 will remain an enthusiast proposition until the last one is sold. It's not like a supercharged V8 of this type will appear on a great many shopping lists. If you want one, you want one.

The XJR575 is so out of kilter with everything else that's going on in the new car market right now. But I love it for that. It's a pity the XJ as we know it has to go away. But at least it's leaving with a bang.



Laser

Plumbing & Electrical

**Hampton
Downs**

500

OCTOBER 13 / 14

**GET
YOUR
TICKETS**
HAMPTONDOWNS.COM



WIN

Buy Your Tickets Online and go in the draw to win an upgrade to VIP Hospitality, Supercar Hotlaps and Go Karts*

*One booking will randomly be selected and all tickets on that booking will be upgraded and will receive Hot laps and Go Kart vouchers.

Life Is On



by Schneider Electric

- ★ 500km of Australian GT action at Hampton Downs. A 100km race Saturday and the 400km enduro Sunday
- ★ V8 action from the very popular Enzed Central Muscle Cars. Plus BMW Racing Series, Ssangyong Actyon Utes and Porsche Cup
- ★ Awesome family zone for the kids
- ★ Under 16 FREE
- ★ FREE parking
- ★ VIP Lounge Tickets from \$149
- ★ Earlybird pricing available now. Tickets will cost more at the gate



STRESS LESS, SLEEP MORE, EASE PAIN. THE BENEFITS OF SUNDANCE HYDROTHERAPY

Spa therapy works. And with industry-leading technology behind the name, Sundance Spas should be on your list if you're looking at dipping your toes into ownership.

In 1956, an idea was born. Why not treat a family member's arthritis with a hydrotherapy pump. The Jacuzzi brothers, who had a background in agricultural pumps, invented a portable device for the home and a niche business began.

In the 1970s the Jacuzzi's incorporated heating and filtration into self-contained units - and they almost singlehandedly created the Spa Pool industry. Also from this era and starting from a garage in Costa Mesa, California, Jim Clark and his two sons, Ron and Chuck formed a business around the emerging market for plastics.



Originally manufacturing accessories for the automotive industry, in 1979 the Clarks turned to the portable hot tub business, creating an innovative spa that delivered superior quality and performance. This marked the birth of Sundance Spas. So innovative and industry leading were Sundance Spas technologies, that the company was purchased by Jacuzzi in 1998. "It is this heritage and expertise that is so important to us. It is what distinguishes Sundance from other brands," says Marcelle Churchman, New Zealand's distributor of Sundance. "There has been an explosion of spa brands in recent years and not all spas, similar to cars, are made the same. For nearly 40 years Sundance has been introducing many benchmark technologies.

Sundance's commitment and reputation for quality and durability has been recognised internationally with more awards than any other spa company," says Marcelle.

In New Zealand this history of knowledge continues. Sundance Spas have been available in New Zealand for over 25 years sold by local dealers with an excellent knowledge of spas and genuine confidence in the quality of the



product. The spa selection process can become increasingly confusing, so Marcelle's best suggestion is to consider a spa pool as not only an investment for your home, but importantly also for your health. Sundance's hydrotherapy technology increases circulation, help relieve tension headaches and stress and stimulates the production of endorphins, their effects linger after your spa session has ended, so you feel relaxed and ready to sleep.

For more information on Sundance's range of superior spa pools call 0800 786 326 or go to www.sundancespas.co.nz

VISIT WWW.SUNDANCESPAS.CO.NZ FOR MORE DETAILS.



Built for a new beginning.

Touareg range
from
\$92,990^{*MRP}

Introducing the all-new Touareg.

With impressive new proportions, premium materials and innovative technology, the Touareg is in a class of its own.



Volkswagen

*Price excludes on road costs. Some features shown may be optional extras.



WYNYARD QUARTER: THE SUSTAINABLE HEART OF THE CITY

Building innovative, smartly-designed residences that achieve Homestar 7 sustainability ratings for energy-efficiency doesn't just happen by chance. Wynyard Quarter developer Willis Bond & Co has continually worked with designers and agencies to ensure a positive community environment – and a sustainable one at that – is taking shape alongside Auckland's vibrant Waitamata Harbour.



All three of Willis Bond & Co's key luxury buildings in the vibrant harbourside community of Wynyard Quarter have been designed with sustainability in mind. After all, a 'blue/green' waterfront has been the desired outcome in Auckland's iconic harbourside precincts since the very start of the multifaceted urban rejuvenation program.

