

66

MAGAZINE





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Celebrating 100 years of prestige and performance

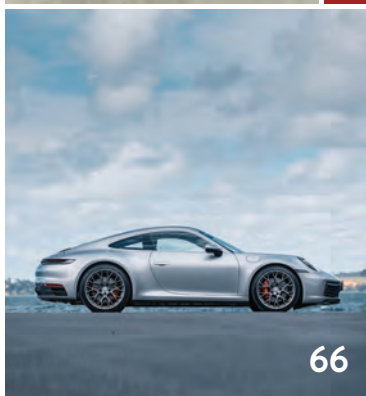


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Roofless when desired, remarkable all the time



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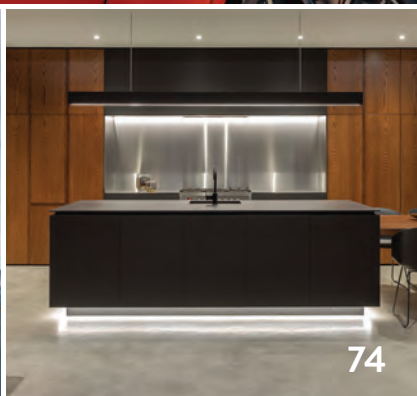
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BENTLEY



It took almost a century to handcraft this car. The new Continental GT.

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© 2018 Bentley Motors Limited. Model shown: Continental GT.

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PORSCHE



WELCOME

WE MANAGE TO CELEBRATE BOTH MINISTERIAL AND
MOTORING MILESTONES IN THE LATEST ISSUE OF 66.

**All Black Captain and Prime Minister. Without doubt
the two toughest jobs in New Zealand.**

Of course, there are plenty of upsides to both positions. But they also share a hefty amount of scrapping in the mud and of being under intense public scrutiny.

As a child, Sir John Key wanted to be an All Black. But by the age of 11, he had already changed his focus to one day making it to the ninth floor of the Beehive. Beginning on p44 of this issue of 66, Sir John looks back at his three terms as New Zealand Prime Minister and gives us an insight into life after politics.

Readers might also have noticed that Bentley plays a substantial role in this edition of 66, and for a good reason. This year marks the 100th anniversary of the brand and fittingly, we have an extended feature section in this edition devoted to covering both the old and new.

In addition to featuring some of the legendary moments and models that have helped shape Bentley through the decades (see p50), we're also in Spain to experience the brand-new Continental GT convertible (p54).

We also meet a passionate Kiwi who has owned no less than 20 Bentleys over the years: Richard Izard. The man behind one of New Zealand's great manufacturing successes,

he shares some of his career adventures including a stint behind the Iron Curtain and his brief time as a factory sponsored racing driver (see p58).

As always, we also cover many of the fantastic new cars arriving in New Zealand soon. Be sure to read about the recently announced McLaren GT (p20) and new Range Rover Evoque (p16) in our 'News' section, as well as a car that is close to my heart: the new eighth generation Porsche 911 Carrera 2S, which we drive on New Zealand roads in this issue (see p66).

Another subject we can all get behind is that of driver and passenger safety on the roads. Sixty years after it first introduced the three-point seatbelt, Volvo gives us an insight into the future of road safety with their Vision 2020 goals (see p89).

I hope you enjoy this winter issue of 66.

RICHARD GILTRAP

JOINT MANAGING DIRECTOR
GILTRAP GROUP



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The new Lamborghini Huracan EVO

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THE BIG PICTURE

PHOTOS BENTLEY / © RICHARD PARDON

In this, Bentley's centenary year, the arrival of the latest edition of the celebrated Continental GT Convertible shows both how far the manufacturer has come during the last 100 years, as much as how an exemplary tradition of craftsmanship remains. In 1919 Walter Owen (W.O.) Bentley created a company with a simple objective: to build "a fast car, a good car, the best in its class".

This guiding principle has driven Bentley ever since, pushing the brand forward and helping sustain its global position as a leading light in automotive luxury and power a century later.





ROAR SILENTLY



JAGUAR I-PACE ALL NEW ELECTRIC WORLD CAR OF THE YEAR

Every Jaguar feels like no other car on the road and the all-new electric Jaguar I-PACE takes that to yet another level.

Built from the ground up, the new five-seater I-PACE is a pure Battery Electric Vehicle that's a thrill to look at and even more thrilling to drive. Delivering 100% of its 696Nm of torque immediately, the I-PACE will do 0-100km/h in 4.8 seconds – and cover up to 470km in a single charge.

That ingenuity and sports car pedigree has seen the I-PACE win an unprecedented amount of awards, including World Car of the Year, World Car Design of the Year and European Car of the Year. It is also set to win hearts around the world. Yours for \$144,900.

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2019 WORLD CAR DESIGN OF THE YEAR
2019 WORLD GREEN CAR

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NEWS + INNOVATION

RANGE ROVER EVOQUE

The Evoque has proven a popular option for fans of the prestige Range Rover brand, with global sales of over 775,000. The model also boasts an impressive record locally as a pioneer in the luxury compact SUV market, accounting for one in every four Land Rovers sold over the past eight years.

The next-generation Evoque SUV represents a significant advancement of one of Land Rover's most popular models.

ALSO MAKING THE NEWS

- Special edition Aston Martin DBS Superleggera showcased in Auckland
- Volkswagen ID.3 electric hatchback previewed • McLaren Grand Tourer teased ahead of full reveal
- Audi SQ2 packs a punch in the compact crossover segment • Inaugural Café 66 gathering a big success
- Nissan announces new parts availability for a performance icon



REDESIGNED RANGE ROVER EVOQUE ARRIVES IN NZ

It redefined the luxury compact SUV segment when first unveiled in 2011. Now New Zealand drivers get to experience the all-new comprehensively-updated Range Rover Evoque.

The all-new 2019 Range Rover Evoque has arrived and is on sale now, with prices starting at \$92,000 plus ORCs.

Conducive with the mid-size SUV's popularity in the Kiwi market, there will be no less than five variants of Evoque available to New Zealand buyers; the Evoque P200 R-Dynamic S will be joined by the Evoque P250 and D180 R-Dynamic SE's which will retail from \$102,900 plus ORCs. Heading the launch line-up are

the Evoque P250 and D180 R-Dynamic HSE models, both starting at \$109,000 plus ORCs. Soon a further model, the P300 R-Dynamic HSE with an optional hybrid-electric engine, will top off the new range with pricing beginning at \$117,900 plus ORCs.

The Evoque has proven a popular option for fans of the prestige Range Rover brand, with global sales of over 775,000 and an impressive record locally as a pioneer in the luxury compact SUV market.

"Accounting for one in every four Land Rovers sold over the past eight years, the next-generation Evoque SUV represents a significant advancement on one of our most popular models," says Land Rover New Zealand's general manager, Steve Kenchington. The new Range Rover Evoque is a sophisticated evolution of the original, combining unrivalled Range Rover heritage with cutting-edge technology. What's more, New Zealand models



will boast an enhanced specification when compared to global markets, meaning that the Evoque range on our roads are luxuriously appointed across the board. "Premium features such as Adaptive Cruise Control, a Meridian 380W stereo, keyless entry and heated front seats will be standard across the entire Evoque range for our local customers," says Mr. Kenchington. "The new Evoque will be an exceptional addition to our iconic, luxury marque, combining the latest in environmentally-sensitive materials and new technology." Building on the original's instantly-recognisable design, the new Evoque is a sophisticated evolution of the distinctive coupé-like silhouette, typified by its distinctive fastback-style roofline and rising

waist which instantly identifies it as a part of the Range Rover family. These proportions are amplified by the Evoque's pronounced shoulder-line and powerful wheel arches that, alongside optional 21-inch wheels, combine to create a strong and dynamic attitude. The introduction of jewel-like elements such as super-slim Matrix LED headlamps provide a more sophisticated front and rear lamp graphic. Flush door handles add to the smooth, sculpted aesthetic, while sweeping directional indicators create a purposeful signature. Inside the cabin, finely crafted design integrates uncluttered surfaces and simple lines with premium materials to create a luxurious, yet minimalist, digital cabin.

Technical textiles such as a Kvadrat wool blend and Miko suedecloth use recycled plastics and are offered as premium alternatives to leather. Eucalyptus and Ultrafabrics are also grade-dependent options for Evoque customers. The cabin – which has also been repackaged for the 2019 model to feature more leg and head room, especially in the rear – is designed to be a calm and serene space, ensuring comfort above all. The Evoque makes every journey more pleasant with intuitive technologies onboard such as the twin touchscreen Touch Pro Duo system, featuring new, faster software. There are also 20-way seat controls and cabin air ionisation systems available. The all-new Range Rover Evoque is on sale now.



RARE TAG HEUER EDITION ASTON MARTIN DBS CELEBRATED

Aston Martin Auckland recently played host to an exclusive example of the British manufacturer's V12 DBS Superleggera.

In celebration of its partnership with Swiss luxury watch company TAG Heuer, Aston Martin has launched 50 examples of the striking Aston Martin DBS Superleggera TAG Heuer Edition. Finished in Monaco Black paint with red accents, each DBS Superleggera TAG Heuer Edition is built to a luxurious and exacting specification, just like the timepieces the model celebrates. Aston Martin Auckland played host to a stunning example of the DBS Superleggera TAG Heuer Edition recently, which is making its way into a private local collection. The cocktail evening also showcased for attendees' further examples of the latest developments in the sought-after TAG Heuer line of timepieces. Each of the 50 V12 DBS Superleggera TAG Heuer Edition cars will be accompanied with a limited-edition TAG Heuer watch, the DBS Edition Carrera Heuer 02. Powered by a Calibre HEUER 02 Automatic manufacture movement, to stay true to TAG Heuer commitment to its Swiss avant-garde savoir-faire, the exclusive timepiece features a hexagonal cut-out face matching the grille of the DBS and an embossed black calf leather strap mirroring the leather inside the car. Like the car, the watch has red detailing and is strictly limited to 50 examples worldwide.

The Aston Martin DBS Superleggera TAG Heuer Edition features a totally unique look, with a satin black tinted carbon-fibre roof, mirrors, vents, louvres, splitter and spoiler. The bespoke specification includes satin black 21" twin spoke wheels fitted with Pirelli P Zero tyres with a red accent to complement the red brake calipers. In addition to the unique livery with red highlighting, the DBS's fender badge also features a TAG Heuer logo. Inside, the DBS boasts pure black leather and alcantara seats with red stitching and bespoke TAG Heuer quilting, each displaying the TAG Heuer logo, and carbon fibre and dark chrome has been used

throughout to accentuate the clean lines of the cockpit. Addressing invited guests attending the cocktail event, Greg Brinck from Aston Martin Auckland said that the link between the meticulous engineering of Aston Martin and the celebrated Swiss watchmaker has long been a strong one. "Both brands represent the unique combination of style and power, use modern materials and rely on precision engineering," he said. "The Aston Martin DBS Superleggera TAG Heuer Edition is a stunning amalgamation of the talents of both companies and we're exceptionally fortunate to have secured one of these rare limited-edition cars for a local customer."





ALL-ELECTRIC VOLKSWAGEN ID.3 DETAILS REVEALED

Strong pre-order demand points to success for Volkswagen's stand-alone electric sub-brand.

Volkswagen has revealed both its first detailed near-production images of its upcoming electric hatch, along with the naming scheme and details of the pre-order process for customers in European markets.

The debut hatchback will be called the ID.3 when it goes on sale by the end of 2019 in Europe, while pre-booking for European customers has already commenced. New Zealand drivers keen on sampling the new ID.3 will have to wait until next year, although the 100% electric e-Golf has been doing brisk business for the brand here and will continue to be offered.

The pre-booking process suggests that Volkswagen will be on to a winner with the ID.3. Less than a week after the start of pre-booking,

more than 15,000 registrations had already been received for the first model in the new full-electric ID. Family, which will eventually encompass other types of vehicles including light commercials.

"The positive response shows that many customers are ready for e-mobility. People who want to be among the first to drive an ID.3 should not wait too long with their registrations.

The number of pre-bookers is rising steadily," said Jürgen Stackmann, Member of the Board of Management of the Volkswagen Passenger Cars brand responsible for Sales, Marketing and After-Sales.

"With the ID.3, we will be ushering in the third major chapter of strategic importance in the history of our brand, following the Beetle and the Golf," he added.

"With the ID.3, we are making the electric car fit for mass-mobility. Initially, we will electrify Europe with the ID.3 and then other regions with further electric models in the ID. family, which are to follow in the near future."

In Europe the ID.3 will be offered in a high-spec First Edition initially, optioned with a medium-size battery offering a range of 460km.

Although New Zealand range details are still being formulated, in Europe a total of three battery options will eventually be on the menu, ranging from 330km to 550km in the WLTP (Worldwide harmonized Light vehicles Test Procedure) cycle.

ARCHIBALD & SHORTER NAMED SUPREME RETAILER OF THE YEAR

Auckland institution, Archibald & Shorter has beaten out competition from around the country to be crowned the best of the best.

An Auckland car retailer has beaten out competition from around New Zealand to be named the country's Jaguar Land Rover New Zealand Supreme Retailer of the Year. Archibald & Shorter Greenlane picked up the national award for excellence in vehicle retailing as well as accepting awards for the Land Rover Retailer of the Year, New Car Sales Team, and Parts Team awards. Along with Archibald & Shorter North Shore they also won the Jaguar

Land Rover New Zealand Marketing Award. Archibald & Shorter dealer principal Lee Small said they were thrilled to receive the highly regarded accolades.

"This was a team effort. I want to thank everyone at Archibald & Shorter and our customers. A lot of hard work goes in behind the scenes and our performance in all areas shows our commitment to the growth of Jaguar Land Rover in New Zealand," he said.

Jaguar Land Rover's general manager Steve Kenchington said the awards were thoroughly deserved.

"The Archibald & Shorter team won five awards this year which is a fantastic achievement. Auckland is a key market for Jaguar Land Rover and with the launch of Jaguar F-Pace SVR, Jaguar I-Pace, new Range Rover Evoque and soon-to-be-new Defender, the future looks very bright," he said.





THE MCLAREN OF GRAND TOURERS UNLEASHED

Announced by CEO Mike Flewitt at the International Geneva Motor Show earlier this year, McLaren Automotive has finally revealed what it describes as its most usable mid-engined car ever, the superlight GT.

McLaren Automotive finally lifted the camouflage from the flanks of its latest range addition in May, to reveal the full contour lines of its 'rule-breaking' superlight Grand Tourer.

McLaren's interpretation of the modern Grand Tourer, the McLaren GT, challenges the conventions of the GT category with what the manufacturer describes as a compelling blend of beautiful design, high-quality innovative materials, true supercar performance and McLaren's signature engaging driving dynamics. Positioned alongside McLaren's established Sports, Super and Ultimate Series families, Mike Flewitt, McLaren Automotive's Chief Executive Officer, says this is a new McLaren for a new audience. "The new McLaren GT combines competition levels of performance with continent-crossing capability, wrapped in a beautiful body and true to McLaren's ethos of designing superlight cars with a clear weight advantage over rivals," he said. "Designed for distance, it provides the comfort

and space expected of a Grand Tourer, but with a level of agility never experienced before in the segment. In short, this is a car that redefines the notion of a Grand Tourer in a way that only McLaren can."

Despite its long-legged, luggage-swallowing GT credentials, the new McLaren will remain true to the company's lightweight philosophy, using the same MonoCell carbonfibre tub technology as seen in McLaren's other models. In order to meet the luxury and refinement levels expected of a GT car McLaren's engineers will use new lightweight materials in the interior. In re-imagining the spirit of traditional Grand Touring – long-distance driving in comfort, at higher speeds and with room for luggage – McLaren has also redefined the modern GT ownership experience with a car that is lighter, faster and more engaging than existing products in the segment, with greater space, comfort and usability.

Like all McLarens, the new GT has a carbon fibre structure that possesses exceptional strength and rigidity while enabling unparalleled driving dynamics and lightest-in-class kerbweight.

At 1,530kg, the McLaren GT is more than 130kg lighter than its closest competitor and literally hundreds of kilograms lighter than many other cars in the GT class.

With 456kW peak power available from its 4.0-litre twin-turbo V8, the power-to-weight ratio for this comfortable, elegant long-distance tourer is still a remarkable 297kW-per-ton. The announcement of the GT follows on from the 600 Long Tail and Senna models unveiled during 2017/18, as well as the 720S Spider. McLaren says the latest range addition also shares distinct DNA attributes with another recently-revealed concept, the Speedtail Hyper-GT. Details of the McLaren GT's New Zealand launch date are still to come.



AUDI UPS Q2 FIREPOWER WITH NEW SQ2

Audi's roll call of performance-orientated S models has increased by one, with the arrival in New Zealand of the 221kW quattro all-wheel drive SQ2.

Designed with striking looks and the ability to deliver on the promise of an engaging drive, the Audi SQ2 is a stand-out in the compact SUV segment and is the new top model of the Q2 family.

