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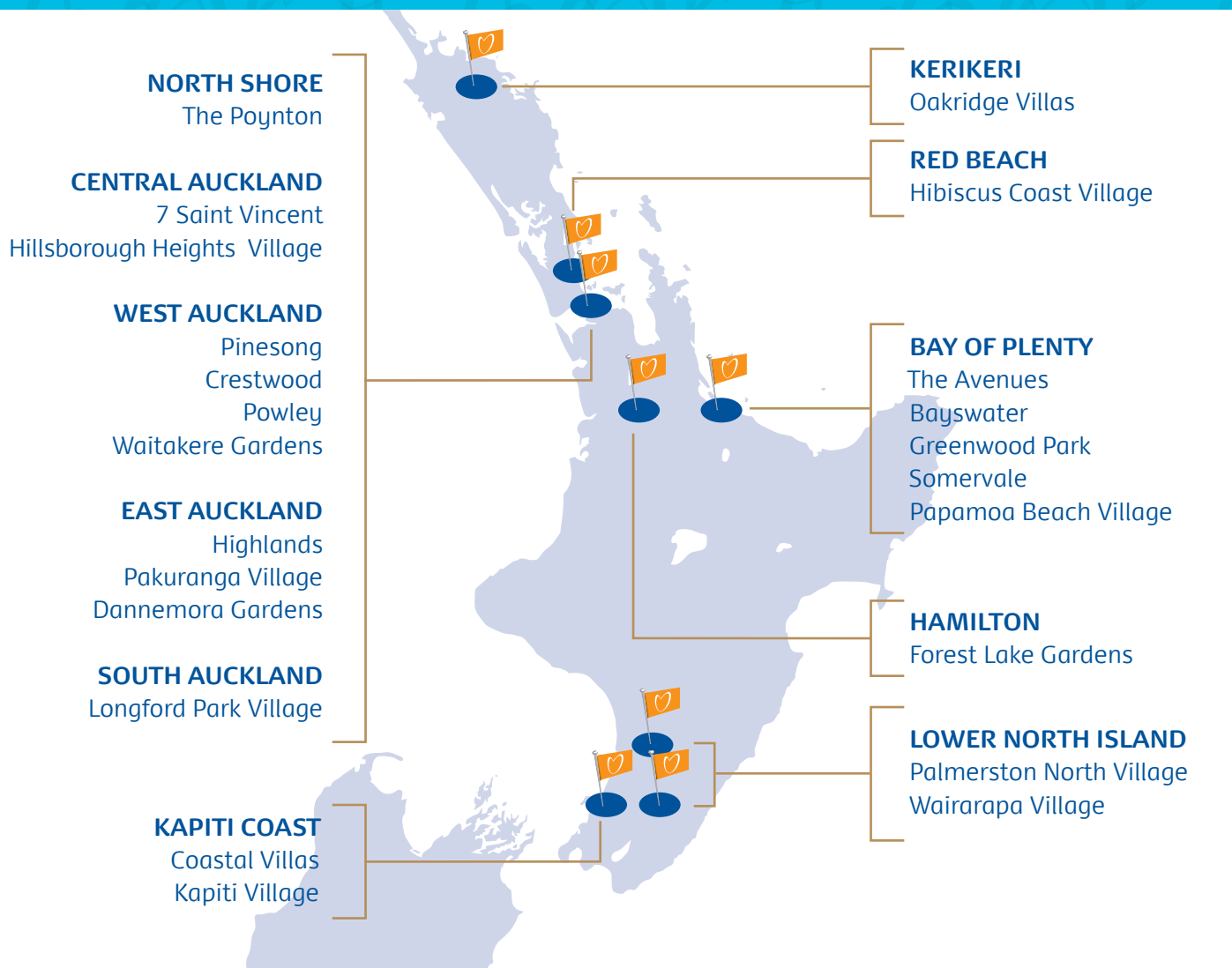


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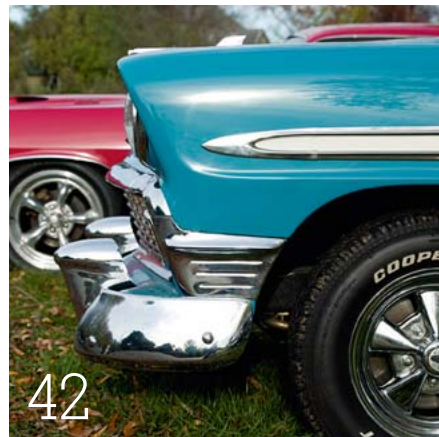
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A change in store



THE CANTERBURY EARTHQUAKES had a devastating impact on the lives of many Cantabrians and will for some time continue to impact on them, as houses are replaced and insured. However, what many people may not understand is that those events changed forever the way in which home insurance will be provided to all New Zealanders.

Up until the earthquakes, home insurance was a simple matter of advising your insurance company of the size of your house and, in the event of a total loss, the insurance company meeting the cost to rebuild it. From the consumers' perspective, that level of protection is, of course, ideal – but the reality today is different. The cost of the Canterbury earthquakes to the insurance

industry, in particular the reinsurance industry, was a game changer.

AA Insurance's home policy was one of the first to feel the impact of the reinsurance industry's requirements. Instead of being able to provide open-ended cover based simply on square footage, policies must now be for a nominated 'sum insured', based on the policy holder's estimate of the cost to rebuild. Reinsurers, the companies that insure the insurers, are looking for certainty over the cover they provide. They want to understand the most that will be spent to rebuild properties, if there is another significant event in New Zealand.

Our insurance company has already introduced this change for new policies and will shortly apply it to renewals, also. They are not alone in this, as other insurers who seek reinsurance protection will need to make similar policy changes.

Armed with the knowledge of this change, when I got my recent policy renewal related to our family home, I expected to have to go through the process of determining what sum to insure it for. The change had not come into effect – our policy was still based on the former system for this renewal, but I know that with the next renewal, we will need to make that critical decision.

My reason for mentioning this in my editorial is to highlight to Members that you will be facing a similar decision process, as insurers make these changes. It is very important

that you take the time to calculate the right sum insured for your circumstances, in the knowledge that your personal expectations of the value of your home might be different to that needed to rebuild the property.

Let me explain: there is a difference between the market value of the property, its rateable value, and its rebuild value. The market and rates valuations both include the value of the land, which is not covered by your insurance. Market value also takes into account depreciation and market demand, and could be significantly higher or lower than the actual cost of rebuilding your home. In the end, it's important that your nominated sum insured is enough to rebuild your home because, in the event of a claim, the sum insured is the maximum your insurer will spend to reinstate it.

Conversely, if you over-insure by increasing the sum insured above that needed to rebuild, you could end up paying a higher-than-necessary premium for no more protection.

Because of the Canterbury earthquakes, insurance for all our homes has changed forever. It's now not a simple case of taking the renewal policy and putting it away without first considering it very carefully, particularly when you first make the switch to the new way of insuring your home. 📌

Brian Gibbons
Chief Executive

WHAT DO YOU THINK?

Do you think private parking operators should be allowed to set their own fines?