"Before any redevelopment work commenced, in-depth modelling was carried out over a lengthy period in order to work out what the best means of achieving a sustainably-built community would be," says Miranda James, Head of Corporate Responsibility for urban redevelopment agency, Panuku Development Auckland.

"We knew from the very beginning that the Wynyard Quarter project would need to be an exemplar of urban regeneration. The ground work that was undertaken in the precinct and the design of the residential and commercial properties would need to show industry as a whole that incorporating sustainable attributes can be achieved successfully.

"Willis Bond & Co has a lot of development expertise. The quality of design they have achieved is apparent when you move through the precinct."

Miranda says that it isn't just buildings that need to achieve a high level of sustainability; public spaces needed to adhere to similarly robust, well-articulated design standards. With the development occupying a relatively compact space between Auckland's central business district and the Waitemata Harbour, rain gardens and other ecologically-sound measures ensure the impact the new development has on its unique environment remains low. This 'green infrastructure' is designed to filter 80% of pollutants from stormwater.

"We wanted Wynyard Quarter to show Aucklanders that medium- and higher-density living can be done exceptionally well. While the project is ongoing, I think the results achieved so far speak for themselves."

Back up above the new public thoroughfares and green spaces, what does it take for a residence to achieve an acceptable Homestar sustainability rating?

The increased interest in apartment living in New Zealand has necessitated changes to the Homestar rating system over the last few years. After lengthy reviews, the current programme is now in its fourth version, with the unique attributes of multi-dwelling residences forming a large part of recent updates.

As Ella Osborne, ESD Engineer at sustainable design consultancy, eCubed, tells us, a lot of work has been done behind the scenes to ensure the recognised framework for sustainable dwelling design remains comprehensive, as the way we live and where we live evolves.

"There are many aspects to ensuring a private residence adheres to sustainable design. Some attributes can be adapted to apartment living from established stand-alone or terraced housing framework, while others are unique to multi-dwelling complexes," she says.

"A large part of what makes apartment design sustainable rests with both thermal balance and natural light

Opposite Green spaces throughout Wynyard Quarter promote a neighbourhood feel.

Above Natural light in abundance is an important measure when assessing apartment sustainability.

Below The entire aspect upon which a building is constructed is also taken into account for Homestar rating.





Top As New Zealanders have changed how we live, the Homestar assessment tool has had to evolve also.

Above left Energy efficiency extends to lighting options throughout the home.

Above right Energy performance is based around the height of the apartment, the number of bedrooms and other criteria.

Upper right Wynyard Quarter has already become Auckland's premier downtown destination.

Right The result is a sustainably-designed community in the heart of the city.



performance inside the apartment. The better the balance, the better the overall energy performance of the home. For stand-alone homes and terrace housing there is typically more abundant access to natural light. For apartments, more fine-tuning is required to ensure good natural lighting is provided without compromising the thermal performance.

“Energy performance is based around the height of the apartment, its orientation and its size. Homestar credits relate to the size of the apartment and the number of bedrooms, so as you can imagine, in Wynyard Central where you have around 30 different layouts, the assessment process can be relatively complex.”



Other aspects that are assessed when issuing Homestar certification include acoustics within the dwelling, along with design elements conducive to a more environmentally-friendly lifestyle, such as adequate bicycle storage, for example.

Ella assesses the finished apartments to ensure they adhere to the measures set out at the point of design; that is, no corners have been cut during construction to reduce costs or materials that differ from the originally-conceived specification which might undermine the sustainable performance of the apartment.

Once the dwelling has been awarded its Homestar certification, the work of consultants such as eCubed are then audited by the New Zealand Green Building Council. The process is certainly thorough, offering peace-of-mind for the developers, and ultimately the owner-occupiers.

Even the construction process itself is audited as part of Built Certification, whereby the material specification of the building is also assessed, and other aspects of the building process are taken into account, such as how construction waste is dealt with during the build phase.

As a premium property developer, Willis Bond & Co, has partnered with some of New Zealand's leading architects to ensure its residences are class-leading in terms of their sustainability.

Similarly, Willis Bond & Co's construction partners, LT McGuinness and Haydn+Rollett, have worked closely with eCubed throughout the entire development process to ensure best-practice methods have led to a 'New Zealand Excellence' level Homestar 7 rating for the key residential buildings in Wynyard Quarter.

The end result is a unique, vibrant waterfront community of owner occupiers who are proud to call Wynyard Quarter their sustainable home.

