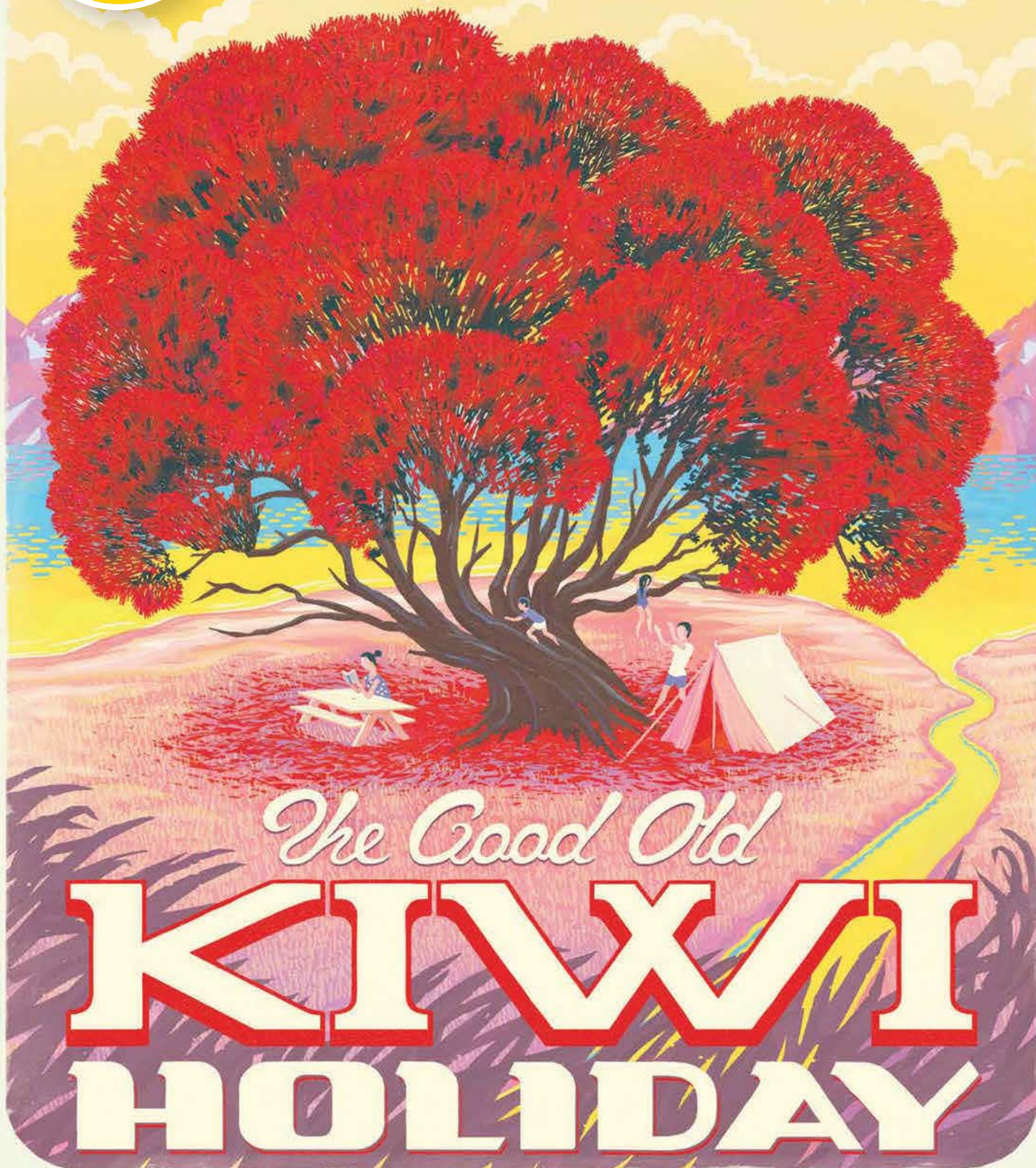


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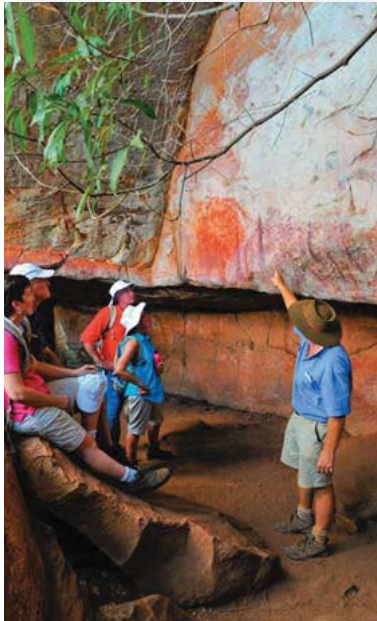
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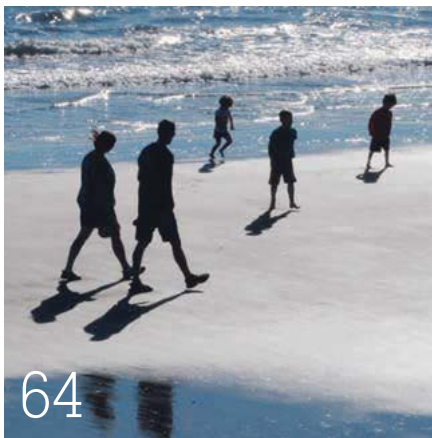
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Time to get tougher



ONE WHO WOULD THINK that after decades of advertising, the message on drink-driving would have sunk in and people would avoid combining driving and alcohol. I raise this observation in light of statistics from the Police showing that, in random roadside breath testing, 30,000 drivers are caught over the limit each year. It seems that there is still a serious problem with drink-driving in this country.

A sad statistic – not widely talked about – is that every year, roughly a third of those drivers killed on the roads are driving with a blood alcohol level over the legal limit.

In fact, worse, three quarters of them are driving at more than double the adult legal limit.

When your Association looked at this issue three years ago, we recommended the focus be on high-risk drink-drivers: recidivist offenders who drink to excess, see no problem with driving under the influence and repeatedly face charges in court. It seemed logical to attack the challenge of drink-driving by getting these repeat offenders off the road. We called for doubling the penalties for causing death and serious injury while driving drunk; we called for a zero limit for drivers aged under 20; and we called for action on the rehabilitation and treatment of recidivist drink-drivers.

There has been progress – penalties were doubled, zero limits were introduced for those under 20, and the Ministry of Justice is trialling drug and alcohol courts. And we have seen progress in rehabilitation programmes, the adoption of intelligence-led road policing, and the introduction of alcohol interlocks as an option for sentencing. But the truth of the matter is that the problem still exists. Drinkers choosing to get behind the wheel have not changed their behaviour, despite these initiatives.

What has changed, however, is the public attitude towards those who drink to excess and then drive. Our Member surveys reveal less tolerance of this behaviour now than ever before.

So, how do we tackle this problem? How do we get the importance of this message across? Maybe it's time to consider new measures to make sure that every driver is truly mindful of their responsibility and everyone understands that alcohol and driving don't mix.

For example, it would send a very clear message if the Blood Alcohol Concentration (BAC) level were lowered. Maybe that could go hand in hand with a new penalty regime that graduates from a fine for lower levels of infringement, to more serious repercussions for the higher end of offending.

I suspect that any administration that introduced a harsher regime would be applauded by most New Zealanders. The fact that our Members, who represent the majority of motorists in New Zealand, are in favour of a fresh focus on this issue is significant and I believe a proactive decision would be accepted as a very positive one.

Perhaps it's time for all of us to be brave and draw a new line in the sand. We're on the road together, we agree there needs to be changes made for the better.

So, as we approach the time of year when Christmas and New Year are celebrated, let's agree on this: drinking and driving are not a good mix and it's time to encourage a stronger approach. 🚫

Brian Gibbons
Chief Executive

WHAT DO YOU THINK?

Do you support red light cameras to catch red light runners?

➔ Go to aadirections.co.nz to have your say.

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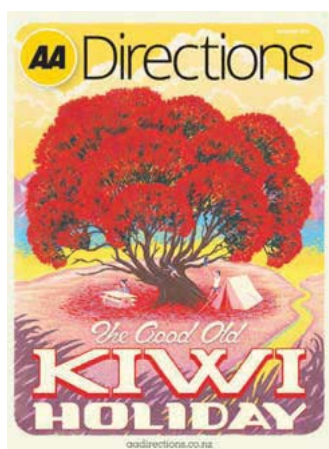
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ON THE COVER

Illustration by Tomas Cottle.

hello



Being conscious of what you consume and how to reduce waste make complete sense on many levels, but the one level that really hits home for me is the communal element of it. When you're sharing with others, you're connecting with others – in a genuine, positive way. Our feature on p.21 explores this idea with some inspiring stories, including one on fishers giving away unwanted fish heads. Nice! This summer, when you're enjoying a good old Kiwi holiday (see p.31), you'll be sharing campsites and beaches and quite likely, fish. It makes sense doesn't it? I'll give you a fresh snapper today, because I have enough to share around. Tomorrow, I might get one of yours. Nice.

Kathryn

KATHRYN WEBSTER
EDITOR

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TOMAS COTTLE

Tomas spends much of his time crafting images and animations. He likes making creative marks on things, putting colours in funny places and making things wiggle. His illustrated poster series 'Silver Screen Hysteria' won a Gold Pin at the Best Design Awards in 2010 and his work, which you can see more of at tomascottle.com, has appeared on posters, t-shirts and beer bottles. Tomas illustrated this issue's front cover.



RACHAEL MCKINNON

Rachael spent her post-university years working in magazine publishing and recently launched into freelance writing. She's passionate about vegetarian and vegan food, starting a website devoted to it earlier this year called veggie.co.nz. The topic of sustainability has always interested her because of how it sparks innovation in so many diverse industries. You can check out Rachael's contribution to this issue's Caring by Sharing feature, which starts on p.21.



DYLAN THOMSEN

As the Senior Communications Adviser with the AA's Motoring Affairs team in Wellington, Dylan spends his days writing enjoyable *Directions* articles and not so enjoyable things, like annual reports. In past lives he was a journalist, a fruit seller and did a stretch with the Dept. of Corrections – as a media adviser, not behind bars... Dylan dreams that one day, road safety will be cool and that motorists and cyclists will eventually get along. On p.45 is his story on Driving Mentors.

OPINION POLL

In the last issue we asked Members:
**Do you think private parking operators
 should be allowed to set their own fines?**



This issue's poll question: **Do you support red light cameras to catch red light runners?** To vote, go to aadirections.co.nz

LOOKING BACK

I strongly support the letter from Papamoa (*Directions*, winter 2013 issue) suggesting cyclists use rear vision mirrors. I mostly drive a car in Auckland, but I am also a recreational cyclist. I bought a mirror for \$30 two years ago and have not had a scare since.

Early this morning a van came quite close, but I saw it and pulled over to let it pass – on the basis it was bigger than me. Without my trusty mirror, who knows?

This idea is in everyone's interest and deserves air time.

RICHARD VEBER – AUCKLAND

SMOOTH MOVES

To ease traffic congestion, why don't we learn from China? Wherever there are three or four lanes on a motorway, the rightmost lane should be used for overtaking only and the speed limit for this lane increased from 100km/h to 120 or 130km/h.

Erecting a sign on motorways

asking motorists to keep left unless overtaking would also help make traffic move more smoothly and minimize congestion.

TYSON LO – AUCKLAND

REFRESHING IDEA

I am responding to the suggestion (*Directions*, winter 2013) that all drivers undergo a refresher driving course.

Earlier this year I applied for a P endorsement and, as I had not done a full driving test in the past five years, I had to do one. Indeed, I hadn't sat a practical test since 1965. I read the details for the test and thought I'd be OK, but I failed the first attempt as I hadn't noticed or spoken enough about potential hazards. I passed the resit – just. This was a surprise for me, as I thought my driving was up to scratch and that I knew all the road rules.

I think that when we renew our drivers' licences, we should have to do a practical driving test, at least so we know the current road rules.

LAURENCE ENNOR – CHRISTCHURCH

RENTAL QUERY

Peter King's article Rental Risks raises real concerns. We rent a vehicle in New Zealand just once or twice a year, usually from an airport. We tend, therefore, to be limited to the larger rental firms who, from the article, seem to be pretty opaque in their insurance disclosures, tend to act as their own insurers, and are thus going to be likely to take every opportunity to load accident costs onto their customers.

How about doing some more investigation on behalf of Members and giving us information about specific rental companies to help us with our hiring decisions? This might also encourage greater transparency from the companies themselves, which would benefit us all.

MIKE COWELL – WAIKOUAITI

RE: RENTALS

Rental Risks by Peter King (*Directions*, winter 2013) was interesting and alarming. As we were about to embark on a rental campervan holiday, we re-read the rental agreement we were about to sign.

In Peter's last paragraph, he infers that by taking out travel insurance you can negate the rental risks. That is wrong. We checked out a multitude of travel insurers and, without exception, their policies carried exclusions negating cover, should you have an accident through carelessness or infringement of any road rules.

A good article, but we still have no peace of mind.

DEB AND ROSS ATKINSON – BAY OF ISLANDS

Peter King replies: The Atkinsons are right that many travel policies have exclusions on cover for the rental car excess, but third party risk (e.g. if you crash into someone else's property), which is the biggest risk, should be covered. I would be interested to hear more from Members about this.

Join the conversation online. Follow AA New Zealand on Facebook or Twitter @NZAA [f](#) [t](#)

We welcome feedback and views on articles in *AA Directions*, and on any issues affecting motorists. Because of the volume of mail we receive, letters cannot be personally acknowledged. Only a selection can be published and they may be edited or abbreviated for print.

WRITE TO: The Editor, *AA Directions*, PO Box 5, Auckland, 1140 or email editor@aa.co.nz

Q&A

Concert promoter **Campbell Smith** talks us through the surprise return of the Big Day Out at Western Springs in Auckland, January 2014

We didn't expect to see the Big Day Out again in New Zealand. How did its return come about?

The 'final' one was only last year and we definitely thought we were done. We thought it was a show that couldn't work here anymore; financially it didn't make sense. It was also my first ever attack by social media and I found it really emotionally exhausting. So, we pulled out and didn't think we'd be back. But, then I started to reflect on things, particularly what worked and what didn't work.

There were two key things. I started to think about how to make it work financially and, if we could figure out a way to do it, that we would need to move it. I thought that was important in terms of giving it a fresh start.

I always thought these kinds of shows should be in the central city. That's where they ought to live. And Western Springs is such a great venue. When we started talking about moving it, and it looked clear from the city's perspective that we could do it, that's when it really took shape.

What are some advantages of having it at Western Springs?

It's closer geographically to where our audience lives. A greater proportion of our crowd will be able to get to the show easily and get home easily. But the biggest advantage is grass. The entire site is

grass. If you think about standing on your feet for 12 hours on concrete... It's a lot harder to do that, than standing on grass.

Did you have to downscale the festival at all?

There are a few things that won't be happening, but there will be new elements. We're looking at reflecting more art and culture that is indicative of New Zealand. There are some points of difference from the old Big Day Out.

"We needed to come up with a show that really was the New Zealand Big Day Out."

The New Zealand identity will make its mark felt?

Yeah, we're deliberately trying to do that. It's really what gives it the flavour. When we thought about bringing it back, we needed to come up with a show that really was the New Zealand Big Day Out and not just the sixth Australian show. We're bringing over fewer Australian bands that mean nothing here. I'd rather fill those spaces with great local bands.

Is there any chance of a South Island Big Day Out?

No. It's not that I'm opposed to the South Island; it's just a second

show would be exhausting. What I try to do is to make it as easy as possible for South Islanders to come to Auckland for the weekend. We put on a grabseat partnership with Air New Zealand and we're putting the tickets on sale early, so people can plan to get to the show. Man, I think I need a lie down just thinking about putting on another show...

Out of the line-up what bands are your must-sees?

I'm excited to see The Naked and Famous. My favourite record this year so far is by a band called Portugal The Man. I think a lot of people will come away from the Big Day Out saying 'that's my new favourite band'. I don't know what Snoop's going to do, but he's a legend.

Can music fans rest easy now? Is the Big Day Out back for good?

We've got a five-year resource consent for Western Springs. Having said that, every year needs to be accountable on its own. If we have a good year, we're back. If it doesn't go so well... Well, it's a business and we'll have to reassess. But, our intention is certainly to be here for the foreseeable future. ■

We have a double pass to the Big Day Out on January 17 to give away to one lucky music fan. Enter online at aadirections.co.nz by November 29 to be in to win.



GAME ON

It's all fun and games for two Aucklanders who have made it their business to play all day. Julia Schiller and Amanda Milne launched SchilMil Games two years ago, having realized that playing games was what they really loved to do.


They set about creating fun, original games that blend strategy and luck.

"We've designed games that we like to play, but children can play them, too," says Amanda. "They're the sort that everyone in the family can enjoy."

Board game Komodo has opponents racing to save creatures from extinction, Raid the Pantry is a cooking-themed card game and Kenakalan, based on a Balinese island, involves challenges to create a tourism business whilst dealing with mischievous monkeys. Hot-off-the-press Granny Wars is a fast, tit-for-tat card game for two to eight players.

■ We have three sets of all four games to give away in time for the summer holidays. To be in to win, enter online at aadirections.co.nz, or send your name and address to Games, AA Directions, PO Box 5, Auckland 1140 by November 29.



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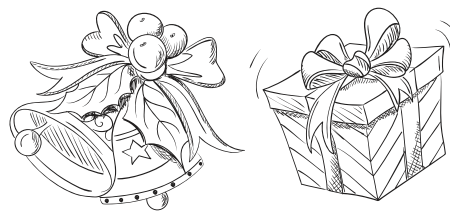
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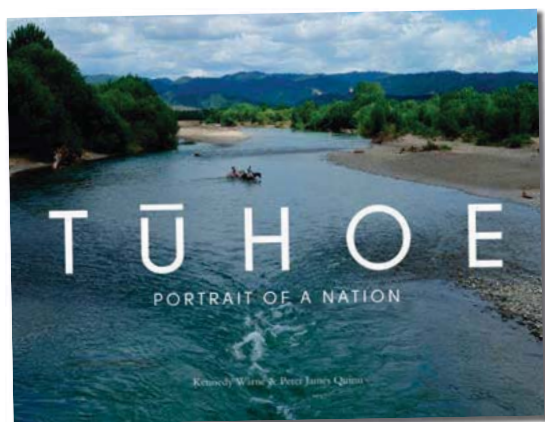




Christmas bells

Cambridge, in the Waikato, is making an extra effort to get into the Christmas mood. With a 'whimsical' theme this year, the Cambridge Christmas Festival kicks off on December 5 for a week of carol singing, tree decorating and handmade gift selling in the picturesque Cambridge Town Hall. Entry is free, though donations are gratefully accepted and will contribute to the festival's overall effort of raising money for local charities.

Tales of Tūhoe



Tūhoe: Portrait of a Nation is a glorious new book exploring the relationship between Tūhoe and their land, Te Urewera.

Over several years, documentary photographer Peter James Quinn and acclaimed journalist Kennedy Warne travelled the mountainous region of Te Urewera, which stretches from Lake Waikaremoana to the Bay of Plenty. They collected portraits, landscapes, stories and tales from Tūhoe iwi members, including tribal leaders, gang members, possum hunters, traditional healers and tourism operators.

The resulting colourful and beautifully designed hardback reveals the history, culture and lives of the Tūhoe people, as well as the dramatic landscape at the core of their identity. And it is well timed, as this year marks the historic settlement between Tūhoe and the Crown.

AA Directions has five copies of *Tūhoe: Portrait of a Nation* (Penguin, RRP \$60) to give away. To enter, visit aadirections.co.nz or send your name and address to: Tūhoe competition, AA Directions, PO Box 5, Auckland 1140 by November 29.

Speed Thrills

Motorcyclists with the need for speed should zip down south this November to take part in the Burt Munro Challenge.

Named in honour of New Zealand's motorcycle speed king Burt Munro (the Southland racer who set three world speed records on his famous Indian motorcycle in the 1960s), the rally offers a variety of events that will challenge the driving mettle, skill and nerve of its competitors.

From straight-out speed races to hairy hill climbs and, of course, blistering beach blats, this four-day event is a fitting tribute to a true Kiwi motorsport legend.

The event takes place over the last weekend in November in Invercargill, at Oreti Beach, in Bluff and in Wyndham.

For more details, see burtmunrochallenge.com





ART ON THE PENINSULA

Canterbury's Sculpture on the Peninsula is back this year, with 53 sculptors showing their work on a farm on Banks Peninsula from November 8-10.

Many established sculptors, including Graham Bennett, Paul Dibble and Llew Summers, are participating in the bi-annual exhibition, along with a number of new and emerging artists. One artist will win a \$10,000 award and visitors can vote to decide a \$1,500 'people's choice' prize.

The artists were encouraged to create sculptures that relate to the exhibition environment, says Felicity Milburn, Christchurch Art Gallery Curator and co-selector for Sculpture on the Peninsula.

"It was especially pleasing to see a large number responding directly to the landscape of Loudon Farm and considering the placement of their works within that environment," Felicity says.

"From small, exquisitely crafted gestures to expansive visions, the exhibition will provide satisfying and thought-provoking viewing in a truly distinctive setting."

Among works selected to exhibit are 800 ceramic eggs by 2011 Sculpture on the Peninsula winner Cheryl Lucas, battling ferrets, squirrels, badgers and hares by Hannah Kidd, and an upside-down, life-sized court jester in bronze from Sam Mahon (pictured).

➡ See sculpturenz.co.nz for details.

ON YOUR BIKE

An estimated 10,000 cyclists are expected to go for broke in the upcoming Contact Lake Taupo Challenge on November 30.

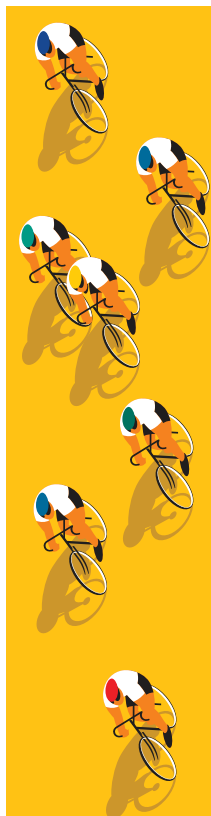
This is New Zealand's largest cycle event and sees riders doing a complete lap around the stunning, but massive Lake Taupo. All 160km of it...

However, if this seems a little short to you, then you'll be pleased to learn of an addition to this year's competition; the inaugural

two-lap race. This '200 mile enduro race' is for the truly hard core and has been endorsed by the Ultra Marathon Cycling Association (UMCA).

More casual cyclists might be relieved to learn there are 13 other categories to take part in, including team events and mountain bike events, which organizers say cater to all fitness and skill levels.