The 2.0 TFSI engine in the SQ2 has been developed by Audi engineers to outclass its rivals in the segment. It is capable of delivering 221kW peak power and a constant 400Nm of torque between 2,000 and 5,200rpm; enough to sprint from zero to 100km/h in 4.8 seconds, with a top speed of 250km/h. The car's S sports suspension and quattro all-wheel drive combine to apply power to the road smoothly, showcasing high traction with fantastic handling. The all-wheel drive system's central element is a hydraulically activated multi-plate clutch which distributes torque continuously between the axles. If the front wheels lose grip, the multi-plate clutch can transfer up to 100 percent of the force to the rear within just a few milliseconds.

The Audi Q2 is already an SUV with a very distinctive character. The SQ2 lowers the SUV's body profile by 20mm while retaining a rugged stance. Emphasized wheel arches, a low roofline and high window line give the Q2 an unmistakable appearance, which Audi has further honed for the S model. The front end is especially striking with wedge-shaped LED headlights, the high position of the 'Singleframe' grille and the generous air inlets. The rear body has a taut appearance with a long roof spoiler and the diffuser insert housing four exhaust tailpipes. The roof edge spoiler has a special contour, and quattro logos adorn the doors.

An exclusive Audi black styling package is also available for the SQ2, which gives the car an even sportier look, finishing the front grill and rear diffuser in matt black and the front grill frame finished in high gloss black. The Audi SQ2 sports 19" five-double-spoke-V-style alloy wheels as standard, although an additional four alloy designs are available for Kiwi drivers as options from Audi and Audi Sport. The interior of the SQ2 follows the structured and angular design language of the exterior and offers space for five passengers. Like the Q2 upon which it is based, the SQ2 features a spacious interior and generous luggage compartment. The seats come standard trimmed in fine Nappa leather with embossed S logos.

Another sporty touch is the leather three-spoke, flat bottomed steering wheel. Audi's virtual cockpit also comes as standard, with controls for the fully digital instrument cluster on the steering wheel. The 12.3-inch display offers three different views, including a screen that places the tachometer front and centre. The most important information is also visible in a head-up display, available as an option. As in the Audi Q2, the infotainment range in the SQ2 is vast. The MMI navigation plus has an 8.3-inch display which integrates iOS and Android mobile phones with Apple CarPlay and Android Auto environments into the MMI system. The Audi SQ2 is available now, with pricing starting at \$81,900 plus ORCs.



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Kiwi businesses don't just dream big. Kiwis make big a reality, and strive to outperform competitors both on a local and global stage.

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HUGE TURNOUT FOR INAUGURAL CAFÉ 66 EVENT

The Giltrap Group recently launched Auckland's coolest drive-in café, showcasing some of the most stunning performance hardware – and tastiest coffee – on offer in the city.

The Giltrap Group put the call out to owners and fans of some amazing supercars in March, heralding the first Café 66 gathering at Queen's Wharf in the Auckland's Downtown precinct. Registrations were open to owners of fast and exotic machinery to take part in what is hoped will be a regular event, with great coffee on offer, along with the chance to chat to fellow car fans about a subject near and dear to all attendees. "Café 66 is simply about getting together to celebrate a shared love of cars," says Giltrap Group Head of Communications, Shaun Summerfield.

"We're just as passionate about them at the weekends as we are during the week, so we looked to join with our customers and assemble the most impressive display of supercars ever seen in the CBD. "And of course, for registered owners, the coffee was on us." Summerfield says the day was a massive success, with in excess of 40 examples of some of the world's most highly prized luxury and performance brands on show. Owners of Lamborghini, McLaren, Porsche, Audi and other marques took part.

Rare examples of high-performance machinery taking part included a Porsche GT2 RS, an original Audi quattro and the McLaren Senna hypercar. The added benefit to Sunday strollers through the Downtown area is that Café 66 was open to the public, ensuring plenty of selfies and wide eyes were generated during the morning event. "The passion so many of our valued customers have for their cars is amazing. With so much positive feedback, we are well on the way to planning the next Café 66 event," says Summerfield.





The engine, liberated.

2018 Electric Car of the Year.

Welcome to the new generation of flower power. With 290Nm of torque, a real-world range of 220km and packed with technology and safety features, it's little wonder Autocar has awarded the e-Golf 2018 Electric Car of the Year.



Volkswagen



NEW PORSCHE 911 AND REFRESHED GILTRAP PORSCHE SHOWROOM DEBUT TOGETHER

Invited guests recently experienced their first up-close look at the brand-new eighth-generation Porsche 911 in an equally new environment; the remodelled Giltrap Porsche showroom.

The result of a full redesign several months in the making, the new-look Giltrap Porsche retail and brand centre in Grey Lynn, Auckland, offers customers and staff more space and a suite of new features, just like the new 992-generation 911, which is longer, wider and taller than the model it replaces. The refurbished showroom was designed in line with elements of Porsche AG's global corporate identity by Auckland-headquartered Wingate Architects, with the build work being completed by Mainline Construction. The intricate lighting system – engineered to showcase the premium Porsche range with a multitude of illumination options – was designed by Targetti. Luke Senior from the Giltrap Group says

the showroom refurbishment programme of work allowed for the build to progress while day-to-day operations continued throughout, ensuring Giltrap Porsche customers were still able to safely and successfully enjoy a raft of services offered by the team. "It was a challenge at times to ensure we still had our full service offering available to customers throughout the refurbishment, but the team was able to achieve this," he says. "Aside from providing a more modern-looking space, the key aspects of the new showroom provide our customers with easier access to the cars, more space within the footprint of the showroom including a sumptuous customer lounge area and better parking options as well.

"Essentially the roof is about the only aspect that remains from the previous design, so it has been a comprehensive makeover." The latest Porsche 911 was the star of the show at a special unveiling event for customers recently; an evening event which also debuted the completed showroom design to the public. As well as 911s from previous eras being on display, the all-new 331kW Carrera S and Carrera 4S – together the most powerful 911s ever designed – were centre stage. "A distinct, unique customer experience is vital for brands such as Porsche," concludes Senior. "We're very excited to have the doors open on a new era for both the iconic 911 and the Giltrap Porsche showroom.

ASTON MARTIN AUCKLAND ENJOYS DOUBLE DEALER OF THE YEAR WIN

Aston Martin's Auckland dealership has scooped two regional Dealer of the Year honours ahead of other markets.

Aston Martin Auckland received not one, but two distinct Dealer of the Year awards recently, winning both the 2018 Australasian Dealer of the Year award, as well as the gong for the wider 2018 Asia Pacific Dealer of the Year. Kevin Wall, Aston Martin's Australasia regional manager, presented Greg Brinck and Michael Giltrap with both awards at the stunning Aston Martin Auckland showroom recently. "We have had a fantastic 12 months with the Aston Martin brand in New Zealand," says Brinck, who is general manager of Aston Martin Auckland. "These awards are a reflection of both the

premium pulse-quicken product range that Aston Martin now has, as well as our team here at Aston Martin Auckland's abilities to ensure our valued customers live and breathe the brand from the moment they walk through the showroom door." The Aston Martin Dealer of the Year Awards are hotly contested in every region the legendary British sportscar brand sells its vehicles. The Asia Pacific region includes dealerships in Hong Kong, Japan, Mainland China and South East Asia, as well as throughout Australia.





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GT MEMBERSHIP SO MUCH MORE THAN JUST A CLUB

The private GT membership at Highlands and Hampton Downs is as much about the social aspect of membership as it is about getting out and having fun on the circuit.



The private club at Highlands and Hampton Downs provides various ways for participants to enjoy membership, be it through exclusive use of the circuits or by providing unique ways to have out-of-the-box experiences alongside like-minded people. Since its inception in 2013 membership at both circuits has thrived. Much of the focus has been on the camaraderie of the members and also removing roadblocks for members who are nervous about getting out on the track for the first time. The vibrant social aspect to membership has made heading along to the first day on the circuit much easier, with a relaxed, non-competitive environment on offer for those looking to give it a go. New members are ably supported by those already a part of the experience who can well remember their first time on the track too.

"Over the years, GT Club members at both Highlands and Hampton Downs have been able to participate in a wide variety of experiences," says Josie Spillane, Chief Operating Officer for Highlands and Hampton Downs circuits.

"We've hosted an array of great events, such as road trips and international trips, VIP movie screenings (the McLaren movie screening was very popular), wine tastings and a whole raft of other things that members have said they'd love to see, so we've made happen.

"There is a whole other aspect to club membership beyond the track that our members really get into," she says.

The highlight of the year for many, says Josie, is the annual gala day and black-tie dinner; an opportunity to bring club members and partners together and catch up with fellow club members in a decadent environment.



"The annual gala and black-tie dinner is a fantastic evening.

Everyone gets the chance to put on their finest and celebrate on an exceptional night out," she says.

Josie says that a personal highlight for her recently was when a Highlands member shared just how important a part of his life Highlands has become.

"He said he was busy with his company for the first 60 years of his life, but now that he has the time it has been a great way to form real friendships with people who aren't simply colleagues. "I felt very proud that we have been able to create that type of environment for people," she says.

GT membership is for all sorts of people with all sorts of cars. Many members have never experienced circuit driving before joining; Josie says new members shouldn't be expecting to see an intimidating bunch of would-be racing gods.

"Our members are respectful of everyone's right to be on the track. We have professional driver training available to make sure you're getting the best out of your experience. But every level of driver is welcome; it's about enthusiasm for cars, not about being first in the race."

Josie says there are four simple rules all members have to follow; rules which anyone with good sense and a passion for motorsport should find completely understandable: use it don't abuse it; no pillocks, treat it as your own; leave it better than you found it. "Safety and common sense are our number one priority, but it's fair to say 'fun' follows closely behind. We get one shot at this life and we're all about making the most of it; wherever possible we try to make things as easy as possible for maximum enjoyment," she says.

GT membership enquiries can be made via the Highlands or Hampton Downs websites, or by emailing heatherl@highlands.co.nz or membership@hamptondowns.com respectively. Highlands GT membership is currently full but interested persons should enquire about being added to the wait list.





NISSAN SKYLINE GT-R HERITAGE PARTS RE-ENTER PRODUCTION

Nissan Motor Co. and Nissan Motorsports International Co. have announced an extension to the replacement parts catalogue for the R33 and R34 Nissan Skyline GT-R as part of the ongoing NISMO Heritage Parts programme.

Parts for the R33 and R34 Nissan Skyline GT-R will go on sale in Japan as the NISMO Heritage Parts programme expands its support for owners of classic Nissan performance cars.

Nissan Motor Co., Ltd., Nissan Motorsports International Co., Ltd. and Autech Japan, Inc., announced the expansion in April, adding to the suite of R32 Nissan Skyline GT-R parts currently on sale.

The NISMO Heritage Parts program is a multicompany joint effort designed to enhance support for owners of Nissan performance cars by continually studying the remanufacturing and resupplying process of discontinued Skyline GT-R parts, among other models.

The programme was launched in 2018, with a catalogue of nearly 80 parts for the R32 Skyline GT-R being revealed.

Nissan says customer response has been huge since then, with many requests for additions of more parts and models to the programme.

Under the expansion announced in April, exterior, powertrain, electrical and various mechanical components are being made available for the R33 and R34 models.

Parts are also being added for the R32 model;

not just essentials related to driving performance or vehicle inspections, but also hard-to-find components such as new weather stripping and power window switches. The total number of available parts has doubled to around 160, making the NISMO Heritage Parts program the largest selection of parts for these models in Japan.



50 YEARS OF 'Z CAR' COOL CELEBRATED WITH UPDATED NISSAN 370Z

A special edition model of the next iteration of Nissan's iconic 370Z
is set to celebrate the brand's race pedigree in the U.S.

An updated Nissan 370Z sports coupe was revealed at the New York International Auto Show in April.

The first 2020 Nissan 370Z will also do double duty as a 50th Anniversary Edition, paying homage to the original Datsun 240Z with a special livery reminiscent of the #46 BRE (Brock Racing Enterprises) 240Z which won multiple Sports Car Club of America (SCCA) national championships during the 1970s.

The special edition – which at this stage has only been confirmed for the American market – heads up a refreshed line-up for Nissan's iconic V6 pocket rocket.

The exterior of the 370Z 50th Anniversary Edition mimics the livery of the original BRE SCCA race car and will be available in two different paint schemes: white with red accents, or silver with black accents. Key BRE design cues include two signature stripes on the side of the car and the painted boot, bonnet, side mirrors and a-pillars in an accent colour. Along the side of the car, a thin line runs from

the headlight to the rear glass, culminating in a small triangle inspired by the c-pillar of the Datsun 240Z. The package also includes 50th Anniversary identification on the front fender, anniversary rear badging and special 19-inch alloy wheels with red accents.

Inside, the driver-centric interior is framed by a deeply scooped instrument panel. Special touches include a 50th Anniversary steering wheel wrapped in Alcantara with a race car-inspired centering stripe.

The leather-appointed and suede-covered heated power seats have a 50th Anniversary logo embossed into the backrests, while dark chrome accents are used throughout the interior.

Nissan says the latest iteration of 370Z remains as quick and agile as ever.

The 2020 'Z Car' features the 3.7-litre V6 engine producing 247kW of power and 366Nm of torque.

The car's innovative VVEL system optimises intake valve open/close movements, allowing air to be sent promptly to the combustion chamber at the precise time it's needed. Since the VVEL

system can adjust to open the valves slightly, it helps to improve fuel efficiency by reducing camshaft friction and fuel waste. It also provides cleaner emissions by allowing quicker warm-up of the catalyst and by stabilising combustion when the engine is cool.

For the U.S. market, the 370Z 50th Anniversary Edition will come equipped with either the seven-speed automatic gearbox with Downshift Rev Matching, paddle shifters and adaptive shift control, or Nissan's exemplary close-ratio, six-speed manual gearbox. This features a synchronised downshift rev-matching system called SynchroRev Match which automatically controls and adjusts engine speed when shifting to the exact speed of the next gear position, essentially "blipping" the throttle to smooth out any up/down shifts, allowing drivers of every skill level to change gears like a professional racing driver. The 370Z 50th Anniversary Edition celebrates the history of the model and its racing heritage. The 'Z Car' has defined its segment for the past half century and played a vital role in helping make Nissan a byword for performance car expertise.





AUTOMOBILI LAMBORGHINI PARTNERS WITH 'MAD' MIKE WHIDDETT

Internationally renowned drift racer, 'Mad' Mike Whiddett, has been selected as a global Lamborghini ambassador and will be taking a modified Huracán to this year's Goodwood Festival of Speed.

'Mad' Mike Whiddett has made a name for himself in New Zealand and overseas. A world-class Red Bull drift racer, he is also well-known as a content creator, rotary engine enthusiast and destroyer of tyres. Whiddett can now add 'Lamborghini driver' to that list. The 38-year-old Aucklander recently took delivery of a brand new Huracán from Lamborghini Auckland after cementing himself as part of a global ambassadorship programme with Automobili Lamborghini. The new partnership agreement will see his latest ride – to be nicknamed 'Slambo' – spinning wheels at this year's Goodwood Festival of Speed in the UK.

Although the Kiwi racer has had an impressive few years – most notably being crowned as the 2018 Formula Drift Japan Champion last year – Whiddett says that getting behind the wheel of a Lamborghini is a dream come true. "I grew up with only my mum, hustling for old Mazda 323's for a hundred bucks out of the Trade & Exchange classifieds paper and trying to build my own rotary engines. Now, 20 years later, I'm rolling out of the showroom with a brand new Huracán.

It proves nothing is impossible," he says.

A chance introduction by Goodwood Festival of Speed founder, Lord March, to Automobili Lamborghini's CEO, Stefano Domenicali, led to discussions about potentially representing the performance car marque globally.

With a blessing from Mazda New Zealand, with whom Mike also has a long-standing partnership, the wheels were put in motion last year.

An April delivery of the vehicle meant Mike and his #Madlab team had just a few weeks to strip the car and prepare it for its reveal at this year's Goodwood Festival of Speed in July.

Within 48 hours, the car was being disassembled, fenders cut and an aggressive Liberty Walk body kit from Japan was fitted. But that is just the beginning of a plethora of highly specialised performance enhancements that Whiddett and his team have made.

With 449kW of power already on tap, the Lamborghini Huracán will get a further kick from a Frequency Intelligent Valvetronic Exhaust system, while Airlift Performance suspension will

keep the car stable amidst the huge oversteer Whiddett will routinely engage in on-track. Large Countach-inspired Rotiform wheels and a yet-to-be-revealed fighter jet livery (including hand airbrushed elements) will round out the Huracán's look.

Knowing 'Mad' Mike, there may well be even more surprises to the package when the covers come off at Goodwood in July.





JAGUAR I-PACE WINS THREE TITLES AT INTERNATIONAL ENGINE + POWERTRAIN OF THE YEAR AWARDS

In announcing the category wins, a panel of 70 motoring journalists from 31 countries took into account key characteristics including performance, driveability, energy efficiency and refinement.

The all-electric Jaguar I-Pace has won 'Best Electric Powertrain', 'Best New Engine', and the '350 to 450PS' category at the 2019 International Engine + Powertrain of the Year Awards in Stuttgart, Germany.