Visit www.30madden.co.nz, www.132halsey.co.nz and www.wynyardcentral.co.nz for more details.

EVERYTHING



ALL THE TIME

PHOTOS **LEE HOWELL**

Is there such a thing as engineered exhilaration?
If so, the 720S represents McLaren's lightning in the bottle.



So, this is the start of everything new. McLaren 2.0 begins with this very car. Well, technically McLaren 2.0 probably started with its predecessor, the 650S. But then, that car was an evolution of the MP4-12C, which in turn was something of a new start also.

But the 720S is something else again. It has a new heart, a new skeleton, a new brain. It's also the launch point for a whole host of promised new and updated models McLaren CEO Mike Flewitt wants in the market by 2022.

Things are looking positive in Woking. With the new 720S as a first example out the gate, that positivity is certainly justified.

You might be forgiven for thinking the McLaren 720S (or any modern McLaren for that matter) looks like it does because that's what schoolboys draw when they draw a supercar, so those are the proportions that it needs to adhere to.

The theory is a great one - and might be somewhat true of other supercar brands - but it doesn't apply to McLaren. The 720S looks like it does because it represents the absolute zenith of engineering efficiency under the skin.



“ISN'T IT GREAT THAT THE NEED FOR MAXIMUM ABILITY FROM AN AERODYNAMIC POINT-OF-VIEW ENGENDERS SUCH A STUNNING SILHOUETTE?”





Left The McLaren 720S is a stand-out at the track or in traffic

Above Orange callipers look sensational, although they're an optional extra

Top left The aerodynamic detailing in the 720S is apparent when viewed from above

Top right Dihedral doors make for a nice bit of theatre; easy to push up or pull down too



Above A nose-lifter is standard on the 720S to assist with menacing concrete curbing and judder bars

Right Ducts in the front of the doors allow air to be sucked through and back across the surface of the car

As far as McLaren's Super Series cars are concerned anyway (there are three levels of performance within the range: Sports, Super and Ultimate, where the forthcoming Senna hypercar exists), this is at once the slipperiest and the most glued-down car that McLaren makes. And that's all down to physics rather than what looks good on a poster.

Case-in-point; the dynamic attributes of the 720S's chassis control system, which lets the driver vary the car between a pure road and pure track set-up, were developed across a five-year PhD study at the University of Cambridge.

That's not to say it's all science; it's designed to be an exhilarating sports car at the end of the day. But that exhilaration has been thoroughly mapped out. Planned from the get-go. And isn't it great that the need for maximum ability from an aerodynamic point-of-view engenders such a stunning silhouette?

At first glance the exterior styling looks busy. But look closer and it actually reveals itself as very simple, following the contours of idealised airflow.

The teardrop shape to the cabin, the deep channels that stretch from either side of the front bootlid right around to the centre of the car at the rear, the ducts at the leading edge of those awesomely theatrical dihedral doors which mitigate the need for large air ducts to

puncture the rear wheel arches as used to be the case: it's all designed to ensure the 720S punches through the atmosphere ahead at pace with maximum grace.

Quietly, McLaren has gotten on with designing an all new carbon-fibre tub which also incorporates the spine of the roof in between the door apertures and extends over the engine. It's called – rather dramatically – a Monocage II cell and, actually, it does act like a protectant cage around the occupants. It helps with body rigidity and also reduces weight, replacing steel as it does for more carbon-fibre.

Despite encompassing more 'stuff', the 720S is the lightest Super Series car McLaren has ever made, weighing 18kg less than the 650S.

Another benefit of the new structure is that the McLaren doesn't conform to supercar clichés when vision behind the vehicle is concerned. There's much more to the glasshouse than it might seem when standing outside the car, with good line-of-sight for lane changing, and a brighter cabin too.

The Monocage II architecture also means those twin-hinged doors (perfectly weighted and never a chore to push up or pull down) pivot from further towards the centre of the car; no more skull-threatening overhang above when getting in or out of this McLaren.

Inside the cabin, there's a trick fold-down



DIFFERENT SUSPENSION SETTINGS OR LEVELS OF TRACTION CAN BE SELECTED WITH TACTILE SWITCHES, RATHER THAN SCROLLING THROUGH SUB-MENUS AS SOME CARS WOULD HAVE YOU DO. THERE'S A 'COMFORT' MODE NOW, WHICH IS PERFECTLY AGREEABLE FOR PUBLIC ROADS. ALTHOUGH YOU'LL GO STRAIGHT TO 'SPORT'. BECAUSE... WELL, MCLAREN."