➡ To register head to cyclechallenge.com



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Get into the Groove

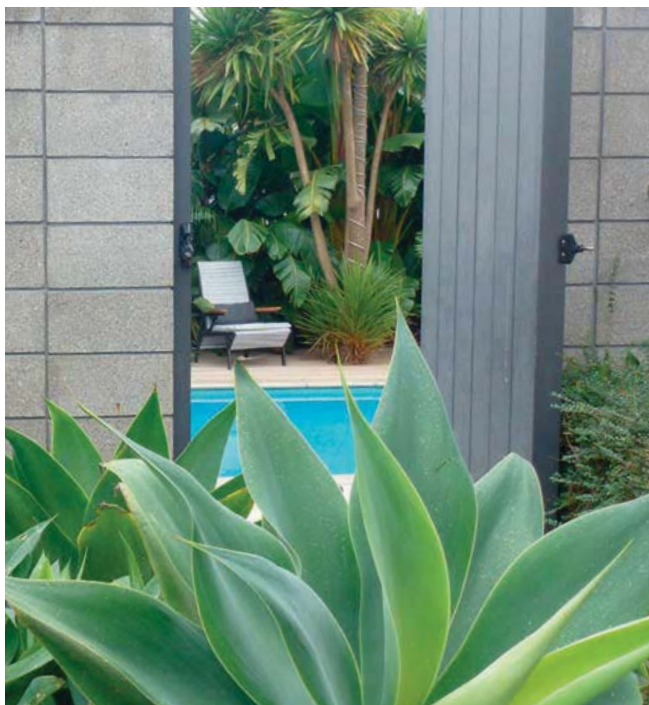
New Zealand's premier reggae festival, Raggamuffin, returns in summer – bringing two days of dancehall, hip-hop and laid-back reggae grooves to Rotorua. International acts will include three-time Grammy award winner Damian Marley (pictured), the bombastic Shaggy and the 'royal family of reggae', Morgan Heritage. Local artists including Tiki Taane and House of Shem will also perform, with many more acts still to be announced.

"This will be the seventh Raggamuffin festival in New Zealand and we're very excited about the line-up this year," says festival director, Jackie Sanders.



"It will be particularly special to have Damian performing in New Zealand the week of his father's birthday and marking 35 years since Bob Marley's historic performance at Western Springs, which really gave birth to the reggae movement in this country."

■ The festival is held January 31 to February 1 at the Rotorua International Stadium. See raggamuffin.co.nz for details.



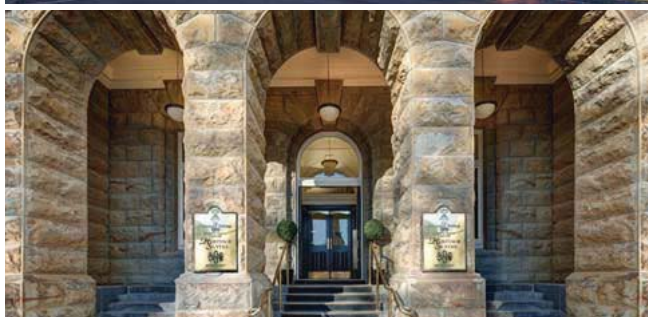
Inside Out

Snooping around other peoples' backyards is one of life's great pleasures for keen gardeners. For two days in November, 25 private Auckland gardens will open their gates to visitors.

The two-yearly Auckland Garden DesignFest was inspired by a similar festival run in Melbourne and is organized by the Garden Design Society of NZ and the Rotary Club of Newmarket, as a fundraiser for children's charities and to showcase designers' work.

"The festival is a unique opportunity to visit gardens that are not usually open to the public and see just what a difference good garden design and installation can make to a property," says the event's Joint Chairperson, Rose Thodey.

■ Visitors can buy tickets to individual gardens, all 25 gardens, or join a bus tour to a selection showcasing various landscape designs. The festival is on November 16 and 17; tickets are for sale at iTICKET, Palmers Gardenworld and Palmers Planet Stores throughout Auckland. For more details, go to gardendesignfest.co.nz



WIN TIME OUT!

The people at Heritage Hotels are conscientious. They're aware of the impact their business has on the environment, have extensive recycling and sustainability programmes in place, and work with local food suppliers. Many of their properties have Qualmark's Enviro Gold status to show for it.

■ **AA Directions** has two prizes to give away – for two nights, plus breakfast for two guests at the Heritage Hotel Auckland and at the recently reopened Heritage Hotel Christchurch. To be in to win, send your name and contact details to Heritage Competition, **AA Directions**, PO Box 5, Auckland 1140 – or enter online at aadirections.co.nz – by November 29.

Travel to and from not included in the prize; breakfast included, other meals are the winners' care; winners must be of adult age and possess a valid credit card to guarantee room incidentals; prize cannot be sold or exchanged for cash. See online for more terms and conditions.



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SIMON WATTS AT BW PHOTOGRAPHY

In the swim

For thousands of Kiwis it's not enough to merely swim in the ocean, they need to race – around buoys and islands, across harbours and bays, or over to a lighthouse and back to shore.

The State New Zealand Ocean Swim Series looks after these hardy, salty types. From mid-November to mid-April, six events will pit ocean swimmers against each other in Auckland, Paihia, Wellington, Akaroa and Mt Maunganui. Most events cater to various ages and abilities, including races for six to 10-year-olds.

The first of the series, from Auckland's North Shore to the city-side Viaduct Harbour, celebrates its 10th anniversary this year. The last, back in Auckland, races along the coast from Milford Beach to Takapuna.

■ For details see oceanswim.co.nz

DOWNLOAD DIRECTIONS

This issue of *AA Directions* is also available for digital download from our website. So, if you'd prefer to peruse on your smartphone or tablet, simply visit aadirections.co.nz and download the PDF file.



Gus Gone Wild

One hundred and twenty-five years ago the dramatic natural beauty of Tongariro was declared a treasure of New Zealand and given the honour of becoming our first National Park. Since then 13 other sites around the country have been granted the same status: all wildly different, all beautifully unique.

To commemorate this anniversary Gus Roxburgh, outdoor adventurer, environmental specialist and TV presenter, and nature photographer Jason Hosking collaborated on *Wild about New Zealand: Our National Parks* a comprehensive and fascinating book that delves deep inside the beauty of our famed parks.

The book accompanies the TVNZ series of the same name, but goes into much more detail offering bird's-eye view maps, overviews that cover the history and character of each park and visitor guides that offer tips tailored to the amount of time available to spend exploring.

To snap the frequently breathtaking photographs that illustrate the book Jason spent four months on the road, travelling through the parks in a trusty 1968 VW Kombi van.

The book is available at bookstores now (RRP\$55) and the series can be watched at TVNZ on Demand.

■ See p.60 for Alice Galletly's summer Kombi road trip and p.70 for Kathryn Webster's experience walking Tongariro.

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CARING BY SHARING

We explore the social shift toward using fewer resources and sharing what we have, for the benefit of everyone

Illustrations by **Sarah Larnach**

WHY BUY A DRILL when all you need is a hole? That's the analogy most often used when describing collaborative consumption – a fancy term for sharing, borrowing, and swapping goods, skills or services.

The idea is this: in any one neighbourhood, almost every household will own its own drill. But the average owner will only use it to make a few holes each year, so each drill is in use for a tiny fraction of its lifetime. What if, instead of each owning a drill we hardly used, we all shared one between us?

Though collaborative consumption is a relatively new term, coined by Rachel Botsman, co-author of *What's Mine is Yours: The Rise of Collaborative Consumption*, the concept dates back to the earliest form of human interaction. Sharing comes naturally to us and 'sharing stuff' was how society once worked. Then the advent of abundant cheap energy allowed us to become more independent and we began to use more resources. We started to consume more.

Recently, there's been another social shift. Factors such as the economic crisis and a growing environmental awareness have contributed to a global movement toward a more sharing society. People are increasingly

inclined to collaborate, to consume less and to take more care with resources. And, while some people are taking this 'collaborative consumption' thing very seriously, others are just dabbling in the concept. It's easy to be involved at any level and it can be fun.

One of the reasons it's easy is that a lot of it is based online. If there is something you're happy to share or something you want access to, it's likely there's a website or a mobile application ready to access, with a system in place and a process to follow, to make it happen. When an exchange is involved, these online sites keep track, so people know their contribution is recorded and has value. It's above board.

Another key element to this trend is locality. Tool sharing, car pooling, food sharing, 'time banking' – these concepts work best with local connections. It makes sense to collaborate with those close by. And through the process of sharing and through efforts to reduce consumption, people are finding themselves connected with their communities, which is where the fun comes into it.

We've compiled a few inspiring examples of systems already in place for people who share and care.

Feeding frenzy

WHEN YOU HEAR a trendy term like 'collaborative consumption', fish heads probably aren't the first thing you think of. And yet, the New Zealand website freefishheads.co.nz is proving to be one of the most innovative examples of the movement. Marara Murray-Haig, who helps manage the Free Fish Heads website, explains: "Thousands of Kiwi fishers dump their unwanted fish heads and frames, and thousands of Kiwis would love to eat them. We simply put the two groups together."

The website was established by Matt Watson, host of The ITM Fishing Show, with the aim of reducing waste and conserving fish.

"A family gets a bin full of fish heads for free," Marara says. "That may fulfil their fish needs for the week, so perhaps they won't go and set a net in the estuary, or go to the market and buy fish that may have been caught in a destructive trawl net. Each extra meal gained reduces the need to take more from the sea."

Kaeo resident Tasha Davis has used the site to get fish heads several times.

"The first time we used it I had all my children with me and we were all so excited when Matt called up. He arrived with a bin-load of fish heads and it was just fantastic."

What does she do with the fish heads?

"If it's snapper or kahawai or mullet, I like to boil it with celery and onions. I also like to bake them with cream, tomatoes, chillies, onions, ginger and garlic. If it's bluenose, I like to smoke it.

"I've got a lot of kids that come over and they don't like eating the eyes or the brains, but they like eating the meat, so we separate that for them. And you can make fish pie or fish'n'chips if you get a big head..."

If you're a fisher with heads to spare or a cook with mouths to feed, visit freefishheads.co.nz to register.

Once you've got your heads, visit aadirections.co.nz for some of Tasha's recipes.



In the 'hood

IN THE PAST two years, James Samuel of Waiheke Island in Auckland has helped set up two Facebook groups to encourage local trading – Waiheke Trading and Upper Clutha Trading Post. "Why not just use TradeMe?" James asks. "Of course you can, but these sites work well on a local level. There are lots of wheelbarrows, tables and children's bicycle helmets in your neighbourhood, so if you can find who's offering one, you can drop by their house, knowing you won't have to go far."

There are other benefits of these local trading sites, too, says James.

"They build genuine communities, because the deal you just did with someone on a Facebook group becomes real when you visit them to make the exchange. Also, the monetary exchange is almost incidental, with people putting prices on their things often well under market value and sometimes free. I think people trust things will come around when they need them, and they are happy to share what they don't need right now."

These sorts of groups help with the redistribution of resources, an important part of the move towards collaborative consumption, he says.

"People trust things will come around when they need them, and they're happy to share what they don't need right now."

Fruitfully yours

COME MARCH, MOST of us with feijoa trees are sick of the sight of them. Even after we've made jam and unloaded bags on colleagues, there are still several kilos left to rot under the tree. But not anymore. Now we can list our feijoas, rosemary, spinach – whatever – on ripenear.me, an online food market that allows people to give away or sell surplus produce from their own backyards.

Aucklander Denise Bijoux began using Ripe Near Me a few months ago after a friend shared a link to the site on Facebook.

"I'd already set up an honesty box in front of my house for produce that we had surplus of, so this was another way of being able to give away food that would otherwise go to waste," she says.

"People will send me emails and ask if I still have any limes or whatever, and we'll arrange a way of exchanging them. Usually, there is an exchange because I'm not asking for money – but not always, and that's fine."

Denise says using Ripe Near Me is easier than taking food to the market, and more social than using an honesty box.

"I like it because it's quite passive," she says. "I just put it online and people come to me, so it's an easy way of circulating food. And you get to meet people, which is just as important as sharing the produce."

"It's pretty light," she says. "It doesn't change your food shopping, but it's a way of making



local energy go around and of sharing things that might otherwise go to waste."

To find out what's growing near you, visit ripenear.me and search for your neighbourhood.

"I like it because it's quite passive; I just put it online and people come to me."



Grab a bike

FOR BIKE SHARING to get rolling you need two things: nice flat roads and a lot of bikes. Auckland gave it a shot a few years back, but it was, literally, an uphill struggle.

But Auckland's geographical failures haven't deterred Christchurch's Rob Henderson from having a crack at getting bike sharing moving in his cycle-friendly city.

"The basic idea is that anybody can grab a bike from one station and then take it for a short journey across town and return it to any other station," he explains. It's not supposed to involve anyone taking a bike for an entire day.

Rob sees bike sharing not as a replacement for cars or public transport, but rather as the missing piece of the getting-around-efficiently puzzle.

"For short trips across the city, bike sharing is attractive. It's a lot quicker to just grab a bike from out the front of your building than it is to get the car out of the car park and then try to find a park at the other end..."

Rob is taking a long-term approach to his bike sharing vision, but hopes to have a public rollout of the system in the next year or so. For now he has set up bike sharing stations for various organizations around Christchurch, including the University of Canterbury, and, most encouragingly, the city council.

"The council is installing the system for staff as a demo for the city, to try it out," he says. "I hope that once the council's scheme is off the ground and people start seeing it and saying 'I'd like that,' things will move a lot quicker."

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Communal commute

"OUR PETROL COSTS would probably double if I wasn't carpooling," says Kris Tolson, who has been carpooling to his workplace for over a year. He and his wife Emma own a car, but the advantages of carpooling have turned him into an enthusiast of the concept.

"It's easier and cheaper to get to work. Otherwise, Emma would have to drop me off and it's quite a long way out of her way," he says, adding that there is no public transport to the relatively new industrial estate where he works. "Plus, I start and finish an hour earlier than her, so it works out a lot better for both of us for me to carpool."

Although Kris shares the ride with a colleague, an alternative would have been to hook up with someone working nearby. To do this, he'd have gone online.

Let's Carpool is an example of many websites designed to connect people seeking to share rides to and from work.

"It's particularly designed for people who work or live in areas not easily accessible by public transport," says Claire Pascoe, Let's Carpool coordinator for the Greater Wellington Regional Council.

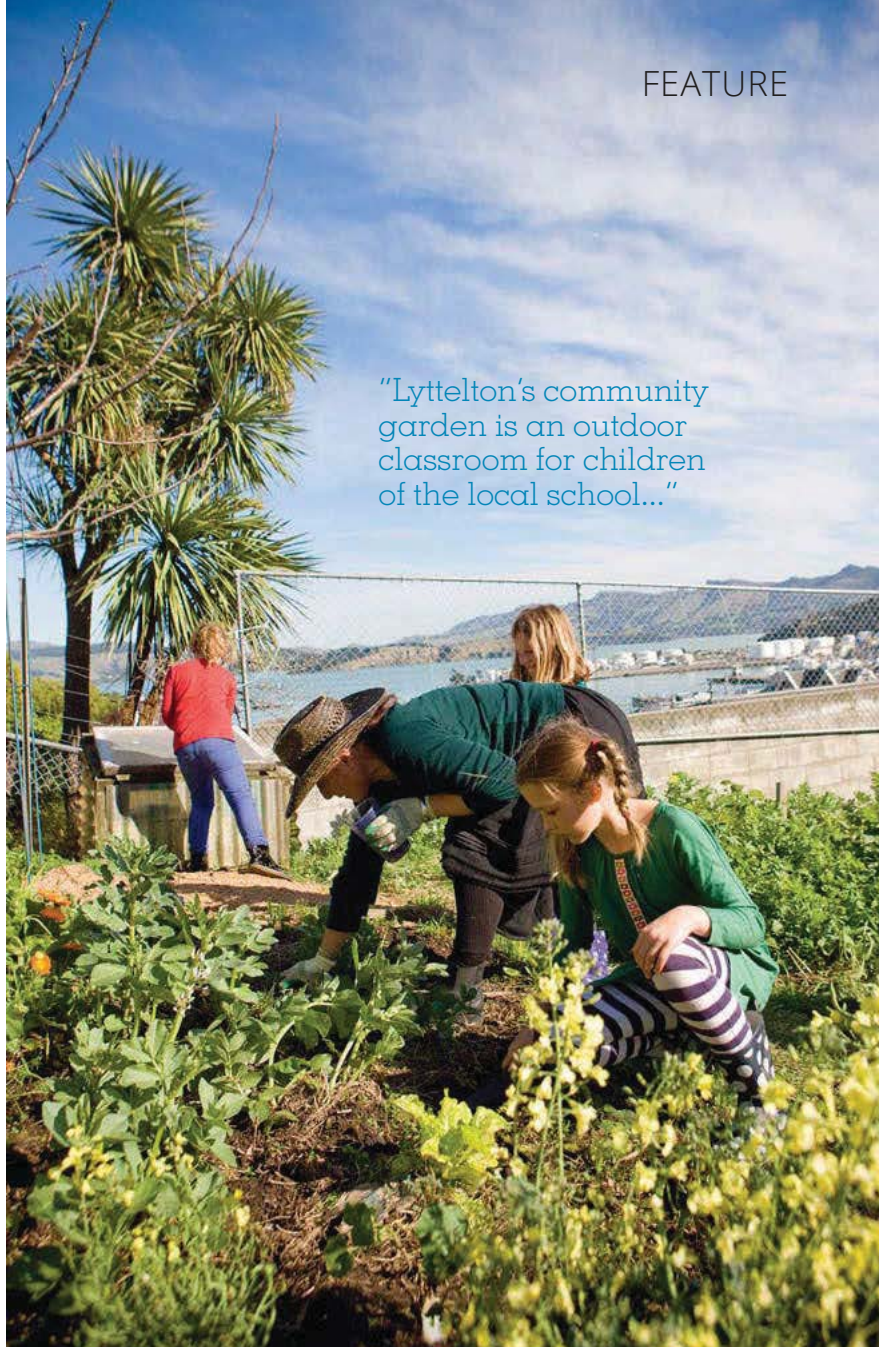
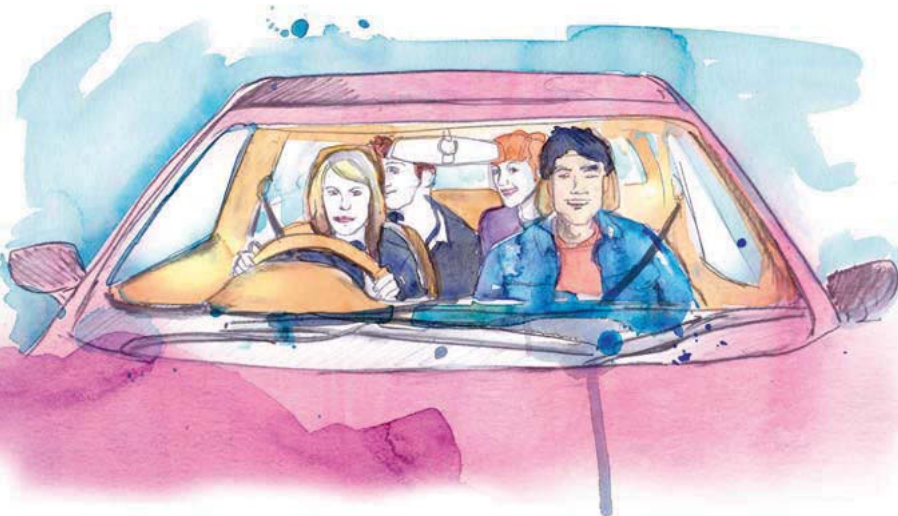
"You register at lets carpool.govt.nz, which is a very safe and secure site. You key in a few details about where you want to commute to and from, and all the searching for carpooling matches is done for you. You can then contact the people who you think would be the most suitable carpooling partners."

Claire says there are many reasons for people to carpool. "Save money, reduce emissions, meet new people..."

All things Kris is quick to back up when asked if he would recommend carpooling.

"Yeah, definitely," he says. "And the more people do it, the less traffic there is at rush hour."

PHOTOGRAPHY: NICOLA EDMONDS



"Lyttelton's community garden is an outdoor classroom for children of the local school..."

Many green fingers

THE IDEA OF sharing garden space is a simple, time-honoured one. It's more commonly seen in countries short of land, where housing is dense and having a private garden is a luxury. But community gardens have taken hold in New Zealand, attracting supporters for the opportunity to socialize, as well as share skills, experience, labour, tools and – of course – the end product.

In Lyttelton, near Christchurch, the community garden is also an outdoor classroom for children of Lyttelton Main School.

On Wednesday mornings the gardens are open to all. Community and project members are invited to come along and roll up their sleeves on a 'sweat equity basis' for a take-home share of the bounty.



Precious time

BARTERING KEEPS CASH out of the equation. Instead of opening their wallets, people exchange services or goods for other services or goods – it's an easy and fair way to share. 'Time banking' expands and formalizes the idea, setting out credits in the currency of time rather than dollars, and keeping track of what is earned and what is 'spent'. The online system means many people can be involved and bartering opportunities are multiplied.

Members of Lyttelton's Time Bank earn credits by providing their skills to someone in need, and can use those credits to 'buy' skills they need in return. The credits have no expiry date, are logged into an internet account and can be redeemed against the services of any other member of the network.

Karen Colyer was gathering apples in her orchard when her gumboot slid and she bust her ankle. Soon afterwards, she fell and shattered her wrist.

Because she lived alone, Karen was only allowed to leave the hospital on the proviso that her meals were provided. Folk from the Diamond Harbour branch of Lyttelton's Time Bank stepped in; many Karen had never met before.

"Every night at about 5.30 or so, there'd be a knock on the door and this lovely meal would come in. It saved me! It allowed me to come home..."

Wheel solution

NEW ZEALAND PROBABLY isn't ready for the likes of car sharing services like America's RelayRides, a company that pays you every time someone shares your car by driving it when you're not, but companies like Cityhop see value in providing shareable cars for its members.

Members book a time online (cityhop.co.nz) and pick up a car from one of several centrally-located depots in Auckland, Wellington and Christchurch. They pay by the hour.

Karen earns her Time Bank credits meeting and greeting at the Lyttelton Information Centre and is planning to seek some strong arms to assist with upcoming home renovations. "It's amazing what six people giving one hour can achieve," she says.

Services offered for exchange through the Time Bank range from piano tuning to 'nice writing' for gift tags. Children from the play centre make cards for the elderly and unwell, and also hire out their services as song singers – 'if they need cheering up'.

In November, a conglomeration of Time Bank members will host, cook, decorate and photograph an entire wedding in Christchurch.

"Services offered for exchange through the Time Bank range from piano tuning to nice writing for gift tags."

PHOTOGRAPHY: NICOLA EDMONDS





Wild by design

THROUGHOUT NEW ZEALAND, public food forests are being planted to produce free food. What's more, they are being planned and planted in cooperation with local councils – meaning their future is secure. Once they're mature, these forests will require minimum maintenance and will continue to drop fruit and berries for many years to come.

The best 'food forest' is multi-layered, meaning it has fruit and nut trees, shrubs and berries, flowers to encourage beneficial insects, and vegetables and culinary herbs growing on the forest floor. This style of planting mimics stable forest ecosystems, so puts diversity and resilience back into our food system which has, over the past 100 years, become focused on single crops of fewer varieties.

Two excellent food forests taking shape are in Riverton, run by Robyn and Robert Guyton. The Guytons' home forest garden has been in development for 15 years and, four years ago, they began a town forest garden for the South Coast Environment Society. This garden is already home to 50 fruit trees, berry bushes, vines, perennial vegetables and more.

"Our home forest features native trees as a canopy," Robert says. "Fruit trees, such as apples, pears, plums, peaches, nashi, feijoa and fig form the next fruiting layer; berries

such as blackcurrants, gooseberries and New Zealand cranberries are at the next layer; large umbelliferous herbs, broadleaf perennials – such as comfrey – then culinary herbs grow closer to the ground. Amongst those, we grow our annual vegetables and bee-friendly annual flowers."