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

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ON THE COVER

Amber from 62 Models, photographed by Jane Ussher. Styling by Claudia Kozub.

hello



Kathryn

KATHRYN WEBSTER
EDITOR

Hibernating through winter is not a practical option. I tell myself this when confronted with dark mornings, hearing rain on the roof and an insistent alarm demanding I leave my warm bed. So I accept it. I get started each day with a walk, even if it's under an umbrella. I treat myself to hot swims and wild, West Coast beach visits, and make a point of taking a midwinter holiday somewhere colder, so that when I get home, it feels like early Spring. To help you accept it, too, we've put together a seasonal scrapbook of inspiring wintery distractions. So, take your mittens off and turn to p.21.

CONTRIBUTORS



DAVID FARRIER

David is a freelance journalist for 3News, concentrating on movies, music, pop culture and technology. He grew up in Whangarei with a pet goat named Frisky, eventually becoming a man with glasses who adores Twitter far too much, which may tie in with his love of birds. Strangely, he also likes cats. He recently wrapped work on a comedy show with Rhys Darby called *Short Poppies*, which will appear on TV1 this year, and is directing and producing a web series called *Asian Man*.



ASHLEIGH YOUNG

Ashleigh recently spent two years as an academic editor in London and is now trying to scrape together a living as a freelance editor in Wellington. She is writing an essay collection to follow up her poetry collection, *Magnificent Moon*, and will be teaching a creative non-fiction course later this year. Ashleigh curates Twitter Poetry Night (@PoetryNightNZ), and recently persuaded MP Judith Collins to read a poem; however, *X-Factor* judge Daniel Bedingfield remains the Holy Grail. She blogs at eyelashroaming.com

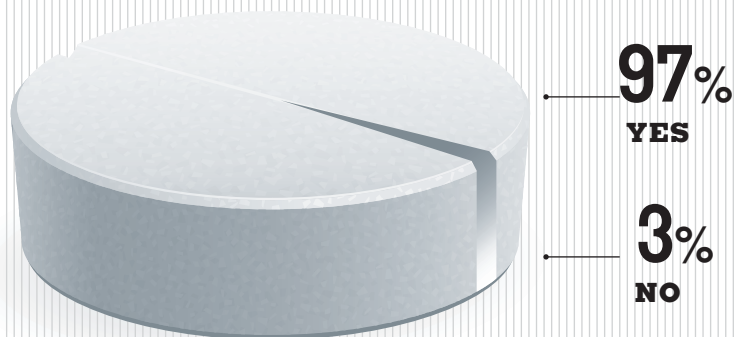


DEREK GRZELEWSKI

Derek's first magazine assignment, in 1993, involved climbing Mt Cook and ski touring on Tasman Glacier. Since, he has covered subjects as diverse as cave diving, wine, ceramic art and the lives of lichens. His books, *Trout Diaries* and *Trout Bohemia*, about fly fishing and river conservation in New Zealand, have inspired a 13-part TV series, which Derek is currently writing and producing. He lives in Wanaka and you can find more of his stories online at derekgrzelewski.com and troutdiaries.net

OPINION POLL

In the autumn issue of *AA Directions* we asked: **Do you support roadside testing for drugged drivers?**



This issue's poll question: **Do you think private parking operators should be allowed to set their own fines?**

To vote, go to www.aadirections.co.nz

EYES SAVE LIVES

Thank you to the AA for extending the offer of free Specsavers eye tests to Members every two years.

I visited my local Specsavers St Lukes store to get what I expected would be a routine eye test. The optometrist immediately referred me to a specialist and within a matter of days I was having surgery for a brain tumour!

I simply could not believe that this was happening to me and that an eye test was the red flag that saved my life.

I am urging all of your readers to take up the free eye test offer – even if they don't think they need it.

A big thank you to the AA and to Specsavers.

MARIE STRINGER – AUCKLAND

ELECTRICAL SAFETY

I see that you have bought into the story that electric cars are not safe for pedestrians. Common observation shows that the modern

petrol car is also silent, and that the noise you hear comes from the tyres when the car is moving quickly enough. So, why pick on electric cars? They are at least twice as energy efficient as the best oil-fuel driven cars, so we should be pushing for their acceptance – especially in New Zealand.

W N TUCKER – AUCKLAND

REFRESH YOURSELF

Eighteen months ago I had a motorcycle crash and spent three months recuperating. Since that time, I haven't been allowed to drive.

The ACC has been fantastic with care – the latest help has been five driver training sessions. Hopefully, I will soon be allowed behind the steering wheel again.

I think it is an excellent idea for all drivers to undergo a refresher driving course. Relearn the road rules. As we get older, we get blasé about our driving habits.

TED GREENWOOD – WHANGAREI

VIEW FROM BEHIND

Why don't cyclists use rear vision mirrors? Cars, trucks, motor scooters, motorbikes and even mobility scooters have them. Why not bicycles?

JAMES MARX – PAPAMOA

FACE FIRST

I would like to suggest that where there are cycle lanes, cyclists use the right hand side of the road, so that they are facing oncoming traffic. They would not have vehicles driving up behind them nor would drivers open their car doors without seeing them, as the cycle traffic would be facing them. This seems a much safer option.

ISOBEL SHADBOLT – NAPIER

DUNG DILEMMA

I would like to alert AA Members to the possible dangers of passing stock trucks on bends.

While travelling on SH3 from Wanganui, I followed a stock truck and trailer. As I moved into a passing lane to overtake, doing 100 km/h, my windscreen was blasted with effluent. The shock paralysed me for a split second, but I activated the wipers and found myself heading into oncoming traffic. I can only say that I avoided being killed due to my past Police driver's training.

I reported the details to the Police, but they did not take action. I reported to the truck's dispatcher and was informed that it's an ongoing problem. Trucks have no means of dumping effluent between Palmerston North and Feilding. In cases where a truck's holding tank is full, there is the risk, when travelling fast around sharp bends, that effluent can be thrown out.

I believe it is a design fault. Measures need to be taken urgently by the stock transport industry to rectify the problem.

TONY WARD – PALMERSTON NORTH

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

For almost 20 years Ant Timpson has been the brains behind the Incredibly Strange Film Festival. We caught up with New Zealand's sultan of crazy, cult cinema to find out what terrors are being unleashed this year and why people are drawn to these bizarre films

What is the Incredibly Strange Film Festival all about?

It's a big screen ode to my cinematic psyche and a platform that allows me to expose incredible new-genre cinema to New Zealand audiences. I'm very grateful to the NZ International Film Festival for allowing me my section to cut loose in.

How did the festival start?

It started in April 1994, as an excuse to watch cult films with my friends. The response from day one was overwhelming.

What is your curation process?

These days the line-up is 99% new material and this is sourced from a network of film spies around the world. I also attend high-profile festivals to see the films that are causing a ruckus on the circuit. I watch around 200 films to get down to the 10 programmed.

What qualifies a film as 'strange'?

Well 'strange' in the context of 'Incredibly Strange' is just a way to explain things that fall outside the mainstream. It might not even apply to some of the films that screen in my programme anymore. It's more a reflection of the influences that shape many of the films I'm interested in.

How did you become a fan of these movies?

There was no defining moment. At heart I love all cinema – this is just one area I'm intensely passionate about. But I could happily programme a section on spaghetti westerns, noir, biblical epics or sport films.