Jaguar Land Rover New Zealand General Manager, Steve Kenchington, says the awards recognise the technical excellence of the I-Pace's zero emissions powertrain, and will provide further proof-of-concept justification for early adopters of the new model in the Kiwi market.

"The first shipment of I-Paces will be delivered to New Zealand customers in June. The majority of these were sold to customers that were inspired by Jaguar's promise that the technology behind their new EV would be class-leading," he says.

"The 60-plus global accolades the SUV has received since it was first launched will provide further reassurance to new owners that

hundreds of independent industry experts that make up the judging panels concur." Ian Hoban, Powertrain Director, Jaguar Land Rover, says "We set out to make the world's best all-electric performance SUV: these awards reflect that. They are fitting recognition for what the engineering team has achieved."

A suite of smart, range-optimising technologies includes a cabin and battery pre-conditioning system which helped the car attain wins in the International Engine + Powertrain of the Year Awards. For example, when plugged in, the I-Pace will automatically raise (or lower) the temperature of its battery to maximise range ahead of driving away. A heat pump can scavenge energy from the outside air – even in sub-zero conditions – to reduce the amount of battery energy used by the climate control system. It can even utilise heat generated by the propulsion system to warm up the

cabin, further reducing demand on the battery. Centrally located between the two axles to help achieve perfect 50:50 weight distribution, the I-Pace's 90kWh lithium-ion battery enables a range of up to 470km (according to the World-Wide Harmonised Light Vehicle Test Procedure). It is capable of charging from 0-80% in just 40 minutes using a 100kW DC charger, or in just over ten hours when using a 7kW AC wall-box set-up in the home garage. The permanent magnet motors are hollow, with the driveshafts passing through the centre. As well as being light – together with the transmission they weigh just 78kg – they're also exceptionally compact. This contributes to the I-PACE's spacious cabin, 656-litre luggage compartment volume and SUV ground clearance.

ACCESSORIES + INSPIRATION

+ SONY PS-LX310BT TURNTABLE

Sony has fused the past with the present, pairing the much-loved vinyl sound quality with the convenience and flexibility of connecting to a wired or wireless device. The LX310BT turntable brings the warm sound of vinyl to any wireless speaker, sound bar or headphones with the addition of a Bluetooth transmitter built in, giving you complete listening freedom.

Pairing a device is easy with the use of the dedicated Bluetooth button, and thanks to the full auto play function, music is instantly played from your last paired device when you press play. Additionally, for those preferring a wired connection, the turntable also has an audio cable. Visit www.sony.co.nz for further product information.



+ SUPERDRY MEN'S HACIENDA CHORE COAT

This classic jacket has four front pockets and a fleece lined body for extra warmth. The Hacienda chore coat also features Superdry branded buttons, a zip and popper fastening and buttoned cuffs. The jacket is finished with Superdry logo badges on two of the pockets. \$210.00 Visit www.superdry.co.nz for more details.

+ BOOST BIKES

Boost Bikes combine all-aluminium retro-look frames with all the technology of modern e-bikes to create the seriously cool Scout 350, 500 and 750. Modelled on the old-school styling of days gone by, Boost Bikes' Scout range pays homage to track motorcycles of the early 1900s with fat tyres, heritage saddle, moustache handlebars with leather grips, a faux gas tank housing the battery and a vintage-styled LED headlight. Every model features Samsung lithium-ion batteries with a four-to six-hour charge time, 5-level pedal assist and Shimano seven-speed thumb shift gears. A five-year frame warranty is available too. The Boost Bikes Scout range starts at \$3,450.

Visit www.boostbikes.co.nz for more details.



+ AESOP DEPARTURE TRAVEL KIT

Renowned skincare specialist Aesop has launched its new Departure travel kit, containing seven portable formulations that provide skin hydration and hygiene to travellers during journeys near and far.

The compact kit contains a curated selection of soothing and nourishing skin care products, including Blue Chamomile Facial Hydrating Masque, Immediate Moisture Facial Hydrosol and Rosehip Seed Lip Cream, to replenish the skin's moisture when in dry and dehydrating environments. The Departure kit also contains toothpaste, mouthwash, Resurrection Rinse-Free Hand Wash and Aromatique Hand Balm. \$75.00 Visit www.aesop.com/nz for further details.



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

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.



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ACCESSORIES + INSPIRATION

+ MCLAREN PREMIUM WAX

Enriched with fruit extracts, McLaren Premium Wax has been formulated to provide gloss and protection to all McLaren painted surfaces. Individually hand blended using ultra-refined Carnauba wax and Beeswax, McLaren Premium Wax will provide an exceptionally high-gloss finish accompanied by a great depth of shine. \$282.10. Visit www.giltrapstore.co.nz

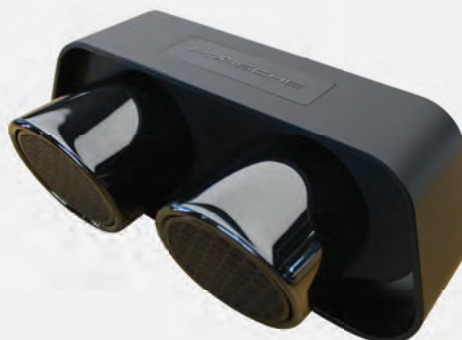


+ BENTLEY MOTORSPORT HOODIE

Release your inner Bentley Boy with this 100% soft, heavy cotton Bentley Motorsport inspired hoodie. This luxurious-feeling hoodie is perfect for cold starts at the track and features vertical 'Bentley' wording on one sleeve, a Union Flag on the other and the famed Bentley 'wings' logo, along with main sponsor logos on the chest. Comprising a traditional drawstring hood with a high collar and stretch cuffs, the Bentley Motorsport hoodie also features twin pockets. \$174.00. Visit www.giltrapstore.co.nz

+ PORSCHE 911 BLUETOOTH SPEAKER

This is a high-end Bluetooth speaker with a difference. Created from the twin exhaust module of a Porsche 911 GT3, this robust unit has been crafted in Germany from top-quality materials such as its aluminum casing. Bluetooth 4.0 and apt-X technology capable for wireless audio streaming from smartphones, tablets and PCs, the Porsche 911 Bluetooth speaker offers up powerful 60-watt system performance. It can be simply connected to a device using NFC technology and offers a battery life of up to 24 hours when not operating on mains power. \$1,492.00. Visit www.giltrapstore.co.nz



+ VOLKSWAGEN GTI UMBRELLA

The famous 'Clark Plaid' seat design that has graced every Volkswagen Golf GTI can be traced back to Gunhild Liljequist, a trained porcelain painter who was the first woman to work for Volkswagen Design when she joined in 1964. That classic design is featured in this GTI umbrella, which also incorporates an automatic easy-opening mechanism for quick deployment in any passing winter shower. \$81.80. Visit www.giltrapstore.co.nz



EVERYTHING YOU NEED NOTHING YOU DON'T

There was a time when more meant better. When every thing meant everything. Times change. Abundance is everywhere. Yet people are more stressed and our lives more cluttered. What happened? Possessions were supposed to make our lives richer. Technology was supposed to set us free.

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ACCESSORIES + INSPIRATION

+ SUPERDRY WOMEN'S CORE DOWN HOODED JACKET

This lightweight, quilted jacket features a 90/10 premium duck down filling, providing fantastic insulation for when the temperature drops with a very high fill power rating. The jacket also features an elasticated hood, cuffs and hem, two front pockets and zip fastening. Completed with a Superdry logo badge on one sleeve, the Core down hooded jacket is the perfect transitional piece this season. Superdry is certified by the Responsible Down Standard to confirm that its down filled products are sourced to ensure animal welfare. \$299.00 Visit www.superdry.co.nz for more details.



+ FORMULA CHALLENGE WITH ASTON MARTIN

On Saturday, June 29th, Aston Martin presents a suite of high-octane, adrenaline-fuelled motorsport experiences at Taupo Motorsport Park, twinned with stunning accommodation at the incomparable Huka Lodge. Meet the challenge of putting a race prepared V8 car through its paces, or get behind the wheel of a single seater Formula Challenge race car. Next, hop into the passenger seat of the only 2019 Aston Martin GT4 race car in the country for a few 'hot laps', or take the 2019 Aston Martin line-up – including Vantage, DB11 and DBS Superleggera – for a test drive. Back at the Huka Lodge, enjoy the perfect venue for an indulgent Gin and Tonic clinic in the early evening, followed by a stunning five-course gourmet dinner. From \$1,500.00 + GST per person per night, based on Junior Lodge Suite double/twin occupancy and including all activities listed. Visit www.hukalodge.co.nz for more details.



+ BENTLEY CENTENARY COLLECTION

As Bentley marks its 100th year, the carmaker has unveiled a new Centenary Collection of limited-edition pieces incorporating the spirit and style of the iconic British manufacturer through the ages. From exquisite gold-plated tealight holders and napkin rings featuring the distinctive Bentley knurling pattern, to hand-painted gold-rimmed espresso cups and limited-edition Centenary clothing, cufflinks and notebooks, the new Bentley Centenary Collection helps make an occasion out of the everyday.

Visit www.shop.bentleymotors.com for individual product information.



+ POMELLATO ICONICA ROSE GOLD RING

Pomellato combines antique tradition and innovative techniques to create jewels that express an authentic artisan touch. Goldsmiths at Pomellato are masters of precision; singularly crafting a jewel from start to finish with great concentration and inspiration. Behind the very natural and simplified appearance of many Pomellato designs – like this elegant Iconica Rose Gold ring, for example – there is always extraordinary and sophisticated craftsmanship. \$5,070.00 Visit www.orsini.co.nz for further details.



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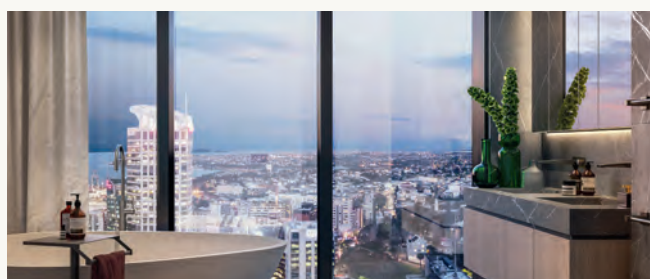
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ACCESSORIES + INSPIRATION



+ ROLEX OYSTER PERPETUAL SEA-DWELLER

Rolex has introduced an Oyster Perpetual Sea-Dweller in a yellow Rolesor version, combining Oystersteel and 18 ct yellow gold. This new watch brings 18 ct yellow gold to the Sea-Dweller range for the first time. On its black dial, the name “Sea-Dweller” is inscribed in a yellow hue, echoing the colour of the 18 ct yellow gold. The light reflections on the case sides and lugs highlight the profile of the Sea-Dweller’s 43mm Oyster case, which features a unidirectional rotatable bezel with a 60-minute graduated Cerachrom insert in black ceramic.

Equipped with calibre 3235, the new Sea-Dweller carries the Superlative Chronometer certification of all Rolex watches, which ensures excellent performance. The Sea-Dweller was designed in collaboration with pioneers of professional deep-sea diving, who spent extended periods underwater. It played a vital role in conquering the ocean depths thanks to its Oyster case, initially waterproof to a depth of 610 metres (2,000 feet), then, from 1978, to 1,220 metres (4,000 feet), and thanks to an important innovation patented by Rolex: the helium escape valve, fitted into the side of the watch case. Visit www.partridgejewellers.com for further information

+ ROLEX OYSTER PERPETUAL DAY-DATE 36

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



+ TAG HEUER CONNECTED MODULAR 45 GOLF EDITION

Designed to link to the TAG Heuer Golf app, this digital timepiece combines shock-resistant materials with the most personalised and advanced Golf app, which has 3D renderings of more than 39,000 courses and provides comprehensive performance analysis. Among the most distinguishing features of the TAG Heuer Connected Modular 45 Golf Edition are its laser engraved, black ceramic bezel ring. Bold black ceramic lugs complement the sandblasted case and caseback, which are fashioned from black PVD titanium. The touchscreen is covered with a scratch-resistant sapphire crystal. Equipped with multiple sensors, such as GPS, NFC, an accelerometer, a gyroscope and a microphone, this golf-themed smartwatch boasts 4GB of storage and a battery life of 25 hours. Visit www.partridgejewellers.com for further information.

+ PATEK PHILIPPE NAUTILUS LADIES AUTOMATIC

With the rounded octagonal shape of its bezel, the ingenious porthole construction of its case, and its horizontally embossed dial, the Nautilus has epitomised the elegant sports watch since 1976. Over 40 years on, the Nautilus range comprises a splendid collection of models for men and women. In steel, rose gold, white gold or two-tone combinations they accompany the most active lifestyles with incomparable class.

As seen here in rose gold, the Nautilus Ladies Automatic features a silvery opaline dial with gold applied hour markers and numerals with a luminescent coating. The bezel set features 56 diamonds, while the matching rose gold bracelet features the signature Nautilus fold-over clasp. The sapphire-crystal caseback is water resistant to 60m.

Visit www.partridgejewellers.com for further information.



+ BREITLING COCKPIT B50 ORBITER LIMITED EDITION

With the release of the Cockpit B50 Orbiter Limited Edition, Breitling celebrates the twentieth anniversary of the first non-stop balloon flight around the world by balloonists Bertrand Piccard and Brian Jones. Presented on an orange rubber strap with a folding clasp and featuring an orange dial, the Cockpit B50 Orbiter Limited Edition stands out in any crowd. The numerals, indexes, and hands are coated with luminescent Super-LumiNova, which makes them legible in any lighting conditions. The watch is powered by the Breitling Manufacture Caliber B50: a thermo-compensated SuperQuartz analog and digital display movement designed in-house that delivers ten times the accuracy of a standard quartz watch. In addition to the chronograph with split-time and flyback capabilities, the model features a second timezone display, a perpetual calendar, two alarms with buzzer and/or vibrate mode, a lap timer function and a chrono flight device, which records flight times by memorising departure and arrival times as well as the date.

Visit www.partridgejewellers.com for further information.



+ BREITLING PREMIER BENTLEY CENTENARY LIMITED EDITION

Breitling and Bentley Motors currently enjoy the longest-running partnership between a watch brand and an automobile manufacturer. The Breitling Premier Bentley Centenary Limited Edition celebrates 100 years of luxury motoring excellence. An exceptional addition to the Swiss watch brand's elegant Premier collection, the Breitling Premier Bentley Centenary Limited Edition features an elegant, brown elm burl dial with black subdials (a chronograph minute counter at 3 o'clock and a small-second subdial at 9 o'clock) is particularly eye-catching. The contrasting subdials indicate that the watches are powered by Breitling's flagship Manufacture Caliber 01. The in-house mechanical movement – which is visible through a unique transparent caseback featuring a Bentley logo – delivers an impressive power reserve of approximately 70 hours. The timepiece is presented on a brown leather strap whose pattern and stitching were inspired by the seats in a Bentley, while on the left-hand side of the 42-millimeter stainless-steel case is a plate with an engraved 'Bentley' inscription; the design of which is based on the dashboard of the supercharged 1929 'Blower' Bentley.

Visit www.partridgejewellers.com for further information.





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SIR JOHN KEY

His government led New Zealand through the global financial crisis, the Christchurch earthquakes and the Pike River disaster. Still, in his resignation speech Key called his eight years in charge as the most remarkable, satisfying and exciting time of his life.

ALSO IN THIS ISSUE

- Celebrating 100 years of Bentley in our extended feature
- All-new Porsche 911 driven on Kiwi roads • Mid-size battle: Skoda Kodiaq RS vs Cupra Ateca
- Glitz and glamour: Formula E on the streets of Hong Kong • Volvo's 2020 safety mission



DRIVING FORCE

WORDS **SHAUN SUMMERFIELD** PHOTOS **VINESH KUMARAN / AP IMAGES**

He led New Zealand through some of the most tumultuous events in recent decades, dared to suggest a change to the national flag and shocked the political world with his sudden departure. But rather than regrets, Sir John Key remembers his time in Parliament as the most remarkable and exciting time in an eventful life.



“Don’t do it. You’ll regret it for the rest of your life.”

Two decades on, that warning from former Prime Minister David Lange remains a vivid memory for Sir John Key.

As head of global foreign exchange for Merrill Lynch, Key had been flown back from London in 1999 to speak as a financial expert at an event where Lange was MC.

“He was an amazing guy and a hilarious speaker,” recalls Sir John. “But when he asked me if I was going to stay in London forever, and I told him no, I was going to come back and run for parliament, his whole face and demeanour changed.

“He said ‘I don’t care who your run for, just don’t do it. It was a terrible experience for me.’”

Wise words or not, Key’s mind had been made up decades earlier.

“I wanted to be Prime Minister when I was 11 years old. I was always fascinated by the role.”

In 2001, the 40-year-old millionaire (another childhood goal ticked off) left the high-rise buildings of the financial world bound for a tiny one-story weatherboard building, housing the National Party’s office in the re-established Helensville electoral.

Key came armed with a sharp business mind, a winning smile and, as it turned out, a little too much patience.