Vines of all sorts climb through the forest: grapes, kiwifruit, Manchurian gooseberries and so on.

"It looks wild by design, but is an excellent example of what a food forest is. It will be open to the public at all times and we are designing interpretive panels to explain its function," says Robert.

Once established, the ongoing demands of a forest garden are fairly minor, the couple says. Although harvest time is busy, pruning and some maintenance is all that's required during the year. The town garden has a lot of help from people in the community, which goes to show how invested they are in seeing it become successful and the Guytons anticipate it will start supplying locals with produce soon.

The website foodforest.co.nz provides more information on food growing projects.

"...these forests will require minimum maintenance and will continue to drop fruit and berries for many years to come."





Trash or treasure

MOST OF US are guilty of doing it. We've thrown away a perfectly good TV because it took up too much space, or quietly disposed of the fringed lamp that Great Aunt Sally left us. It doesn't feel good, but the things are not worth enough to sell and taking them to the tip is a pain.

This is where nz.freecycle.org comes in – the website that allows people to give away and pick up unwanted goods for free.

Mandy Jackson has been using the site for years and says it's ideal for anyone shifting homes.

"When I lived in the UK, we moved into a new house and were struggling to pay for furniture, as well as a mortgage. We needed a new washer and dryer, and found some on the UK Freecycle that worked perfectly."

When she moved to New Zealand she used the site to give away most of her furniture and has been pleased to find it operates here, too.

"When I got to Auckland I decided I wanted a sewing machine, but they're about \$300

and I wasn't sure if I'd stick with it. So, I put a wanted ad on Freecycle, and pretty quickly a lady responded and offered me one. People are so generous."

She warns, however, that not everyone using the website is totally honest.

"I would say one downside – and I can see it happening here – is that there are some people picking things up to sell them on, and that is not in the spirit of Freecycle."

"Overall though, it's a really brilliant website. Not only does it keep things out of landfills, it helps people get rid of stuff easily and without having to wait for an inorganic collection day. And, of course, it's great to know that instead of going to a tip, it's going to be really useful for someone else."

Mandy didn't stick with sewing – but instead of keeping the machine and feeling guilty about it, she put it back on Freecycle and gave it to someone else. ■

Research and stories by: Nicola Edmonds, Alice Galletly, Rachael McKinnon, Karl Puschmann and James Samuel.

"It's a really brilliant website. Not only does it keep things out of landfills, it helps people get rid of stuff easily..."



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HONDA

OUR SUMMER HOLIDAYS



Whether it's beachside at the bach, taking off with a tent or rambling in a caravan, this summer families and friends around the country will enjoy their personal version of the Good Old Kiwi Holiday.

When did this tradition begin and how has it evolved? We explore the glorious sun-soaked days of yesteryear and advise on enjoying the upcoming holiday season.

SLICE OF HEAVEN

We look back on a century of Kiwi beach holidays

FOR SOME IT means pitching a tent on Grandma and Granddad's front lawn; for others, it's towing the caravan back to a favourite campsite. Summer holidays at the beach are a favourite Kiwi pastime and a symbol of our culture – just like the BBQs, jandals and icecreams that come with them – and provide a reward for New Zealanders after a long year at work. But how did this much-loved tradition come about?

Ever since the first Maori settled in New Zealand the beaches were used as transport routes and places to gather food, but it wasn't until the late 19th century that they were promoted as holiday destinations. A reliance on trains to reach these coastal spots meant they weren't the same resort towns visitors flock to now. Timaru, for example, was developed in 1857 to be reminiscent of an English seaside town.

It was in the 1920s that the Good Old Kiwi Holiday that we know and love really took shape. It was then that motor vehicles started to become widely used and roads around the country improved. This allowed Kiwis to travel to out-of-town beaches, which led to a boom in coastal camping and the construction of the first permanent baches and cribs. Other factors, like shorter working hours, paid annual leave and cheap train fares, encouraged families to travel away from home over the summer break.

By the 1930s, thanks to the addition of public baths, most new Zealanders knew how to swim. Swimsuits had been steadily growing smaller since the start of the century; by the late 1930s, women's swimsuits exposed their

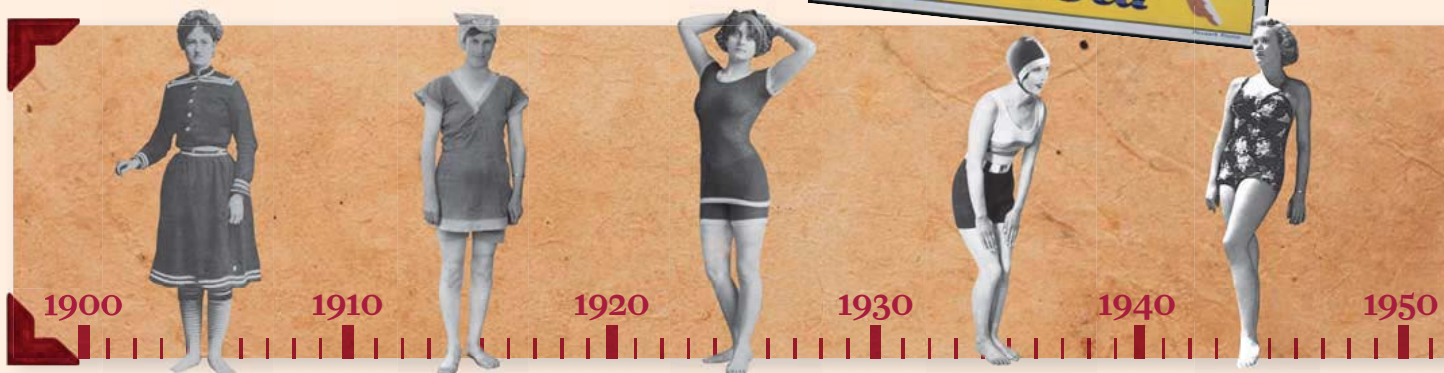
BELOW: Sunny Napier, New Zealand's ocean playground. Brochure cover. [ca 1955]; Timaru by the sea. New Zealand Railways [1936-1937]. Both images courtesy of the Alexander Turnbull Library, Wellington.

"Summer holidays at the beach are a favourite Kiwi pastime and a symbol of our culture – just like the BBQs, jandals and ice creams that come with them."

backs and men were baring their chests. It was considered fashionable and healthy to have a tan back then and, so, sunbathing was popular and would remain so until the 1970s.

Another key development for the yearly summer holiday came in the 1940s when The Annual Holidays Act 1944 gave all employees two weeks' paid holidays (now, thank goodness, it's three weeks). The now-standard 'Christmas close-down', where most workplaces shut down completely for a two-week period over Christmas and New Year, also came about in the 1940s.

Travel and petrol restrictions that had been in place during the war were lifted in the late-1940s and, as a result, car ownership boomed and more Kiwis started taking summer road trips. This was also the decade that caravans entered the scene; these were towed to scenic camping spots and extended with canvas awnings – something still seen today.



The 1950s saw an explosion of Kiwi baches and cribs, once described as "something you built yourself, on land you didn't own, out of materials you borrowed or stole". They were charming but humble dwellings, often without connections to power or water, usually furnished with second-hand furniture, and decorated with driftwood and shells.

In the 1960s, another option for holiday accommodation came in the form of simple, cinder block motels. These were cheaper than hotels, but provided more comfort and space than a caravan or canvas tent.

Having a beach holiday in the 21st century is not quite as simple as it used to be. The last decade has seen investors snapping up coastal properties, which means many iconic Kiwi baches have been replaced with upscale holiday homes and many prime, beachside camping spots have been sold to property developers. But, not all is lost and there are still plenty of ways to enjoy a traditional Kiwi beach holiday in 2013.

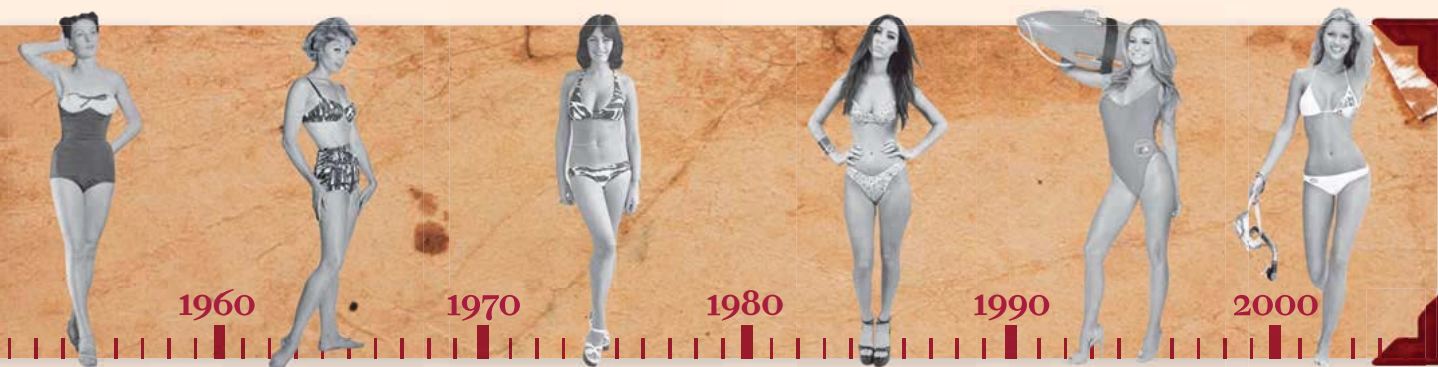
Many camping grounds have evolved into holiday parks, with cooking and showering facilities, powered sites for campervans, and cabins for those in need of a proper bed. And, although it's no longer easy or affordable for everyone to have access to their own baches, sites like Bookabach and Bachcare allow people to rent holiday homes. And for those who prefer to do it rough, DOC runs plenty of very basic campsites (often with not much more than a composting toilet) in scenic spots and remote areas around the country.

Although the Kiwi beach holiday has changed a little over the years, some things remain the same. Every year around Christmas, thousands of New Zealanders still flock to the coast to picnic under pohutukawa trees, buy ice creams from corner dairies and race (albeit now slathered in sunscreen) down hot sand beaches for a splash in the sea.

"The 1950s saw an explosion of Kiwi baches and cribs, once described as 'something you built yourself, on land you didn't own, out of materials you borrowed or stole.'"



ABOVE: Joy of school holidays, tripping by train. Issued by New Zealand Railways Publicity Branch [ca 1940]; Nelson Provincial Progress League pamphlet [ca 1940]. Both images and retro swimsuits courtesy of the Alexander Turnbull Library, Wellington.



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DECISIONS DECISIONS

What kind of Kiwi holiday is for you?

The Tent

Camping's great because it's versatile and adaptable. Comfort levels can be scaled up or down depending on your personal definition of 'roughing it'; tents can be pitched in far-flung solitude or cheerfully bustling campgrounds, and costs are easily controlled.

And, while the more popular beachside campgrounds require booking in advance during peak times, for those of a more spontaneous persuasion, a camping holiday needs little more preparation than throwing the tent in the back of the car and hitting the road.

The Bach

Spending sun-drenched summer days at the bach or crib with the whanau is the quintessential Kiwi way to spend a summer holiday. People's perceptions of what a bach is has changed and now the term 'holiday home' is increasingly more accurate – though the classic, one room, cabin-esque bach still exists.

Lots of baches and holiday homes are available for rent and are a great option for spontaneous late summer weekends.

The Caravan

Caravans offer a balance of comfort, space and affordability. They're in the middle ground, between tenting and baching. Yes, you're camping – but there's a floor, beds, shelves and cupboards, and a table to huddle around for a game of cards.

Once parked-up, caravans expand with awnings to accommodate extra guests or to open out and create some shade. Here, too, is where evening drinks are best enjoyed while the BBQ heats up.

Another obvious advantage to caravans is that they can be moved, if the weather packs up or if you fancy switching views.



"Sun-drenched summer days at the bach with the whanau is the quintessential Kiwi way to spend a summer holiday."

The Campervan

Why have one holiday when you could have many? More mobile than a tent, more spontaneous than a motel room, with a campervan you're not tied to one spot and are free to thoroughly explore. Pick a destination and follow your nose. It's like having a bach on wheels.

The Holiday Park

Holiday parks or up-market campgrounds have come a long way from their humble beginnings and offer sleeping options to suit any style. From cabins and chalets right through to permanent caravans and tent sites of varying sizes, a holiday park is an excellent option for families to get the most out of their holiday dollar.

The Motel

Sometimes you just need to get away from it all and motels make it easy. Motels are a known quantity. They're safe, clean and comfortable. A motel holiday lets chores like washing and cleaning be checked out when you check in, so you just get on with the fun part. Motels also tend to be only a short walk away from the beach or the lake and often have swimming pools, spas, Sky TV, wifi and other enticing extras.

FROM TOP LEFT: The Bibby family at Kairakau Beach, [ca 1920]; 50s bach at Te Hatepe [ca 1984]; Motel at Picton [ca 1958]; a modern camper; family holiday at Paraparaumu Beach [ca 1955]. Images 1,2,3 and 5 courtesy of the Alexander Turnbull Library, Wellington.



HOLIDAY GAMES

TO PLAY ON THE WAY

I Spy ...with my little eye, something beginning with a letter, which is then guessed.

Car Cricket. Each person takes a turn 'batting', scoring by adding the value of vehicles coming the other way. A car = 1 run, a ute = 2, a motorbike = 3, a caravan = 4 and a red car means you're out.

Pick a Colour. Everyone in the car chooses a colour and competes by counting cars seen of that colour, within a designated time.

Tractor. Competition is to be the first to see tractors: 1 point for stationary tractor, 2 points for tractor on the move, 3 for tractor on the move and towing something...

20 Questions. Guessing, within 20 questions that can only be answered 'yes' or 'no', what one person is thinking of.

Travel Bingo. Requires some preparation. Create cards with lists of blue letterbox, one-lane bridge, town clock, boat ramp etc for kids to spot and tick off.

Alphabet. Involves spotting things on the journey from A-Z, in sequence. Whoever calls it first, claims it.

TO PLAY ONCE YOU'RE THERE

Spotlight, Scavenger Hunt, Monopoly, Scrabble, Snakes & Ladders, 500.

AA

MORE INFORMATION

Visit aatravel.co.nz/gokh for more holiday game inspiration, or to share your version of the rules.



ON THE ROAD

KEEP YOUR DISTANCE



Maintain sufficient space between your car and the vehicle ahead. If it's raining or you're driving on an unsealed road, increase the gap.

MOVE ASIDE



If you're holding up traffic, move as far left as possible to allow other drivers to safely pass you. At passing lanes, stay left unless passing.

WATCH YOUR SPEED



The faster you go, the bigger the mess and the more it costs, in fuel as well as fines. But just as importantly, drive to the conditions.

TAKE A BREAK



Make a point of stopping regularly on long journeys and, if you're going a long way, consider spreading the drive over two days.

BE PATIENT



Keeping calm and good-natured will make the journey safer and more pleasant for all on board. So, how about a round of I Spy?

Win a \$5000 Good Old Kiwi Holiday of your choice!

Play our I Spy game to win a \$5000 New Zealand holiday to a destination of your choice, including:

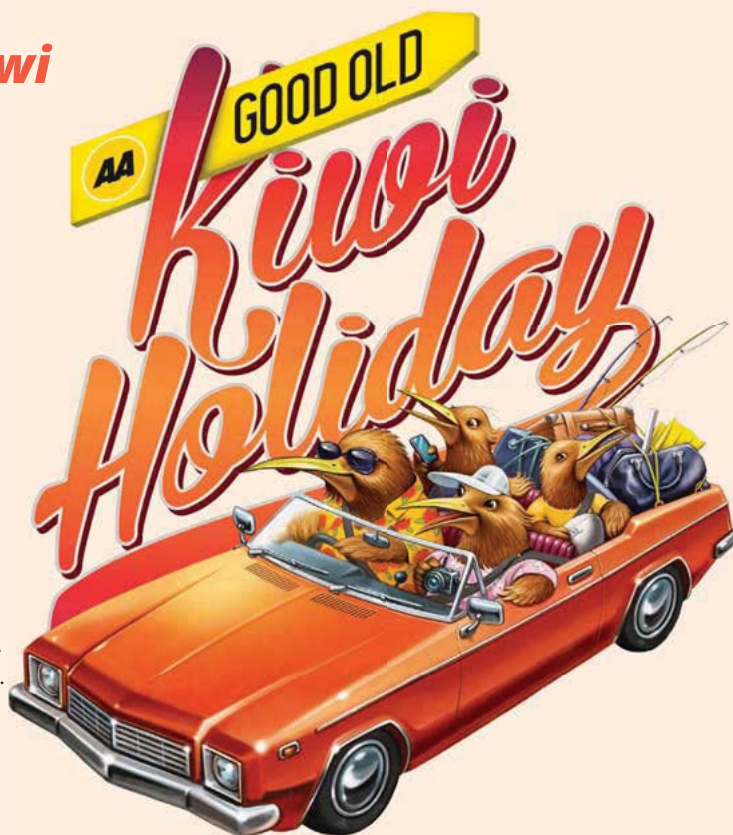
- Accommodation – whether you prefer hotel, motel, campground or campervan.
- A rental car, if you need one.
- Fuel to help get you there.
- Spending money for activities and attractions.
- Plus, a prize pack filled with Good Old Kiwi Holiday essentials.

HOW TO ENTER:

Each day from 21 October – 20 November we'll post a photo of a holiday spot in New Zealand. To be in to win, just tell us where it is by pinning it to our NZ map. If you don't get it right first go, we'll even give you a clue.

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Driver

Summer in a bubble

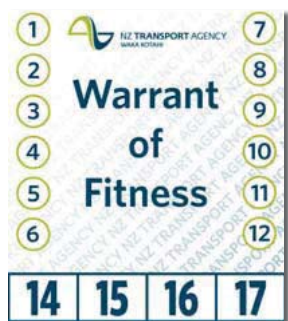
Mike, Victoria, their dog Ruby and their caravan Ngaire

NGAIRE'S NOT JUST a caravan; she is part of our family. She's a real attention-seeker – older people stand and smile, little kids point, all the WoF guys want to be the one to give her an inspection.

With draughty windows and no

insulation or heating, she's like a deep freeze for 10 ½ months of the year, and her tiny wheels make us wince at the sight of pot-holes. But, with a maximum towing speed of 80km/h, she immediately slows us into holiday mode. 🚐





WoF REMINDER

The move to annual Warrants of Fitness for light vehicles first registered from January 2000 starts at the beginning of 2014.

The change is being introduced in two stages to smooth the impact on the inspection industry, and applies to cars and vans, motorcycles, caravans and trailers.

Vehicles first registered anywhere in the world between 2004-2008 will be eligible for an annual WoF from next January; those registered between 2000-2003 will be eligible from 1 July 2014.

Motorists don't need to do anything different; when you go for your next WoF, the inspectors will assign the appropriate expiry date.

The changes are supported by the AA, and 70% of Members supported fewer WoF inspections in a survey. Motorists are reminded, though, that the annual inspection for eligible vehicles is a minimum requirement, not a maximum. Owners are encouraged to take responsibility for the safety of their vehicle all year round, with brakes, tyres and lights being regularly checked and expert advice sought, if any faults are suspected.



Passing thoughts

What are the rules for passing lanes?

Keep left. If your speed impedes the flow of traffic, move as far left as practicable to allow following traffic to pass. If a slow vehicle bay is ahead, then you must move into it as soon as it is safe to do so. A good rule of thumb is to not let more than four cars build up behind you and always keep left if you are towing.

Failing to allow impeded traffic to pass or failing to use a slow vehicle lane can incur a \$150 penalty.

Don't speed up. Drivers in the slow lane speeding up at passing lanes is the third highest-ranked annoyance

of AA Members, after red-light running and tailgating.

It's human nature to speed up at passing lanes because the road widens and motorists instinctively feel safer. Be alert to the number of vehicles behind you, and ensure you don't speed up when reaching a passing lane – give following vehicles the opportunity to pass you safely.

Merge like a zip. There's no law compelling vehicles on the left, for example, to give way to those in the right lane. So, when the passing lane ends, merge like a zip. Whichever lane you're in, show you want to merge by indicating for at least three seconds and adjust your speed and following distance.

Child safety change

The age for mandatory use of child restraints, such as car seats or booster seats, has risen from five-years-old to a child's seventh birthday. Children under the age of seven must use an approved child restraint.

Also, children aged between seven and eight now need to use a restraint, if one is available in the vehicle. Offences incur a \$150 penalty.

The changes align New Zealand with the rules in Australia and Japan; however, many other countries require child restraints to be used up until the age of 11 or 148cm height, which the AA recommends.

Small children are at greater risk of death or injury, if they are only restrained by a seatbelt designed for larger bodies; using child restraints ensures they are restrained properly.

nzta.govt.nz/childrestraints



GETTING AROUND

Roundabouts are one of the safest engineering treatments for intersections and are better at keeping traffic flowing than traffic lights. But, they can cause frustration and confusion. On average, three people are killed and more than 250 injured at roundabouts every year, often because drivers are uncertain of what they are meant to do, or what other drivers are intending to do.

Here's what to do at roundabouts:

- Before entering a roundabout, indicate if you intend to exit first left or go more than halfway around and exit right. The only time you don't need to indicate upon entry is if you're going straight ahead.



- Give way to all traffic that will cross your path from your right, as you enter the roundabout.
- Signal left as you pass the exit before the one you intend taking.
- At multi-lane roundabouts, approach and enter the roundabout

in the correct lane for where you intend to exit. If taking the first exit, it is the left lane. If going more than halfway around, it will be the right-hand lane.

Failing to indicate as required at roundabouts can incur a \$150 fine.