I grew up going to the Crystal Palace in Mt Eden in Auckland and attended every type of film over the years. I think once you sip the mad genius of an Ed Wood film at an early age, it weaves a spell that is never broken. I'm glad to say I'm still under that spell.

"If you come away with one image from a film that you'll never forget, then that is an important film to me."

What is it about these strange films that people like?

The new films are the most exciting films on the film festival circuit. They're films that have wowed critics and audiences at Sundance and Cannes Film Festivals. Often they're transgressive pieces of cinema, breaking new ground, offering glimpses to a cinematic world that we haven't seen before. If you come away with one image from a

film that you'll never forget, then that is an important film to me.

What can moviegoers expect from this year's festival?

The unexpected. People who attend one of the films I've programmed should know that I've been moved by the film and I want them to be moved, too. I want them talking about it to friends the next week. I've programmed films that will terrify, others that make you think, and a couple that will make you stand up and cheer.

What advice would you give someone just starting to dip their toes into this strange cinematic world?

Respect your elders. Start off with these all-time classic, incredibly strange films and then expand out from there to other far reaches of the cineverse: *Eraserhead*, *El Topo*, *Plan 9 From Outer Space* and *Pink Flamingoes*.

What is your favourite strange film of all time and why?

That's a *Sophie's Choice* question. to me. 🍷

The Incredibly Strange Film Festival is screening nationally throughout winter as part of the New Zealand International Film Festival programme. Check www.nzff.co.nz to find dates for your region.





Ageing Gracefully

It has been 60 years since dancers from the Royal New Zealand Ballet first leaped on to the stage, and the company is celebrating the special birthday in signature style.

A nationwide tour of classical favourite, *Swan Lake*, will be the centrepiece of the RNZB's anniversary festivities – a production created by two celebrated New Zealand icons that have made important contributions to New Zealand ballet over the years.

Russell Kerr's impeccable choreography will be accompanied by extravagant costumes and spectacular sets designed by the late Kristian Fredrikson. Bringing Tchaikovsky's sweeping score to life are the New Zealand Symphony Orchestra, the Christchurch Symphony Orchestra and the Auckland Philharmonia Orchestra.

The tragic tale of Odette, a princess turned into a swan by an evil sorcerer's curse, will be performed at eight centres around the country, opening at Wellington's St James theatre on July 18.

Visit www.nzballet.org.nz for dates, venues and tickets.

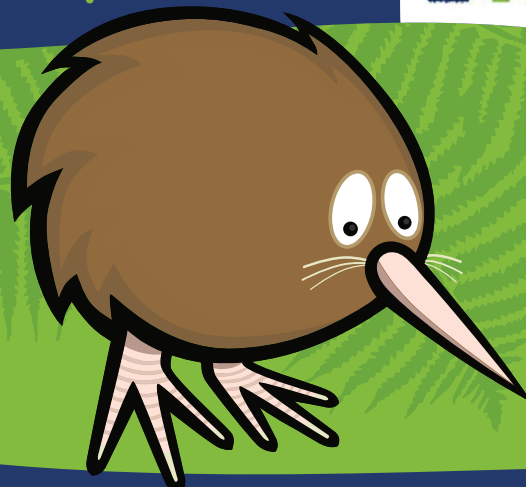
GOOD CALL

Since launching in 2009, the Starship Mobile Phone Appeal has collected over 700,000 phones, which have been refurbished and on-sold to third world countries. AA Members have played their part, sending more than 30,000 unwanted mobile phones in envelopes sent out with *AA Directions*.

And it's not just about the money. Although over \$2 million has been raised for the Starship National Air Ambulance Service, collecting old mobiles also has a positive environmental impact. The Starship Foundation, together with its recycling partner, Swapkit NZ, has recycled over 30 tonnes of end-of-life phones, effectively helping to keep New Zealand landfills free of hazardous toxic substances.

www.starship.org.nz/phones

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TROUBLE IN PARADISE



Indian Ink Theatre Company, best-known for its long-running hit play *Krishnan's Dairy*, returns to the stage this winter with a new production.

Kiss the Fish tells the story of Sidu, who can't wait to escape the tropical island paradise where he lives. Trapped in a life that is too slow, he yearns to be the next Freddie Mercury. But an eco resort being built on the island threatens his family's traditional way of life and Sidu must consider his options.

Using Indian Ink's signature combination of pathos and humour, writers Jacob Rajan and Justin Lewis have crafted a work about dreams – dreams of happiness and dreams for the future.

Kiss the Fish is Indian Ink's first production since 2010's *The Guru of Chai*. It will play in Hamilton from August 10 to September 7 (bookings via www.ticketek.com) and in Auckland September 15 to October 5 (www.qtheatre.com).

Local LINGO

"Too right, I'm a box of birds. Everything's ka pai."

Yup, it's not only our accent that gives our nationality away – the Kiwi vocabulary is also distinctive. From pre-settler times, New Zealand English has evolved into something unique, with words, sayings and phrases likely to cause complete bewilderment when spoken to foreigners.

Book of New Zealand Words, by lexicographer Dianne Bardsley, is a compilation of our unique expressions. From every period in our history and every walk of life, the book is a storehouse of facts about New Zealand's society, culture and history, revealed through our language. And it's also beautiful, with illustrations by artist John Reynolds.



📖 **Book of New Zealand Words** by Dianne Bardsley, Te Papa Press (RRP\$44.99).

Water rights

This is the year of International Water Cooperation – a United Nations campaign to raise awareness of water management issues and highlight the potential of cooperative initiatives.

One such initiative involves LifeStraw, a water filter that removes dirt, disease-causing germs and parasites from water usually considered too unsafe to drink. The personal LifeStraw, which the user simply sucks through, filters 1000 litres; a larger version, called LifeStraw Family, filters 18,000 litres – effectively supplying enough clean water to a family of five for three years.

LifeStraw New Zealand sells these filters in support of humanitarian aid projects, contributing funds from sales and working with agencies who donate filters to communities in need of clean water.



📖 For details go to www.lifestraw.co.nz



Best in the Business

This year's Cathay Pacific TravCom travel media awards have been decided. The 2013 Travel Photographer of the Year was awarded to Babiche Martens of Auckland and the Travel Writer of the Year award went to Wellington's Sharon Stephenson.

AA Directions supports two

categories of the awards. This year's New Travel Writer of the Year Award went to Brian Luby of Dunedin, for 'Tunnel, Laughter and Giants', which judge Steve Braunias described as a "witty and thoroughly engaging piece of writing".

The *AA Directions* award for the Best Travel Image with People went

to Tessa Chrisp for her image (above) taken on Vanuatu's Malekula Island, originally published in *NZ Life & Leisure* magazine.

For details of all awards, see www.travelcommunicators.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 www.aadirections.co.nz to download the PDF file. Simple!





Way of Life!

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Iron Man

Three decades of work by one of New Zealand's best-loved artists, sculptor Jeff Thomson, are on display in Tauranga.

'The iron man of Australasia' is known for his trademark corrugated iron creations, ranging in size from mailboxes and flower bouquets to a life-sized elephant and Taihape's giant gumboot.

Corrugations features both private commissions and public works, including an iron-clad Morris Minor, chooks, and French knitting.