Bottom The 720S is the successor to the 650S in McLaren's Super Series range of models

Centre Tactile switches allow the driver to set dynamic elements as desired

Below McLaren CEO Mike Flewitt is promising 15 next-generation models by 2022. This is the first of those



digital display that sits ahead of the driver; it can flip up to reveal all the instrumentation and data you'd normally expect to see, or at the touch of a button, flips down so the driver is essentially looking at the top-end of the unit. In this mode – designed for use on the track – just the essentials are relayed.

Other diverting features include the cascading transmission buttons, which are angled towards the driver. A large touchscreen sits in the centre console; another new aspect of the 720S is the infotainment system, called MIS, which is a big improvement on the previous IRIS system.

The steering wheel remains free of clutter. Keeping the controls straightforward, switching between driving modes is utterly logical; different suspension settings or levels of traction can be selected with tactile switches, rather than scrolling through sub-menus as some cars would have you do. There's a 'comfort' mode now, which is perfectly agreeable for public roads. Although you'll go straight to 'Sport'. Because... well, McLaren.

Outside of the chassis, the single biggest new aspect of the 720S is the new engine. Code-named M840T, the mid-mounted 4.0-litre twin turbo V8 builds on the 3.8-litre unit the 650S carried, pushing power up to 529kW (720PS, hence the model designation) and 770Nm of torque.

Because almost every single component of the 720S has been touched in some way, the car also features new suspension incorporating a hydraulically-connected damper system which does away with anti-roll bars. The car remains flat and unflustered, even on serrated backroads, even when the colossal power available from the V8 at 3000rpm and above might have you come into a corner with more of a head of steam than is ideal.

There's so much feedback from the hydraulic steering set-up (that bit hasn't changed from the previous car) and so much kick-in-the-guts acceleration here; the engineering gives way to exhilaration pretty rapidly.

Like the best of these types of cars, it can cosset you or shout in your face; whichever demeanour you wish it to adopt is totally up to you.

But that's what accomplished engineering can do. And it's still worth putting on a poster.



VIRTUOSO



The world's best luxury Cruises.



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 Caribbean, 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.