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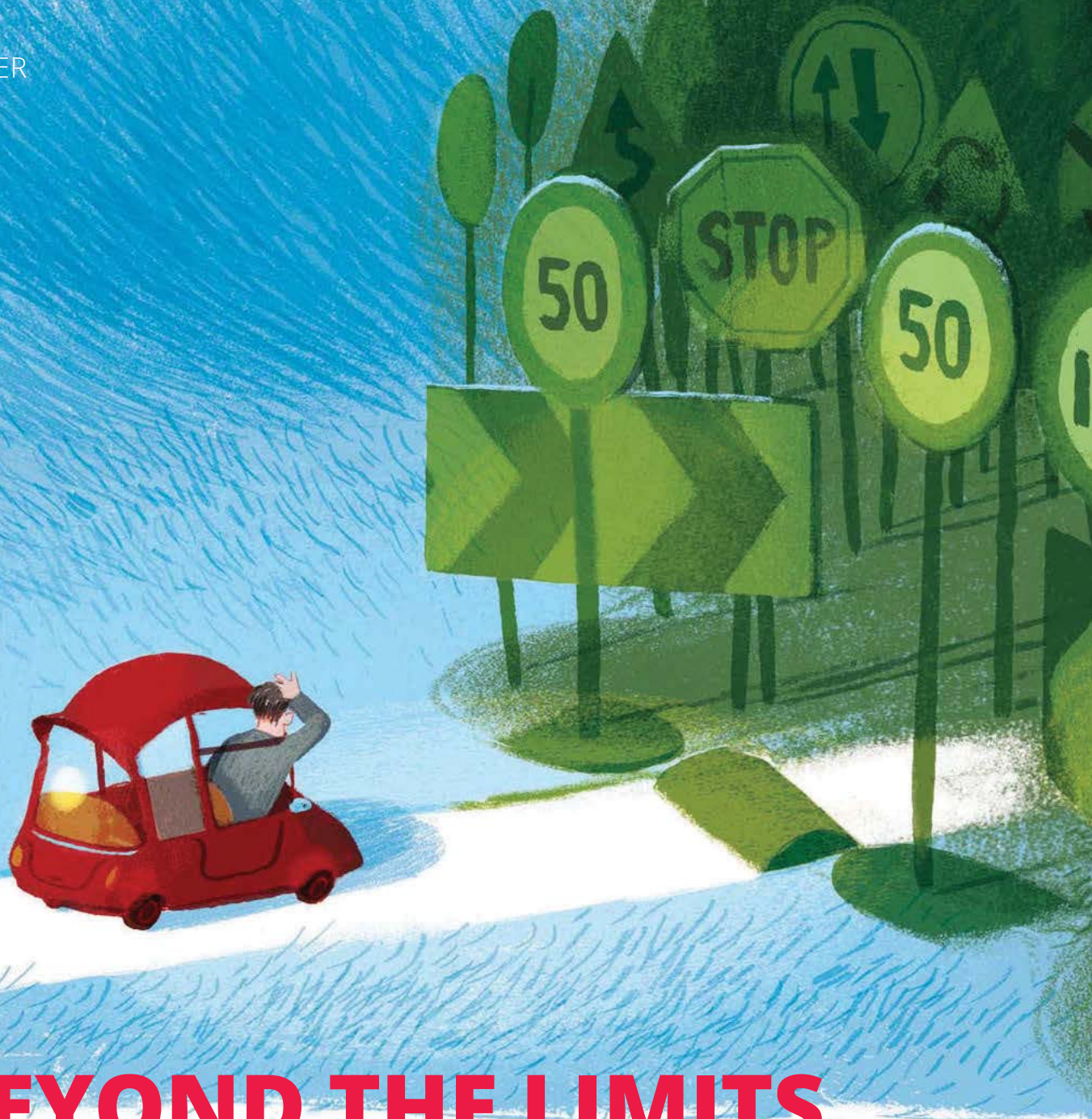
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BEYOND THE LIMITS

Peter King explores whether varying speed limits will help to make our roads safer

ON THURSDAY JUNE 6 a Police speed camera van was parked on Dinsdale Road, Hamilton, a suburban street where the 50km/h speed limit had been changed a couple of months earlier to 40km/h. The camera flashed 633 times over the next six hours as local motorists driving at 51km/h and 52km/h, unaware of the limit change, got fined.

Six weeks later, an AA Member survey found only 90 out of 855 Hamiltonians had anything positive or neutral to say about Hamilton City Council's consultation on the speed limit changes. The torrent of dissatisfaction that we collated should worry any elected official.

And this issue is not going to go away. The pillars of the Government's road safety strategy to 2020 are 'safer drivers, safer roads, safer vehicles and safer speeds'.

'Safer speeds' means that a programme of changing speed limits is being considered for the whole country.

The 40km/h speed limit changes in Hamilton, Palmerston North and Dunedin were carried out under legislation allowing 'demonstration projects'. In fact, there are quite strict laws about setting speed limits in New Zealand. If a road controlling authority changes a speed limit away from the default values of 100km/h for open road and 50km/h for urban areas without following those legal processes, the posted speed limit is legally null and void.

Perhaps not surprisingly, speed limit policies provoke a lot of strong emotions. People hate getting speeding tickets, and stung motorists are often quick to accuse Police of revenue gathering. Safety advocates, on the



other hand, accuse motorists of selfishly disregarding the safety of child pedestrians. In fact, neither extreme is true nor particularly helpful.

The point safety advocates make is that when there is a collision on the roads, the laws of physics mean speed largely determines the severity of the injuries. But travelling too fast for the conditions also increases the probability of a crash. A puddle just 3mm deep can lead to loss of control at speeds as low as 80km/h. And the faster you go, the less time you have to react. On the other hand, billions of kilometres are driven each year at an open road average speed of 96.6km/h without incident, and restricting speed unnecessarily hits productivity on free-flowing roads.

The trouble is, speed limits are more than just limits; they're considered by many motorists to be road quality guides. They treat speed limits as targets, assuming the signs would not indicate the speeds they do, if those speeds were not safe to travel at. Rather than try and re-educate 3.2 million drivers, the Safer Speeds policy will attempt to bring speed limits into line with road geometry, optimal traffic flow and safety.

The model being looked at as part of this exercise is European. In that part of the world, many local roads – deemed 'play streets' and as likely to host a kids' soccer game as cars – have very low speed limits. Beyond them, collector and arterial roads, which typically have 60km/h limits, are meant to move traffic quickly and often have separate cycleways. Outside cities there are two classes: rural roads, usually with a speed limit of around 90km/h; and motorways, which start at 110km/h to 130km/h and go up to unrestricted speeds on some autobahns. Of course, the speed limits match the design of the roads themselves.

“The trouble is, speed limits are more than just limits; they're considered by many motorists to be road quality guides.”

Our roads are different. Professor Sam Charlton of Waikato University Traffic and Road Safety Research Group provides an excellent illustration of several New Zealand roads which look identical, but which all have different speed limits. Given that people miss speed limit signs two times out of three, the conclusion is that people read the road for clues for appropriate speeds. A trial in Auckland by Professor Charlton lowered speeds by changing the road clues rather than the limit. Unfortunately, this approach would be too expensive to use everywhere in New Zealand, so intermediate solutions using road markings that have to be re-painted every two years are more likely to be adopted.

But, making changes that suit everyone will be difficult. The AA has carried out a number of surveys on this issue and found that, two to one, Members do not support 40km/h urban limits and would like 110km/h motorways. We've also discovered Members like the idea of a 40km/h urban limit outside their own house, but not outside anyone else's. AA Members perspectives change depending on whether they are trying to get to school to pick up their kids, riding with their children on bicycles or driving past a bunch of road cyclists hard riding two-abreast on the highway and holding them up.

Ultimately, changes without broad community support are not politically sustainable. But lessons were learned over the Hamilton experiment, so hopefully road controlling authorities will listen carefully to their customers and not make changes without adequate support. 🟩



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LEFT TO RIGHT: Peter Lillico, Paul Ulberg, Manjit Singh, Wendy Betteridge, Carlos Rewita and Denys Latham

A licence to thrive

Dylan Thomsen profiles an initiative to get young drivers safely on the road

FOR MANY YOUNG people, getting a restricted licence means they can start driving themselves to school or sport or maybe to a part-time job.

For Manjit Singh, it means she can drive her baby daughter around.

"My daughter's my motivation," says the 18-year-old. Manjit gained her learner's licence at the start of the year but, as a solo mum with no one able to take her out for supervised practice, it was extremely difficult to get the driving experience she needed to get her restricted licence.

The more challenging restricted licence test that came in last year means drivers have to reach a much

higher standard before they are allowed to drive on their own, which is crucial to improving our road safety. The sad truth is that New Zealand has the worst rates of road crashes and deaths for young people of any developed country; road crashes are the leading cause of death for 15-24-year-olds.

At the same time there are young people out there who, because of their family situation, finances or where they live, have some real barriers to getting a licence. Sometimes young people who struggle to get a licence start a savage cycle of getting a ticket for breaking the rules, then drive again, get ticketed again and rack up

finest they can't pay.

In response, the AA, NZ Transport Agency (NZTA), Caltex and community groups have been trialling solutions.

Manjit Singh is one of 37 young people who have taken part in two pilot programmes. In Porirua, 15 young drivers were partnered with 15 experienced driver mentors to supervise them for 30 hours of driving practice. NZTA provided a Hyundai i30 for the practice sessions, the AA gave each learner three free lessons with a professional instructor, and Caltex supplied the fuel used over the course of the programme.

A different approach was trialled in



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the rural King Country town of Te Kuiti, where 22 young drivers were each given up to 20 lessons with an AA driving instructor.

Out of the 37 young drivers on the two programmes, 16 had gained their restricted licence at the time of writing. And the benefits extend beyond those successes. The first two drivers to get their restricted licence from the

By the end of it, they were full of confidence and self-worth."

National Manager for AA Driver Training Karen Dickson says the driving instructors involved found working with the young drivers hugely rewarding and inspiring.

"The instructors actually feel lucky to have had the opportunity to be involved. They are so proud of the


"We understand the importance of being involved in the communities we operate in and, if we assist some young people in becoming safer drivers, it benefits everyone."

That's the big picture, but it's in talking to each young driver and their instructors or mentors that it really hits home how much the programme has meant to them.

Wendy Betteridge started off as a mentor for Manjit, but finished up a friend.

"When I met her on the day she got her licence she cried because she was so excited," says Wendy. "The funniest thing is driving with her now and she will see other drivers on the road and say 'Why didn't they indicate?' or 'What a bad driver!'"

For Manjit herself, it's as simple as this: "I'm just looking forward to being able to drive my daughter around".

Porirua and Te Kuiti have already begun working with their next groups of young drivers, and programmes are being prepared for launch in Northland, South Auckland, the East Coast and Christchurch. 

"The instructors are so proud of the young people and they had tears in their eyes when they were telling me some of their stories."

Te Kuiti pilot soon got jobs they wouldn't otherwise have been able to get. Te Kuiti, like most rural towns in New Zealand, has few transport options apart from driving; having a licence is "crucial," says the coordinator of that pilot, Desiree McKenzie.

"And it's not just driving lessons that the instructors have given the kids," she says. "They spent a lot of time with them giving them motivation, mentoring, talking about safety, and what they can do with their lives as well.

"You can really tell the difference in the students. When they first came in, their heads were down, they were lacking self-belief.

young people and they had tears in their eyes when they were telling me some of their stories."

Porirua mentor Denys Latham simply said that out of all the volunteer work he has been involved with in his life, this is the most fulfilling thing he's ever done.

Caltex Public Affairs Manager Jeremy Clarke says the company is also proud to be involved in the programme. "I remember sitting in the first meeting between the drivers and mentors and seeing a few bewildered looks about what lay ahead, but to be here now and see the success and smiles on everyone's faces is fantastic.

MORE INFORMATION

AA Driving School, aa.co.nz/drivers/driving-school, phone 0800 223 748.



Blast from the Past

Donavan Edwards dips into the world of privately-owned car museums

IN RURAL MAUNGATAPERE, on the outskirts of Whangarei, there is a privately-owned car museum. It's located in a vast old dairy factory where the walls struggle to contain the passion one man had for motoring.

When the late Graeme Crow started buying cars back in the mid 1950s, he never anticipated his collection growing so large, but his love of Packard motor vehicles and industrial machinery snowballed.

Now the Crow family has opened the doors to the Packard and Pioneer museum revealing 52 Packard cars, around 150 other classics, motorcycles, military vehicles, earthmoving equipment and other vintage items that Graeme collected during his life.

The entrance hall has cabinets filled with toys and memorabilia, including telephone switchboards and early sewing machines. A doorway leads into the first of three huge sheds that make up the museum. It is full of old, mostly British-built vehicles such as the Armstrong Siddeley Sapphire –

with its distinctive Sphinx badge on the bonnet – and the vintage Morris Eight. There are a few luxury American Packards and Studebakers, but of real historical interest is a blue Land Rover Series 1, the vehicle Queen Elizabeth 2 used during her inaugural visit to the Auckland domain in 1953. After her drive it was placed in storage where it spent the next 20 years before joining Graeme's collection.

Upstairs is a room packed full of rare motorbikes, 66 to be exact. They include a restored Brough Superior SS80, often referred to as the Rolls Royce of motorbikes; an un-restored 250cc BSA 'Round Tank' that got its name due to its cylindrical fuel and oil tank; a bronze-head Rudge Ulster,

well known in racing circles; as well as the popular 1948 Norton International.

The second shed is more of a motoring hodgepodge, packed full of vehicles in various states of restoration, as well as large trucks, tractors, WWII military vehicles, aeroplane engines and earthmovers. Outside, the gun turret from HMNZS Achilles stands guard.

But the real gems are to be found in the third shed. Inside is believed to be the largest single collection of Packard cars in the world. The vehicles include a 1954 Packard Henney Limousine, a 1930 Packard Eight Phaeton and a 1951 Model 200 Packard that once belonged to industrialist and founder of Fletcher Construction, Sir James Fletcher.

And it's in here, alongside the rare, the historic and the valuable, that you'll find the humble car that started it all: the unassuming 1923 Packard that Graeme bought in 1955 for £30, using it to transport 13 sheep back to the family's farm, and kick-starting a lifelong passion that would eventually fill a dairy factory. **■**

"But the real gems are in the third shed. Inside is believed to be the largest single collection of Packard cars in the world."

Kiwi Collections

Car museums around New Zealand

Packard and Pioneer Museum – Maungatapere, Whangarei:
Packards, classic cars, motorcycles, and military vehicles.
packardandpioneer.co.nz

Museum of Transport and Technology (MOTAT) – Western Springs, Auckland:
Many vintage machines and a hefty focus on technology and social history.
motat.org.nz

Classics Museum – Hamilton:
Around 100 classic cars and a 1950s themed diner.
classicsmuseum.co.nz

British Car Museum – Te Awanga, Hawke's Bay:
Over 300 classic British cars.
britishcarmuseum.co.nz

Gasoline Heaven – Carterton, Wairarapa:
A roaring combo of hot rods and drag racers.
gasolineheaven.co.nz

The Southward Car Museum – Paraparaumu:
Over 400 cars, as well as aircraft, a fire engine and vintage bicycles.
southwardcarmuseum.co.nz

World of Wearable Art and Classic Cars Museum – Nelson:
Classics from the 1908 Renault AX through to the modern Ferrari F355.
wowcars.co.nz

Yaldhurst Museum – Christchurch:
Houses many unique machines including an 1810 American buggy, an 1860 Phaeton as well as the largest collection of horse drawn vehicles in the country.
yaldhurstmuseum.co.nz

Highlands Park National Motorsport Museum – Cromwell:
A showcase of former New Zealand race cars. Also has a 650 metre long go-kart track.
highlands.co.nz/museum

National Transport and Toy Museum – Wanaka:
Highlights include a 1924 McLaughlin Buick limousine and, incredibly, a Russian MiG-21 fighter.
wanakatransportandtoymuseum.com



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Osteoporosis (or 'brittle bones') is a disease that is commonly associated with older women. But did you know that it also affects nearly one third of men over the age of 60?

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Ask your doctor if you could be at risk of osteoporosis and ask about once yearly Aclasta.

*This claim is supported by the following reference: Boonen et al. Fracture risk and zoledronic acid therapy in men with osteoporosis. N Engl J Med 2012;367:1714-23

Aclasta® is a prescription medicine for the treatment and prevention of osteoporosis and the treatment of Paget's disease of the bone. Aclasta is an infusion and contains 5mg of zoledronic acid. It is important to have an Aclasta infusion each year to ensure you get maximum treatment benefit. Check with your doctor to see if Aclasta is right for you. Aclasta is fully funded for patients who meet specified criteria. Funding does not include the cost of infusion and normal doctors and prescription charges will apply. Do not use if you are pregnant, breast feeding, have kidney impairment, have low calcium levels in your blood, or if you are allergic to zoledronic acid or any of the ingredients in Aclasta or any other bisphosphonate medicine. Not recommended for children and adolescents. Caution while under dental treatment or if dental treatment is planned. Calcium, hydration status and kidney function may be assessed by your doctor before and after you are given Aclasta. Adverse effects are usually mild and transient. Common side effects are flu-like symptoms consisting of fever, fatigue, chills, and bone, joint, and/or muscle pain; anaemia; headache; dizziness, transient low blood calcium; gastrointestinal symptoms, renal impairment, breathing difficulty and lethargy. Very rarely osteonecrosis of the jaw has been reported. If symptoms persist or you have side effects see your doctor. Aclasta is the registered trademark of Novartis AG. Novartis New Zealand Limited, Auckland. For further information check the Consumer Medicine Information [CMI] at www.medsafe.govt.nz. ACL 0513-214. TAPS NA6437. INS5438AA

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The remarkable Barlow Knee Support will bring you immediate pain relief and immediate support – exactly where it's needed most. Suitable for all ages young or old. Imagine being able to walk, climb stairs and go about your normal daily life with your knee fully supported. You also have the benefit of our cast iron GUARANTEE – if you are not 100% satisfied, simply send back your used support any-time within twelve months for a full no quibble refund.

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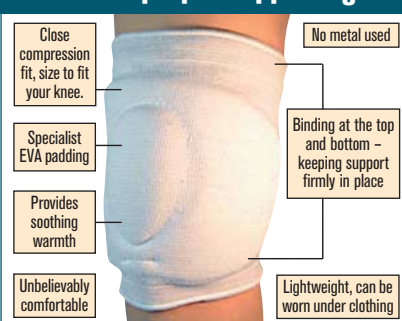
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Get smart, get safe

Donavan Edwards explains high-tech car safety technology

THE MORE AIRBAGS your car has the safer it is, right? Well, not quite. While they are important, there is a lot more to safety than airbags.

A vehicle's structural integrity and its ability to avoid accidents in the first place are important, too.

The Australasian New Car Assessment Programme (ANCAP) – which the AA supports – has been operating for over two decades as an independent advocate for road safety. It rates new vehicles according to how well occupants are protected in the event of an accident and, in the process, assesses the technology the vehicle is fitted with.

Crucially, that technology includes systems that can help drivers regain control in problem situations, as well as prevent accidents from happening.

Mandatory technology for a vehicle to be given a five-star ANCAP rating includes the Anti-lock Braking System (ABS), Emergency Brake Assist (EBA) and Electronic Stability Control (ESC). These systems were once reserved for luxury cars, but ANCAP's constant tweaking of the criteria necessary to achieve the full complement of stars has seen high-tech systems filter down to mainstream vehicles. So, the benefits of advanced safety technology are

now available in many small cars for less than \$20,000. But don't forget that physics plays a part, too; the crash testing simulates a collision between two vehicles of similar mass, travelling at the same speed.

The introduction of the ABS was a milestone for vehicle safety and laid the foundation for further advancements. ABS technology prevents the car's wheels from locking up when the brakes are firmly applied to improve traction, prevent an out-of-control skid and allow the driver to steer the car.

While braking heavily, ESC assists when understeer or oversteer is detected. It keeps the vehicle on its intended path by applying the brake to a suitable wheel to counteract the instability. Some versions also reduce engine power until the vehicle is back in control. ESC has been shown to reduce single-vehicle crashes by 35%, or 50% for SUVs.

Emergency Brake Assist recognizes a panic braking effort by measuring the hastiness and strength with which the brake pedal is used, and applies full brake pressure to reduce the stopping distance by up to 20%.

For a car to get ANCAP's highest ratings, it needs to have at least three extra features and, while manufacturers can choose from a list of systems, those that address driver

inattention and fatigue are becoming more common.

Autonomous Emergency Braking uses a forward-facing camera, radar or ultrasonic sensor to monitor the road ahead to detect if a crash is imminent. It alerts the driver to a risk and, if no reaction is detected, the brakes are automatically applied.

Lane Departure Warning systems use a camera to monitor road markings, detect if the car drifts out of a lane without the use of indicators, and alerts the driver.

Blind Spot Monitoring uses camera, radar or an ultrasonic sensor to monitor areas not normally visible in the side-view mirrors, making overtaking and lane changes less risky.

These new active safety technologies help reduce road accidents and will, eventually, become common features in all new cars.

The AA is calling for all new cars to have ESC and a minimum four-star ANCAP rating. Meanwhile, we recommend that those buying a new car check the safety credentials and opt for one that rates well. ■



FURTHER INFORMATION

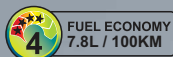
See ancap.com.au for ANCAP ratings. Used car safety ratings can be found on the AA's website – aa.co.nz

New to Market

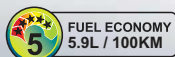
MINI Paceman



Nissan Pulsar SSS



Peugeot 208 GTi



PEUGEOT 208 GTi

Here's a cheeky little number, with youthful appeal. The sporty 1.6L turbocharged GTi (producing a respectable 147kW), with front-wheel drive and a six-speed manual transmission, strengthens the Peugeot range. With 17-inch alloys that fill the wheel arches nicely, and the suspension tuned for a sporty ride, the 208 GTi is quick off the line, reaching 100km from a standstill in 6.8 seconds. Claimed fuel consumption is 5.9L/100km in a combined driving environment cycle. The three-door 208 GTi is priced at \$38,990.

Good: Modern design; it deserves the GTi badge.

Not so good: The foot pedals are very close to one another, which takes some getting used to.

MINI PACEMAN COOPER S

With a higher than usual ground clearance, a coupe design, high waistline and narrow glasshouse, the MINI Paceman has a rather menacing profile. Inside, its sports seats offer plenty of bolstering and lateral support; the large, round MINI speedometer is centre stage on the dashboard. Its 1.6L turbocharged motor has 135kW powering the front wheels and, while the super-sized MINI can't claim to be a fire-breathing monster, it's no slouch either. From standstill to motorway speed is said to be less than eight seconds. Pricing starts from \$53,500.

Good: Distinctive styling and modern interior.

Not so good: It's so big, it seems a contradiction of the MINI name.

NISSAN PULSAR SSS

Enthusiasts will be pleased to see that the popular SSS badge that represents Nissan's sporty models is back. The Pulsar SSS has a 1.6L turbocharged power plant and delivers 140kW/240Nm. The motor is coupled to Nissan's Xtronic auto transmission (CVT), with the function to shift through the preset steps manually. The fuel economy is rated at 7.8L/100km using premium 95 octane juice. The SSS is stickered at \$39,990 although buyers can save \$5,000 by opting for the ST-S model, which has less kit but uses the same 1.6L force induction engine.

Good: It is a practical size with good levels of comfort.

Not so good: Seems to have lost some of the old SSS magic.

VW GOLF GTI

The new seventh generation of this popular hatch has arrived, with an uprated 2.0L turbocharged engine. It delivers 162kW/350Nm; that's 7kW and a massive 70Nm jump on the earlier version. Fuel economy is said to be a class-leading 6.4L/100km; it's a practical choice for everyday drivers looking for lively performance. Kiwi buyer preference for automatic is catered for with a six-speed DSG auto transmission; those wanting a stick shift will need to wait, as there's no manual for our market yet. The GTI costs \$59,750.

Good: Quick-shifting DSG transmission and frugal fuel economy for a hot hatch.

Not so good: Pricier than its rivals and the visual changes are subtle.

HOLDEN MALIBU

This medium-size sedan slots between the Cruze and Commodore. The front nose is visually similar to its smaller sibling Cruze and the square tail lights resemble that of the American Chevrolet Camaro. The two engine offerings are a 2.4L 123kW/225Nm petrol or the 2.0L 117kW/350Nm diesel engines. Both drive the front wheels using six-speed autos. It features Holden's Mylink infotainment system, which has Pandora radio and Stitcher news podcast applications stored in it. Pricing is from \$42,900 for the 2.4L CD to \$48,400 for the 2.0L CDX.

Good: Flash infotainment system and a diesel engine option.

Not so good: Styling and dynamics are a little on the bland side.

SKODA RAPID

The Rapid is the first model to receive Skoda's likeable new badge. Currently, New Zealanders can only get the turbocharged 1.4L petrol motor (with 90kW/200Nm), said to deliver a fuel economy of 5.8L/100km; a diesel version will arrive later in the year. Performance is reasonably good and the seven-speed DSG auto shifts rapidly through the gears. The interior is uncluttered and, with boot space on a par with large sedans and a price tag of just \$29,900, it is likely to attract fleet and entry-level new car buyers.