The artist will also install a free-form work in the gallery's large atrium space.

www.artgallery.org.nz

THE EMPIRE STRIKES BACK

Apart from sanitation, medicine, education, wine, public order, irrigation, roads, the fresh water system and public health, what did the Romans do for us? A touring exhibition displaying the techniques and paraphernalia of ancient Rome answers that question. Roman Machines, currently showing in Palmerston North, includes scale replicas built with materials available during the Roman Empire, and working interactive models

of machines, including assault rams and towers, pile drivers and catapults.

Roman Machines is visiting New Zealand as part of its global tour. It is at Palmerston North's Te Manawa Museum of Art, History and Science until October 6, then moves to Southland Museum in Invercargill. The Waikato Museum in Hamilton hosts the show early next year.

www.temanawa.co.nz



Hairy TALES

Star of much-loved children's books, Hairy Maclary, turns 30 this year.

As his creator, Dame Lynley Dodd says: "Hairy's getting a little grey around the whiskers now, but he's still going strong".

He and his furry friends and foes have been delighting children and their parents since *Hairy Maclary from Donaldson's*

Dairy was first published, in 1983. Dame Lynley admits she is a little surprised at its success.

"I never imagined it would go this long," she says. "In fact, I never imagined it would go to a second book until my publisher suggested it might be a good idea."

We asked Dame Lynley about her favourite New Zealand places – read about her Top Spot on p.55.

To help celebrate Hairy's birthday, we have 10 limited-edition Bolinda audio books to give away – five each of the *Hairy Maclary Collection* and *Hairy Maclary and Friends*.

To be in to win, send your name and contact details to Hairy Maclary, AA Directions, PO Box 5, Auckland 1140, or enter online at www.aadirections.co.nz – by August 30.





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Up, Up & Away

Musical ensemble Fly My Pretties has always had an idiosyncratic approach. Under the curatorship of Wellington musician Barnaby Weir, the group is not really what could be classed as a traditional band.

"The idea with Fly My Pretties was to try and do something special," Barnaby says. "It's a true collaboration. It's a very freeing environment and there's a lot of trust in the group."

And there needs to be. With an ever changing cast of musicians fluttering in and out of the nest, the group essentially starts from scratch each 'season' – the word Barnaby uses to describe a tour – as a new collective learns to musically fly together.

And, as Barnaby admits: "You can't know how it's going to go until that first night."

This year Barnaby has hatched what could be the most ambitious Fly My Pretties project yet: a 22 show season that begins in September at the top of the North Island in Kaitia and wraps up a month later in Invercargill.

On between days the group will check in at places often overlooked by other platinum-selling, multi award-winning acts – including Dargaville, Kerikeri, Hastings, Westport and Ashburton.

While Barnaby is still honing the exact theme of this year's season, he did tell us that the historical significance of each town the group

visits will play an integral part of the performance, with documentary footage taken from the New Zealand Film Archive projected onto screens behind the musicians.

"We want to get their stories into the show," he says.

For national tour dates and venues visit www.flymypretties.com

AA Directions has two Fly My Pretties VIP experiences to give away. The pack includes a double pass to the show of your choice, a meet-and-greet with the band, a Fly My Pretties t-shirt and the band's back catalogue on CD. To enter online, go to www.aa.directions.co.nz or send your name, contact details and preferred venue to Fly My Pretties Competition, AA Directions, PO Box 5, Auckland 1140. Entries close August 30, 2013.



PHOTOGRAPHY: SAM HANNAFORD, BIG RIG PRODUCTIONS



California DREAMIN'

Aucklanders and visitors to the city can warm up this winter with a trip to the Auckland Art Gallery, where a hot new exhibition will present a slice of West Coast sunshine.

California Design, 1930–1965: Living in a Modern Way celebrates some of the world's most iconic mid-century objects and designs, from beachwear and textiles to surfboards, jewellery, ceramics, furniture and architecture.

Highlights include design icons, such as the world's first Barbie doll, a very early Oscar statuette and fashion, such as classic Levi Strauss & Co. clothing and a 1960s swimsuit by Mary Ann DeWeese. Fans of architecture and interiors will enjoy the photographs of landmark Californian homes, and furniture by California's most celebrated mid-century designers.

☑ The exhibition will be in Auckland until September 29.
Tickets are available from www.eventfinder.co.nz.



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makes travel tiresome not to mention annoying. High Beam Headlight Support sorts it, automatically managing high-beam switching when the road is clear.

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WE LOVE WINTER!

It's easy to forget the joys of winter when it's freezing cold and bucketing down outside.

To help combat the winter blues, we've put together this seasonal scrapbook, which highlights all the things we – and others – love about this most divisive of seasons.



DRIVING INTO SUNSHINE

BY DEREK GRZELEWSKI



AT THE SOUTHERN LAKES, the change of season from autumn to winter heralds the arrival of the dreaded inversion layer, a low cloud that oppresses the landscape like a slab of concrete. The phenomenon is caused by the winter air above being much colder than the lake waters, which still radiate their stored summer heat, and it usually lasts for a few weeks. After the exuberance and golden fire of autumn, this gloom seems to sap all joy out of the land, turning it into a grey void, cold and uninviting.

The savvy locals usually take their winter escapes to the Pacific Islands at this time – you wouldn't want to escape winter proper, one of the Lakes' greatest attractions – and I, too, have done that. But I have found an easier and more immediate solution, an escape to a different kind of island, to combat this weather-induced melancholy.

The inversion layer is only a few hundred metres thick and, if you drive up any mountain road – a ski field or an alpine pass – you quickly get out of the drizzly fog and into the most brilliant sunshine. We take our picnics and hiking gear and drive

up to spend a few hours in the sun, recharging our inner solar batteries at an altitude. From up there, the inversion layer is like a white sea, with the mountain peaks protruding from it like an island archipelago. With the sunlit fog blinding like the surface of a glacier, the views are what this land must have looked like at the peak of the Ice Age.

After soaking up the sun and the wide-open vistas, we return to the world of fog, immune to its sombre moods.





BY ALICE GALLETLY

AT THE RISK of sounding like a masochist, I really hope it rains on Sunday.

Ideally, we'll be battered by an icy southerly gale – the kind that makes your eyes water – accompanied by crashing thunder and maybe even a bit of hail. Why? Because those are the perfect conditions for playing my favourite winter sports.

Picking the right venue is crucial. In Auckland, there are few places where I'd feel comfortable taking my Scrabble board, fewer still where I'd spread the medieval fantasy game, *Dominion*, across a table. But, at Galbraith's Alehouse I'll happily do either.

My friends and I try to get a table near the fire, and I sit with my back to it, so I can see the room. In a previous life, Galbraith's was the Grafton Library and it still feels very grand with its high, vaulted ceilings and polished wood panelling. It reminds me of a much bigger version of my English Grandmother's house. Through a glass-walled room you can see the brewery, and the gentle scent of malt and hops mingles with Sunday roasts.

If there's ever music playing, I don't notice it. It's usually quiet enough to hear the clack of Scrabble tiles, or the thud of heavy pint glasses on the wooden tables. Mine is always filled with Bob's Bitter; the creamy, citrus-scented cask ale that I call "My Secret Weapon". It's only 4% you see, so I can sip it through a few Scrabble matches and still spell the words.