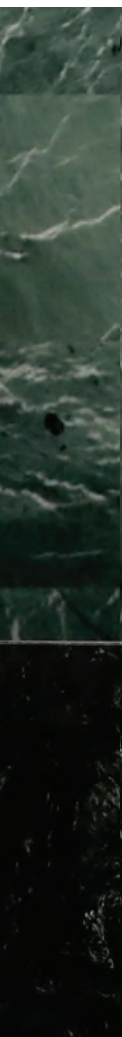
“Up until that point, the average length of time it took someone to become a member of parliament – and then ultimately, if they made it, Prime Minister – was 18 years.

“So, I thought, if I’m the average, I would go in at 40, become PM at 58, last on average four to five years. Based on this I’d be 62 and ready to retire.

“The only problem with that is that I got the top job in six years; the fastest political run to the top in New Zealand politics in a century. And I was there for quite a long time, so the plan didn’t quite work out,” he says.

Instead, Key would be 55 when he stepped down as leader of the National Party and Prime Minister at the end of 2016 after three terms in office.

“I did something that most politicians didn’t do. Normally a Prime Minister is thrown out by the public or their own party; I felt it is better to go a year early than a day late. Most PM’s stay a bit too long... and speak a bit too long too.”





His government led New Zealand through the global financial crisis, the Christchurch earthquakes and the Pike River disaster. Still, in his resignation speech Key called his eight years in charge as the most remarkable, satisfying and exciting time of his life. But he also admitted at the time, “I have nothing left in the tank.”

Two years after his political mic-drop, Key looks exactly like the weight of a nation has been lifted off his shoulders. The location may help; he’s just driven his Bentley Continental GT 90 minutes north from his Parnell home to play golf at the stunning Tara Iti course near Mangawhai. No Crown limousines anymore; Key enjoys doing his own driving, both in the Bentley and on the golf course.

Key got serious about golf and Bentley’s at the same time. Golf offered rare quality time with his son Max during his political career, while he fell for the first-generation Continental GT immediately.

“When that shape came out, I was hooked. It became a long-standing joke in the house; everyone knew I wanted a Bentley, and little model ones would turn up now and then.”

After stepping down, Key wasted no time seeking out a full-sized version.

“I thought ‘What the hell, I’m going to do it’. I decided it was time. You only have to sit in a Bentley for 20 seconds and your mind is made up.”

Last year, Golf Digest ranked Tara Iti as the sixth best golf course in the world. Key no doubt helped put it on the map when he hosted former US President Barack Obama there. Golf led to a solid friendship between the President and Prime Minister.

“In 2014 I went to Nelson Mandela’s funeral in South Africa. We started chatting about our Christmas plans and as we were both going to Hawaii, he said, ‘Why don’t we play golf?’ So, we did.”

Post-politics, Key’s focus is spending time with family. Any travel will now be family (or golf) focused as he and Bronagh, his wife of 34 years, visit daughter Stephie who is a performance artist in London, and Max who has taken a break from music producing to travel.

“I DID SOMETHING THAT MOST POLITICIANS DIDN’T DO. NORMALLY A PRIME MINISTER IS THROWN OUT BY THE PUBLIC OR THEIR OWN PARTY; I FELT IT IS BETTER TO GO A YEAR EARLY THAN A DAY LATE.”

Above Left Sir John Key with his Bentley Continental GT at Tara Iti course near Mangawhai.

Below Key accompanies Finance Minister Bill English, on his way to deliver the 2015 budget in Parliament

Below Left Key speaks during the 71st session of the United Nations General Assembly in 2016



“I WOULDN’T HAVE A FLAG REFERENDUM; I’D JUST CHANGE IT.
I THINK IT’S ONE OF THOSE THINGS WHERE ALL HELL WOULD HAVE BROKEN
LOOSE FOR A COUPLE OF MONTHS; THEN WE WOULD HAVE WORN IT,
GOTTEN USED IT AND BEEN PROUD OF IT.”



"I wanted to be Prime Minister when I was 11 years old. I was always fascinated by the role."

"I definitely have a great work-life balance now.

Friends might say I'm still travelling too much, but I'm not. Most of the time it's Bronagh and I travelling together," he says.

There were overseas job offers within days of his resignation, but Key was never going to consider leaving, saying it would have seemed odd to have run the country for a long time, and then run off overseas.

So Key looked closer to home, becoming chairman of the country's biggest company, ANZ Bank (New Zealand). He also jokes about "still being in the state service" due to his place on the board of Air New Zealand, which is 52% Government owned.

"We are the beating heart of what a lot of kiwis identify with as a quintessential New Zealand company. You know when the koru turns up in London or Los Angeles, there is that pride you feel as a New Zealander."

Talk of the koru leads to the flag referendum.

Would he do it again?

"I wouldn't have a flag referendum; I'd just change it.

I think it's one of those things that all hell would have broken loose for a couple of months; then we would have worn it, gotten used to it and been proud of it.

"I still believe that, as a small country at the bottom of the world if we want people to know us, we need a symbol that is ours."

Had he taken that approach, he would have been following the advice of his late mother, Ruth.

"Mum always said you get out of life what you put into it. Yes, you need luck, but you also make your own luck."

Luck was in rather short supply soon after Key started primary school. His British-born father George died suddenly, leaving Ruth with three young children, little support and even less money.

"Dad had owned a series of businesses in Auckland, and when he died Mum went to the accountant who told her 'Basically, your businesses are broke. I might be able to preserve the family home but not much else'."

It wasn't the first time Ruth had dealt with losing everything. She had arrived in England in 1938 as a 16-year-old Jewish refugee, following Hitler's annexation of Austria.

Five decades on, Key remembers the experience vividly. "Mum took it personally and sold the family home, repaid as much of the debt as she could, and we moved to a state house in Christchurch.

"We were a poor, single-parent household, but it was a house with huge amounts of love and affection. It was a tough background from an economic perspective, but that gave me a better understanding of where people came from."

Ruth's influence, however, stopped at politics; "My mother was a Labour voter," says Key. "You can't change your background."

Key never took his mother's political advice; treating it a bit like David Lange's dire warnings to avoid politics. But after 15 years of chasing votes, shaking hands and facing unrelenting scrutiny from every direction, was it worth it?

Key doesn't hesitate. "It was the best decision of my life."



100 YEARS OF EXTRAORDINARY

PHOTOS BENTLEY

July 2019 marks Bentley's 100th year. One hundred years since Walter Owen (W.O.) Bentley set out with a simple objective: to build "a fast car, a good car, the best in its class". This guiding principle has driven Bentley ever since, pushing the brand forward from modest beginnings, moving from strength to strength in its pursuit of luxury and performance.

Born in 1888, W.O. Bentley grew up as an engineer enthusiast. He despised the cars of the late 19th and early 20th century, considering them dangerous, unsophisticated and noisy. So it was no surprise to the people around him that W.O. turned his attention to building cars that would satisfy his own high expectations as a driver, an engineer and as a gentleman.

By October 1919 Bentley Motors was established and by September 1921 the first production Bentley left the factory. The car's owner, Noel van Raalte, purchased it for £1,050. A sign of the attention to detail that would set W.O. Bentley apart, even that first car carried Bentley's hallmark radiator casing and flying 'B' insignia.

The Bentleys of the 1920s are some of the most distinctive cars of the vintage era. W.O. Bentley became a fan of developing a racing engine which resulted in the creation of the first 3-litre, (85hp) Bentley engine, providing a top speed of 80mph.

Numerous speed and endurance records were successfully set at Indianapolis, the Isle of Man and Brooklands. Not forgetting the legendary achievements of the Bentley Boys, attaining victories at Le Mans in 1924, 1927, 1928, 1929 and 1930. Bentley's racing domination in that decade echoed around the motoring world.

The 1930s brought many challenges for the marque. Despite Bentley's racing records and new public acclaim, Bentley Motors was beset by financial difficulty and in 1931 Rolls-Royce stepped in to buy the company. Production moved to Derby where a new 3.5-litre 'Silent Sports Car' was produced, mixing the best attributes of both brands - agility with luxury, power with silence.

Bentley moved north after World War II, to Crewe in Cheshire. The relocation provided access to a community of highly skilled engineers and mechanics who had migrated during the war to this busy industrial hub. With advanced technologies and a new approach to manufacturing, Bentley for the first time was able to build a motor car complete and ready to be driven to its limits. One of the first to be built not just as the standard chassis and coach-built body but as a Bentley was the Mark VI.

The advancements that came with the move to Crewe in the 1940s allowed for Bentley Motors to transform good cars into luxury, high performance grand tourers.

In 1952 the Bentley R-Type Continental made its debut; a Mulliner-bodied coupe with a top speed of just less than 120mph. This made it the fastest four-seater car in the world and very quickly earned a reputation as the ultimate in high-speed luxury. It was also the last Bentley to be built with no equivalent Rolls-Royce model alongside for 30 years.

By 1957 Bentley had launched a new four-door Bentley Continental Flying Spur and the Bentley S2 was announced in 1959. It used an all-new 6.2-litre aluminium V8 engine, replacing the six-cylinder unit originally developed for Rolls-Royce models in the 1920s.

In 1965 the Bentley T series was launched and displayed for the first time at the Paris Motor Show, before it was renamed the Bentley Corniche in 1971. In 1984 it became the Continental, as we know it today. Known for being gracious in its design and smooth in its performance, the T series was seen by Bentley enthusiasts as a revolution in the marque's sporting heritage.

The 1970s is a landmark decade in the history of Bentley Motors, although things got off to a solemn start with the passing of W.O. who died in 1971 at the age of 82. During the remainder of the decade though, the association with Rolls-Royce and coach building partners such as Mulliner was to leave an indelible mark of refined luxury in Bentley's DNA, one W.O. himself would have approved of.

During the 1980s Bentley's Le Mans heritage is echoed in the name of the new T series, the Mulsanne, benefiting from a new rear suspension design. By 1982 a high performance 'Turbo' Mulsanne is launched, capable of 0 to 60mph in seven seconds. By 1985 the Mulsanne is developed once again to become the Turbo R, the fastest road going Bentley of the age.

By 1989 half of the cars emerging from Crewe were Bentleys. Ten years after the introduction of the Mulsanne Turbo, Bentley began to outsell Rolls-Royce two-to-one.

The biggest shift in the company's long history came in 1998 when the Volkswagen Group acquired Bentley. With added resource, new technologies and even greater impetus to market momentum on a global scale, this would effectively be something of a renaissance for the storied brand. And after 67 years together, it was also announced that Bentley and Rolls-Royce would be separate companies once again.

Then, in 2003, the Continental GT was launched - the first car of the modern Bentley era. Inspired by the R-Type, the first Continental GT established an entirely new market segment - the modern luxury Grand Tourer. It would become an instant smash hit, selling more examples than any other Bentley before it, with almost 70,000 Continental GTs across three model generations now delivered to customers in search of the definitive Grand Tourer.

In 2015, Bentley also launched the Bentayga - Bentley's fourth model line and its first SUV. Touted as the fastest, most powerful and most luxurious SUV in the world, the Bentayga is proof positive of a car company able to mix tradition with new technology like no other.



Left Walter Owen (W.O.) Bentley, photographed outside the original Bentley workshop in 1968.

BENTLEY BY THE NUMBERS

PHOTOS BENTLEY

You can't be in business for a century without producing some impressive statistics. Here is iconic luxury carmaking distilled to the nearest decimal.

In 1931 Rolls-Royce bought the company for £125,275.

£125,275

Car production commenced at Crewe in Cheshire in 1946. The first Bentley to roll off the production line at the Pym's Lane factory was the Mark VI.

1946

The Pym's Lane factory was built in 1938, originally to manufacture the Merlin aero engine. Between 1938 and 1946 26,065 engines were built there.

26,065

In 1998 Bentley was acquired by the Volkswagen Group, immediately investing over £1 billion to upgrade the Pym's Lane factory.

£1 billion



Bentley employs over 4000 people at its Pym's Lane headquarters in Crewe.

4,000

20,815 solar panels on Bentley's factory roof can supply up to 40% of the site's electrical requirements and save an estimated 2,150 tons of CO2 emissions a year. They generate enough energy to power 1,200 houses for a year.

20,815

On average, 26 Continentals and Flying Spurs, 5 Mulsannes and 31 Bentaygas are built per day.

31

It takes around 110 hours to build a Continental GT, around 130 to build a Flying Spur, 130 to build a Bentayga, and around 400 to build a Mulsanne from start to finish.

400



It takes 30 people 13.5 hours to build one W12 engine.

30



Approximately 15 bull hides go into every Mulsanne, around 14 in a Bentayga, 13 in a Flying Spur, 11 in a Continental, or 10 for the Convertible version.

15

It takes 136 hours to complete the interior trim on a Mulsanne.

136

Every Mulsanne steering wheel takes one person 10 metres of thread, 5 hours and 620 stitches to complete.

620

To contrast stitch the entire cabin takes between 25-40 additional hours, dependent on customer choice.

Bentley continues its future talent focus taking on a further 36 apprentices, 40 undergraduates and 24 graduates in areas such as manufacturing, engineering and aftersales, among others.

40

83 employees work on the Mulsanne production line at Pym's Lane. 537 employees work on the Continental and Flying Spur production line.

537

Bentley's 'Crewe Genuine Parts' facility at Orion Park in Crewe holds over 60,000 parts, providing support for all cars built from 1955 to present day.

60,000

Orion Park has facilities to cut a key without an original to copy, for Bentleys dating to the early 1960s.

1960

20 cars per week undergo a full audit, which includes full function, road test (around 60km per test), and a full interior and exterior check.

20



The average length of service for staff at Bentley is 12 years.

The Mulsanne's paint finish process takes a team of people 12 hours to sand and polish every single car.

12

More than 700 businesses supply 18,000 parts from 31 countries and 5 continents to Crewe. Over 80 suppliers are located within an 80km radius of the factory in Cheshire.

18,000

A Bentley wood specialist views around 25,000 square metres of veneer in its raw form during selection, checking every inch, to ensure it is of the finest quality. The process takes 2 days.

136

Once a week an engine undergoes a full audit test, running the engine at speeds up to 6,000rpm.

6,000

Every Bentley undergoes a 500-650-point checklist before final sign off, depending upon optional specification fitted.

650

BLUE SKY THINKING

WORDS STEVE VERMEULEN PHOTOS RICHARD PARDON

Think you already have a pretty accurate handle
on what to expect from a big Bentley GT convertible?
Steve Vermeulen did too. And then he drove it.





Yes, I should know better, but I admit to some preconceived perceptions when opening the invite to the international media launch for Bentley's new Continental GT Convertible in Spain.

I'm too young to appreciate a big cruiser from a tweedy British carmaker, surely? Well, as it turns out, being wrong has never felt so rewarding.

As it transpires, I'm not too young at all.

This, Bentley's 100th anniversary year, will also be the sixth consecutive year in which they will sell over 10,000 cars globally. It will be its most successful to date, thanks in no small part to the storied brand's broader appeal than ever and continued growth in Asia-Pacific markets, where the average age of their customers will surprise you. It's 38 in China. In Taiwan, 31. It would appear Bentley as a brand and as a product, is full of surprises.

Behind the scenes, the Continental GT coupe and the Continental GT Convertible were developed simultaneously.

If this was a typical car manufacturer, design wouldn't be determined by just what looks great, but also many macro factors like sales and production optimisation. In other words, develop the higher volume coupe first and then make the best convertible product you can from that.

Pleasingly with the newly-unveiled GT Convertible, those taut, unapologetic crease lines and haunches were all designed with empathy for the topless variant right from the outset. The result is... well, just look at it.

Under the bonnet is Bentley's signature W12 twin-turbo mill; perhaps the convertible's most predictable element. Understandably a 6.0-litre force-fed 12-cylinder outputs plenty of power and torque; 467kW and 900Nm in fact. To put those stats in context, that's almost identical horsepower to a Lamborghini Huracan EVO, but with a further 300Nm of torque on top.

Left The rain in Spain? Not a problem for media on the international launch drive for the new Bentley Continental GT Convertible.



For a solid 300km I'm fortunate enough to enjoy the sights and sounds of the mountainous Andalusian Passes with the roof retracted. It's a special Z-folding roof, engineered to ensure overall smaller stowed roof dimensions and a sportier silhouette for the car as a result. It can be raised or lowered in 19 seconds at speeds up to 50km/h. With the roof up it's also eerily quiet for a soft-top; in fact, the new Continental GT Convertible's cabin is as quiet as the previous generation hardtop GT's.

This, then, has to be the ultimate in Grand Touring. You can simply chew through the miles without blinking an eye, all the while encircled by acres of mirror-like grand black finish paired with your choice of Crown Cut Walnut, Dark Fiddleback Eucalyptus, Liquid Amber, Tamo Ash, Koa, or Burr Walnut veneer.

There's no shortage of hand-crafted interior treatments and creature comforts on offer either. These include the huge 12.3"-high resolution display that rotates electronically to reveal even more of that rich veneered wood when desired, as well as a sublime audio system, diamond-patterned knurling adorning the controls, heated neck warmer and armrest, and massaging seats that are genuinely comforting on a long haul.