Good: The Rapid has good build quality and, dynamically, it's one of the best in its class.

Not so good: Exterior styling is rather ordinary.



ANCAP
Crash testing for safety
www.ancap.com.au

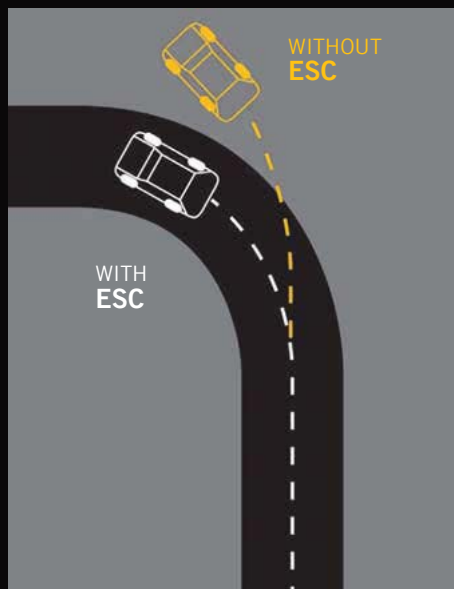
Buying a new car?

» Get advice from the experts. The AA Motoring Services Team regularly test-drive new models and makes of car. Their detailed, impartial reports are available on www.aa.co.nz in the motoring section, along with ANCAP safety ratings. See our [New Car Prices listing](#) online and on p.55-57 of this issue.

EECA energywise

» Fuel economy ratings apply to models illustrated. For ratings on all cars reviewed, plus many others, see energywise.govt.nz/tools/fuel-economy

Detecting UNDERSTEER



Detecting OVERSTEER



¹ Evaluation of ESC Effectiveness in Australasia, Monash University Accident Research Centre (September 2007)

Electronic Stability Control.

Electronic Stability Control (ESC) is an active safety assist technology which detects if a vehicle is nearing the limits of traction during cornering and braking and adjusts braking to individual wheels and engine torque to improve stability. This helps to return the vehicle to a straighter and safer line. ESC also assists in controlling a vehicle on unexpectedly tight corners, or on a slippery section of the road.

ESC can reduce the risk of single car crashes by 27% and single SUV crashes by 68%.¹

When buying your next car - new or used - choose a car with ESC.



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Alfa Romeo alfaromeo.co.nz					
MITo 1.4 Multiair QV •	6.0	1.4	125	42,990	-
Giulietta Multiair •	6.0	1.4	125	46,990	49,990
Giulietta QV	7.6	1.8	173	54,990	-
Audi audi.co.nz					
A1 1.4 TFSI S Tronic •	5.3	1.4	90	-	39,800
A1 1.4 TFSI Sport S Tronic •	5.3	1.4	90	-	42,800
A3 1.4 TFSI •	5.8	1.4	92	-	48,400
A4 Sedan 2.0 TDI •	5.5	2.0	103	-	71,900
A4 2.0 TFSI Quattro STron Sed	7.1	2.0	132	-	88,500
A4 3.0 TDI Quattro Tip Sed	7.0	3	176	-	108,500
A4 2.0 TDI Avant •	6.0	2.0	103	-	75,900
A4 2.0 TFSI Quattro Avant	7.1	2.0	132	-	92,500
A4 3.0 TFSI Quattro S tronic	9.4	3.0	245	-	125,400
RS4 4.2 FSI Quattro S tr.Avant 10.7	4.2	331	-	154,000	-
A5 3.0 TDI Quattro	7.2	3.0	176	-	118,700
A4 Allroad 2.0 TDI	6.0	2.0	130	-	88,900
A5 2.0 Sportback TFSI Quattro	7.0	2.0	155	-	94,300
S5 3.0 Sportback TFSI Quattro	9.4	3.0	245	-	128,900
RS5 4.2 FSI Quattro S tronic	10.8	4.2	331	-	172,700
A6 3.0 TDI Quattro Sedan	8.3	3.0	150	-	121,200
A6 3.0 TFSI Quattro Sedan	9.4	3.0	213	-	136,200
A6 3.0 TDI Quattro Avant	6.0	3.0	180	-	141,200
A6 Allroad 3.0 TDI	6.1	3.0	150	-	134,100
A7 Sportback 3.0 TDI Quattro	6.0	3.0	180	-	147,000
A7 Sportback 3.0 TFSI Quattro	8.2	3.0	220	-	147,000
Q3 2.0 TDI Quattro •	5.9	2.0	130	-	70,900
Q5 2.0 TDI Quattro •	6.7	2.0	125	-	89,900
Q5 3.0 TDI Quattro	7.5	3.0	176	-	108,900
Q7 4.2 TDI Quattro S Line	13.6	4.2	240	-	151,200
A8 4.2 TDI Quattro	9.4	4.2	240	-	217,700
TT Coupe 2.0 TFSI S Line	7.7	2.0	147	-	90,900
BMW bmw.co.nz					
118i Base Line •	7.3	2.0	100	53,500	56,600
118d Sports-Hatch Base Line	4.5	2.0	105	54,500	57,600
125i Sports-Hatch M Sport	-	2.0	-	62,600	65,700
123d Coupe SE	5.9	2.0	150	69,550	72,800
118i Convertible SE	6.3	2.0	102	63,700	66,800
320i Sport/Modern/Luxury	7.9	2.0	115	73,200	77,300
320d Sport/Modern/Luxury •	5.6	2.0	130	73,800	77,900
335i Sport/Modern/Luxury	9.6	3.0	225	104,900	109,000
520d SE Sedan	5.1	2.0	135	-	131,600
550i SE	10.4	4.4	300	-	168,500
650i Coupe	10.6	4.4	300	-	217,500
640d Gran Coupe	5.5	3.0	230	-	200,200
750Li	11.0	4.8	270	-	244,500
X1 sDrive 20d •	5.8	2.0	130	66,900	72,000
X3 xDrive 20d SE •	7.0	2.0	130	86,700	89,800
X3 xDrive 30d SE	8.6	3.0	160	-	110,400
X5 xDrive 30d SE	8.7	3.0	173	-	125,000
X6 xDrive 50i SE	12.5	4.4	300	-	176,000
Z4 Roadster sDrive35i	9.4	3.0	225	126,500	126,500
Chery cheryauto.co.nz					
J1 •	6.7	1.3	62	10,990	-
J3	8.9	1.6	87	15,990	-
J11 •	8.9	2.0	102	-	21,990
Chrysler chrysler.co.nz					
300 Limited V6 Diesel	7.2	3.0	177	-	62,990
300C Luxury Petrol	9.7	3.6	210	-	67,990
300C SRT-8	14.0	6.4	317	-	87,990
Grand Voyager RT Ltd	8.4	3.7	142	-	84,990
Citroen citroen.co.nz					
C3 1.6 VTR Exclusive •	6.9	1.6	88	-	25,990
DS3 DSTYLE •	6.9	1.6	88	-	36,990
DS3 DSPORT Turbo •	6.7	1.6	115	-	38,990
C4 Exclusive VTI	7.0	1.6	88	-	31,490
C4 Grand Picasso 2.0 HDi •	6.8	2.0	103	-	44,990
C4 Aircross 2WD	7.9	2.0	110	-	36,990
C4 Aircross 4WD	8.1	2.0	110	-	43,990
DS4 Auto •	6.4	1.6	120	-	44,990
DS4 Sport •	6.4	1.6	147	-	48,990
DSS Sport •	7.3	1.6	115	-	59,990
C5 2.0 HDi FAP	6.0	2.0	120	-	48,990
C5 3.0 V6 HDi FAP	7.4	3.0	177	-	67,990
C5 2.0 HDi FAP Tourer	6.0	2.0	120	-	57,990
Berlingo •	5.8	1.6	66	-	29,990
Toyota toyota.co.nz					
Daihatsu Sirion Hatch •	5.8	1.3	64	18,990	19,990
Daihatsu Terios 4X4	7.7	1.5	77	26,240	27,250
Dodge dodge.co.nz					
Journey SXT	10.4	3.6	206	-	39,990
Journey R/T	10.4	3.6	206	-	46,990
Fiat fiat.co.nz					
500 Lounge 1.4 •	6.3	1.4	74	26,990	29,490
500c Convertible	6.3	1.4	74	29,990	32,490
500 Abarth Esseeesse •	6.5	1.4	118	42,990	-
500c Abarth Esseeesse	6.5	1.4	118	-	46,990

	L/100km*	Engine	kW	Manual	Auto
6955 Tributo Ferrari					
	6.5	1.4	132	-	79,990
Ford ford.co.nz					
Fiesta 1.6 LX Hatch •	6.1	1.6	89	23,990	25,490
Fiesta 1.6 Zetec Hatch •	6.1	1.6	89	26,990	-
Focus Ambient Petr.Wagon •	6.4	1.6	92	-	34,840
Focus Trend Diesel Wagon •	5.3	2	120	-	40,840
Focus Trend Petrol •	6.6	2	125	-	35,340
Focus Sport Petrol •	6.7	2	125	-	42,340
Focus Titanium Petrol •	6.6	2	125	-	47,340
Focus ST EcoBoost Hatch •	7.2	2	184	52,840	-
Mondeo 2.0 Hatch LX Diesel •	7.1	2	103	-	46,340
Mondeo 2.0 Zetec Diesel Hatch •	7.1	2	103	-	50,340
Mondeo 2.0 Titanium Diesel •	5.6	2	120	-	55,340
New Kuga Ambient •	7.7	1.6	134	-	39,990
New Kuga Trend Diesel •	6.2	2	120	-	43,990
New Kuga Titanium EcoBoost •	7.7	1.6	134	-	52,990
Territory TX RWD Petrol •	10.8	4	195	-	49,990
Territory TS Diesel AWD •	8.8	2.7	140	-	64,990
Territory Titanium AWD Diesel •	8.8	2.7	140	-	69,990
Falcon MkII XT Sedan EcoBoost •	8.1	2	179	-	48,490
Falcon MkII XR6 •	9.9	4	195	-	53,990
Falcon MkII G6E •	9.9	4	195	-	58,990
FPV F6	12.3	4	310	-	77,990
FPV GT	13.7	5	335	-	87,990
Great Wall ateco.co.nz					
X-240 4WD •	10.3	2.4	100	28,990	-
X-200	7.6	2.0	105	31,990	34,990
Holden holden.co.nz					
Barina Hatch 5dr •	7.0	1.6	77	22,990	24,990
Barina Spark Hatch CD •	5.6	1.2	59	16,990	18,490
Cruze Equipe Hatch/ Sedan •	7.0	1.8	104	-	30,900
Cruze Equipe 2.0 Sedan Diesel •	5.7	2.0	120	-	35,900
Cruze SRI-V Turbo 1.4 •	6.4/6.9	1.4	103	-	39,400
Cruze CD Sportwagon Diesel •	5.7	2.0	120	-	37,400
Malibu CD Petrol •	8.0	2.4	123	-	42,900
Malibu CD Diesel •	6.4	2.0	117	-	45,400
Malibu CDX Petrol •	8.0	2.4	123	-	45,900
VF Commodore Evoke Sedan •	8.3	3.0	185	-	49,990
VF Commodore SV6 •	9.0	3.6	210	-	55,490
VF Commodore SS •	11.5	6.0	260	-	61,490
VF Calais-V V6 •	9.0	3.6	210	-	66,790
VF Calais-V V8 •	11.7	6.0	260	-	72,390
VF Caprice V V8 •	11.7	6.0	260	-	85,490
VE Ute SV6 •	11.6	3.6	195	-	49,000
VE Ute SS •	14.5	6.0	270	-	55,400
VF Sportwagon Evoke •	8.6	3.0	190	-	52,390
VF Sportwagon SV6 •	9.3	3.6	210	-	57,890
VF Sportwagon SS-V V8 •	11.8	6.0	260	-	74,290
VF Sportwagon Calais-V V8 •	11.7	6.0	260	-	74,690
Captiva 5 2WD	9.1	2.4	123	38,490	39,990
Captiva 5 2WD LTZ Diesel	8.1	2.2	135	-	47,990
Captiva 7 SX AWD 2.4	9.1	2.4	123	-	41,890
Captiva 7 LX V6 AWD	11.3	3.0	190	-	55,890
Captiva 7 SX Diesel 2WD •	8.1	2.2	135	-	45,890
Captiva LX Diesel AWD	8.3	2.2	135	-	57,890
Honda honda.co.nz					
Jazz 1.35 •	5.8	1.3	73	22,900	24,900
Jazz Sport •	6.7	1.5	88	-	27,900
City S 1.5 •	6.3	1.5	88	-	29,500
Civic 1.85 •	6.7	1.8	104	-	33,900
Civic 2.0S •	7.5	2.0	114	-	38,500
Civic IMA	4.4	2.0	82	-	39,990
Euro Civic S	6.1/6.5	1.8	104	32,900	34,900
Euro Civic L	6.5	1.8	104	-	38,900
Insight SN Hybrid •	4.6	1.3	72	-	36,900
CRZ SR •	1.5	5/4.7	91	42,000	42,000
CRZ Sport •	1.5	5/4.7	91	44,100	44,100
Accord Euro SN •	8.9	2.4	148	-	43,700
Accord Euro Tourer L	9.1	2.4	148	-	53,200
Accord S (New 2013 Model) •	7.9	2.4	129	-	45,900
Accord NT (New 2013 Model) •	7.9	2.4	129	-	55,000
Accord V6 NT (New 2013 Model) •	9.2	3.5	206	-	60,000
Accord V6 VL	10.0	3.5	202	-	56,600
Odyssey S	9.3	2.4	133	-	47,000
CRV S •	7.7	2.0	114	37,900	39,900
CRV Sport N •	8.7	2.4	140	-	51,700
Hyundai hyundai.co.nz					
i20 GL •	6.0/6.4	1.4	73	25,490	25,990
i20 GLS •	6.0/6.4	1.4	73	25,990	26,990
Accent Hatch 1.6 •	6.4	1.6	91	-	31,990
Accent 1.6 Elite •	6.4	1.6	91	-	35,990
i30 1.8 •	6.5	1.8	110	34,490	35,990
i30 1.6 CRDi Elite •	4.5	1.6	94	-	43,990
i30 Wagon 1.6 •	6.7/6.9	1.6	88	36,490	37,990
i30 Wagon 1.6 CRDi •	4.5/5.6	1.6	94	40,490	41,990
Elantra •	7.1	1.8	110	-	35,990
Elantra Elite •	7.1	1.8	110	-	39,990
Veloster 1.6 GDI •	6.5	1.6	103	-	39,990
Veloster Elite 1.6 GDI •	6.5	1.6	103	-	44,990

	L/100km*	Engine	kW	Manual	Auto
Veloster GDI Turbo •	6.8/7.6	1.6	150	49,990	49,990
i45 2.4 •	7.9	2.4	148	-	45,490
i45 2.4 Elite •	7.9	2.4	148	-	49,990
i40 Sedan 1.7 CRDi •	5.6	1.7	100	-	46,990
i40 Wagon 2.0 Elite •	7.5	2.0	130	-	49,990
i40 Wagon 1.7 CRDi •	5.6	1.7	100	47,490	48,990
i40 Wagon 1.7 CRDi Elite Ltd •	5.6	1.7	100	-	59,990
ix35 2.0 2WD •	8.5	2.0	122	-	40,490
ix35 2.4 •	9.0	2.4	130	-	45,490
ix35 2.0R CRDi •	7.5	2.0	135	-	50,990
ix35 2.0R CRDi Elite •	7.5	2.0	135	-	54,990
New Santa Fe 2.4 7seat •	9.0	2.4	141	-	59,990
New Santa Fe 2.2R CRDi 7S •	7.3	2.2	145	-	65,990
New Santa Fe 3.3 V6 7S 2WD	9.6	3.3	199	-	67,990
New Santa Fe 2.2R Elite Ltd •	7.3	2.2	145	-	79,990
H1 iMax Van Elite 8 Seat	8.5	2.4	128	-	54,990
H1 iMax CRDi Elite 8 Seat	8.5	2.5	125	56,990	58,990
Jaguar			jaguar.co.nz		
XF 2.0 i4 Luxury	8.9	2.0	177	-	90,000
XF 2.2D Luxury	5.2	2.2	147	-	90,000
XF 3.0D Luxury •	6.0	3.0	177	-	100,000
XFR	11.6	5.0	375	-	160,000
XF Sportbrake 2.2D	6.1	2.2	147	-	95,000
F-Type 3.0 V6 SC	9.0	3.0	250	-	140,000
F-Type 3.0 V6 SC S	9.1	3.0	280	-	155,000
F-Type 5.0 v8 SC	11.1	5.0	364	-	180,000
XK 5.0 V8 Coupe	11.3	4.2	224	-	175,000
XKR-S Coupe	12.3	5.0	405	-	260,000
XKR Convertible	12.3	5.0	375	-	210,000
Jeep			jeep.co.nz		
Cherokee KK Ltd Diesel •	9.4	2.8	130	-	58,990
Cherokee KK Ltd Petrol	11.7	3.7	151	-	53,990
Grand Cherokee Laredo 3.6 V6	11.0	3.6	210	-	64,990
Grand Cherokee 3.0 CRD •	8.3	3.0	177	-	69,990
Grand Jeep Cherokee SRT8	14.1	6.4	344	-	109,490
Grand Cherokee Overland CRD •	8.3	3.0	177	-	96,990
Patriot Sport CVT	9.7	2.4	125	-	35,990
Patriot 2.4 Ltd CVT	8.7	2.4	125	-	39,990
Wrangler Rubicon Petrol 2door •	11.6	3.6	146	-	57,990
Wrangler Renegade CRD 4door	11.7	2.8	130	-	62,990
Kia			kia.co.nz		
Picanto LX •	5.3	1.25	64	18,590	18,990
Picanto EX •	5.6	1.25	64	-	20,990
Rio LX Hatch •	6.8	1.4	82	22,990	23,490
Rio LX Hatch •	6.8	1.4	82	24,990	-
Soul Petrol •	7.3	1.6	91	-	30,490
Cerato LX Sedan •	7.1	1.8	115	-	29,990
Cerato SX GDI Sedan •	7.4	2.0	115	-	38,490
Carens EX GDI	7.9	2.0	115	-	37,990
Optima EX GDI •	7.9	2.4	148	-	46,990
Optima Ltd GDI •	7.9	2.4	148	-	50,990
Sportage LX Urban 4X2 •	8.7	2.0	130	-	34,240
Sportage Ltd AWD •	9.2	2.4	130	-	47,240
Sportage R EX Diesel •	7.5	2.0	122	-	48,240
Sorento R Urban Diesel 4X2	7.2	2.2	145	-	50,890
Sorento R LX Diesel 4x4 •	6.6	2.2	145	-	53,890
Sorento R Ltd Diesel 4X4 •	7.4	2.2	145	-	66,390
Carnival R EX Diesel •	8.1	2.2	134	-	49,990
Carnival EX Petrol V6	10.9	3.5	202	-	45,990
Land Rover			landrover.co.nz		
Defender 90 Wagon	10.0	2.4	90	68,500	-
Defender 110 D/cab Pick-Up SE	11.0	2.4	90	71,500	-
Freelander 2 TD4 •	7.5	2.2	110	-	66,000
Freelander 2 Si4 Turbo Petrol	9.6	2.0	177	-	66,000
Discovery 4 SDV6 HSE	10.2	3.0	180	-	124,000
Range Rover Evoque TD4 2dr •	6.5	2.2	119	-	80,000
Range Rover Dynamic Si4 Dynam	8.7	2.0	180	-	103,000
Range Rover Sport TDV6	10.2	2.7	140	-	128,000
Range Rover Sport 5.0V8 s/c	14.9	5.0	375	-	179,000
New Range Rover TDV6 HSE •	7.5	3.0	190	-	160,000
New Range Rover SDV8 Vogue	8.7	4.0	250	-	210,000
Lexus			lexus.co.nz		
CT200h 1.8 Hybrid •	4.1	1.8	100	-	55,000
CT200h 1.8 Hybrid Ltd	4.1	1.8	100	-	71,100
CT200h 1.8 Hybrid F Sport	4.1	1.8	100	-	72,500
IS250	9.1	2.5	153	-	73,995
IS250 Ltd	9.1	2.5	153	-	87,395
IS300h	4.9	2.5	133	-	80,995
IS300h	4.9	2.5	133	-	92,195
IS350 Ltd	9.4	3.5	233	-	108,395
IS F	11.4	5.0	311	-	145,900
GS250	9.3	2.5	154	-	103,400
GS350	9.7	3.5	233	-	118,400
GS350 F Sport	9.3	3.5	233	-	126,400
GS450h Hybrid	7.9	3.5	250	-	135,400
LS460	11.1	4.6	280	-	199,500
LS600hL	9.3	5.0	290	-	POA
RX350 Crossover	12.3	3.5	203	-	101,400
RX450h Hybrid Crossover SE	6.4	3.5	183	-	125,400