To be honest, though, I'm less competitive when I play at Galbraith's. Even if I lose, I only have to listen to the rain hammering the windows – unable to penetrate this cozy wooden fortress – to feel I've beat winter at its own game.



POWDER HOUNDS

BY DEREK GRZELEWSKI

EVERY YEAR WE wait for it with an odd mixture of anticipation: the way drought-stricken land pines for rain, and how children await Christmas. When it does come, unpredictable but unfailing, it refreshes both outer and inner worlds, repainting the mountain landscapes pure and new, sparking excitement and joy in the hearts of many, and not just humans.

Fresh snow! One of nature's greatest miracles. Zillions of tiny falling white stars, each a crystalline gem when examined under a magnifying glass, interlacing together, settling silently, promising – and delivering – the ecstasy of powder skiing.

'Powder' snow is soft like eiderdown and, ideally, at least knee-deep. It is as elusive and ephemeral as good surf. You have to catch it on just the right day and this often entails a lot of winter driving, much of it with snow chains on. Winter road closures are one sure sign that the powder is up.

Four years ago, and a year into her puppyhood, my Airedale Maya showed an unusual trait: a mere glimpse of skis and the clang of the planks snapping together brought out in her the same reaction the sight of a hunting rifle stirs up in a gun dog. Uncontainable excitement and readiness. I could wholeheartedly relate and, so, we've become best ski buddies, together seeking the freshest and deepest snow, like proverbial powder hounds.

There is style and aesthetics to skiing fresh snow – how big the turns, how round and frequent, what path you choose down the untracked mountain slope – and so the ski lines are as individual as signatures. While I aspire to make my ski lines a calligraphy in motion, Maya picks the most direct, and thus often the steepest, path like a stone rolling down the mountain. In snow lingo this is called "skiing the fall-line," the hallmark of an expert.

HOT SPOTS

HOT POOLS TREASURE MAP

Aotearoa is abundant with hot pools but you need to know where to find them. We've pinpointed all the places you can take a piping hot plunge. For map details and locations visit www.aadirections.co.nz



WINTER MOTORING TIP

Black ice is the unseen terror of our roads. Often, you won't know it's there until you're slipping and sliding all over the show. Our advice is to drive to the conditions and, if in an area where it regularly plummets to sub-zero temperatures, take extra care when driving.



My favourite spot ever: Mt Cook, taken by Mark Coote.

WINTER MOTORING TIP

Cold weather is tough on batteries, so make sure yours is up to snuff. Check page 86 for our guide to getting your battery through the winter. If you do break down or your car won't start, call the AA on 0800 500 222.

WINTER MOTORING TIP

Treat your car to a winter service. Your mechanic will check things like brake pad condition, brake fluid and antifreeze levels, and will make an underbody inspection. Remember AA Members get a discount and earn AA Smartfuel savings at AA Auto Centres and AA Auto Service & Repair.



ON THIN ICE



BY MICHELE A'COURT

I HATE WINTER. Always have. I envy other creatures who get fat during autumn harvest, then sleep their way through the bleak months, emerging when the world comes right again.

I've tried to find an upside to this brutal season. Living in Queenstown for a couple of years, I had a crack at snow skiing as a diversion. I'd been relatively adept at the water version on summer rivers behind a boat so, in theory, there was a chance I would take to it. But, I never got over the clumsiness of the snow suit, the boots made my feet claustrophobic and the whole thing hurt my knees.

But, on a recent visit to the Queenstown Gardens, my husband – a Canadian with ice hockey in his DNA – slipped out onto an ice rink. Charmed initially just by the tiny white boots and shiny blades, I slipped out behind him.

And it has been a revelation, this dancing on the ice. Though 'dancing' may be too elaborate a description. What I can manage owes less to the ballroom than it does to the school hall – hesitant and stumbly round the legs, pained concentration on the face, like a 12-year-old counting out a waltz. But, there are fleeting moments of grace and joy, and a constant feeling of surprise.

I've been back several times, both there and to the outdoor rink they put down seasonally in Christchurch's Hagley Park. You take off your coat and eventually discard your hat, and pretend inside your head that you are Torvill to an imaginary Dean. You aren't, but you discover the less you worry and the more you pretend, the longer those moments of grace and joy last. Like life, really.

Also, it makes you warm. And there's often a bar nearby with mulled wine. And my husband has promised me a winter lake holiday one day in Canada, so I need the practice.

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From a time when your shoulders were wide, and your hair was even wider. When your eyeshadow was thicker than your cousin Blade, and your jeans were tighter than paint.

Your friends were called DJ, CJ, and DT, and you all snuck out of the rumpus room ranchslider to look for the hottest parties, in the party magnet – a Mitsubishi Mirage. It's time to do it all again.

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THERMAL THERAPY

BY KATHRYN WEBSTER

LATE MORNING ONE crisp, clear day, icy Lake Taupo in my rear vision mirror inspired a desire to be truly warm. I pulled into Wairakei Terraces, attracted by the steam billowing over the car park. Even wandering the walkway past hot water streams, waterfalls and silica terraces for a dewy view of an energetic geyser relaxed my breathing. The moist air, the path, the smells, even the colours were warm.

I couldn't resist a swim.

Wairakei's pools are small and quiet. Tucked below the terraces, under the hissing thrum of the geyser, the waters waited green from the overhanging shelter, dappled in sunlight.

Cool winter air on bare winter skin sharpened my senses. I sat in my togs for awhile, waiting for the cold to find me. Then I stepped in.

The water tipped around my feet, my calves, my knees – heavy and tight on my skin. My fingertips dipped, flicked, tested. With a sigh I collapsed, in slow motion. Wrapped in glorious, silky heat, all tension immediately melted. The water was almost syrupy, almost resistant – but that was probably because my limbs were instantly loosened. Lazy, slow breast stroke was all I could manage and, then, not far. I was happy to sit on an underwater step, stretch my arms back and tilt my face to the pale sunlight. It was simple, clear, unadulterated bliss.

WINTER MOTORING TIP

A car maintenance check at winter's onset can save a lot of grief. Ensure tyres are at the correct pressure and have plenty of tread, wiper blades aren't torn or worn out, and your demisters (both front and rear) are working properly. You'll find info on snow tyres at www.aa.co.nz/tyres

WINTER MOTORING TIP

De-ice your car's windshield by pouring water from the tap over the ice to melt it and then clear it with a plastic scraper. Never use boiling water, as this can crack your glass, and don't use your wiper blades to clear ice off, as this will cause them damage.



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Feeling inspired to get out and embrace winter? AA Directions has two fabulous winter weekends for two to give away.

South Island dwellers could win a Hanmer Springs prize package, including:

- Hanmer Springs Pamper Pack plus for two, including two nights' accommodation at a 5 star motel, entry to the thermal pools and a half-hour private pool, a half-hour sauna or steam, and a one-hour massage.
- A Thrillseekers jetboat ride
- Lunch and a wine tasting at Marble Point Winery

And if you're in the North Island, you could win all this in Rotorua:

- Two nights' accommodation at the Princes Gate Hotel, including dinner and cabaret evening
- Two one-hour spa therapies at the Polynesian Spa
- Rotorua Museum passes
- Scenic Gondola ride followed by luge rides, Volcanic Hills wine tasting dinner in the Skyline Rotorua Restaurant
- Te Puia Steambox picnic for two

All meals, passes and accommodation are for two people.