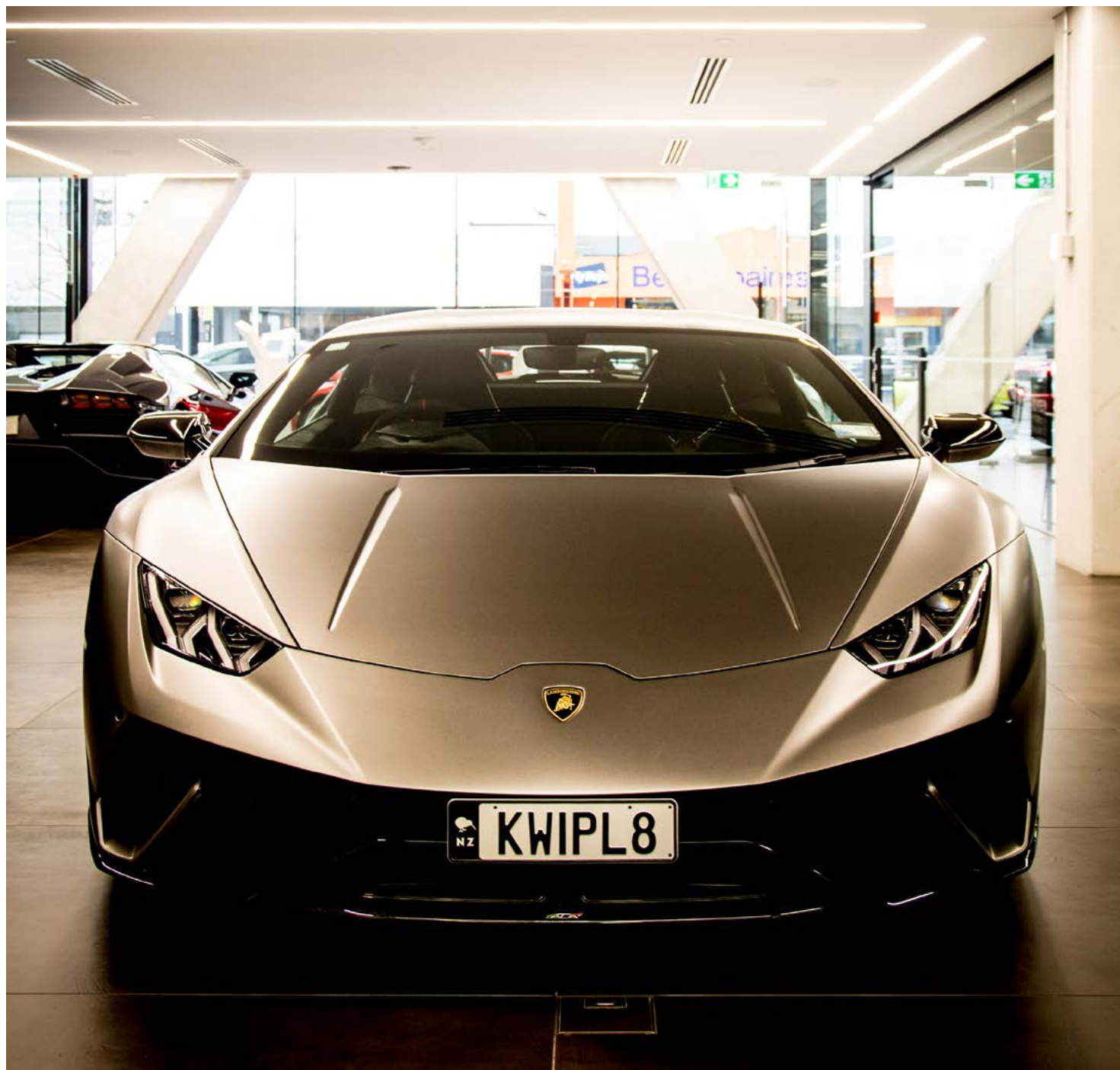


**HOLLAND CLARKE
& BEATSON**

THE TRAVEL AGENTS

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





PERSONALISING YOUR PRIZED POSSESSION

Kiwis are getting creative with the six-character plate format as a unique form of self-expression. Whether you're a car enthusiast, sports fan, or simply want to differentiate yourself from the masses, the options are almost limitless.

Personalised plates have been available in New Zealand for 30 years and the options on offer for Kiwis now exceed over 50 different designs.

For example, there are plates for sports fans, including official NZRU All Blacks, Super Rugby and NRL licensed Warriors plates. KiwiPlates also feature a great line of branded European plates in their range which specially reflect premium car brands such as Volkswagen, Audi, Porsche, Jaguar, Land Rover and Aston Martin.

“Branded Euro plates are particularly popular with drivers of European cars, who want a plate that is going to fit their vehicle and improve the overall look of their car,” says Mark Wilson, KiwiPlates’ General Manager.

“Many people aren’t aware, but changes to the design of government issued plates can be made from as low as \$169. The plate then becomes personalised and you can take it from vehicle to vehicle,” he says.

KiwiPlates was awarded the contract to market and sell personalised plates from the New Zealand Transport Agency in July 2016. Effectively starting from scratch, KiwiPlates didn’t inherit any of the previous company’s assets or products.

“Starting fresh created an opportunity to take a look at the personalised plates market in New Zealand and develop some new, innovative ideas. We now have a range of designs and options to suit everyone, and we continue to keep a close eye on consumer trends to improve our offering,” he says.

Their new direction is proving to be effective and has also allowed KiwiPlates to contribute a significant amount to the NZTA Community Road Safety Fund each year.

A portion of the profits from every personalised plate sold goes towards the Fund, which supports a range of community-based road safety initiatives such as Students Against Dangerous Driving, Safer Journeys for Schools and the Community Driver Mentor programme.

With millions of personalised plate combinations available, KiwiPlates has set out to make the customer experience easier by providing an online platform to search for plate options. The system automatically offers alternative suggestions if the initially searched-for plate isn’t available.

Unlike standard plates, when a personalised plate is purchased the exclusive rights to that set of characters are also granted. A personalised plate can be reflective of your personality, nickname, your business, hobbies and passions; the options are virtually endless.



“Kiwis are a pretty interesting bunch, so we’re constantly surprised with how clever and creative people can be. Plates incorporating nicknames, vehicles, businesses and hobbies are generally the most popular. Buying a new car, or starting a new job or company often prompts people to purchase one too,” concludes Mark.

“Naturally they’re also very well-liked among car lovers. And they make great gifts for that person who has everything and is hard to buy for.”