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	L/100km*	Engine	kW	Manual	Auto
MX570	14.5	5.7	280	-	196,900
Mazda mazda.co.nz					
2 Classic •	6.4	1.5	76	23,245	24,645
2 Sport •	6.4	1.5	76	25,155	26,555
3 GLX Hatch •	8.2	2.0	104	-	32,795
3 SP25 Hatch/Sedan •	8.6	2.5	115	-	41,195
3 GSE Hatch SKYACTIV •	6.2	2.0	113	-	37,395
3 MPS Hatch •	10.0	2.3	185	49,195	-
6 GLX Sedan 2.2 Diesel	5.4	2.2	129	-	49,095
6 GSX Sedan	6.6	2.5	138	-	49,795
6 2.5 Ltd	6.6	2.5	138	-	58,595
6 2.2 Ltd Diesel	5.4	2.2	129	-	60,795
6 Wagon 2.0 GLX	6.0	2.0	114	-	45,495
6 Wagon 2.2 Diesel GLX	5.4	2.0	129	-	49,095
6 Wagon 2.5 GSX	6.6	2.2	138	-	49,795
6 Wagon 2.2 Diesel Ltd	5.4	2.2	129	-	60,795
MX-5 Roadster Leather	8.5	2.0	118	51,100	-
MX-5 Coupe Leather	8.5	2.0	118	55,100	57,240
CX-5 GLX FWD •	6.4	2.0	114	-	39,695
CX-5 GSX AWD •	7.4	2.5	138	-	44,945
CX-5 GSX Diesel AWD •	5.7	2.2	129	-	47,095
CX-5 Ltd Diesel AWD •	5.7	2.2	129	-	56,495
CX-9	11.3	3.7	204	-	65,490
Mini mini.co.nz					
Mini Hatch Ray	5.4	1.6	72	29,200	31,200
Mini Hatch Cooper •	5.4	1.6	90	36,200	39,200
Mini Hatch Cooper D	3.8	1.6	82	40,700	43,700
Mini Hatch Cooper S	5.8	1.6	135	44,200	44,200
Mini Cooper Countryman	6.0	1.6	90	43,700	49,900
Mini Cooper Countryman D •	4.4(5.6)	1.6(2.0)	82(110)	46,800	52,900
Cooper Countryman D All4	4.9(6.0)	1.6(2.0)	82(110)	49,800	55,900
Mini Cooper Countryman S All4	7.3	1.6	135	54,500	60,900
Mini Cooper Clubman	5.5	1.6	90	41,200	44,200
Mini Cooper Convertible	5.7	1.6	90	46,200	49,200
Mini Cooper Convertible S	6.0	1.6	135	54,200	57,200
Mini Coupe JCW	7.1	1.6	155	62,200	65,200
Mitsubishi mitsubishi-motors.co.nz					
i-MiEV •	0	electric	49	-	59,990
Mirage •	4.6	1.2	-	19,990	21,990
Lancer ES Hatch/Sedan •	7.6	2.0	115	-	30,690
Lancer SEi hatch/Sedan •	7.3	2.0	115	-	36,990
Lancer VRX Hatch/Sedan •	8.7	2.4	127	-	40,890
ASX LS 2WD •	8.1	2.0	112	-	36,690
Asx LS 4WD	8.1	2.0	112	-	39,690
Outlander LS 4WD CVT •	7.5	2.4	126	-	43,990
Outlander VRX 2.4 CVT 7seat •	7.5	2.4	126	-	54,490
Outlander VR 2.2D 4WD 7seat •	5.8	2.2	112	-	49,990
Challenger GLS 4WD •	9.8	2.5	133	-	58,990
Challenger Exceed 4WD 7seat •	9.8	2.5	133	-	63,990
Pajero LWB 3.2 DIDC GLS •	9.2	3.2	150	-	77,090
Pajero LWB 3.2 DIDC Exceed •	9.2	3.2	150	-	87,590
Nissan nissan.co.nz					
Micra ST •	6.6	1.5	75	-	22,800
Micra Ti •	6.6	1.4	75	-	24,300
Pulsar ST Sedan •	6.7	1.8	96	-	22,900
Pulsar Ti Sedan •	6.7	1.8	96	-	33,490
Pulsar 1.6 Turbo SSS Hatch	-	1.6	-	-	39,990
Juke ST •	6.3	1.6	86	-	32,190
Juke Ti •	6.3	1.6	86	-	34,290
Qashqai ST Hatch •	7.9	2.0	102	-	37,990
Qashqai Ti Hatch •	7.9	2.0	102	-	40,990
Leaf 0 Emissions 100% electric •	0	electric	90	-	69,700
370Z Coupe	10.4	3.7	245	76,200	-
GT-R	12.0	3.8	352	-	191,000
X-Trail ST-L 4WD Petrol	9.5	2.5	217	-	44,290
X-Trail Ti Leather 4WD Petrol	9.5	2.5	132	-	50,290
X-Trail TS 2.0 Diesel •	8.1	2.0	110	-	47,290
Murano	10.9	3.5	191	-	66,390
Patrol	14.5	5.6	198	-	115,000
Peugeot peugeot.co.nz					
208 Active •	4.5	1.2	60	23,990	-
208 Allure 5dr •	5.8	1.6	88	-	28,990
208 GTI	5.9	1.6	147	38,990	-
308 CC •	7.7	1.6	115	-	45,990
308 New Access •	7.2	1.6	88	-	29,990
308 New Allure Diesel •	6.1	2.0	120	-	37,990
308 New Active SW Diesel •	6.7	2.0	120	-	39,990
508 Active Petrol	6.3	1.6	88	-	46,990
508 Allure HDi •	4.9	2.0	120	-	54,990
508 SW HDi GT	5.0	2.2	120	-	68,990
Partner HDi	5.8	1.6	66	29,990	-
3008 Active	6.7	1.6	115	-	36,990
3008 Sport	7.8	1.6	115	-	39,990
3008 Sport HDi •	6.6	2.0	120	-	42,990
4008 Active 2WD CVT	7.9	2.0	110	-	37,990
4008 Allure 2WD CVT	7.9	2.0	110	-	39,990

	L/100km*	Engine	kW	Manual	Auto
4008 Feline 4WD CVT	8.1	2.0	110	-	45,990
RCZ	7.3	1.6	115	49,990	49,990
Porsche porsche.co.nz					
Boxster	8.2	2.7	195	114,200	120,200
Cayman	8.2	2.7	202	120,900	126,900
911 Carrera	9.0	3.4	257	198,000	206,000
911 Carrera 4S	9.5	3.4	257	239,800	247,800
Cayenne	9.9	3.6	220	-	127,800
Cayenne Diesel	7.2	3.0	180	-	128,700
Cayenne Hybrid	8.2	3.0	245/279	-	180,700
Cayenne Turbo	11.5	4.8	368	-	242,300
Panamera S	8.7	3.0	309	-	260,000
Panamera Turbo	10.2	4.8	368	-	350,000
Renault renault.co.nz					
Megane Hatch •	8.2	2.0	102	31,990	34,990
Megane Coupe – Cabriolet	7.9	2.0	103	-	54,990
Megane Renault Sport RS265Cup	8.7	2.0	184	53,990	-
Megane RD265 Cup Trophée	8.7	2.0	184	59,990	-
Koleos 2.0 DCI 4x4 •	8.3	2.0	110	-	49,990
Koleos 2.5 4x2	9.3	2.5	126	-	37,990
Fluence	7.8	2.0	103	-	34,990
Skoda skoda.co.nz					
Fabia Hatch TSI 77 •	7.5	1.6	77	-	23,900
Fabia vRS	6.2	1.4	132	-	35,500
Rapid TSI 90	5.4	1.4	90	-	29,900
Yeti 2.0 TDI 4X4 •	6.5	2.0	103	45,500	48,000
Octavia Liftback TSI 103	5.4	2.0	103	-	34,900
Octavia Liftback TDI 77	3.9	1.6	77	-	36,500
Octavia Liftback TDI 132	5.7	1.8	132	-	39,900
Octavia Wagon TDI 110	4.5	2.0	110	-	40,100
Octavia TSI 132 4X4	6.7	1.4	132	-	43,600
Superb Sedan TSI 118	7.1	1.8	118	-	43,900
Superb Sedan TDI 125 •	5.3	2.0	125	-	53,900
Superb Wagon TDI 103	5.2	2.0	103	-	45,900
Superb Wagon TDI 125	6.1	2.0	125	-	56,900
Superb V6 4X4	9.3	3.6	191	-	62,900
SsangYong ssangyong.co.nz					
Korando Sports 4X2	7.3	2.0	110	29,990	32,990
Korando SPR 4X4 TDI	7.5	2.0	129	-	44,990
Rexton Teammate 4X4 Tdi	9.0/9.2	2.7	121	39,990	42,990
Rexton W 4X4	9.2	2.7	121	-	49,990
Actyon Workmate 2WD Tdi •	7.6/8.1	2.0	114	29,990	31,990
Actyon Workmate 4X4 Tdi	7.3	2.0	114	32,990	34,990
Action Sports 4X4 Tdi	7.6/8.1	2.0	114	39,990	41,990
Action Sports SPR 4X4 Tdi	8.1	2.0	114	-	47,990
Stavic 2WD Tdi	7.8	2.0	114	-	39,990
Stavic 4WD Tdi	8.1	2.0	114	-	44,990
Subaru subaru.co.nz					
BRZ GT •	7.8	2.0	147	48,990	49,990
Impreza 2.0iX •	6.8	2.0	110	44,990	31,990
WRX / STi	10.5	2.5	221	69,990	69,990
XV •	7.0/7.3	2.0	110	38,990	40,990
XV 2.0i-L •	7.0	2.0	110	44,990	44,990
XV 2.0i-S •	7.0	2.0	110	48,990	48,990
Forester 2.0 Diesel •	5.7	2.0	110	49,990	-
Forester •	9.6	2.5	126	-	44,990
Forester Sport •	9.6	2.5	126	-	47,990
Legacy 2.5i Sport Sed/Wagon •	8.9	235	123	-	48,990
Legacy 2.5 Premium Sed/Wagon •	8.9	2.5	123	-	53,990
Legacy GT 2.5i BSpec Prem	8.9	2.5	123	-	64,990
Outback 2.0 Diesel	5.8	2.0	110	57,990	59,990
Outback 2.5i •	8.9	2.5	123	-	49,990
Outback 2.5i Premium •	8.9	2.5	123	-	54,990
Outback 3.6 Premium	10.3	3.0	191	-	69,990
Suzuki suzuki.co.nz					
Alto GLX •	4.8	1.0	50	14,990	16,990
Splash GLX •	5.1	1.2	69	18,500	19,990
Swift GL •	5.5	1.4	70	19,990	21,990
Swift GLX •	5.5	1.4	70	22,500	23,990
Swift Ltd •	6.2	1.4	70	23,500	24,990
Swift Diesel •	4.2	1.3	55	25,990	-
Swift Sport •	6.5	1.6	100	27,500	28,990
SX4 2.0 GLX 2WD Sporthatch •	7.3	2.0	107	25,990	27,990
SX4 2.0 GLX i-AWD Hatch	8.7	2.0	107	27,990	29,990
SX4 2.0 Sedan	8.7	2.0	107	-	26,990
Kizashi 2.4 GLX •	7.9	2.4	131	35,990	37,990
Kizashi 2.4 Ltd •	7.9	2.4	131	41,990	43,990
Kizashi Sport •	7.9	2.4	131	-	48,500
Jimmy JX	7.2	1.3	63	19,990	-
Jimmy Sierra	7.2	1.3	63	22,990	24,500
Grand Vitara 2.4 3dr	8.8	2.4	122	31,690	33,190
Grand Vitara 2.4 J1X 5dr	9.9	2.4	122	37,990	39,500
Grand Vitara 2.4 Ltd 5dr	9.9	2.4	122	43,990	-

	L/100km*	Engine	kW	Manual	Auto
Toyota toyota.co.nz					
Yaris 1.3 3dr •	6.5	1.3	64	-	23,580
Yaris 1.3 5dr •	6.5	1.3	64	24,080	25,580
Yaris 1.5 Sedan •	6.7	1.5	80	-	30,830
Corolla GX Hatch •	7.1/6.6	1.8	103	33,490	34,990
Corolla GLX Hatch •	6.6	1.8	103	-	37,490
Corolla Levin ZR •	6.6	1.8	103	-	43,690
Corolla GX Wagon	5.8	1.5	80	30,780	32,780
Gorolla GLX Sedan •	6.6	1.8	103	-	39,280
86 •	7.8/7.1	2.0	147	42,286	43,286
GT86 •	7.8/7.1	2.0	147	47,286	48,286
GT86 TRD Special Edition •	7.8/7.1	2.0	147	68,786	69,786
Prius C	3.9	1.5	73.6(54)	-	31,280
Prius C S-Tech	3.9	1.5	73.6(54)	-	35,280
Prius Hybrid •	3.9	1.8	73/100	-	50,280
Prius v	4.1	1.8	73/100	-	51,280
Prius v s-Tech	4.1	1.8	73/100	-	55,480
Avenis Tourer	8.0	2.0	110	-	47,990
Camry GL •	7.8	2.5	133	-	44,990
Camry Atara S Sedan •	7.8	2.5	133	-	48,890
Camry Atara SX Sedan •	7.8	2.5	133	-	51,490
Camry Hybrid •	6.0	2.4	110/140	-	50,990
Aurion V6 AT-X •	9.9	3.5	204	-	49,690
Aurion V6 Sportivo SX6 Sedan	9.9	3.5	204	-	51,790
Aurion V6 Touring Sedan	9.9	3.5	204	-	52,090
Previa 2.4 MPV Wagon	9.5	2.4	125	-	65,380
RAV4 2WD GX •	7.4	2.0	107	-	39,990
RAV4 2WD GXL •	7.4	2.0	107	-	44,4

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Traveller

Dave Dobbyn

Recently welcomed into the
New Zealand Music Hall of Fame

GOT A BACH IN Mangawhai Heads about 12 years ago and haven't looked back. I like standing on the beach with a fishing rod. I don't care if I catch anything... Well, I do, but that's a bonus. There's a tranquillity about Mangawhai that I love. It's a place of rest. I go there to write songs or if I need to concentrate or need time out.

I think I'm living my father's dream by having a bach because he always wanted one. I get a great deal of contentment out of having that space where you make memories as a family at Christmas, and your kids are in the surf. That classic New Zealand environment.

And always that closeness to the sea. If I'm any place where the sea's not nearby, I feel really disorientated. 📍





Endless Summer

Alice Galletly takes a Kombi on a classic Kiwi roadtrip

THE FIRST NOTES of 'Surfin' USA' crackle through the old stereo, accompanied by feeble protests from the driver's seat.

"Really," Finn asks, "The Beach Boys? Isn't that a bit of a cliché?"

I crank up the volume and stick my head out the window like a dog, letting the wind whip my hair into a frenzy. This is an old-school Kiwi road trip in a turmeric-yellow time machine – a rented 1974 Kombi van, to be exact – and we're heading for the coast. How could I not play The Beach Boys?

As we rattle along Auckland's southern motorway towards Raglan, the suburbs start giving way to wide

open farms. It hasn't rained in weeks and the land is parched; dull grass is yellowing beneath the summer sky, looking more like Middle America than dairy-green Waikato.

The first compulsory stop is Pokeno, where two adjacent ice cream shops each boast the largest scoops in the country. Though it's not yet 11am, the pavement is crowded with people – all licking furiously at the Tip Top melting steadily over their knuckles. Finn briefly considers buying the 15-scoop cone advertised in one shop – "just to see how it stands up" – but, in the end, we opt for single scoops the size of our heads and move on.

After descending a winding, bush-lined valley, we touch down

on the wild west coast of Raglan.

At the camping ground we park up beside a retro Oxford caravan with a letterbox and little garden outside, which obviously isn't going anywhere fast. Wandering around the little grass avenues, we find plenty of permanent constructions like this, squeezed in beside modern campers, beat-up vans and multi-roomed tents overflowing with camping gear and kids.

Half the town seems to be swarming around the Raglan footbridge, which is either a symbol of triumph or terror depending on your relationship with heights. Some kids sail through the air in bold arcs – tucking their feet under to create maximum splash – while others stand



shivering against the railings while their Dads yell unhelpful things from the water. Finn jumps; I claim to have important photography duties and stay dry.

For dinner we cook sausages on the time machine's little gas cooker (I call it a Kombi-q, at which Finn laughs politely), and Finn fixes us a favourite Mexican cocktail of cheap lager with spices and lime. We eat knee-to-knee on the Kombi's original orange tartan seats until, at some point, we look out of the window and notice the sky is on fire. Carefully holding our micheladas steady, we run over the dunes and flop down on the still-warm sand, just in time to catch the last slice of blood-orange sun.

You can't come to Raglan in a Kombi and not surf. At least, this is what I tell Finn the next morning, as he anxiously monitors the swells at Whale Bay. His surfboard hasn't

CLOCKWISE FROM TOP LEFT: Raglan's glorious sunset; mum and Bob at Mount Maunganui, 1974; the sea at Whangamata beckons; digging for treasures at The Mount; our ride for the trip – a 1974 Kombi van; mum and her friends at The Mount.

been wet for 10 years, and he decides it's best he breaks it in at the less-challenging Ngarunui Beach instead. It's a good move. I watch from the black sand dunes, as he stands for a wobbly few seconds and then tumbles, victorious, into the surf.

Leaving the salty, overcast skies of Raglan behind, we head inland towards Mount Maunganui. The day

"We run over the dunes and flop down on the still-warm sand, just in time to catch the last slice of blood-orange sun."

is turning into a sizzler. Cicadas do their best to drown out Syd Barrett (we've moved on to Pink Floyd now), and as we roll on through pine forests, farms and cornfields, the blue Kaimai range shimmers in the January heat.

The week before the trip I had been round at Mum's place, where I found an album of yellowed Kodachromes taken at the Mount Maunganui campgrounds. There was Mum as a teenager: lounging in an ancient ex-army tent while her skinny, blond boyfriend plucked at a guitar. They were taken in 1974 – the year our Kombi came out – and so I decided we had to stay there too.

Unlike scruffy-in-a-good-way Raglan, The Mount is well-groomed, even at the beach. A slice of squeaky white sand separates the ocean from the promenade, which is lined with Norfolk pines and shops selling 'resort wear'. Everybody looks young and



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CLOCKWISE FROM ABOVE: Taking the leap of faith; a retro Oxford caravan at Raglan; eating watermelon at Granddad and Granny's bach.

fit and ready to appear in a Coke commercial at short notice.

The town is in holiday mode, and so are we. We swim, amble around the mountain, and that evening soak in the seawater hot pools by the campgrounds – just like Mum did 40 years ago.

Until I was about six, my grandparents owned a bach at The Mount. I only remember snapshots: eating watermelon on the big dry lawn that stretched to the beach; star-gazing in the sunroom when it was too hot to sleep; the taste of a passionfruit drink called Zing that Granny Moi kept in the fridge. In my blurry-edged memory this was the Ultimate Kiwi Bach, but I try to find it now and it's gone. Knocked down and replaced with two ugly houses.

At least the dairy still sells Zing. I buy a bottle and swig at it, as we follow the Norfolk pines out of town.

We're tracking up the East Coast and, as the mercury rises, the sea glittering on our right grows more tempting. At Waihi Beach we give in, sprinting across the hot sand and shrieking with delight as the bubbling surf swallows us whole.

We roll into Whangamata, finding it half-empty and half-asleep following the New Year's Eve influx. Too tired for another Kombi-q, we spread fish 'n' chips across the grass next to our van, down the last few Coronas from the mini fridge and turn the bed down for an early night.

One last swim, one final ice cream, and then we're taking the time machine home. We look different from when we left – hair curly and thick with salt, noses red despite best intentions, and both wearing the new threads we picked up at a Waihi op shop. And is that 'Good Vibrations'

I can hear Finn humming?

I knew he was a Beach Boy at heart. 🎧

AA

VISITOR INFORMATION

Alice hired her retro Kombi from kiwikombis.com



Making memories

Liz Light finds not much has changed at Castlepoint



THE GEOGRAPHY IS extraordinary. A long, fossil-filled reef juts from the sea and, at the end of it, Castle Rock thrusts up, a massive buttress between ocean and sky. To the north and south sandy surf beaches sweep to infinity. Between the reef and the rock there is a sea-keyhole to Deliverance Cove and a lagoon, a rare calm haven on this often wild coast.

And, as if this combination isn't spectacular enough, a lighthouse high on the reef adds a tall, elegant, white exclamation mark to the natural drama.

Scenery as spectacular as this inevitably creates stories. Kupe, the great Maori explorer, followed a large octopus to the reef, discovered the cove and replenished his supplies of food and water here. He named the area Rangiwhakaoma, *where the sky*

runs. Perfect. I've been here on days where strong winds bluster and tug, chasing clouds at sprinting speed across the sky.

In 1770 Captain Cook, a pragmatic adventurer and explorer, spotted the rock from miles down the coast and named it Castle Rock; it looks like defensive battlements of a large castle. He anchored off the point but didn't land, noting there was a large Maori population in the area.

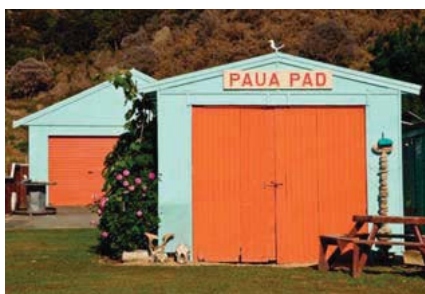
Archdeacon William Williams and William Colenso, an explorer, were on a voyage from Gisborne to Wellington in 1843 when they struck terrible weather. Their schooner, *Columbine*, was in danger of sinking. They discovered the gap between the Rock and the reef. Williams fell to his knees, thanked God, and named it Deliverance Cove.

I have stories, too, from my teenage years, when my parents, who lived in

Wellington, kept a caravan here. There were storms so strong that the caravan rocked, the canvas awning flapped, and we stumbled about in the rain with torches battening down. And summer night beach walks, moonless but star-spangled, where we ran through shallows alive with phosphorescence, creating hundreds of stars of our own. And zooming down sand hills at high tide, straight into the sea – on plywood sledges that Dad had made.

It's four decades since I've been to Castlepoint and I wondered if, over time, my memories amped-up this place and made it more magnificent than it is. But I'm not disappointed.

The reef, Castle Rock, Deliverance Cove and the land behind is now a scenic reserve. There is a proper path along the ridge, fenced from the farm, and people and sheep no longer scamper all over the dunes and damage the vegetation.



CLOCKWISE FROM LEFT: A haven of calm at Deliverance Cove; a classic Kiwi bach; fun in the sun; the Castlepoint lighthouse, which turns 100 this year; no fear on the sandhills.



The path ends on a promontory at the foot of Castle Rock; I lean into the wind, watch three seals lolling about in the blue below and look south down a straight stretch of beach, ocean and farmland.

There are more seabirds, now, with trapping and predator control, and bird fanciers can often spot white-faced terns, red-billed gulls, black shags, reef herons and black-backed gulls.

I walk back along the edge of the lagoon paddling. Though not prepared for swimming, I can't resist the pristine, silky water and swim in my clothes.

A crayfish boat zooms through the keyhole and meets its tractor and trailer at the lagoon's edge, recreational fishermen try their luck on the ocean side of the reef and families walk up the path to the lighthouse.

Besides often being visually interesting, lighthouses are heart-warming in their role of keeping mariners safe. This light shines three fast flashes, 30 kilometres into the night, then hesitates before doing it again.

“And summer night beach walks, moonless but star-spangled, where we ran through shallows alive with phosphorescence...”

I walk north along the beach to the sand hill we used to slide down and, sure enough, it's busy with kids. These days the corrugated plastic that real estate signs are made from is the favoured sledge material and, for

novices, flattened cardboard boxes.

Some whiz down the hill gleefully; others get stuck on patches of damp sand; and older boys slide down while standing, sometimes crashing spectacularly. When they tire of sliding they run straight into the sea, flushing sand out of hair, ears and creases.

Mums and dads keep an eye on what's happening, consoling littlies who have copped mouthfulls of sand and watching the water to see the swimmers are safe.

These kids are making magical Castlepoint memories, just as I did. Nothing much has changed – in the nicest way. 📷

VISITOR INFORMATION

See aatravel.co.nz/gokh for more nostalgic holiday ideas See aa.co.nz/travel for accommodation options

Thrill of the Hunt

Nicola Edmonds forages her way up Kapiti Coast



WHEN THE SOUTHERLY urges me north from Wellington I have two choices, forced upon me by the lower North Island's distinctly pleated geography. I can go east of the main divide or west. Today I head west.

The sun breaks through the clouds as I reach Paekakariki. I bump across the railway and find myself in the kind of sun-bathed village where locals park their cars on the centre line while they pop in to the café to pick up their coffee.

I call into the tiny, but perfect village vege store. There are eggs from Levin, organics from Te Horo and jams from Mick, the preserves man. The locals bring in the excess from their gardens – apparently there is always a bustling trade for lemons.

After a few minutes of disorientation in a kind of brown, beige and grey Bermuda Triangle of suburban housing near Paraparaumu, normal transmission resumes: grass verges and flaking paint walls flank the road. Then, at Otaihanga, my highly trained eye picks out a little sandwich board



proclaiming 'Antiques and Curios'. Beyond a hedge lies the Chimney Pot Rest, the meticulously spic and span shop tucked away under Adele O'Brien's house.

"This is all I ever wanted," Adele tells me. "On my seventh birthday

my mum asked me what I wanted. I led her to a junk shop downtown. It was a parrot honey pot. I have a passion for pretty things."

Delving through the lovingly laid out array of treasures is like climbing through the back of a wardrobe and finding Narnia. I lose myself in a box of paper dress-up dolls and sift through neatly stacked piles of vintage fabrics. The sounds of cicadas and birds chirruping outside fade into irrelevance.

Locals are keen and regular visitors, but Adele also sees foragers from the UK, Sweden and throughout Europe. "They tiki-tour the back roads; they're quite adventurous." So, there's more to Otaihanga than a car museum.