Somewhere before Seville, the road we're travelling upon detours onto 50km of the smoothest tarmac you could ask for and I have a safe place to activate Sport mode and stretch the W12's legs.

The Continental GT Convertible reveals yet another surprise. Sporty is an understatement in describing how competent this big car is.

Zero to 100km/h takes just 3.8 seconds; well and truly in supercar territory in other words. Yet that acceleration is buttery smooth, rather than neck-snapping severe. The W12 engine, all-wheel drive system with electronic torque vectoring and the 8 speed-DSG transmission all work in harmony under high loads, apportioning up to 85% of power to the rear wheels and propelling the car with emphatic turns of speed.

The front axle has been moved forward over the previous generation car to improve balance. Coupled with an intelligent, electronically-controlled sway bar benefits handling and accuracy of turn-in. Handling prowess at the limit probably isn't high on the average Bentley owner wish list, but it's certainly nice to know the car is as engaging to drive as it is to look at.

The Bentley Continental GT Convertible defies my past perceptions about the Bentley brand. It's contemporary with an exuberance on the road that rightly appeals to a wide demographic fortunate enough to consider it on the shopping list.

Given the genuine hand-fettled feel to the interior and the deluge of technology that goes into this car, the \$412,000+ORC start price is understandable. You can option in many other things from there; I would strongly suggest the Naim audio upgrade which is exceptional. But there's also (and I'm not making this up) a Tweed roof option.

Which, given all the surprises this car delivers, shouldn't surprise me at all.

Above Zero to 100km/h takes just 3.8 seconds; well and truly in supercar territory in other words.

Above Right An interior like no other, including Bentley's stunning rotating display unit in the top centre of the dashboard.

Below Right The GT Convertible's roof is a special Z-folding example, engineered to ensure smaller stowed roof dimensions and a sportier silhouette for the car. It can be raised or lowered in 19 seconds.

“THE BENTLEY CONTINENTAL GT CONVERTIBLE IS CONTEMPORARY WITH AN EXUBERANCE ON THE ROAD THAT RIGHTLY APPEALS TO A WIDE DEMOGRAPHIC FORTUNATE ENOUGH TO CONSIDER IT ON THE SHOPPING LIST.”







LEADING FROM THE FRONT

WORDS **SHAUN SUMMERFIELD** PHOTOS **LOGAN WEST**

A career in law beckoned the young Richard Izard. But he saw opportunity almost everywhere else. And through the years, opportunity has helped shape his love of the Bentley marque.

With Khrushchev in the Kremlin and the Cold War in full swing, the last place any sane westerner with capitalist-leanings would venture in 1959, was behind the Iron Curtain.

At 25, Richard Izard was desperate to make his mark in the automotive industry. And the title of Standard-Triumph Eastern European Representative sounded perfect to him.

To describe the Whanganui-raised Izard as under-prepared would be generous. Having barged into the Standard-Triumph international sales manager's office in Coventry willing to take whatever was offered, he didn't hesitate when he was asked if he spoke German; the young New Zealander simply replied "Ja!"

Could he?

"Of course not. But I was posted to Budapest looking after Yugoslavia, Czechoslovakia and Hungary," he laughs.

"It was bloody interesting. And you quickly learned not to ask too many questions. I'd return from a trip to find a friend had disappeared; I was told they were on vacation, but they never came back."

The time behind the Iron Curtain would be the final chapter in what was a formative era for Izard. At 23, with his young wife Patience and children Bill and Phillipa in tow, he boarded a ship for the UK to serve an engineering apprenticeship with Standard-Triumph. He wasn't impressed with what greeted him.

"They were bloody idiots as far as I was concerned. I learned more about how not to treat people and how not to manufacture."

It wasn't all bad though. Izard soon found himself spending weekends as a factory-sponsored driver. He raced a Triumph Herald which the works team had fitted with a five-speed gearbox, along with a few other additions to give it a top speed of 200km/h (the top speed of the road version was 110 km/h). Izard says he was quick, but also dangerous.



"I was fearless and hated having anyone in front of me. I tested for Formula 2 and had an eye on trying to get into Formula 1. But a lot of people were being killed at that time. I had a wife and two children, so I decided it was time to slow down," he says.

Cars remain Izard's abiding passion, and he has owned 20 Bentleys; his love affair with the winged 'B' sparked by his great uncle's 1954 R-Type, which he has owned for 40 years. Izard was just seven years old when he drove for the first time, in a Baby Austin running on kerosene due to rationing during World War 2.

At 85, Izard still loves to drive his Bentleys. His latest pride and joy, a brand new extended-wheelbase Mulsanne hand-crafted by coachbuilders Mulliner.

"You'll never see a car finished like this again; it's perfection, that bloody thing. It's the quality that I love and also the non-showmanship. I've never had a bad reaction in a Bentley."

Izard is quick to point out that his favourite car is Bentley No.19, a W12 Bentayga.

"It is the best car of the lot and the best car I have ever owned; it's a hell of a car."

Law was the expected path for Izard; it had been the 'family business' for four generations. Having scraped through School Certificate (thanks only to a recount, he chuckles), Izard felt his future was on the land.

It wouldn't be long before his farming dreams were cut short though following an accident which left him with a broken back. That misfortune would lead to his fortune, pointing him towards the automotive world and more importantly, manufacturing. Although it would be a while before his family could accept his career choice.

"They called me a horse trader when I started selling cars. They didn't want a part of me."

Izard returned home to New Zealand in 1963, where he and Patience would spend another 52 years together. He had impressed head office enough to be appointed as manager of Standard-Triumph New Zealand... only the head office no longer existed by the time he arrived home.



"I arrived to find a 'truckie' sitting in my seat; we'd been taken over by Leyland Motors. So, I travelled around and found a dealership that was going for nothing in Te Awamutu. I took it over, starting Izard Motors."

By 1974, Izard was ready for a change and jumped at a "solid gold" opportunity presented by his bank manager; one he now concedes "I lost my shirt over."

Sitting in his Kinloch home overlooking Lake Taupo he can afford to chuckle. But Izard's first effort would be a colossal flop.

"I bought a company in Waihi that made metal hair ornaments. Everything I did was wrong though, and when we finally hit the market in the late '70s, fashion changed. Women were cutting their hair short."

It would be a painful, yet powerful lesson for the 44-year old. Izard repaid his creditors, dusted himself off and started all over again; this time, selling sheepskin car-seat covers out of the boot of his Pontiac in the USA.



Then, of all things, he stumbled upon sawblades.

Izard set about developing a factory in Wellsford and taking on the world. At the time, carbide-tipped blades were six or seven dollars apiece. Izard thought there had to be a better way than making them by hand.

"I went to the French company who made the tungsten-carbide tips and asked how big the orders they were getting were. They replied, 'Up to 100,000.' So, I said, 'What say I give you an order for ten million tips right now and ongoing twenty million a year? What would the price be then?' They replied with one cent per tip, compared to the 10 cents everyone else was paying."

The numbers were unbeatable.

"We took the market, making millions and millions of them. We ended up with 40% of the US market."

When he sold to the Irwin Corporation in the early 1990s, his Northland operation employed 200 staff and was valued at \$50 million.

Izard was awarded the OBE in 1994, and a CNZM in 2012. He continues to invest in various ventures and property, and also supports his adopted hometown of Taupo, where he has contributed millions to local projects, including the Izard Hospice House.

His love of power and speed remains. Even when his assistant David is charged with the driving, he resists the temptation to stretch out in the Mulsanne's rear seat, preferring to ride shotgun.

"I'm always in the front seat, partly because I don't like anyone in front of me."

It's that competitiveness, combined with a willingness to learn from his mistakes that Izard credits with his success.

"Timing was sheer luck, but I saw the luck in front of me. I only lost everything once. I learn things pretty fast; I'm a street fighter."

Top Left Richard Izard's latest Bentley is a one-of-a-kind long-wheelbase Mulsanne, with bespoke elements designed by Mulliner.

Left Richard and team with his works Triumph Herald.

Above The special sawblade motif on the rear cushions were designed by coachbuilders Mulliner as a surprise for Richard.

Below Izard says he resists the temptation to stretch out in the back of the Mulsanne because he has never liked people being in front of him.





TRENZSEATER INTERIOR DESIGN

TRENZSEATER has been Internationally recognised, most recently in London 2019, where we have been short listed for the third consecutive year at the International Design and Architecture Awards. This achievement reinforces our unparalleled enthusiasm and passion for interior design.



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Complete a section at a time, with long straight lines moving with the bodywork.

Always start on the upper, cleaner panels first. By starting here, you are reducing the amount of dirt that enters your wash system in the early stages.

PART 2

WE HAVE CONTACT

AUTOLABS HOW TO SERIES

Any contact with your car's paint increases the likelihood of suffering scratches. With harsh, abrasive dirt sitting on the surface needing to be removed, your exterior surface contact wash step requires extra care. Here's what you need to know to reduce the risk.

Car 2019 Audi R8 V10 Plus
449kW, 560Nm
0-100km/h 3.2s
Available at Giltrap Audi



Let the product and the mitt do the work. If you have a stubborn area, break the dirt down layer-by-layer, application-by-application, rather than being tempted to apply extra pressure. Your dad probably told you it's all about elbow grease, but in reality, this will only force dirt into your clear coat.

Use a second mitt for the dirtier areas of the car, such as the lower panels, the front and the rear. This means your primary mitt is always used on the cleaner parts; in theory it will be cleaner and less tired when it comes time to tackle those same panels in your next wash.

CONTACT WITH CARE

If you own a sponge, brush or blade, throw it out right now.

These items just drag dirt across your paint surface causing micro-scratches and those horrible 'swirl' marks you've probably noticed on poorly maintained vehicles.

It simply isn't worth risking your expensive paintwork because you only wanted to spend a couple of dollars on a sponge.

Microfibre or lambswool wash mitts lift and absorb dirt into their pile or looped fibres, separating and keeping dirt away from the car's bodywork and reducing the risk of surface scratching.

Remember: Don't transfer the dirt in your mitt to the next panel or to your wash bucket. Rinse your mitt after every section.

LUBRICATION

A wash solution with effective lubrication minimises the risk of potential damage by reducing the surface tension between the dirt, your wash mitt, and the car's paint when we apply contact.

A mixture of water and a decent soap shampoo will not only soften dirt to make it easier to be removed, but the foam generated also acts like a soft bed or layer for that dirt to be carried away from the surface with minimal contact. Plenty and effective lubrication is the key to minimising risk.

Tip: Always clean your car in the shade (or in early morning/late evening when it's cooler) to avoid your wash solution from drying up and becoming ineffective.

THE 'GOOD STUFF'

Automotive paint has a variety of coatings, sealants and even natural oils that are there to help protect and maintain it from daily conditions and potential damage.

A pH neutral shampoo, made with a delicate mix of active ingredients, is designed to lift and shift dirt build-up without attacking 'the good stuff' that sits underneath.

Chemical based products (alkaline etc) may remove that dirt with less work and time, but it will also strip these layers bare, meaning you'll have to re-establish any protective coats after each wash. Likewise, common dish soap may be great for stripping fats and grease off plates but it's high salt content means it should never be used on automotive paint.

For more tips autolabs.nz



INDELIBLE

PHOTOS SIMEON PATIENCE

Facing some of the most capable premium sportscar competition in its 56-year history, Porsche's eighth-generation 911 can't afford to sit still. Steve Vermeulen gets behind the wheel of the latest Carrera 2S and finds it has no intention of doing so.

Timeless. Iconic. The yardstick. How does one write about a new 911 without rehashing past commentary?

Over its 56-year lifespan, the 911 has become known as all of the above. Its position as the premium sportscar that all others must be judged against is not conjecture in the industry, it's lore.

The question you really must ask of this eighth generation 911 is whether it has evolved suitably to maintain its status as the category archetype?

And that's becoming an increasingly difficult question to answer. Sportscar buyers today are in the enviable position of being able to stumble upon compelling 911 competitors from the likes of Audi (R8) Aston Martin (Vantage) and Jaguar (F-type SVR).

So, evolution for this 911 – or 992 model code for the Porscheophiles out there – is particularly critical. The gateway to the range, and the first of the latest generation 911 available in New Zealand, is the Carrera 2S.

Straight out of the gate the aesthetics are exactly what you would expect, the silhouette an homage for past iterations but with numerous modernised nuances you keep picking up each time you look at it. Perhaps the most obvious changes are the squarer front chin, the wider rear quarters now featured on two-wheel drive models (previously only 4S models boasted the wider body) and that modernised rear end and horizontal taillight strip which are eye-wateringly good to look at from every angle.



Inside is an even more obvious representation of how Porsche have evolved the 911's styling amidst its newest competitors. Gone is the large double-din style infotainment centre stack that's been a mainstay of Porsche interiors for a while. Along with that, Porsche has ditched the conventional automatic transmission lever too.

Like the exterior, the dash now features a prominent horizontal edge spanning the whole width. This form factor is certainly reminiscent of 70's era 911s and, embossed with contemporary patterning and accented with knurled switchgear and exacting fit and finish, it has transformed the in-car experience.

Aesthetically it's much cleaner, but functionality is also significantly enhanced with a 10.9" high-resolution touch screen. It's here the driver can access the intuitive and responsive Porsche Communication Management system, with permanent connectivity, online navigation systems and phone integration with voice control.

The instrument cluster has received 2019 techy upgrades too. The standard analogue tachometer remains front and centre as every 911 before it, but it is now flanked by two more high-res, full-colour digital screens allowing the driver to scroll through a secondary navigation display, trip computer readouts and – if fitted with the \$5290 Sports Chrono package – a lap timer and G-force indicator for track use.

It's very much a driver-orientated interior and despite all the new-fangled technology, Porsche has done well not to bloat the 911 with elements that over complicate things. It's all very simple to navigate on the road without distraction.

That's good news, because on West Auckland's serpentine coastal roads, there are, quite simply, better things to appropriate your attention with the Carrera S when behind the wheel.

The growly 3.0-litre flat six bi-turbo powerplant is a carryover but, with larger turbos, improved breathing and injectors, there's a 22kW power increase and 30Nm torque increase taking the engine to 331kW and 530Nm respectively.

This is mated to a standard 8-speed PDK transmission (manual gearboxes remain as an option on the 992). With the Sports Chrono package you can switch between Normal, Sport, Sport Plus drive modes from a simple dial on the steering wheel; the latter delivering addictive exhaust crackles and a crispness to the throttle response.



“THE SIGNATURE 911 REAR ENGINE LAYOUT AND LOW CENTRE OF GRAVITY REWARDS WITH BALANCE, WEIGHT TRANSFER, STEERING WEIGHT AND TURN-IN PRECISION THAT JUST CAN’T BE REPLICATED.”

Top Left The new 992 model 911 effortlessly pays homage to the familiar silhouette of 911s past

Left Stopping power equal to the acceleration available from the 911's 331kW bi-turbo flat-six.

Above Centre Porsche has done away with the conventional automatic gear stick in the new 911

Above Right The optional Sport Chrono pack provides for a lap timer and g-force indicator for track work

Lower Right Porsche's subtle design detailing extends to its clever integration of a high-stop brake light at the rear



Below Porsche has successfully nudged the goalposts out with the new 911

Bottom The new 911 feels more sophisticated, but it also remains delightfully engaging and lithe to drive

New also is the Porsche WET mode supporting the driver for optimised wet driving performance. In the centre of the drive mode dial you can activate Sport Plus mode for a 20 second stint with a push button at the tip of your thumb. Initially I thought this might prove a little gimmicky, but I found it a great 'press to pass' function.

On the road mere mortal drivers, like me, may not immediately identify a paradigm shift in driving dynamics, but that speaks to the pedigree of the 911 rather than any shortcomings with the latest version.

It feels more sophisticated, but it also remains delightfully engaging and lithe to drive. Zero to 100km/h can be measured in just 3.5 seconds with the must-have Sports Chrono package; a wave of forced induction torque livening up the rear end easily from stand still. Around bends, the signature 911 rear engine layout and low centre of gravity rewards with balance, weight transfer, steering weight and turn-in precision that just can't be replicated. There's no shortage of mechanical grip on offer either from the standard 245/35 20-inch front boots and huge 305/30 21-inch rears.

It's a car that envelops you as a driver, puts you immediately at ease and with the attractive new interior and user-friendly features it's even more enjoyable to spend time in, whether you're on twisty coast roads or in the thick of an urban motorway grind.

Porsche has successfully nudged the goalposts out with the new 911, retaining all the driving pleasure the model is known for but modernising the experience with cleaner lineage and a vastly improved interior. What's more, the manufacturer has also added technology to keep it at the forefront in an increasingly competitive segment.

Timeless? Sure. Iconic? Absolutely. Yardstick? That's a yes from me too.



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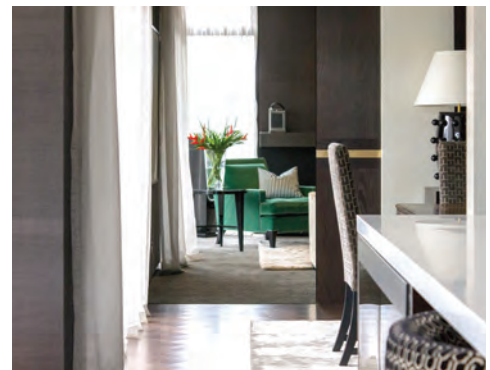
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CUBE DENTRO

“Designers look at a space as a blank canvas and will often see other options that may benefit the room. So, talking to a professional gives the client an opportunity to look at a space in different ways.”