To enter, send your name, address and phone number on the back of an envelope to Winter Weekend, AA Directions, PO Box 5, Auckland 1140, or enter online at www.aadirections.co.nz.



WINTER WARMERS

BY MARTIN BOSLEY

I LOVE WINTER. Far from being a low point in the culinary world, it brings on an appetite for hearty, slow-cooked stews, those sticky rich dishes that use cheaper cuts of meat, beans or root vegetables – effective one-pot meals that nourish the soul. It's about steaming bowls of heavenly fragrant Asian broths, and a lazy pumpkin will quickly find itself turned into a velvety smooth soup or a fragrant curry. Root vegetables are roasted on a bed of salt, concentrating their sweetness, and desserts bring on a guilty indulgence; if ever there was a time for a steamed pudding, this is surely it. Winter food satisfies us deeply, with mellowing comfort and warmth.

It's the fruit, though that I tend to favour. We may have seen the end of the stone and berry fruits but now is the time for pip fruits to take centre stage. Apples, pears, quinces and feijoas ask for little more than a consideration – sliced fruit embedded in a golden, buttery caramel and topped with puff pastry makes the classic upside-down-tart, commonly known as tarte tatin, and takes hardly any time at all to make. Hard, rose-scented quinces are a rare treat, cooked slowly until a deep garnet, ready to be added to an apple pie or a frangipane tart. You can also serve them with roast pork or a chunk of cheese.

A favourite pudding is baked apples, stuffed with dried fruit and spices, served with a sauce made

from crème fraîche and brown sugar – an easy butterscotch sauce, with just the right degree of sourness. The spices alone fill the house with the kind of nostalgic aromatics you just want to snuggle into and, for this cook, that is the very essence of winter.

WINTER MOTORING TIP

Keep an emergency kit in your car with things like a torch, radio, spare batteries, and a charger for your phone. In winter, it'd also pay to keep a warm blanket and good book in your car boot, in case you find yourself stranded. Emergency kits are available at AA Centres.

MOVIE MAGIC

BY GREG BRUCE

FOR THE PAST ten years or so, from the time my income began exceeding my outgoings, nothing has given me more wintry pleasure than the magical day each June when I pick up the freshly-printed New Zealand International Film Festival programme.

I most like to get it from Auckland's Civic theatre, because that is where I most like to watch films: that fantastic starry palace where I could watch a blank screen for 90 minutes and still come away quite moved. Most years, there are only two weeks you can watch films at The Civic, and those are the two weeks of the film festival.

The festival programme is filled with elegant, funny, loving descriptions of the films, written by the geniuses who spend months carefully choosing

them. To sit with it for a day or so, when I should be doing productive work, is the best imaginable waste of my time.

For weeks after first picking up the programme, I spend many work hours fantasising about the films and the day – usually a Saturday, grey, wet, cold – when I will finally make the delicious drive, heater full on my feet, from my home to the Auckland CBD, park underground and arrive warmly for my first film at The Civic.

Many June and July days are framed by the soft-focus thought of arriving in that grand lobby full of warmly dressed people drowning in perfumes and good, thick clothes. The moment, when it comes, is pretty great too, but the real power has always been in its anticipation, that distant spark of midwinter brightness.



WINTER MOTORING TIP

Snow chains should be used when there's snow or ice covering the road. Find a safe place to fit the chains before entering the snow. The chains produce vibration when driving, so proceed slowly and with caution. Remove the chains when you have a clear road ahead to prevent damage to the vehicle, the chains and the road.



Getaways. Shot by Tessa Chrisp.

{ NIGHT OUT IN WINTER BY ASHLEIGH YOUNG }

When he got home at six in the morning
the sky looked just like his grandfather
standing in a doorway, arms crossed
face dark with warning.

Even when he drew the bedroom curtains
and poured himself into bed
that sky's face weighed on him
like his grandfather glowering

through a closed door after dinner, the big cloud
of him sat in a corner of the kitchen, wheezing, his chest
full of weathering sparrows.

Hours passed until the sky occupied itself

with duties: wind, rain. You see? I am needed.
He heard it rummaging in the cutlery drawer
of the trees, pointedly
and was glad that somebody was still busy

being disappointed in him
but when the daylight thawed out
as snow that leaves only wet black roads

the early dark grumbled at him
to pull himself together and turn a light on
put on something warm; he was forgiven.

WINTER MOTORING TIP

Aside from navigating you from
A to B, GPS units can also pinpoint
the exact coordinates of your location.

If you break down you can relay that
information to advise AA Roadservice of
your whereabouts. Alternatively, iPhone
users can download the AA Roadservice
app, which will also tell us exactly where
you are if you happen to break down.

For instructions on downloading the app
visit aa.co.nz/mobile-app

NIGHT TERRORS

BY DAVID FARRIER

IN WINTER THERE'S nothing I like more
than extreme midnight walks in the bush,
preferably up a raging riverbed.

One of my favourite walks is west of
Auckland at Karekare. I don't really want to
go into specifics of locations, as it's probably
quite dangerous just talking about this
ridiculous pastime.

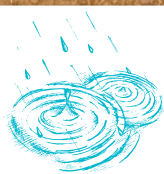
When it comes to around June, my friends
and I purchase headlamps for \$20 a pop
and meet up at about midnight. Tuesdays
are good. So are Sundays. We take whisky,
nuts, water, togs, spare batteries (nightmare
scenario: headlamps run out) and a change
of clothes.

The aim of the midnight bushwalk is
simple: hit a riverbed and walk up it.
Leaving the river for land is a sign of
weakness. Eels are out at night and the
beam of the headlamp can catch them at
their most terrifying – when they're big,
close and curious. Your vision is always
dictated by the narrow beam of your lamp:
it's claustrophobic and exhilarating.

Some parts of the river are a simple walk,
with water barely passing over ankles. Other
parts – the fun parts – are more challenging.
You climb up small waterfalls, all slippery
and uneven. You scale rock jutting out of
murky pools, imagining what lies beneath.

At certain points you encounter huge
kauri – once felled and transported by river
– wedged between the river walls. They
criss cross up the rock face like giant
climbing frames. It's quiet, mostly, but now
and then a scream will pierce the air, as
possums fight or make love or do whatever
the hell they're doing.

We emerge from the bush about three hours
later. We're wet and cold, but feel alive, happy
and tired. You always sleep well after one of
these missions. And the whisky helps, too.



RUNNING GAMES

BY SHARON STEPHENSON

I HAVE A faint scar on my right knee. It's where I tripped one July evening, as the cold rain spat at my face and a Wellington southerly threatened to cut me in two.

Running in winter is a joke, and a cruel one at that. It's hard to wedge myself from under the duvet, and reasons to flag a morning jog soon accumulate: it's too cold, too wet, too slippery, too dark, too early.