I'm too early in the season to fill a bag from the wild apple trees that I spy along the verges as I head for the highway, but berry picking seems a good alternative. The avenues of raspberries at Windsor Park Orchard are tucked away between towering windbreaks and feel far away from the world of traffic and noise. Here, in the hot sunshine, the most important decision to make is whether the next berry goes in



"Delving through the lovingly laid out array of treasures is like climbing through the back of a wardrobe and finding Narnia."

the church is now home to the Kathy's Kitchen range, plus a rainbow array of handmade knitted gifts and woodwork. Kathy Knowles makes the jams in her own, commercial-scale kitchen and has a church size collection of vintage tins, which she plans to display around the walls.

Beyond the factory outlet shop and fuel-up hustle of Otaki's main through road, the town is the kind of place in which you feel morally obliged to wear jandals. Down at the beach, I stop to admire a garden



CLOCKWISE FROM TOP LEFT: Dog day beachside afternoon; decision time; tiptoeing for tuatua; the haul; a paper dress princess; not a bad price for fresh zucchini.

your mouth or the basket. With a mouth rouged by raspberries and a punnet in hand for the road, I'm ready to resume my easy push north.

In the back streets of Otaki, Keepers resides in what was once a Methodist church dating back to 1891. An original mural remains and

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CLOCKWISE FROM TOP LEFT: Seaside sunset; posies for sale; over-development, country style; a bargain; luggage for the dapper gentleman; this vintage tea set was a fab find.

gnome posted sentinel on the roof of a bach, keeping a weather eye on the sea. At the water's edge there is a strange dance underway: a few hundred yards from the surf club, a picket of locals are foraging for tuatua. The knack, apparently, is to bare your feet, walk into the tide and when you're about waist-deep, get your shimmy on. Even untutored toes will know the smooth, round edge of this buried treasure when they feel one.

"In Feilding I spy four op shops within a couple of blocks, each crammed with a mix of trash and treasure."

The baches here at this remove from Wellington are a happy cohabitation of shabby and chic, and my overnight stopping place at Te Horo beach is the perfect mix of well-appointed and minimalist. There's even an *Edmonds Cook Book* amongst the chattels.

And, in the morning, just one street away, I find a bus stop café: enterprising locals are serving takeaway coffees from within a permanently parked bus on their front lawn.

The back roads north meander through the countryside, as a fierce wind musters a mob of clouds over the ranges. Just south of Shannon, there's a stall of bright-faced posies for sale beside a farm's front gate. I buy a bunch of orange tiger lilies to remind me of a hot day in the Horowhenua.

For a forager, the town of Feilding is jammed with promise. TradeMe has eroded the 'opportunity shop' landscape, but in Feilding I spy four

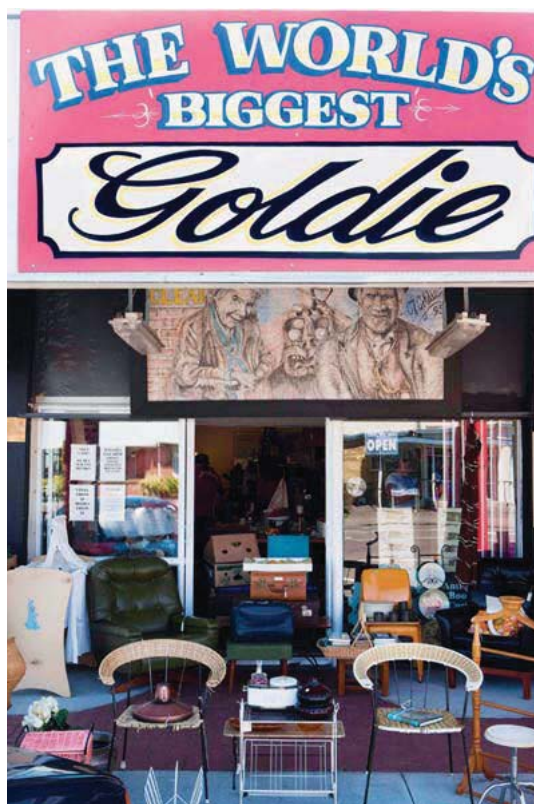


op shops within a couple of blocks of one other, each crammed with a mix of trash and treasure.

The crowning moment of my foraging expedition comes at the Arohanui Hospice shop, a place where 50¢ still buys you a bargain. Across the busy space, amongst all the retro and rococo ornaments, the chipped and orphaned crockery, the tired Tupperware, my eyes alight eagle-like upon two TV lap trays that exactly match one that I have at home. This is true retail therapy: handing over the \$2 required is a

thrill right up there with sifting shells from the surf. I find just the right present for almost everyone I know – including, of course, myself – before I call it quits and drag my four bags of booty back to the car.


Back down the line on SH1, I take the turn-off for Foxton. Who knew that the best of the town was hiding just three seconds from the main drag? It's here I find the Junk n Disorderly. Carla and Simon Hill-Hayr have collated a store full of slightly spooky mannequins, quirky junk and retro goodies. The store is



CLOCKWISE FROM LEFT:
Goldie's antique store, with
an interesting past of its own;
retro chic; our country in a box.

devoted to its previous owner, the master forger – CF Goldie.

'Goldie' was a neighbour at Hatfield's beach, and the three became friends. They tell me he was also quite adept at faking some of the junk he sold. "He bought nails from Hammer Hardware, hammered their heads down and took them down to the river to rust for a few weeks..."

It's hard to know how to feel for anyone who might have bought a handful of antique nails from 'Goldie'. On the one hand, they were cheated. On the other, if they were heading south again with anything like the rosy glow imparted by my haul in the boot, it was mission accomplished. It's the thrill of the hunt that counts. 

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On planet Tongariro

Hard, but worth it, **Kathryn Webster** concludes

STAND ON my hotel room balcony, contemplating tomorrow. On the far side of the lake, a wisp of steam hangs in the sky.

There is an extra edge to my experience of walking the Tongariro Crossing because of that feathery wisp. It confirms the news: the mountain has blown a fuse. But, even when such clear signals are not being sent, the truth is: this is active volcano territory.

Six Americans, two Australians, an Englishman, two guides and I set out first thing. It's a kind start along gently sloping terrain, following a path meandering between low, pretty plants – alpine flowers, coloured grasses, moss. Black and grey lava in crumbly, brittle chunks litters the ground, creating a moonscape. A small stream, stained from iron in the rock, leaves red streaks in its wake. Above us, Mount Tongariro and the cone of Ngauruhoe loom.

The second stage is not so kind. It involves many, many steps. I make the mistake of looking up to see how far there is to go – which is frankly dispiriting. Some young people run past. Uphill.



ABOVE: With dual World Heritage status, Tongariro National Park exudes a special character.

The day is clear and hot; my lungs are full to the brim of bright, clean air. Occasionally a small, soft wind blows in, saving me. Cloud blinks out the sun for brief relief.

Up high, the view expands. Way, way in the distance, cousin Taranaki shimmers dimly. Looking back on the plateau we have crossed, a thin line of path slices across the flat. We had climbed again, quite steeply, over scree and lumpy rocky outcrops, stopping at narrow places to let people pass. Some were coming the other way, heading down. They must have set out pre-dawn.

Up higher the view changes again – enveloping deep crimson vents, lakes the colour of turquoise glass and rocks the size of small hills, stained by weather and time.

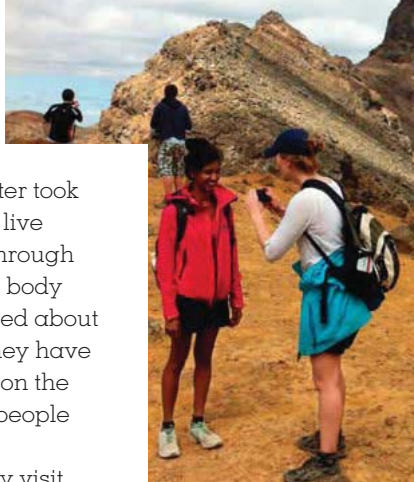
I sit to eat lunch, conscious of the turmoil going on under the surrounding surface. Scientists are constantly measuring, checking and analysing, understanding that varying temperatures are proof of building pressure, but not knowing when or where the stress might blow out. We see helicopters flying the experts in with their testing kits.

The recent blow-out of Te Maari crater took people by surprise, even those who live with this landscape, guide visitors through it, watch it closely and try to read its body language. They're upbeat and excited about the unpredictability of the place – they have to be – but their livelihood depends on the mountain staying calm enough for people to walk it.

Grateful that it's kept its cool for my visit, I strike out for the trek down.

It is one of the most extraordinary places to be. Walking through an ashy palette, over charcoal-hued rocks, the massive volcanic cone the colour of blood agate filling the sky; unlikely splashes of teal and rusty ochre and dusky gold adding to an other-worldly mood. I decide it's ceramic-like, with salt glazes splashed around, on a massive scale. It's like a mountain scene that's been punked.

From the far side of the lake, back in Taupo, I look back to where I've been. The wisp is still there, the mountain is still shifting and changing. I feel a little changed, too, which is to be expected when you've been to another planet. 🌋



ABOVE: Tongariro Crossing is considered a 'must-do' by many international visitors. RIGHT: Clean, pure water collected early on the trail.



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For guided tours see adriftnz.co.nz

Five-star Hilton Lake Taupo has expansive views across the lake: laketaupo.hilton.com; Millennium Hotel & Resort is on Taupo's lakefront: manuel.co.nz

For more accommodation options – aa.co.nz/travel

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Birthday in the bush

Sara and Rosie Bea Carbery walk the Milford Track

LONG SMILES MAKE for short miles', reads the sign in Clinton Hut. "Changed around, it can work the other way, Mum," observes my 10-year-old daughter, knowingly.

She is speaking from experience, having taken a brief but intense dislike to her backpack a few hours earlier – resulting in a long mile/short smile scenario. To be fair, we'd covered many miles by bus, boat and boot since our alarm woke us very early in Queenstown, so tiredness and over-excitement had a part to play in the meltdown.

But we've made it! Clinton Hut signals the end of day one of the Milford Track, a four-day, 53.5km walk from the head of Lake Te Anau to Milford Sound.

We are here to celebrate Rosie Bea's 10th birthday. It seems a fitting

way to mark the milestone, especially as DOC recommends that trampers be aged 10 and over to undertake the walk 'due to the exposed mountainous environment and often adverse weather conditions'.

The weather is far from adverse the day we disembark from the ferry at Glade Wharf, scree-and-snow-capped mountains dwarfing us in every direction. As the ferry disappears around the bend, peace settles on the lake's edge and we are enveloped in the feeling of remoteness and timelessness.

The first of many "Wows" is uttered a short time later when we emerge from a grove of beech trees dripping with lichen and spy the Clinton River, brilliantly clear and awash with glacial blues and greens. No wonder the Milford Track is popular.

During our four days on the track

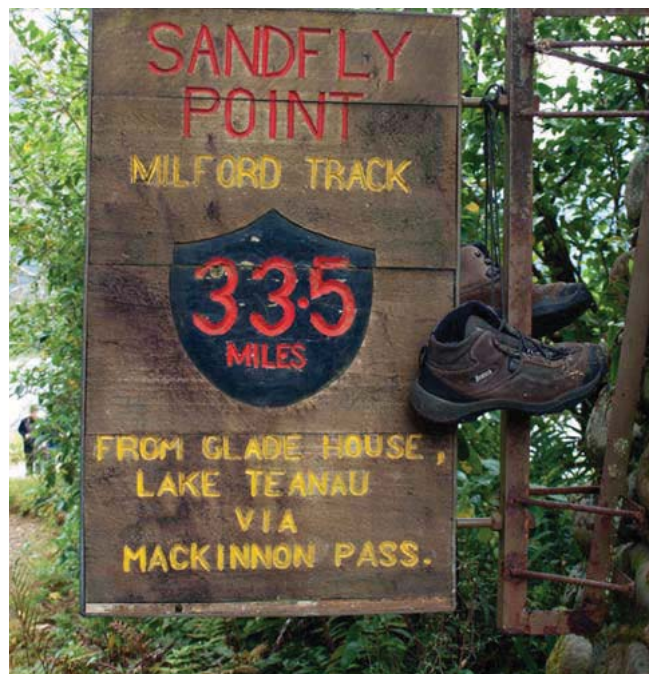
we share stories with visitors from all over the world, including a firefighter from Oregon who warns us he snores "like a big old grizzly bear", a 23-year-old ex-army cadet from Brisbane, a quiet card-playing couple from Spain, university students from Sydney, a family from Boston, two Australian women on holiday from kids and a young German couple. Many of them have come to New Zealand specifically to walk the Milford Track.

A dozen or so Kiwis disembark with us, too, but in many ways the Milford Track is New Zealand's best-kept secret from itself. A lot of seasoned trampers haven't walked it, perhaps thinking it will be too touristy, too tame, too controlled.

But a maximum of 40 independent (non-guided) trampers per day start from Glade Wharf to walk the track in a northerly direction. While we cover



LEFT TO RIGHT: Rosie Bea at Mackinnon Pass; Sandfly Point at one end of Milford Track; one of several waterfalls on the track.



“During our four days on the track we share stories with visitors from all over the world.”

the miles in our own small group, an unexpected highlight is getting to know our fellow trampers at the end of each day.

The downside of hut-sharing is the snoring, sleep-talking, zizzing of zips, coughing and rustling – though Rosie Bea is so weary she sleeps through it all and awakes fresh, ready to tackle a bowl of porridge and the day ahead.

The second day is a gradual uphill climb to Mintaro Hut, which sits at around 600m. In response to the higher altitude, the vegetation and temperature change and we spy our first alpine flower – a bonus of walking the track in spring. Our young pace-setter is at her speediest across the rocky ‘no stopping zones’, aware that avalanches aren’t uncommon at this time of year.

Although maintained to an extremely high standard, the track is stony and hard underfoot and day two is trial by fire for our feet. We pull off our boots with sighs of relief when we reach the hut 16.5km later.

Each evening we are treated to a nature/local history talk by the rangers stationed at the huts, who also brief us on what lies ahead. We had pinpointed day three, up and over MacKinnon Pass, as the toughest – but Ranger Ed assures us it is manageable. Eleven zig-zags or ‘six zigs and five zags’ will see us to the top, he says.

The climb turns out to be a delight. Emerging from the treeline about halfway up, we enter an alpine wonderland of Mount Cook lilies, mountain daisies and other high-altitude plants which we weave our way through along a stony path reminiscent of a Japanese garden.

Up on MacKinnon Pass the weather is clear enough to see down the valleys, but misty and moody enough to remind us we are in Fiordland. On go the layers, out come the cameras and, after a quick snack of scroggin sheltering behind the memorial cairn, we follow the path down between lily-ringed tarns to the MacKinnon Pass shelter.

The shelter is divided in two. One side is for independent walkers like us; the other for guided walkers who pay for the knowledge of a guide and luxuries, such as hot showers, cooked meals, bed linen and warm drinks en route. Until 1966, the only option was to pay to walk the track guided, but a protest led by the Otago Tramping Club in Easter 1965 paved the way for ‘freedom walkers’.

As we settle into our bunks at Dumping Hut later that night, the gang of 30 or so kea we’d spotted in the trees start up with their shriek-boom cries and continue on and off through the night. It is easy to imagine a noisy primordial forest teeming with moa, kakapo, kea and takahe and, for the first time, I have a real sense of what New Zealand has lost, species and habitat-wise.

The next morning, Rosie Bea’s sleepy face peers over the edge of the bunk above me. “I feel sad we have to say goodbye to the Milford Track today,” she says. We still have a way to go though and, at 18km long,

day four proves to be the toughest, even though it is flat all the way from Dumpling Hut to the track's end.

Rain falls lightly and steadily as Rosie Bea sets a cracking pace, fearful we'll miss the 2pm ferry. The walk along the Arthur Valley is full of sights, including the thunderous MacKay Falls and Bell Rock, which we climb into with our head torches and, further on, the Giant Gate Falls, which we admire from yet another swing bridge.

The last mile turns out to be the longest – and the smiles the shortest – but we reach Sandfly Point and the end of Milford Track with 20 minutes to spare.

Rosie Bea's godmother and partner, who have walked with us, have a birthday surprise waiting when we reach Milford Sound – a flight back to Queenstown. We fly along the Arthur Valley, over MacKinnon Pass and part way



along the Clinton Valley before turning toward Queenstown – with wide smiles and memories that will last a lifetime. 📷

VISITOR INFORMATION

greatwalks.co.nz/milford-track
See aa.co.nz/travel for more about Fiordland.

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Snorkel and snooze

John Bennett stays longer than usual on Great Barrier Reef



IT'S AMAZING HOW obliging fish can be. It must have taken them days to choreograph this morning's performance.

They started around 7.30am, the instant I peered through my mask into their warm watery world of the Great Barrier Reef. With names like flame angel and yellow longnose, they entered ocean-right with purple eyebrows, yellow tails, blue lips. From ocean-left: green fins, yellow bodies, orange eyes, all in a never-ending quest. Perhaps they will never find what they're looking for.

As I scanned them like a slow motion game of tennis, there was that noise again. A soprano didgeridoo? Looking around, I realized it was my own voice gulping and grunting in wonderment, surfacing through the snorkel.

It wasn't just the outlandish costumes that had me doing double-takes and trying to breathe water; for the 45 minutes that I drifted with the current this way, tugged myself along the floating guide ropes that way, I was overwhelmed by the sheer number of fish. There were

so many, I was surprised the Coral Sea had room for them all. And where had they been before now?

The day before, there had been far fewer fish but dozens more snorkelers and scuba divers who, like me, had come out to Fantasea's Hardy Reef pontoon on the day trip. When they returned to the 80km distant mainland at 2.30pm, only four of us remained to sleep over on the pontoon.

Amanda and Murray were celebrating their second wedding anniversary. Diana, who moved to Airlie Beach two years ago, said: "I've met people who have spent all their lives in this part of Australia and have never been to the Reef." Me, I wanted to see the only living structure that, it is said, can be seen from space.

The almost 3000 separate reefs that form the Great Barrier Reef sprawl



PHOTOGRAPHY: JOHN BENNETT

over more area than New Zealand and Ireland combined and are home to so many species of fish and coral and starfish and mollusc and sea snakes and turtles and sharks and yes, even spiders, that entering their world is excitement itself.

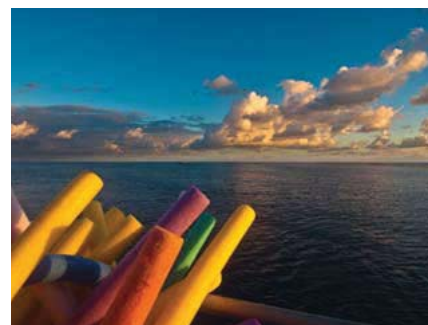
Snorkeling the Reef was a privilege, but sleeping out there corrupted us. Within an hour of the four of us having the pontoon, the Reef, the sky to ourselves, we were conspiring how to repulse the invasion of the hordes at 11am the next day.

Meanwhile, Paul, boss of the pontoon, took us in the tender along Hardy Reef, all aquamarine and edged by bottomless blue. Kez, our inimitable hostess, served drinks and the evening meal on deck, as we watched the sun set behind Queensland. In the darkness, we heard splashes big enough to be a person falling overboard, but



it was just those tropical tyrants, trevally, hunting their evening meal. The sun deck lounge chairs become star-watching chairs and, when I woke from a snooze, the moon was dancing on the Reef.

The hordes did invade and stole us back to Airlie Beach. Yet even now, I can close my eyes and see that swirl of blue and red and green. It's amazing how obliging fish can be. 🐠



CLOCKWISE FROM TOP LEFT: Unique accommodation on the Reef; there are more fish for overnight visitors; a turtle glides by; noodles for nervy swimmers; sunset dinner.

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A land of extremes

Frances Morton gets very close to paradise in the Philippines

PHILIPPINES ROAD USERS obey one rule above all else: little gives way to big. As I hurtle along in the back of a taxi, coconut palms and thatched hut roofs flashing past, the logic of the honking, swerving driver becomes clear. We're on a narrow road winding across Cebu Island from the metropolis of Cebu city to the quaint seaside spot, Panagsama Beach. Pedestrians scuttle to the roadside and motorbikes laden with passengers hug the curb, as we toot past.

I occupy myself counting the number of people riding on one motorbike. Five adults is quite normal. All sans helmet. We zip past another bike carrying only two men, but the passenger is cradling an enormous chainsaw on his knee. I shudder to think what would happen in a collision.

Motorcycles are the most popular way to get around in the Philippines, and are even used as a form of public transportation known as habal-habal. With a few minor adaptations, one

motorbike can carry as many as 13 people. Habal-habal is particularly useful in remote jungle areas which are inaccessible to jeepneys, another ingenious innovation. Adapted from US military jeeps the Americans left behind after World War II, the jeepneys have paint jobs to rival New York '80s subway graffiti and inject a shock of colour to the shabby streets, as they ferry people around in their crowded rear compartments.

The taxi's back seat feels palatial in comparison. It may sound extravagant to be travelling long distance by taxi but, after the two-hour journey the metre reads \$100. When travelling in the Philippines, it's affordable to do things in style.

The Philippines is a land of extremes. An archipelago of 7,000 islands which is home to nearly 100 million people, it's populated in a way that reminds me of the chaos of India. The heaving presence of humanity is everywhere you look. And yet, this tropical getaway also offers moments of utter serenity.

After the hectic drive across the island, I check into a waterfront room on Panagsama Beach, with views across the Visayan Sea. This spot draws tourists for its superb reef diving. Boutique hotels, restaurants, bars and several dive shops cluster along a dirt road. There is a relaxed backpacker vibe, and the nightlife is lively – when local San Miguel beers cost \$1.50, it's tempting to cool off with a few at the end of a hot day at one of the open-air bars.

Another option is a refreshing dip. With the ocean at the back door, all I have to do is kick off my jandals, slip on a mask and snorkel, and launch into the tepid waters. I'm immediately greeted by stripy tropical fish dressed in cartoon-like colours. Even the starfish have exaggerated long arms, and nature's painted them an unlikely Yves Klein blue.

The next day I get acquainted with even more fantastical marine life – spiky lionfish, stonefish perfectly camouflaged against the mottled coral and lumpy prehistoric frogfish.



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PREVIOUS PAGE: Swimming in paradise at Kawasan Falls.
THIS PAGE TOP: The sandy cove of Apo Island Beach Resort.
BOTTOM: A visually striking, but highly venomous, lionfish.



“We walk uphill until we reach a glimmering turquoise swimming hole beneath cascading falls. It’s ridiculously close to paradise.”

It’s obvious why the Philippines is rated as having some of the best diving spots in the world.

The language of business in the Philippines is English, which makes the basics like booking dive trips, reading menus and buying ferry tickets a breeze. But nothing enhances a travel experience like a bit of local knowledge, so it’s good to have the guidance of Ben Carter and Levi Wulf of Auckland-based Philippines Adventure Tours, who run island-hopping tours to the Central Visayas.

After a few days spent seaside, we head inland. I sling myself on the back of a motorbike for the trip from Panagsama Beach to Kawasan Falls. It’s exhilarating feeling the warm, coconut-scented air whooshing past and we cautiously pull aside when vans and buses bear down on us. Driving gets hairiest near the village arena where the road is clogged with people arriving for the Saturday afternoon cockfight. We park the motorbikes at the gate to the falls

and walk uphill for 20 minutes until we reach a glimmering turquoise swimming hole beneath cascading falls. It’s ridiculously close to paradise.