ALSO IN OUR SPECIAL FEATURE SECTION

- Wingate Architects on how a well-designed and managed workplace can have a positive impact on a business's bottom line.
- TRENZSEATER's interior design projects have been recognised for two consecutive years with three honourable mentions at the International Design Awards (IDA).



BESPOKE FROM BEGINNING TO END

WORDS **RICHARD BETTS** PHOTOS **CUBE DENTRO**

The Cube Dentro design team has created award-winning layouts for a multitude of spaces. But equally, the cabinetmakers and installers – all of whom are in-house employees – ensure the entire process is a seamless experience.



I am trying to lure Leonie Metge into an indiscretion. Metge, the lead designer at Cube Dentro, a company famed for designing, building and installing bespoke kitchens and bathrooms – and much else besides – in some of our most chi-chi houses, must have stories of nightmare clients. Alas, she refuses to be drawn, deftly sidestepping my leading questions.

But then maybe she doesn't have nightmare customers. Maybe they know they've hired the right person for the job.

"I guess when a client comes to see me, I'm encouraging them to leave the space with me, so I can develop a concept I feel

will enhance the property and use the space in the best way it can be," Metge says.

Homeowners often have an idea in their head of what a room can be. A kitchen island here, a double sink there, perhaps a bit of disco lighting for that living-room-as-nightclub effect. A designer will look at the same room and see another, inevitably better, way of using the space.

"I think it's always good to talk about the different options, and designers may put forward a couple of concepts, which may include the client's initial thoughts," she says.

"But designers look at a space as a blank canvas and will often see other options that may benefit the room. So, talking to a professional

gives the client an opportunity to look at a space in different ways."

Which is, of course, what people are paying for. Well, that and the peace of mind that comes with hiring someone who has a proven track record of excellence.

"When you have 20-plus years of experience and you've won awards, people put their trust in you to create something special," admits Metge.

Metge's latest award-winning special something is the kitchen of a modern, architectural home in Whitford, rural south-east Auckland.

In a large open plan living/dining/kitchen space, with concrete floors and a soaring



cathedral ceiling supported by black steel beams, Metge's design brings understated richness to what could otherwise have been an austere part of the house.

"The space is in an industrial style, so I wanted to introduce timber to warm that," says Metge. "It was about creating a kitchen that formed a piece of art in the home, and it also needed to be able to bring the rooms together."

As well as the organic timber elements, the kitchen employs ceramic benchtops and stainless steel. The appliances are European, reflecting Metge's love of designs from that part of the world.

Metge came on board from the early stages of the house build to design not only the kitchen but also the scullery, bathroom, laundry, and a small bar in the media room.

Being involved from the beginning means that Metge's touch is apparent throughout, providing a consistent aesthetic that is subtly accented by lighting and a complementary colour palette.

Consistency is also ensured by Cube Dentro's manufacturing team. These are the craftspeople who bring the x-factor, and their skills are crucial in separating this kitchen from an off-the-peg modular unit.

Unusually, the cabinetmakers are all Cube Dentro employees, not subcontractors, and so are the installers. This gives Cube Dentro oversight of the entire design, manufacture, install process, and last year the company changed its name from Cube3 Cabinetry to better reflect the full range of services it offers.

In Whitford that oversight and attention

to detail is apparent in the sense of balance that has been achieved between the spaces of the kitchen, dining and living areas. The result saw Metge win a prestigious Trends International Design Award for New Zealand Designer Kitchen of the Year.

The awards and accolades are gratifying, but you sense that even without the gongs, Metge knows when she's created a design that's out of the ordinary.

"This one's come out amazing, and the clients are thrilled," she says. "That's the biggest thing: the client needs to live with the project, so when you have someone who is so thrilled, it's amazing."

For more information contact

Leonie Metge ph. 09 297 7830

or visit www.cubedentro.co.nz

“CONSISTENCY IS ENSURED BY CUBE DENTRO’S MANUFACTURING TEAM. THESE ARE THE CRAFTSPEOPLE WHO BRING THE X-FACTOR, AND THEIR SKILLS ARE CRUCIAL IN SEPARATING THIS KITCHEN FROM AN OFF-THE-PEG MODULAR UNIT.”



Above Left A consistent aesthetic is achievable with subtly accented lighting and a complementary colour palette.

Above A sense of balance has been achieved between the spaces of the kitchen, dining and living areas.

Right The space is in an industrial style, meaning designer Leonie Metge wished to introduce timber elements to warm the look.



SERIOUS FUN IN ENGAGING WORKPLACES

PHOTOS SIMON DEVITT AND SAMUEL HARTNETT

The need to provide workplaces that help foster wellness, productivity and some form of serious fun is an approach corporate entities and employers are becoming increasingly aware of.



Not long ago the most sought-after aspect of any given corporate office was how many offices and car parks. Increasingly though, commercial entities today are much more attuned to the impact a positive workplace can have financially on the business.

Wingate Architects are passionate about workplace design and recent studies show there to be a strong relationship between workplace design and business performance. A recent international study of workers – conducted by multidisciplinary research specialists Ipsos – showed that 85% of employees were dissatisfied with their workplace and found it difficult to focus in their office environment.

Alarming, that dissatisfaction often extends to the managerial or business owner level too; many of whom admit their workplace is somewhere they are embarrassed to bring clients into. The impact on the bottom line for a company where staff wellbeing and attention to the surrounding corporate environment are low priorities is potentially disastrous.

Wingate Architects says there are distinct trends which can be identified between companies with a stronger focus on staff wellbeing and a decrease in absenteeism along with an increase in staff retention. In other words, better employee stability leads to lower turnover rates and an increase in overall productivity.

A survey by the iOpener Institute for People and Performance found that employees who report being happy take 10 fewer sick days and stay in their job for twice as long. So how can an employer encourage better wellbeing and happier staff in their workplace?

“There are real statistics to back up the benefits of better workplace design and strategy,” says David Wingate, Director at Wingate Architects.

“Strong office design and assessing the ways in which workspaces are managed can have a profound effect on the overall health of a company. We can establish a correlation between the positivity of staff measured against their level of productivity. An effective workspace design and strategy really should be viewed as key assets in a company’s business model.”

There are many aspects of good commercial design to consider within the wider notion of providing a more robust workplace strategy. These can focus on both macro- and micro-level considerations; from reviewing what the corporate and financial aspirations of the company are overall, to considering the most efficient mix of spatial, storage and social requirements in an office.

There are other complexities to consider when taking a strategic workplace approach, which is where consultation works best. Wingate Architects, for example, will run workshops with clients in order to establish how relationships between teams and individuals work in order to mediate views on what attributes of any given workplace are desired most.

Left Informal meeting spaces that can also be used as flexible workspaces in the recent fit out for Broadspectrum NZ Headquarters.

Above Right Breakout and collaboration zone in Broadspectrum office.

Right Wingate Architects operates and runs Workco studio, that allows for adaptable and flexible design.







It isn't just employers that can benefit from a more considered approach to workplace strategy either. Increasingly, landlords are grasping with the fact that tenants have higher expectations, wish to work smarter and understand that the environment on offer could impact their company's performance over time.

Landlords along with building owners will need to be much more aware of how modern commercial entities might look to operate, meaning those oft-touted billboard headlines announcing car parking spaces and square meterage will be rendered irrelevant for many tenants in the future.

Aspects such as density of occupation and access by colleagues and clients contribute to how commercial spaces are utilised and how often, by whom. This scenario is evolving quickly and will continue to evolve as urban environments get busier and people's attitudes to a more positive work-life balance shifts.

Taking the approach further to incorporate the impact of buildings on those around them (but not necessarily working within them), another aspect of better build practice to have gathered speed in recent times is how a building impacts on the environment.

Currently, commercial buildings use 40% of the world's energy resources, emit 40% of the world's carbon emissions and use 20% of the world's available drinking water.

New Zealand has adapted the National Australian Built Environment System (NABERS) forming NABERSNZ in conjunction with New Zealand Green Building Council to achieve more sustainable building solutions. It can be used to measure a building's energy efficiency, carbon emissions, and water consumption compared to similar buildings.

Naturally, the proof of concept around better workplace strategy is in the 'bricks and mortar'; Wingate Architects practices what it preaches as far as workplace strategy goes. There have been concerted efforts within the firm's Auckland, Hamilton and Tauranga offices to apply the same adaptable and flexible design ideas that are recommended for their clients.

These include a co-working environment where other businesses can share the office space;

a measure which gives Wingate Architects as managers of the workspace an agile response to any significant shifts in the economy by scaling up or down.

The co-working angle is explored even further with a showroom design element having been introduced to the Wingate Architects office space too. This allows clients and collaborators to rotate products and pieces for display in the co-working space, showcasing design ideas and products to a wider audience.

In effect, Wingate Architects uses the nature of its workspaces to help communicate its values, beliefs and partnerships to employees and visitors alike.

Of course, what suits one company might not suit another. Wingate Architects says it needs to continually adapt to the unique characteristics of individual employers and employees when discussing potential workplace strategies with corporate clients.

"There is no one-size-fits-all solution, which is actually an exciting aspect of workplace strategy," continues David.

"Working in an open-plan environment might not suit everyone, for example perhaps a mix of the traditional 'silo' (offices) approach might work better for some company workplaces – there is no right or wrong. We are also increasingly seeing a so-called 'flexitarian' solution being adopted by some employers, where a mix of corporate office, home office and even café-based working is desired."

There does remain a tranche of key concepts central to the idea of workplace strategy, however. Wingate Architects says that matching concentration versus communication, fixed versus flexible, and collaboration spaces versus focus spaces are all variables that need to be addressed by a company; tenets which are all dependent on the individual company's core values and requirements.

"Interior design should support a company's commercial strategy by accommodating their business values and positively changing their organisational culture," says David.

"At the end of the day, creating an engaging space where people want to actually turn up and do their best for the company is the ultimate goal. But having fun doing it remains absolutely crucial."



Top Right Open plan looking through the collaboration space through to the workstations.

Bottom Left to Right KPMG reception space with breakout workspaces and fit outs for Stables Rodway and Conney Lees Morgan law firm.

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POINT OF DIFFERENCE

PHOTOS **TRENZSEATER**

New Zealand interior design specialist Trenzseater has evolved from a distributor of fine interior décor to an internationally-recognised – and awarded – design consultancy, sought after for its distinctive style both here and overseas.



Taking the approach that New Zealanders should be able to access bespoke luxury furniture from the best-of-the-best Northern Hemisphere designers, Ben Lewis established Trenzseater in 2000 to showcase leading brands to the local market.

Fulfilling a niche for lovers of high-end interior decor elements from a wide portfolio of international designers, Ben grew the Trenzseater footprint in the years that followed, and the company now boasts showrooms in Auckland, Christchurch and Queenstown.

More than just a distributor for memorable furniture though, today Trenzseater has evolved to also include a fully-fledged interior design consultancy, where Ben and his team are able to indulge in their passion for great design.

Several of the company's interior design projects have received international awards recognition, ensuring the Trenzseater name is well-known beyond New Zealand's shores.

Trenzseater has been honoured as a finalist in the Andrew Martin Interior Design Review in London in consecutive years and distinguished for three consecutive years with four Honourable Mentions at the renowned International Design Awards (IDA) in Los Angeles.

The IDAs celebrate excellence in the interior design and architecture industry on a global scale and are recognised by leading designers and architects as a benchmark award in global design.

Most recently, in London, Trenzseater was shortlisted for the third consecutive year at the International Design & Architecture Awards which celebrate excellence in the interior design and architecture industry on a global scale.

Ben believes the company's many international accolades are a testament to Trenzseater's passion and enthusiasm for delivering superb results.

"It is a privilege to be recognised as one of the top interior designers in the world and to be acknowledged alongside previous winners like Kelly Hoppen, David Linley and Joanna Wood to name just a few," says Ben.

"International recognition is fantastic, but we also remain very loyal to our New Zealand audience too. After all, we developed a comprehensive interior design service for our clients due to the local demand for our aesthetic vision. This has led to us having been able to detail some of the finest residential and commercial properties in New Zealand, which is very rewarding."

Above Left

Trenzseater has established a solid reputation for providing New Zealand homes with high-end European design elements.

Right The interior design consultancy provides myriad services, including full concept planning and floor plan layouts.

Far Right

Trenzseater is sought after worldwide for its combined aesthetic vision.





The array of services Trenzseater now offers clients is many and varied.

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

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

"We also routinely coordinate with architectural specialists on kitchen and bathroom designs,

prepare budgets for clients and even manage installation and logistics. We really do provide an end-to-end service to the premium market," he says.

"Our interior design consultants can accommodate all design briefs, and have extensive knowledge and experience working with architects, designers and retail clients. As you can see from our list of services, we offer a comprehensive interior design experience."

Outstanding expertise and a knowledgeable approach to the latest international design trends means the Trenzseater professional interior design team excel across a range of disciplines.

Concludes Ben; "We can help any project come to life, providing clients with a result that is both utterly unique and of exceptional quality."

Above Right Both residential and commercial projects are undertaken by Ben Lewis and his team

Right Trenzseater has been recognised as a finalist in the Andrew Martin Interior Design Review in London for consecutive years

Above Far Right Ben Lewis says his team delivers unparalleled enthusiasm and passion for interior design

Top Left Interior design concepts can be established for all manner of spaces

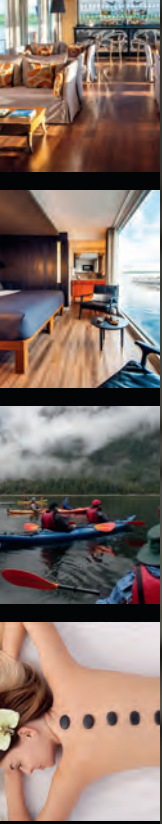
Above A wide portfolio of international brands are distributed

“MOST RECENTLY, IN LONDON, TRENZSEATER WAS SHORTLISTED FOR THE THIRD CONSECUTIVE YEAR AT THE INTERNATIONAL DESIGN & ARCHITECTURE AWARDS WHICH CELEBRATE EXCELLENCE IN THE INTERIOR DESIGN AND ARCHITECTURE INDUSTRY ON A GLOBAL SCALE.”





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SAFE AS VOLVOS

WORDS STEVE VERMEULEN PHOTOS VOLVO

Volvo is celebrating over 60 years of thought-leadership in the automotive safety space. And with its Vision 2020 goal of absolute driver and passenger protection in its new vehicles now more prominent a part of its research activities than ever, the Swedish carmaker continues to raise the safety bar for the entire industry.

The automotive industry continually conjures up its fair share of quotable quotes and ‘blue sky’ visions of what the future of cars will be.

Truth be told though, if radical automotive change was as rapidly constructed as an Elon Musk tweet, the global vehicle fleet would look vastly different from what it does right now. You get used to these utopian views and accept that, sure, the future will indeed be an exciting landscape for the industry. I look forward to seeing it all come together. One day.

But upon hearing Volvo’s Vision 2020 mission statement – presented almost a decade ago now – it still managed to resonate as one of the most

impactful statements ever uttered and remains so today. Think about this for a second:

“By 2020, no person should be killed or seriously injured in a new Volvo car.”

Not wishing to take anything away from the promised ideals of personalised space travel, autonomous driving and the hyperloop future. But, 2020. That’s six months from now.

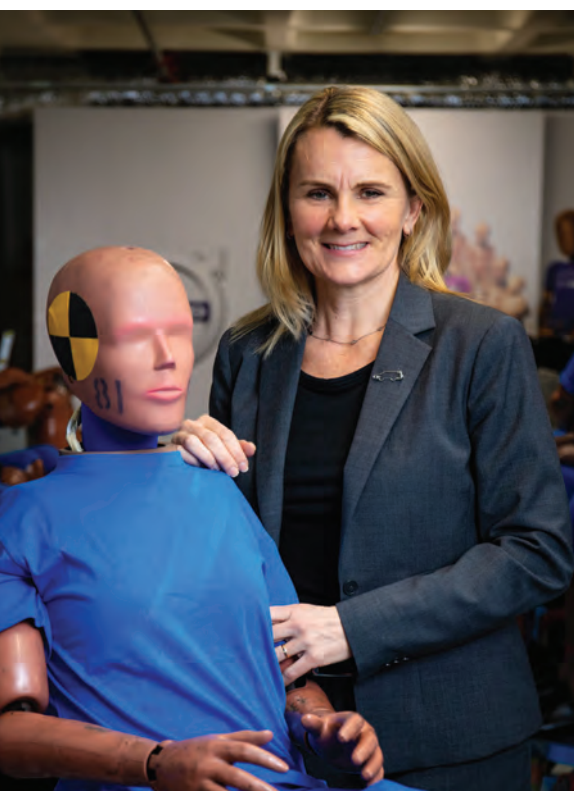
More importantly, in New Zealand alone, 150 people will tragically be killed on our roads within that same time frame. Yet this vision is no stretch of the imagination; it is a completely realistic goal for the Swedish carmaker.