But, running when New Zealand has on her winter coat is much more rewarding than jogging under a blazing sun. There's a glorious intimacy about running in winter: the rawness of nature, the smell of the earth, the nakedness of the trees. A few other lunatics aside, I usually have the waterfront to myself, so there's no one to see how slowly I put one sneakered foot in front of the other. I can run in

crusty old track pants and a worn poly-prop that violates every dress code known to womankind. And no one cares.

On days when the weather threatens to turn me into a human popsicle, the kilometres logged often exceed the temperature. But, there's a grim kind of satisfaction in pounding through the cold and rain, of beating winter at her own game. I'm a long-time Wellingtonian; we don't scare easily.

Winter running is also one of the best ways I know of telling Seasonal Affective Disorder (SAD) to jog on. Running releases powerful hormones that help combat SAD, and I've been told that those who exercise outside in the toughest season experience a greater sense of well-being and fewer mood swings. If I can run in winter, I reason, then I can do almost anything.

WINTER MOTORING TIP

Be safe, be seen is solid advice, especially in the grey of winter. In low light conditions, such as a drizzly afternoon or a foggy morning, flick your lights on to low beam.

WINTER MOTORING TIP

Do not attempt to cross a flooded road, if there's any doubt as to the depth of the water or your own safety. Never drive through water deeper than your engine's air intake because if water is sucked into the engine, it can damage it.



The Kaeo rugby boys feeling the chill. Caught on camera by Tony Foster.

**WINTER
MOTORING TIP**

It's not just about warmth when you're walking and cycling in winter. Give yourself the best chance of being seen by wearing high-vis clothes, especially in winter mornings and evenings.



DRESSING UP

BY LEONIE BARLOW

BY THE END of summer, I'm always anxious for winter to roll around. Don't get me wrong, I hate the cold, can't stand shorter days and think hot chocolate is overrated – but I love winter fashion.

At the first hint of a change of season, I'm trading my strappy sandals for suede boots, dusting off my leather leggings and bringing my coats out of hibernation. My over-eagerness to dive headlong into winter fashion has left me cooking in my cashmere on more than one occasion.

I don't know what the opposite of a beach body is, but I think I have one. In winter, I'm so layered up in woollies, even if I had a beach body you'd never know. Covering up is one of the advantages of cold weather dressing.

In fact, there are many reasons to love winter fashion. For starters, it's the perfect excuse to wear practical footwear. I'm not Anna Wintour, with a driver and a limo at the ready, so the risk of frostbite or a slipped disc is enough to make me shelve my heels and put my tanned tootsies into timeout.

I reckon the key to looking

hot when the temperature drops comes down to simple wardrobe maths. A few timeless basics (a classic coat and a great pair of boots), plus a couple of key essentials (merino tees and tailored pants) equals chic and warm all season long.

Coco Chanel may have suggested taking off an accessory on your way out the door, but these extras are outfit game changers at this time of year. So, on my way out, I'll be adding a chunky scarf, my favourite woolly hat and some leather gloves for good measure. Welcome back, winter.



KEEPING AN EYE ON THE BALL



BY ADAM MAMO

IN 1995 THE Auckland Warriors league team ran onto the pitch at Mt Smart Stadium to play their first ever game in the Australian NRL. They lost the fight that night, but won thousands of Kiwi fans – including me. We had a team that was all ours, a team that was local, accessible and born with a signature sketchy flair.

TV viewing was fine, but I needed to visit Mt Smart to see the Warriors play live. They lost the first game I went to as well. Undeterred, I've returned every winter since. Why? Because, on game day, the mismatched stands of the stadium

transform into a thunderous stew pot that's uniquely Kiwi: a place where road workers, bankers and families unite for a single cause. A place where kids learn new swear words and are given reason to practise them immediately. A place where steam rises from the backs of thousands of fans and the only thing that isn't cold enough is the plastic-bottled beer.

Over the years I've viewed the Warriors from nearly every angle; I've slipped to a muddy seat on the grass bank and sipped drinks in the corporate lounges. My preferred position is anywhere I can hear the

thud of bodies colliding and see opposition faces, as the stadium threatens to close its jaws and spit them out, soaked in the jeers of the crowd, with the bite of defeat.

Sure, being a Warriors supporter isn't always easy. They've trailblazed fan-killing moves like the reckless offload, the final minute choke and the unexplainable brain explosion. But, if you're patient, if you battle the winter weather and the flukey form, you'll be there when the rain clouds part, everything aligns, and the Warriors are completely unstoppable.

Hood Ornament

A COMIC BY Sarah Laing



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Driver

Big Red

Victoria Chapman and her Mazda 6 Station Wagon

"IN ALL HONESTY, I bought this car for my husky-cross, Meg. She's a big dog and she needs a big car, so anything smaller wasn't going to be practical. Even in this one her ears touch the roof!

"It's a bit out there to pick a car for your dog, but I love it too. The colour is great, and even though it's big, it's a breeze to park and to nip around in. It suits us both perfectly." 🐾



WoF Changing

Further changes to the Warrant of Fitness (WoF) test frequency are expected to be introduced later this year. Currently, only vehicles under six years of age are eligible for an annual WoF, but the NZ Transport Agency (NZTA) has completed consulting on a plan to expand this to include cars up to nine years old.

The NZTA's final decision had not been released as this issue was going to print but, if adopted as expected, light vehicles first registered between

2004-2008 can have a 12-month WoF following a successful inspection from 1 October this year.

It is also expected that, from 1 April 2014, the age range will be expanded again to include cars and motorcycles first registered between 2000 and 2003.

Vehicles registered before 2000 will continue to require a six-monthly WoF, while brand new cars and motorcycles registered on or after 1 April 2014 will receive a three-year WoF following an initial inspection.

RECALL REPORT

There is no need to be alarmed if your vehicle is identified as part of a recall campaign.

Car companies continually analyse reported defects and, as they take safety very seriously, will initiate recall campaigns as a preventative measure, if a component is found to have a high failure rate.

Vehicle owners are notified of recalls. In the case of cars sold new in New Zealand, the manufacturer will contact the registered owner. In some instances, with used imports, it isn't always so easy but, when safety is involved (such as with the recent airbag recall on Honda, Mazda, Nissan and Toyota vehicles), the distributor will obtain owner contact details via the NZ Transport Agency (NZTA).

Both the Motor Industry Association (MIA) and NZTA publish recall data on their websites, so you can check to see if your car is affected. If it is, don't panic. You will be contacted by the manufacturer to make arrangements for work to be carried out, at no cost to you.

New WoF inspection frequencies

Age of vehicle

Age of vehicle	New WoF inspection frequencies	Estimated date of introduction
New	An initial WoF inspection, one at three years old, then one per year for the lifetime of the vehicle	1 April 2014
First registered anywhere in the world on or after 1 January 2000	One per year for the lifetime of the vehicle	1 October 2013 for vehicles first registered between 2004-2008 1 April 2014 for vehicles first registered between 2000-2003
First registered anywhere in the world before 1 January 2000	One every six months for the lifetime of the vehicle	Already in place – no change

FAREWELL FALCON



Ford's closure of its manufacturing operations in Australia in October 2016 signals the end of an era for the Falcon nameplate. The division began operating in Geelong in 1925 assembling Model Ts, and went on to produce many Aussie motoring icons. The closure means the Falcon badge will be retired for good. No decision has been reached on what to do with Ford's Territory name.