Next stop on the tour is Dumaguete on the island of Negros. Taxis are not permitted in the historic centre of this university town, so the roads are clogged with motorcycles fitted with sidecars. Again, we escape the chaos by setting out for sea. Nearby Apo Island has a community-run marine sanctuary, which was set up in the 1980s to protect against overfishing and has become a model for other conservation projects throughout the Philippines. A landing fee of 100 pesos (\$3) goes towards the sanctuary. The reserve is now home to more than 650 fish species and 400 coral species, and the tourism dollar supports the 700 villagers on the island.

The diving here is world-class, but it’s not necessary to strap on an air tank to marvel at the underwater wonderland. Just a few steps from the shore, I snorkelled with two green sea turtles grazing on seagrass.

Accommodation on Apo Island ranges from rooms in traditional huts made from woven palms to luxury bungalows at the Apo Island Beach Resort, tucked in a private cove that is accessible only by boat or walking through a narrow rock cutting. Stepping through that cliff has a way of making the world’s worries dissolve. I meet a German couple so enamoured with the place they’ve been coming here annually for seven years, and I understand their obsession.

My exploration of the Central Visayas ends with a couple of days at Alona Beach on Panglao Island. This is the most developed of the tourist spots we visit. It’s famed for its clear waters and, again, spectacular snorkelling and diving is the main attraction. The small island to the south-east of larger Bohol Island feels more like the resort areas of Thailand, with a string of outdoor restaurants along the beach, massages on the sand at sunset, and hawkers with armfuls of cheap sunglasses and pearls.

A local divemaster I spoke to had concerns about the mega hotels being built up the road to accommodate the booming industry. That will please the Government, currently on a tourism push to boost the economy. While parts of the Philippines are heading in the direction of its popular south-east Asian neighbours, with brochure packages to suit holidaymakers seeking relaxation and rejuvenation, the more intrepid visitor has hundreds, if not thousands of islands to discover. They can expect a warm, if somewhat haphazard welcome.

VISITOR INFORMATION

For travel insurance, see aa.co.nz/travel

AA



South Sea Stories

Alice Galletly discovers history as dramatic as the landscape on Norfolk Island

FOR NEW ZEALAND'S closest overseas destination, it's amazing how Norfolk Island looks nothing like home.

It has a subtropical climate, and the national park is full of glossy palm fronds, green parrots and cheery red rosellas. There's a coral reef around Slaughter Bay, and I spend an hour there on my first afternoon spotting tropical fish through electric teal water. But this isn't Fiji, and it isn't trying to be; Norfolk's landscape has a romance all of its own.

The island is fringed with sheer vertical cliffs, and its bright-green plains and towering pines (not really pines at all) are elevated high above sea level. From a thousand lofty vantage points, you can see a flat blanket of blue stretching to the edge of the earth in every direction.

At its centre is Burnt Pine, where a cluster of 1960s wooden buildings with names like Max's and Craig's sell duty-free items. Norfolk Island's

tax-free status has made it an unlikely shopping destination, and though I see a lot of cashmere twinsets and rubber-soled shoes, I'm impressed to find Karen Walker jewellery and supposedly the world's cheapest Lego.

There is no safe harbour on Norfolk, which makes importing regular supplies a challenge. There might be no butter at the supermarket one week, and no flour the next. The upside of this for the visitor is that almost all meat and produce has travelled less than five miles, and Norfolk's best eating experiences are those that feature home-grown cuisine.

"From a thousand lofty vantage points, you can see a flat blanket of blue stretching to the edge of the earth..."

One night I have a 'paddock to plate' experience at Norfolk Blue, where the steaks are born and raised on the farm beside the restaurant. Another day I take a cooking class at the home of Hilly's Restaurant owner, Kim Newton, where all produce is plucked straight from her enviable garden. A highlight is a fillet of freshly-caught trumpeter baked with chillies, coriander and Vietnamese mint.

I do all the things you usually do on an island holiday on Norfolk. I eat a lot, swim, get a facial and try the locally-brewed beer. But, inevitably, I'm drawn to the island's fascinating history.

I've never seen the Clark Gable version of *Mutiny on the Bounty*, but after visiting the island's Cyclorama, it's on my watchlist. The impressive 360 degree mural tells the story of Fletcher Christian and the Bounty mutineers, who settled first on Pitcairn, but were gifted Norfolk by Queen Victoria when they started to

outgrow their home. Descendants of the mutineers, who make up about a third of the island's population, are easy to pick out around town. They chat to each other in the Norfolk dialect, which is an economical creole of English and Tahitian. Occasionally, I think I catch the drift of some conversation – how so and so's potatoes are doing or whether there's any butter at the shops – but for furriners it's hard to keep up.


Locals are quick to use the word 'paradise' to describe their home, but Norfolk has been called less favourable things in the past. 'Hell of the Pacific' is the famous one, but I've also read 'Heartbreak Island', 'Isle of Misery' and 'a place where Satan never sleeps.' These words ring in my ears as I wander the cemetery at Kingston, stopping at the headstone of Henry Knowles, "who was executed on the 22nd of Sept, 1822". Several other gravestones are inscribed with the same date, and I later learn that these were prisoners who had attempted a mutiny against their officers. And really, who could blame them?

Between 1825 and 1855, the worst of the worst convicts from Sydney and Van Diemen's Land were banished to Norfolk Island, and by all accounts it was a punishment worse than death. The officers dished out monstrous

penalties for triflings such as singing – including flogging, starving and confining the prisoners to darkness for days on end. So mistreated were the poor sods, several caused trouble just to get themselves hanged.

Along with the cemetery, other relics of this grim chapter can be found at Kingston, the historic settlement built on the island's only flat, sea-level piece of land. A row of elegant Georgian homes, which once would have housed the officer's families, face the crumbling ruins of the prison. Only the outer walls of the old gaol and barracks remain, but you only need to stand within them and look out at the endless sea to get a sense of the convict's desperation.

I need a little cheering up after Kingston, and so round the corner to the island's only safe swimming beach, Emily Bay. A deep curve of ochre sand separates a stand of pines from the ocean, and a single snorkel emerges from the calm turquoise water.

Unlike the convicts, I can get off this island whenever I please. But, for now at least, I'd like to stay a little while. 

VISITOR INFORMATION

Air New Zealand flies to Norfolk Island twice a week from Auckland.

Alice Galletly stayed at Broad Leaf Villas in Burnt Pine: broadleafvillas.com



CLOCKWISE FROM LEFT: The view from Captain Cook lookout; gravestones at Cemetery Bay; honesty baskets; Emily Bay; the Mastering Taste cooking school; a relic at Kingston.







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"Kids Go Racing" will be at all the events with a great range of free entertainment for under 12's, including colouring-in competitions, goodie bags, the sugar-cube relay, pin the tail on the horse and heaps more. Kids will even have the chance to meet Hopples or Stirrup, the friendly horse mascots!

With the kids well looked after, Mum and Dad can kick back, relax, enjoy the live music and entertainment, catch up with family and friends and study the raceform.

And for those who don't want to rush on the day – a base camp can be booked in advance. Each event offers different options, ranging from reserved car parks and gazebo sites through to catered marquees for larger groups.

Find an event near you at theraces.co.nz

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My AA

Dale Shattock

Roadservice Officer for AA Nelson

DALE SHATTOCK IS a busy man. When *AA Directions* calls, the Roadservice officer has just finished his first job of the day, helping a stalled Nelson Member get moving again. As we talk, an interruption: "Looking at the screen, another's come in now," he says. "They just keep coming." »





» I ask if it's typical to be zipping around like this. "There is no typical day," he chuckles. "It can be full on, but it's good that every day is different. That's part of the beauty of the job."

December marks a decade for Dale serving on the roadside frontline. He's a cheery sort and has no hesitation in naming his favourite part of the job.

"Meeting various people," he says. "Nelson's a holiday town in the summer and you get a lot of visitors and you help them out. It's a very satisfying job."

With most Kiwis driving to their vacation spots and the summer road trip being somewhat of an institution, you'd think demand for his services would spike during the holidays. Dale says this is not the case, that there's year round demand for his help. The difference is in the type of car troubles he encounters.

"It used to be a very regular thing that, before you went on a summer holiday, you'd book your car in to have a check-up.

I feel that maintenance is certainly becoming less regular for people because cars are so good now. Services, oil changes, they slip by because the car's going fine, no worries. And people are busy; if she goes, then she's all good.

"But, unfortunately, things do need adjusting and looking at and renewing, and it's just a waiting game. These things will cry 'enough' one day and, if you're not prepared, it'll be a hassle to get them done and that could upset your holiday plans."

He has a simple bit of advice to avoid hassles.

"If your car hasn't had a service for a while, a holiday check would be most advisable," he says, before sagely adding: "But don't leave it until the day before you leave, just in case there's some work to be done".

One of the most common causes of breakdown he sees during summer is a real clunker that most of us will be familiar with.

"Keys locked in vehicles," he laughs. "People are on holiday and all their cares go out the window.

So, it's a good idea to take spare keys with you when you go away."

Aware that there's an AA Member stuck with a stationary vehicle on the side of the road waiting for Dale's help, I wrap things up by asking if he has a humorous breakdown story to share.

"There's always people upset because the car won't start, but they've left it in 'drive' and cars can't start in 'drive'. That happens more regularly than you'd think," he says good-naturedly. "So, you have to be very diplomatic in your answer about what was wrong and why it wouldn't start. You don't want people to be seen to be..."

He trails off.

"Less than onto it?" I suggest.

"I didn't want to put a word to it," he laughs. "But, generally, people are very pleased to see us and we try to look after them the best we can."

And, with that, he's off to save the day for another stranded AA Member.

➡ Sign up to AA Plus for additional features like free towing, emergency rental car and emergency accommodation. See aa.co.nz for details.

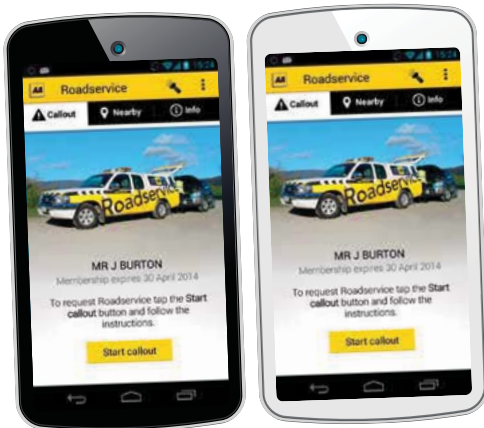


SWEET DEAL

Just in time for the summer holidays, AA Members can now enjoy accommodation discounts by booking directly through the AA website. You'll receive a 5% discount on 1300 properties around New Zealand, plus an AA Smartfuel discount of 10 cents per litre per booking. You'll also notice we've revamped our travel section, adding more information on New Zealand destinations, including our picks for some of the best things to do and see.



➔ Book now at aa.co.nz/travel



App for Androids

The AA has released an Android version of the AA Roadservice app into the Google Play Store, meaning all users of major smartphone brands can now request AA Roadservice with a mobile device.

The application enables Members to request roadside assistance and their location will be detected using the GPS of their device. They can find helpful services nearby, including petrol stations and vehicle repairers; there is also a torch function.

More than 10,000 AA Members have downloaded the iPhone AA Roadservice app, which is also available on the Windows 8 platform.

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Best in Show

New Zealanders were recently asked to rate their insurers, and AA Insurance came out on top for customer satisfaction and as a trusted brand

Canstar Blue awarded AA Insurance the 'Most Satisfied Customers' award for home and contents and car insurance, while the *Reader's Digest* named them 'Most Trusted General Insurance Brand' for the third year running.

"With Canstar Blue's five-star ratings for ease of claim, speed of response and value for money, with AA Insurance you know you're in good hands for your home and contents insurance," says Kim Butler, Contact Centre Manager. "It's easy to sign up," she says. "You can do it all online from calculating the cover you need, to getting a quote and buying a policy."

➤ For car, home and contents insurance and more information on the awards, visit aainsurance.co.nz



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For 15 years, the Big Boys Toys expo has been enthralling crowds with the latest and greatest products and services from the automotive, motorcycle, marine, lifestyle and consumer electronics industries.

BBT Drive is a highlight, featuring vehicles from classic cars to super cars; vehicles you can drive home; vehicles you dream of owning; marine crafts and motorcycles. This year will also feature the unveiling of the latest Lamborghini – the 2014 Aventador Roadster.

The Skinny Action Arena will feature New Zealand's top extreme athletes, including the country's best stunt driver – Peter Bell, and The Tui Public House will feature

bands, comedians and refreshing ales.

AA Members can get tickets at discounted rates: \$14 (30% off) tickets pre-purchased online at aa.co.nz/bigboystoys

\$15 (25% off) tickets purchased at the gate on presentation of your AA Membership card. Big Boys Toys is on November 8-10 at the ASB Showgrounds, Auckland. For more information, visit bigboystoys.co.nz

➤ For more event offers for Members follow AA New Zealand on Facebook.



Trailer Tips

Every summer, the AA Roadservice team receives a number of callouts from people having problems with their trailers. To help prevent this, we've put together a checklist to help you check and maintain the condition of your trailer

- All trailers should have their registration and WoF constantly kept up to date.
- Keep trailers clean and tidy to help prevent the onset of rust.
- Check all lights regularly for correct operation.
- Ensure wheels and tyres (including spare) are in good condition.
- Check tyre pressures regularly.
- Check wheel bearings (especially on boat trailers) and replace or repack with grease as required.
- Inspect trailer coupling for security and correct operation.

➔ To find your nearest AA Vehicle Testing Station, visit aa.co.nz.

IT PAYS TO BE PREPARED

AA Life has recently been voted New Zealand's most trusted brand in the life insurance category of the 2013 *Reader's Digest* Most Trusted Brands survey.

AA Life offers two key products – Life Cover, which pays out a lump sum for death or terminal illness; and Funeral Cover, which covers the immediate costs associated with someone's death. AA Life also offers Cancer Care Insurance and Accident Recovery Insurance, which help take care of people financially if the insured person is diagnosed with cancer or is injured as a result of an accident.

➔ For more information visit aallife.co.nz, head into your local AA Centre, or call 0800 808 405.

Smart Results

Customers of AA Smartfuel believe the programme is offering more value and greater savings than its biggest rival in the rewards market, despite being less than two years old.

Independent research conducted by Tasman Research and Consultation shows that 41% of consumers believe their AA Smartfuel card offers more value to them than their Flybuys card.

Nearly half of the survey participants (44%) agreed that AA Smartfuel delivered more savings compared with 33%, who felt Flybuys offered more.

AA Smartfuel Managing Director Scott Fitchett says the strength of the programme is the real-time, tangible discount on fuel provided

by more than 1800 retail outlets throughout New Zealand.

"Just over half of all adult Kiwis either have an AA Smartfuel card or AA Membership card and this continues to grow at a rate of about 20,000 a month.

"Over the last 21 months, we've issued New Zealanders with more than \$85million in fuel discounts."

Scott says the AA Smartfuel inbox is filled with messages from people who use their card enough to save hundreds of dollars on fuel costs in a year.

"It costs nothing to be part of AA Smartfuel;

all you have to do is swipe a card and the savings start to build."

➔ Go to aasmartfuel.co.nz for a full list of participating retailers.





AA Members receive a \$5 discount on *Explore New Zealand*. Simply present this voucher at your nearest AA Centre before November 15, or order online at shop.aa.co.nz using the discount code ENZ. Available while stocks last.

Even More to Explore

The AA has released a new book of 101 Must-Do's for Kiwis called *Explore New Zealand*. The original 2006 campaign illustrated the endless opportunities we have for adventure, relaxation and the stunning scenery right in our own backyard. However, inevitably, things change, and so it was time to go back to the New Zealand public and ask people to vote again. After more than 280,000 votes were cast for more than 1600 experiences, the new official list of 101 Must-Do's for Kiwis was announced.

Along with the perennial favourites that we all know and love (and have now, hopefully, been ticked off your must-do list), *Explore New Zealand* has all new rankings, some omissions and the all-important additions. "Which just goes to show, there's always something new to discover in New Zealand," says AA Tourism Chief Executive Moira Penman.

It's also loaded with beautiful photos and interesting stories, such as how The Lost Spring was found, the Maori legend of Aoraki Mt Cook and where to find the hidden gems along the Pacific Coast Highway.

"This is a great book if you need some inspiration for a good old-fashioned Kiwi holiday, just like the ones you had when you were young," says Moira.

Damaged windscreen?

AA Members now SAVE 10% on windscreen replacements. Chip repairs are only \$80.

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Offer is valid to AA Members only. 10% is off the recommended retail price of AA Auto Glass windscreen replacement services.

AA Motoring



Everything you ever wanted to know about fuel

Questions about fuel prices are some of the most commonly received by the AA. The AA's PetrolWatch spokesperson **Mark Stockdale** responds

Q. Why are fuel prices rising?

A. In short, it is a function of international supply and demand. Oil, petrol and diesel (and other fuels) are an extensively traded global commodity, and the rising demand from a worldwide population of seven billion people is putting pressure on existing supplies of what is a finite resource (excluding biofuels). Oil is not just used as a transport fuel. In many countries, oil or derived fuels are also used for heating and electricity generation (including the Pacific Islands, Korea, Japan, parts of Europe and North America). It is also essential in the production and distribution of foods to feed the world's growing population.

While some new oil sources are being discovered (e.g. deep sea and shale oil), they cost a lot more to extract than conventional shallow crude oil deposits, which are running out. Oil producers won't develop them unless the market price provides a

satisfactory return (and they receive environmental consents); it also takes about 10 years to develop new oil wells. In addition, sometimes there are supply constraints due to geopolitical tensions or extreme weather events, and seasonal spikes in demand.

Q. Why do fuel prices change so often?

A. The price we pay is based on the US commodity price for petrol or diesel (not crude oil), converted to New Zealand dollars. Both commodity prices and exchange rates change on a daily basis. Potentially, retail prices could change at least once a day in New Zealand, although this doesn't happen in practice (in Australia, prices can change a dozen times or more a day). Here in New Zealand, the fuel companies tend to monitor commodity price and exchange rates over several days or weeks and will only pass on imported cost changes (up or down) that accumulate to

more than two cents per litre since the last retail price adjustment. The AA's monitoring shows that, on average, retail prices change about 30 times a year.

Q. Why are fuel prices quick to rise and slow to fall?

A. Although it may seem that way to motorists, in reality pump prices closely follow movements in commodity prices and exchange rates, whether up or down. Independent analysis by the NZ Institute of Economic Research and Hale & Twomey concluded that fuel companies are as quick to drop prices as they are to raise them.

Q. What can be done about higher fuel prices?

A. The best options for dealing with higher fuel prices are to reduce your expenditure or consumption, or both. You can reduce your expenditure by taking advantage of AA Smartfuel »

» savings and big supermarket vouchers, and shopping around for service stations with lower fuel prices.

But the biggest opportunity to reduce your fuel costs is through reducing fuel consumption by fuel-efficient driving, buying a more efficient car when the time comes to upgrade, combining trips, avoiding short trips, and considering alternative transport modes.

AA running cost comparisons show a 1.5-2.0 litre petrol car will consume about 7.5 litres per 100km on average (combined urban and open road

driving), or about \$2321 of fuel for a motorist travelling 14,000km a year (at \$2.20/litre). By comparison, a large petrol car or SUV consumes 11.17 litres per 100km, totalling \$3441 a year (48% more).

How to cut your fuel costs:

- Accelerate smoothly and brake gently. Poor driving style can use 20% more fuel (about 44 cents per litre)
- Check your tyre pressures at least once a month. Incorrect tyre pressure can waste 8% fuel (17cpl)

- Keep your load down and windows up. Extra weight and drag can add 10% to your fuel bill (22cpl)
- Watch your air con. Turn the air conditioning off when not needed to save 9% of fuel (20cpl).
- Don't speed. Travelling at 110km/h wastes an extra 13% of fuel (28cpl)
- Service your car. A well-maintained and serviced car can save 10-20% fuel (22-44cpl)

➡ For more information, see aa.co.nz/petrolwatch and, for more fuel price updates follow us on Twitter @NZAA



Last Word from the AA President



We are a quarter of the way through the international campaign for safer roads, known as the Decade of Action. The aim is to halve the number of road deaths globally and, although New Zealand didn't set a specific target, the AA believes we should aim to have an annual road toll under 200 by the Decade of Action's end. Everyone understands that we're not going to get there by doing the same things we've always done, so the last two years have seen some big changes to ensure progress is made.

We have seen the minimum driving age rise to 16, a requirement

for learner drivers to have much more practice to gain a restricted licence, and a zero alcohol limit introduced for drivers aged under 20. Young drivers were specifically targeted because New Zealand has one of the worst rates of road deaths for young people in the developed world.

There has also been a change to our give way rules, the introduction of alcohol interlocks and a trial of drug and alcohol courts, all of which the AA campaigned for. In the near future, we will see red light cameras on some of our intersections and roadside drug testing developed, which – again – the AA has pushed for; and children are now required to stay in protective booster seats until they are older.

The question we need to ask now is: Are these changes enough to achieve our Decade of Action goals? Well, from 375 deaths in 2010, we were on track in September to have fewer than 300 deaths this year. We also saw the number of injuries reduce from over 14,000 to around 12,000 last year. Those are great improvements, but it is the young driver statistics that are really stunning. Since 2010 there has been a 43% reduction in road

deaths of 15-24 year olds, and 22% fewer injuries. That means there are 1000 more young people still alive and healthy than there would have been just three years ago.

Things may get harder from now on, though. To reach our goals by 2020, we need to take on even bigger challenges. We need to do much more to improve the safety of our vehicles, make our roads safer and address the issue of the small, but significant group of people driving drunk or drugged.

Ten years ago, Sweden and the UK had similar rates of road deaths to New Zealand's today. In a decade they managed to halve the number of people killed on their roads and there is no reason we can't do the same.

As the Decade of Action shifts into another gear, the AA will continue to play its part. We're committed to ongoing safety initiatives, including the development of a national young driver training programme, and will keep Members posted on progress.


Bruno Petrenas
AA President

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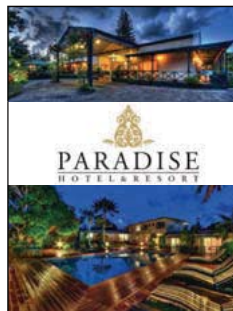


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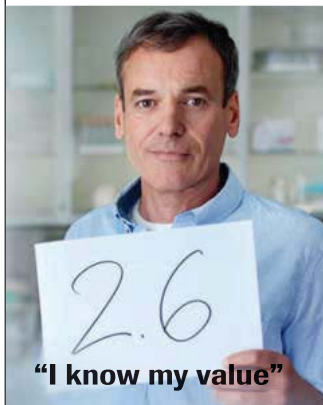


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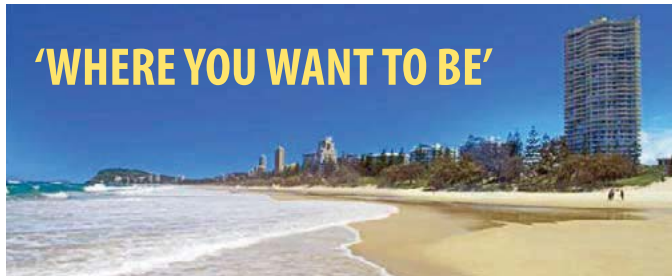
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