We should all be a little relieved at this, whether we drive their cars or not.

Because Volvo isn’t secretive about its innovations. It has been sharing its safety technology with the wider automotive industry now for 60 years.

A quick history lesson: Sixty years ago, in 1959, Volvo invented the three-point safety belt. Considered one of the most important safety inventions in automotive history, the three-point belt is estimated to have saved over one million lives globally.

And not just in Volvos, obviously. From the outset, the manufacturer decided it would share its invention in the interests of improving traffic safety all over the world. Since then it has continued to prioritise societal progress over financial gain alone.





“VOLVO WILL INTRODUCE CAMERAS WHICH ARE CAPABLE OF DETECTING IF A DRIVER IS IMPAIRED OR DISTRACTED, STARTING WITH THE NEXT GENERATION OF VOLVO’S SCALABLE SPA2 VEHICLE PLATFORM IN THE EARLY 2020S. EFFECTIVELY, THE CAR WILL BE ABLE TO INTERVENE IF AN INTOXICATED OR DISTRACTED DRIVER DOES NOT RESPOND TO WARNING SIGNALS AND IS RISKING AN ACCIDENT INVOLVING SERIOUS INJURY OR DEATH.”

To celebrate this milestone and to underline the idea that its tradition of shared expertise goes beyond patents and physical products, Volvo Cars recently launched Project EVA; an initiative that leverages Volvo’s 40 years of detailed real-world crash analytics to help overcome fundamental issues with inequality in terms of car safety development.

Case in point: Volvo’s data shows that women are 40% more likely to be injured in accidents. This is in no small part due to the fact that crash test dummies – those unfortunately-tasked mannequins that help carmakers develop more resilient vehicle structures – are predominately ‘male’ in design.

Volvo on the other hand, cross references its own crash test data with tens of thousands of real-life accidents its researchers have recorded, helping ensure Volvo’s cars are as safe as they can be for what happens in the real-world.

“This means our cars are developed with the aim to protect all people, regardless of gender, height, shape or weight, beyond the ‘average person’ represented by [traditional] crash test dummies,” says Lotta Jakobsson, professor and senior technical specialist at Volvo Cars Safety Centre.

Volvo is now sharing its digital library of data so all carmakers can fine tune their safety technology and virtual crash test dummy modelling to better understand these accidents and develop safety technologies that helps to protect both men and women in an equal way.

The brand has also confirmed the next phase in the 2020 vision will be minimising impacts from speeding, impaired and distracted driving. Apart from speeding (which the company aims to help combat with a top speed limit

to be introduced during 2020), intoxication and distraction are two other primary areas of concern for traffic safety. Together, these three areas constitute the main ‘gaps’ in Volvo’s vision of a future with zero traffic fatalities.

To help arrest these shortcoming, Volvo will introduce cameras which are capable of detecting if a driver is impaired or distracted, starting with the next generation of Volvo’s scalable SPA2 vehicle platform in the early 2020s.

Effectively, the car will be able to intervene if an intoxicated or distracted driver does not respond to warning signals and is risking an accident involving serious injury or death. That intervention could involve limiting the speed, alerting the Volvo on Call assistance service where available and, as a final course of action, actively slowing down and safely parking the car.

“When it comes to safety, our aim is to avoid accidents altogether rather than limit the impact when an accident is imminent and unavoidable,” says Henrik Green, Senior Vice President, Research & Development at Volvo Cars.

The company also wants to start the conversation about whether car makers have the right or maybe even the obligation to install technology in cars that changes driver behaviour.

Put aside the luxurious interiors, that simple Scandi stylishness or their robust build quality for a second; another great thing about Volvo cars is that being a carmaker seems almost a secondary task to Volvo at this point.

Its reason for being is saving lives. Building safe cars and helping others build safer cars too – not for the distant future, but for today – turns out to be the very best way it can work to achieve its Vision 2020 goals.

Above The technology has changed over the decades but the three-point safety belt’s functional and structural basics remains the same.

Far Left Dr Lotta Jakobsson, Volvo’s Senior Technical Specialist in Injury Prevention.

Left In the near future Volvo Cars is set to deploy in-car cameras designed to intervene against potentially intoxicated drivers.



HELPING KEEP KARTSPORT ON TRACK

A vibrant karting scene in New Zealand has helped foster some of the country's best on-track talent for many decades. But skills learnt as youngsters in competition are thoroughly translatable into other facets of later life, says KartSport New Zealand President, Graeme Moore.

There are many parallels to be drawn between the race careers of Brendon Hartley, Scott Dixon, Mitch Evans and Haydon Paddon. But at the very beginning of their time on-track, these world-beating Kiwis all shared one key commonality: their formative time in karting.

It's a sport which holds a place in thousands of young Kiwis hearts. It's also near and dear to the Giltrap Group.

"The support of the Giltrap Group has been fantastic," says Graeme Moore, KartSport New Zealand President.

"Our competitions manager, Warrick Parkes, is away from base every weekend managing track work, training and events; it's a huge undertaking so to have the Giltrap Group supporting KartSport New Zealand with a sponsored vehicle allowing Warwick to get around is crucial."

The "B'ute Partnership", as Graeme calls it, includes two KartSport New Zealand-liveried Holden Colorado utes for the sport's administration team to use.

"The Giltrap Group's passion for motorsport and commitment to helping our country succeed at the absolute pinnacle of the sport is already well known. So, to have them backing KartSport really is the ultimate endorsement," he says.

Graeme also believes that the values and skills young Kiwis learn through karting – both as drivers and off the track – are invaluable, translating to business and industry in later life.

"Ex-kart racers I come across are generally

consummate professionals. When you think about it, these people as young kids have to be professional, humble, protect their position in the protest room and thank sponsors; all positive attributes of business which karting helps instil in them at an early age."

While Auckland and Christchurch remain the big centres for karting in New Zealand, Graeme says that the provinces have always been strong on motorsport, necessitating travel around the regions and relying on a large pool of enthusiastic volunteers to ensure club events run smoothly.

"We rely on hundreds of volunteers to ensure kids and adults alike have fantastic, competitive and fun days on tracks around the country. But it's getting more difficult these days to ensure volunteer-based support. This has meant we as an association have had to become much more professional."

Graeme says that in addition to Warrick Parkes, whose role is full-time, KartSport New Zealand has also recently appointed a new General Manager, Rob Wakelin, with the idea that the association will be much more visible with clubs on a regular basis.

"Maintaining membership and growing it are key tasks. We actually do pretty well in this regard overall; many of our members are entire families who are passionate about karting. But, like any grassroots sport in New Zealand that isn't rugby or soccer, we do have to shout that much louder."

Recent events have been higher-profile affairs in order to increase awareness and raise funds. The Hampton Downs-run Scott McLaughlin Grand Prix – which featured McLaughlin himself, who is the association's patron, out on the track

competing and mingling with KartSport kids and their families – was one such recent event that took a lot of effort to organise but was well worth doing. Graeme says more events of this nature will be ideal in the future.

The association has also recently added a new category with the aim of broadening the field of competition.

"The introduction of the new Briggs & Stratton 4-Stroke Championship has been great; it gives older guys the chance to get out on the track and compete. As a result, we now have 70-year-olds and seven-year-olds competing; you can't say that about many other sports," says Graeme.

"The sport has so much appeal to such a broad spectrum of Kiwis. We have fantastic membership, and as an organisation, having the backing of sponsors such as the Giltrap Group allows us to keep the sport alive, organised and fun for everyone taking part."





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HOT NEW THING

WORDS **STEVE VERMEULEN** PHOTOS **PANASONIC JAGUAR RACING**

Hong Kong boasts 7.4 million people and two motorsport circuits. One is for radio control cars, the other exists for just one weekend a year. Steve Vermeulen joins Panasonic Jaguar Racing to understand how Formula E is helping change the face of motorsport as we know it.



Right Jaguar's focus on electric racing is most definitely a strategic nod to their road car R&D as well. Make no mistake, innovations proven here will be seen on the road in coming years.

Far Right Kiwi racer Mitch Evans recently delivered Jaguar's first international motorsport victory since 1991.

Below Right Auckland has a potential viaduct Formula E circuit map laid out and there's a strong push underway to bring Formula E to New Zealand.



At 49, Naomi Campbell, has lost precisely none of her celebrity horsepower.

The iconic supermodel struts with an intensity and purpose that commands the attention of all within reach; the crowd (myself included) is awestruck.

Speaking of horsepower, the grid-walk ahead of Hong Kong's Formula E race (or E-prix if you're across the lingo) is as much motorsport fan paradise as it is a thousand viral Instagram posts in the making.

This isn't motorsport as I know it. I'm old-school, seduced over the years by the intoxicating fumes of traditional motor racing; the speed and the sounds. But I'm also buoyed with excitement about where Formula E and electric vehicle racing – still in its infancy – are set to take the sport.

As far as motorsport brands go, Jaguar's pedigree is without question. Its multiple wins at Le Mans (their first in 1951, their last in 1990) made legends of the XK, C-type and D-type models. They dominated saloon racing and, in Formula 1 they helped forge the careers of Eddie Irvine,

Martin Brundle and Mark Webber.

Then, after over a decade away from factory racing, Jaguar put all their energy (pun intended) into Formula E. Their arrival back on-track was 2016. And this year, they've also created the Jaguar I-PACE eTrophy support category.

That renewed commitment and 100% focus on electric racing is most definitely a strategic nod to their road car R&D as well. Make no mistake, innovations proven here will be seen on the road in coming years.

Kiwis are quickly proving to be the most accepting of Jaguar's electrification strategy. We're seen as a key market for Jaguar's first EV on sale, the I-Pace. New Zealand customer orders unbelievably exceed those in much larger markets such as Japan, South Korea and Australia.

Playing no small part in that success are Mitch and Simon Evans. The two Auckland-born brothers and sons of Kiwi motorsport legend, Owen Evans, race in Formula E and the I-PACE eTrophy respectively. In fact, at the time of writing, Mitch has delivered Jaguar's

first international motorsport victory since 1991, while Simon is third in the I-PACE championship with a Formula E testing opportunity within reach.

In my experience the Evans brothers have always come across as totally unflappable guys. But seeing them operate in Hong Kong is a real eye-opener. Their global travel itinerary is hectic enough; then add throngs of Asia-Pacific media throwing microphones and cameras in their faces, selfie-seeking fans, PR duties, track walks, compressed timings for basically everything and then the not-insignificant pressure of delivering results on a street circuit in torrential rain... my respect for them both is renewed.

Mitch, precise and intentional, Simon effervescent and jovial. Both are working their arses off. The Mt Wellington kart track is a very long way from where they are now.

On the track, the action is surprisingly captivating. Formula E may not be as fast as F1 yet (Formula E cars are currently governed to 225km/h, although capable of much higher speeds) but in the wet, it's eminently more entertaining to watch.



Far Left Formula E may not be as fast as F1 yet, but on a rain-soaked Hong Kong street circuit it's eminently more entertaining to watch.

Electric vehicles deliver 100% of their torque instantaneously. A Formula E car weighs just 800kg. They don't run enormous tyres and the motor spins to over 17,000 rpm. They are brutally tail happy. I'm watching half motor race, half drifting exhibition. And it's a fantastic show.

Not a motorsport fan? Who cares, right? Well, perhaps you should. All Formula E races are held on the streets of the most unlikely city centres on Earth. Rome, London, Santiago, Marrakesh, Sanya and of course Hong Kong. Auckland has a potential viaduct Formula E circuit map laid out and there's a strong push underway to bring Formula E to New Zealand.

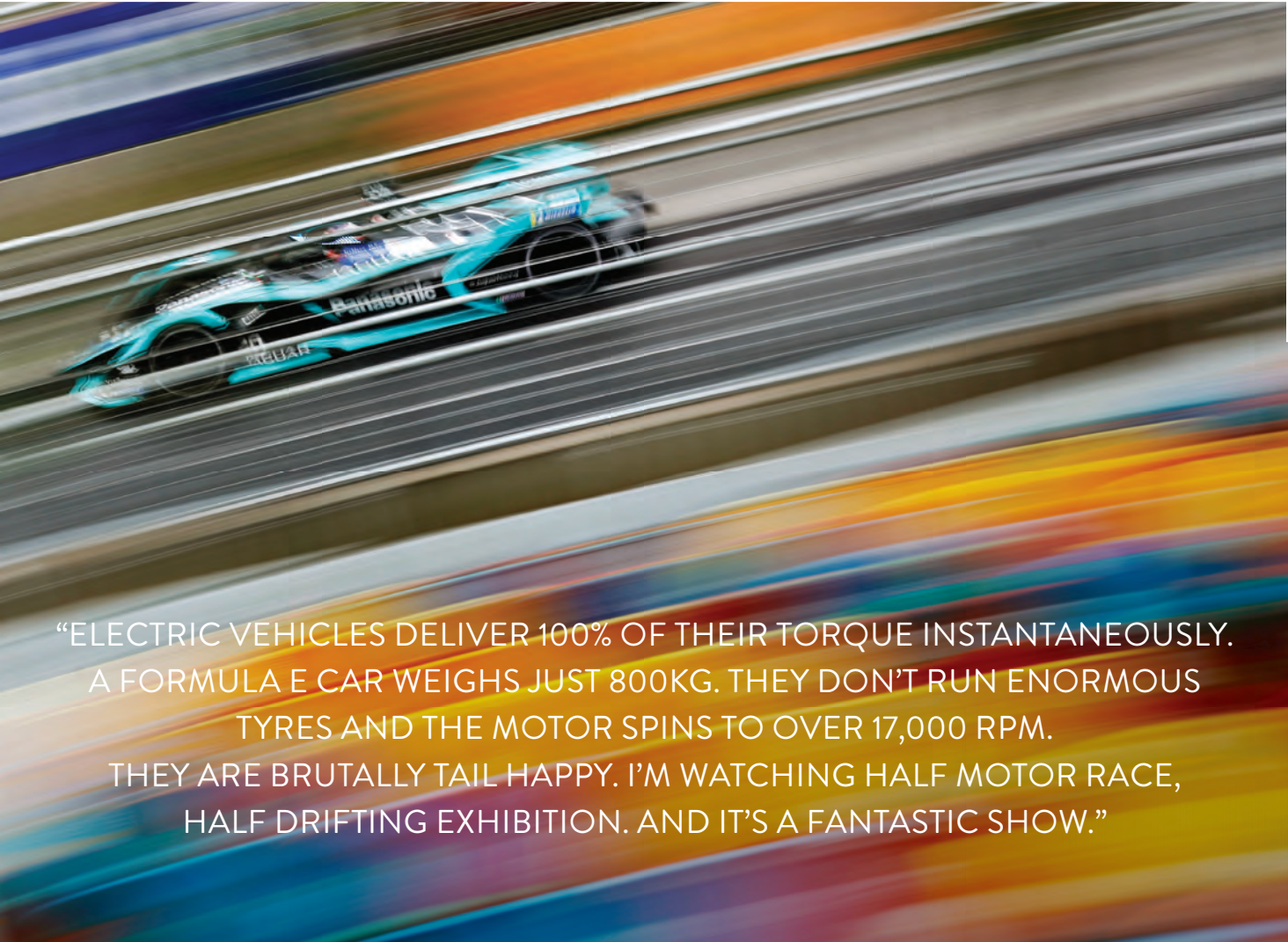
The reality of it happening is much less of a pipe dream as you might think.

"We race in New York, in Paris, here in Hong Kong," Formula E CEO Alejandro Agag told Kiwi media when we collared him in pit lane.

"I've seen the proposed layout and venue, to have Auckland on that list would be great, but we have a lot of cities knocking on the door. If it is to happen, we need to act quickly," he said.

There's a very real opportunity to showcase New Zealand as a forward-thinking, vibrant locale to global TV viewers. Compared with other forms of racing, Formula E is relatively noiseless, allowing for a unique party atmosphere that attracts a bevy of new audiences to the sport, like millennial Insta' influencers. Oh, and the occasional supermodel too, like Naomi Campbell.

If my time with Panasonic Jaguar Racing in Hong Kong has shown me one thing, it's that this is the new face of motorsport. And I love it.

A Formula E race car, predominantly teal and black, is shown in motion on a wet street circuit. The car is angled towards the left, and the background is heavily blurred with horizontal streaks of blue, orange, and grey, conveying a sense of high speed. The car features prominent branding for Panasonic and Jaguar.

“ELECTRIC VEHICLES DELIVER 100% OF THEIR TORQUE INSTANTANEOUSLY. A FORMULA E CAR WEIGHS JUST 800KG. THEY DON'T RUN ENORMOUS TYRES AND THE MOTOR SPINS TO OVER 17,000 RPM. THEY ARE BRUTALLY TAIL HAPPY. I'M WATCHING HALF MOTOR RACE, HALF DRIFTING EXHIBITION. AND IT'S A FANTASTIC SHOW.”