Opposite and above

With millions of personalised plate combinations available, KiwiPlates has set out to make the customer experience easier by providing an online platform to search for plate options, regardless of what vehicle you’re looking to attach your personalised plate to.

AT YOUR SERVICE

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



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



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



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



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



GILTRAP NORTH SHORE

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



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



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



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@lamborghini Auckland.com



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



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



ARCHIBALD & SHORTER PRE-OWNED

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



GILTRAP PENROSE SERVICE CENTRE

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



SCHOFIELDS PANMURE

510 Ellerslie-Panmure Highway
 Mount Wellington, Auckland
P. 09 570 7878 | Mon-Fri: 7:30am-5:00pm
E. service@schofields.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



THE CLASSIC

A classic Aston Martin once owned by Peter Sellers – and with some screen-time of its own – was a highlight of this year's Concours of Elegance event at Hampton Court Palace in London.



A rare Aston Martin DB4GT – just one of three DB4GTs fitted with occasional rear seats – headlined a cavalcade of DB4s at this year's Concours of Elegance classic car event in London.

The ex-Peter Sellers Aston, finished in classic British Racing Green, joined other DB4s celebrating the model's 60th anniversary.

This particular Aston Martin DB4GT – registration number 41 DPX – was delivered to Brooklands dealer Ken Rudd in March 1961. A 'Type 2' DB4GT, the car boasts several unique detail features, including aluminium bezels surrounding the headlights, a single air scoop for the oil cooler and two brake scoops. The build sheet on file notes that the DB4GT was originally ordered with two occasional rear seats, making it one of only three examples to be fitted as such.

Less than a year after being delivered to Rudd, the car featured in the Peter Sellers film, *The Wrong Arm of the Law*. A comedy crime caper revolving around a gang of criminals who impersonate policeman, the

DB4GT provides for an excellent getaway vehicle for the thieves at one point in the film. Most famously, the DB4GT leads a high-speed chase through Uxbridge Moor, followed by a Wolseley 6/90 police car. Post-filming, Peter Sellers was so impressed with the DB4GT, he took ownership of the car himself.

The DB4 milestone collection was a new feature at this year's Concours of Elegance event. Other collections curated for the occasion included a Future Classics line-up celebrating the rarest and most exotic cars released during the past few years, and the Harry's Garage 'Fastest Four-Doors' celebration.

The central attraction of the Concours of Elegance, however, remained the collection of sixty or so vehicles that gathered from all over the world to compete in the Main Concours. This year the line-up of machinery included a 1903 Panhard et Levassor 15hp, a 1931 Bugatti Type 54, a unique 1954 Jaguar XK120 Pininfarina, race-winning 1969 Porsche 917K and the 1998 Mercedes CLK LM.





THE REES HOTEL
QUEENSTOWN, NEW ZEALAND

TRUE SOUTH™



The Rees Hotel, Luxury Apartments and Lakeside Residences;
surround yourself with bespoke luxury with a unique, True South, New Zealand flavour
and breath-taking Queenstown location.



Luxury Accommodation • Award Winning Food and Wine • Unrivalled Lakeside Views

The Rees offers a variety of spacious and luxurious accommodation options including 60 Hotel rooms, 90 Apartments and five private, 3 bedroom, 3 bathroom Lakeside Residences, all with terraces, showcasing spectacular views across Lake Wakatipu to the alpine panorama of the Remarkable Mountain range.

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

The Rees has developed a private wine cellar, with one of the most comprehensive collections of fine wine in the Southern Hemisphere. Our Bordeaux Wine Cellar offers both breadth and depth, combining the fine wines and vintages of France, Italy and Australia with the famous producers of New Zealand.



reservations@therees.co.nz • www.therees.co.nz • +64 3 450 1100

McLaren



Raise your limits.

720S
Super Series

McLaren Auckland
19 Great North Road, Grey Lynn
+64 9 360 0500

**Prepare.
Commit.
Belong.**

auckland.mclaren.com

Official fuel consumption figures in UK mpg (l/100km) for the McLaren Super Series 4.0L (3,994cc) petrol, 7-speed Seamless Shift Dual Clutch Gearbox (SSG): urban 17.1 (16.5), extra urban 38.2 (7.4), combined 26.4 (10.7). Official combined CO2 emissions: 249g/km. The efficiency figures quoted are derived from official NEDC test results, are provided for comparability purposes only, and might not reflect actual driving experience.