DRESSING FOR YOUR DAY

PHOTOS CRANE BROTHERS

With the idea of exploring more diversity in our working wardrobes and the opportunity to express our personal style in mind, Dressing For Your Day is an exciting proposition.

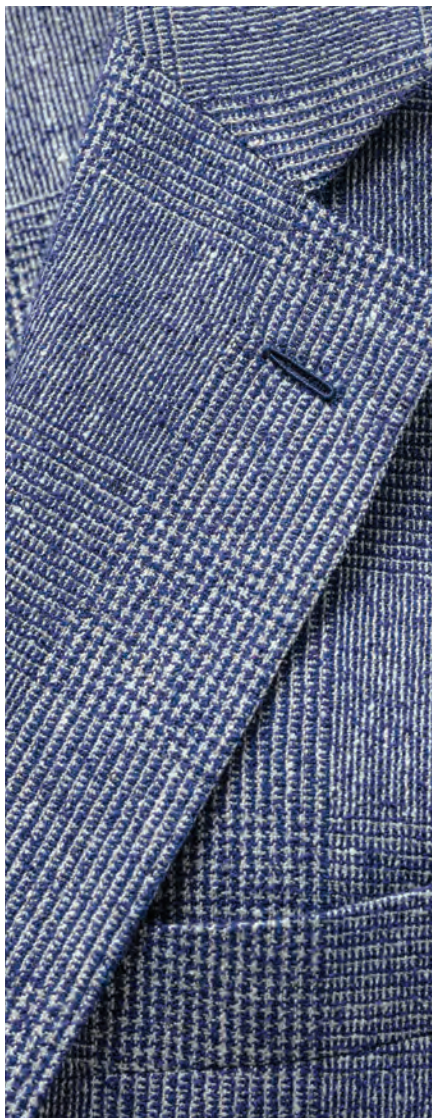
For many of us, there is a challenge associated with the move away from the dependability and relative ease of pairing a suit with a shirt and possibly a tie.

So, how do we make the correct decisions that allow us

to maintain our own personal brand and remain professional within our working environment? After all, first impressions still count.

Rest assured, quality garments that fit you properly will always stand the test of time.

Crane Brothers can assist in creating a total look or in reinterpreting an existing wardrobe. Here are some tips the experienced team at Crane Brothers have identified to help you successfully Dress For Your Day.



Soft Tailoring

Removing heavy canvas creates a softer profile. Minimal shoulder pads, floating canvas and patch pockets, as well as both an unlined or half-lined construction create blazers and coats perfect for the business casual look.



Colour, Pattern, Texture

Naturally, these are all the things we love. Dressing For Your Day gives you an opportunity to introduce seasonal colours and play with more texture. This is possible thanks to Crane Brother's comprehensive cloth offering.



Shirts Fit for Purpose

Yes, washed Oxfords, cotton jerseys, denim and chambray all have their roots firmly in the 'Blue Collar' camp. But they all work tremendously well in a modern-day office setting.



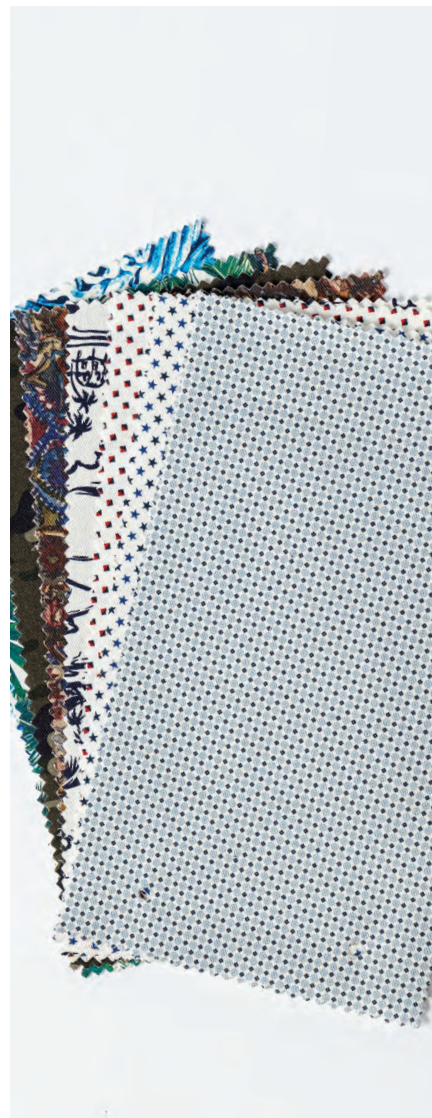
Trousers that work on their own

Redefining the way a trouser works in your wardrobe is key. Our chinos, five pocket, and custom denim options offer strong solutions. Add a side adjuster or a cuff for a redefined look.



Shoes anchor the look

Hybrid Sneakers in suede or leather are the perfect way for you to keep in step in a corporate environment.



Practicing what we preach

We've relaxed our own Crane Brothers wardrobe policy to reflect these dynamic changes. Feeling comfortable and looking smart during the working week are important components to enjoying what you do while confidentially exhibiting your own personal style.



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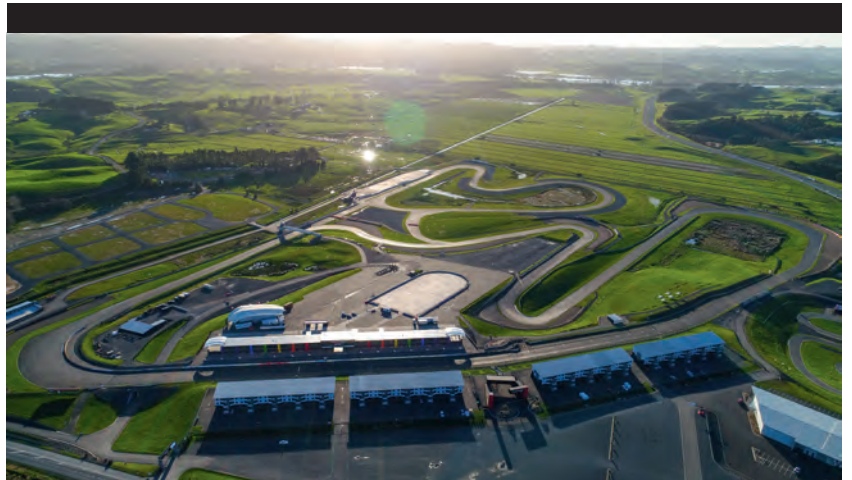


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TRANS-EUROPE EXPRESS

WORDS CAMERON OFFICER PHOTOS SUPPLIED

There's a heated battle for buyers going on in the premium SUV segment. Add extra horsepower and some tasty aggressive styling cues, and the gloves are off.

Two new SUVs that double-down on the recipe to impressive effect.

Two SUVs, both as spacious as they are distinctly sports-orientated; one nameplate familiar, the other less so.

Here we have an interesting turn of events. Unleashed at the same time, two performance cars squeezed into the silhouettes of zeitgeist-capturing SUVs, both from brands considered mere minnows in the Kiwi market only a handful of years ago. Actually, scrub that; one was a minnow, the other is virtually unknown – this, in fact, is its first-ever stand-alone model.

In the blue corner is perhaps the better known of the pair: it should be because it immediately became Skoda's best-selling model upon its arrival in 2017, winning several 'best of the year' gongs along the way. It's the Kodiaq seven-seater, but that hero 'Race Blue Metallic' exterior paint and those 20" Xtreme alloys give the game away that this is the RS version.

Well, it had to happen right? Skoda's sports-themed RS sub-brand has a following all its

own (New Zealand is home to the highest mix of RS-badged Skoda product in the world, with a not-insubstantial 32% of Octavia buyers opting for the 'hot' one). And the Kodiaq SUV has proven a sales winner too. On that basis alone, ladies and gentlemen, I give you Skoda's next top-selling model...

SUVs that adopt some of the histrionics of a hot hatch have become the new sports currency for plenty of manufacturers, as buyer tastes have evolved over the last decade.

Back at the conclusion of the 20th Century, the idea of a turbo SUV fitted with snug race seats might have seemed like an oxymoron.

Not so now. In fact, you can barely move on Germany's infamous Nürburgring circuit for manufacturers testing SUVs and attempting lap records in the process. Skoda is no exception; the Kodiaq RS has been spanked around the track by racing driver Sabine Schmitz, becoming the fastest seven-seater SUV to conquer the 'Green Hell'.

So, with all that in mind, what about the other aggressively fettled SUV in these pictures? There's no paint pun required, but this really is the dark horse of the race.

It's the very first stand-alone model Cupra, based (rather heavily) on the SEAT Ateca FR compact crossover SUV. You might already have joined the dots, but in the past, Spanish manufacturer SEAT has reserved the Cupra name for its especially hot hot-hatches; the Leon Cupra being the dynamic devil itself.

Now we have a bit of a shift happening, with Cupra a distinct sub-brand these days. We're already seeing the change in the Touring Car Championship (TCR) series, with Cupra Racing the new name for SEAT Sport.

Back in the high street, while the current generation Leon Cupra hatchback is still with us for now, the next generation will play switcheroo with the badging on the tailgate and become the Cupra Leon. Keeping up?





You'll need to concentrate in order to do so if you're playing track day tag with a Cupra Ateca.

The turbo petrol four under the bonnet is good for a stonking 221kW; more powerful than the Kodiaq RS, although with 176kW available from the most-powerful turbo diesel Skoda has ever produced in that, you're hardly slumming it with either.

Remember, the Cupra Ateca is an entire body size smaller than the Kodiaq RS, which remains a big seven-seater like its more neighbourly, well-behaved siblings. The Cupra feels roomy too, but it highlights the fact that, at present, there isn't really anything to rival it in terms of horsepower and packaging. In saying that, an Audi SQ2 has just arrived...

I've kind of buried the lead, but both of these cars are extremely good. They both offer more power, a feistier character and more aggressive looks.

But they remain practical too: the Kodiaq still has a self-charging torch in the boot and an umbrella neatly stowed inside a cavity in the driver's door.

The Cupra Ateca sits 10mm lower than the SEAT Ateca and sports big 19" alloys and sports seats. Same deal over on the Skoda side of the ledger: leaner, lower, bigger wheels borrowed from the Octavia RS. Both cars look the business. You can option in Brembo brakes on the Cupra for an extra \$4700 too.

Inside, Alcantara-trim adds to each model's sporty demeanour. For some reason I was especially tickled by the fact even the third row of seats in the Kodiaq RS feature diamond quilted elements like the front two rows.

Both the Cupra and Skoda feature their own

takes on the multi-mode driving system, which allows the driver to toggle between different dynamic set-ups (Eco, Comfort, Normal, Sport, Offroad and Individual) depending on what sort of road surface – or lack thereof – is being encountered under the tyres. Each car also features Dynamic Chassis Control and sports suspension.

Also, both models feature exhaust systems which amplify the sound in a suitably snarly manner depending upon which drive mode has been selected. Garden centre car park hooliganism is assured.

So, practicality and performance, together at last. One from a now-established player, one from a new take on an existing marque. But both designed to help you get stuff done with a smile on your face too.



Upper Far Left
Familiar Skoda interior with a distinct performance overlay.

Lower Far Left The Cupra logo is an entirely new entity for markets, both here and overseas.

Above Skoda's Kodiaq was a game-changer model for the brand. The RS should build on that here, where Kiwis opt for the sports sub-brand in big numbers.

Left The Cupra Ateca sits 10mm lower than the SEAT Ateca upon which it is based.

STATS

SKODA KODIAQ RS TDI 4X4

Engine: 1968cc four-cylinder bi-turbo diesel
Power: 176kW
Torque: 500Nm
Transmission: 7 speed DSG
Fuel Consumption: 7.7L/100km
0-100km/h: 7 seconds
Top speed: 220km/h
Price: \$71,990 + ORCs

CUPRA ATECA AWD

Engine: 1984cc four-cylinder turbo petrol
Power: 221kW
Torque: 400Nm
Transmission: 7 Speed DSG
Fuel Consumption: 7.4L/100km
0-100km/h: 5.2 seconds
Top speed: 247km/h
Price: \$63,900 + ORCs

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THE CLASSIC

The supercharged 'Blower' Bentley is synonymous with pre-war racing in all its glory. And all its danger.

The legendary 'Blower' Bentley, with its supercharged engine, was sensationally quick in 1929. It was even quicker than its potential horsepower suggested with Bentley Boy, Sir Henry 'Tim' Birkin behind the steering wheel.

Birken and the Blower Bentley are intrinsically linked together in the early, sepia-toned era of British – and indeed world – motor racing. It was Birkin's quest for speed that created the Blower. He would later record heroic drives at Le Mans 24 Hours and the French Grand Prix in the familiar supercharged green machine. He also broke outer-circuit lap record at Brooklands in Surrey; the most famous racing circuit of the time.

Equally famous, the 4 ½ Litre Bentley instantly became and still remains one of the most iconic racing cars of the pre-war era.

The 4 ½ Litre Bentley was nearing the end of its development cycle by 1928, as other manufacturers began to nip at the heels of Bentley founder W.O. Bentley's superlative engine design. W.O.'s response was to increase the engine capacity – his newer 6 ½ Litre model would go on to win the Le Mans 24 Hours race in both 1929 and 1930.

However, avid racer Sir Henry Birkin, who had already made his name as a hero of the burgeoning circuit racing scene, had another idea for the outgoing 4 ½ Litre model. He wanted to apply an innovative new supercharger to the engine of the existing car instead.

Birkin persuaded Bentley's new owner and chairman, fellow Bentley Boy and British financier, Woolf Barnato, to build him five supercharged Blowers for the track. It was a request which Barnato immediately and enthusiastically agreed to. W.O. himself was reportedly less than pleased, however.

To meet the racing rules of the era, 50 production Blower Bentley's were also built for the road.

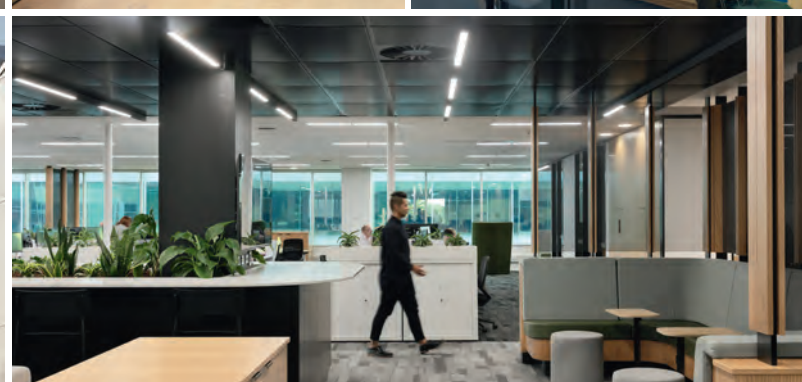
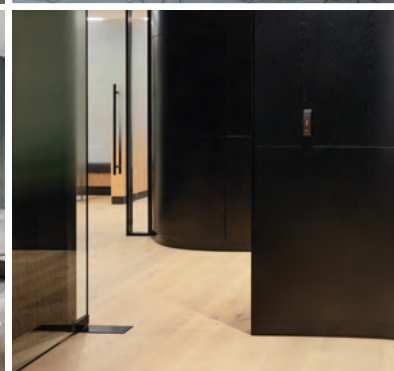
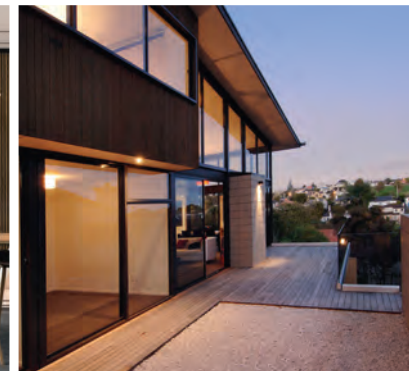
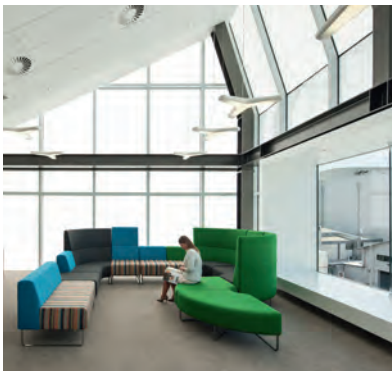
Placing the supercharger in front of the crankshaft gave the Blower a totally unique appearance. It also rather handily increased the power of the 4 ½ Litre from 110hp (82kW) to 175hp (130kW). For the era, it was sensationally powerful, and with Birkin at the wheel, sensationally fast.

Many believe that Birkin only knew one way to drive: flat out for the win. The Blower's finest hour was at the 1930 French Grand Prix when, amid a field of much lighter Bugattis,

Birkin drove his two-ton sports car to a remarkable second place podium finish. The Blower is still believed to be the heaviest race car ever entered in a Grand Prix.

Another version of the Blower was later converted into a single-seater and raced on the banked circuit at Brooklands. With engine output increased to 240hp (179kW), Birkin achieved a 222km/h top speed when breaking the circuit's lap record. It is said his car was airborne often during the high-speed lap due to the poor quality of the track surface.





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