Having suffered losses of A\$600 million in the past five years, the decision to close the plants will mean the loss of 1,200 jobs.

The news came just a month after GM Holden announced 500 job cuts, most of those at its plant in South Australia, citing the high Australian dollar, low-cost imported cars from Asia and falling sales of its Commodore and Cruze models as reasons for the cuts.

AIRBAG INNOVATION



the V40 has an airbag designed to prevent deaths and reduce injuries of pedestrians.

The five-door family hatchback has seven sensors fitted on its front bumper, which allows it to differentiate between the impact of a vehicle and a person. If someone is struck by the car, within milliseconds the rear of the bonnet is fired up by 10 centimetres to prevent the pedestrian from making contact with the hard engine parts underneath. The large airbag installed at the trailing edge of the bonnet prevents the pedestrian's body from hitting the windscreen, A-pillar or roof.

This pioneering safety technology saw the V40 awarded the 2013 Global NCAP Innovation award. Last year, the car achieved a five-star Euro NCAP safety rating.

Volvo is widely known and respected for building safe vehicles. With the release of the new V40, the Swedish carmaker has come one step closer to realizing its admirable goal of having

no deaths or serious injuries inside its new vehicles by 2020.

It also goes a long way to preventing tragedy occurring on the outside of the car. This is because



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And the winner is...

Mark Stockdale compares our motoring costs with the neighbours'

KIWIS RETURNING FROM Australia often marvel at the low price of fuel there. While it's true that petrol, at least, costs more in New Zealand – due to a combination of higher fuel taxes and a lower exchange rate – the AA's analysis of vehicle running costs shows that, overall, it costs

more to own a car in Australia than in New Zealand.

We've focussed on the typical day-to-day costs, comparing fuel costs, annual licensing, vehicle insurance and servicing costs, using AA Club data from each jurisdiction based on a typical compact, near-new car. We've excluded finance, interest


and depreciation, as these vary according to vehicle age and value.

Data shows that the average Kiwi motorist travels 12,000km a year. Australian motorists typically travel 15,000km a year; their fuel costs reflect the higher annual mileage. Diesel pump prices are much higher in Australia because it includes excise, whereas in New Zealand this is a separate Road User Charge.

All Australian costs have been converted into New Zealand dollars using an exchange rate of NZ\$0.82.

What does the comparison tell us? It shows that while our fuel costs are often perceived as high, they are more than offset by lower costs, like the annual vehicle licence, which is amongst the lowest in the world.

The Australian motoring costs are mostly inflated by the annual licence fees which, like New Zealand, includes compulsory third-party injury insurance. Although some ACC levies are collected in petrol tax, New Zealand's compulsory injury insurance fees are much lower than Australia because of the economies of scale of our State-run, no-fault ACC scheme, which averages costs across all drivers, helping keep levies low.

Australian motoring costs are \$1300 more a year than in New Zealand. But the average Australian full-time income is higher than ours. If we compare costs (in domestic currency) as a percentage of average income, then the cost of running a typical petrol car is higher in New Zealand at 7.2% of income, whereas in Australia it's 5.5%. So, while higher income levels in Australia mean those earning a full wage or salary are better able to afford the country's higher motoring costs, if you are on a low or fixed income, then it is cheaper to own a car here. 

How do our motoring costs compare?

	New Zealand	Australia (QLD)	Australia (VIC)
Annual vehicle licence ¹ – petrol	\$288	\$789	\$849
Annual vehicle licence ¹ – diesel	\$418	\$789	\$849
Insurance – vehicle only ²	\$750	\$904	\$884
Annual servicing (R&M, tyres, oil)	\$937	\$1,403	\$1,417
Annual petrol costs ^{3,4,5}	\$1,882	\$2,000	\$2,000
Annual diesel costs ^{3,4,5}	\$1,036	\$1,668	\$1,668
Diesel Road User Charges ³	\$636	n/a	n/a
TOTAL petrol	\$3,857	\$5,096	\$5,150
TOTAL diesel	\$3,777	\$4,764	\$4,818

NOTES: Costs calculated based on a compact car (up to 2 litres), and rounded. All Australian costs converted to NZ\$ at an exchange rate of 82c.

1. Includes compulsory third party (injury) insurance (ACC in NZ)

2. Club insurance; comprehensive cover with no claims bonus (new car)

3. Annual mileage: 12,000km (NZ); 15,000km (Aus)

4. Fuel consumption: petrol 7.54 litres/100km; diesel 6.08 l/100km

5. Petrol = NZ\$2.08/litre, A\$1.45/litre; diesel = NZ\$1.42/litre, A\$1.50/litre. Source: AA PetrolWatch, AAA

What our licence fees pay for

Petrol car (excl. ute or van)		Diesel car (excl. ute or van)	
ACC levy	\$198.46	ACC levy	\$311.38
National Land Transport Fund	\$43.50	National Land Transport Fund	\$43.50
Safety standards levy	\$1.64	Safety standards levy	\$1.64
Admin & licence label	\$6.62	Admin & licence label	\$6.62
GST	\$37.53	GST	\$54.47
Total:	\$287.75	Total:	\$417.61

Fuel tax comparison

NZ c/litre (petrol only*)		Australia c/litre (petrol & diesel)	
National Land Transport Fund	53.524	Commonwealth excise	38.143
ACC	9.9		
Fuel Monitoring Levy	0.045		
Local Authorities Fuel Tax	0.66		
Total excise	64.129	Total excise	38.143
GST (\$2.08 at 15%)	27.13	GST (\$1.45 at 10%)	13.18
TOTAL TAX	91.26	TOTAL TAX (A\$)	51.32

* As from 1 July, 2013. Diesel in NZ incurs the Fuel Monitoring Levy (0.045c/litre), Local Authorities Fuel Tax (0.33c/litre), plus GST, totalling 18.89c/litre at a retail price of \$1.42/litre; the National Land Transport Fund levy is collected from diesel RUC of \$53 per 1,000km for a light vehicle.

RENTAL RISKS

Peter King discovers scary liability issues in rental car agreements

YOU KNOW WHERE you stand with car insurance. If your car is driven by someone who's drunk, outside the conditions of their restricted licence, involved in a street race or on a beach, your cover is gone and you are liable for any damage they do. Other than that, if you crash with comprehensive car insurance, you are covered for your own loss (less the excess) and any loss to third parties, whether you're at fault or not.

You might think the same sort of conditions apply when you drive a rental car, right? Wrong.

Consider this scenario: you wake up in hospital to hear that a truck driver says you crossed the centre line and smashed into his truck. There are no other witnesses. The Police have charged you with careless driving and, if you are convicted, under the terms of your rental car agreement insurance exclusions, you will be personally liable for the rental car and the quarter-million-dollar truck, as well as the loss of income to the rental and truck firms while the vehicles are off the road. This is a true story.

And it needn't be so dramatic. You're at a Give Way sign. You check that everything's clear, pull out and someone charges around a nearby corner and ploughs into you. You say he was speeding; he says you didn't give way. No one admits responsibility (as their insurance policies demand) but, lacking any evidence that the other guy was speeding, the Police charge you for failing to give way.

Poor observation accounted for a third of the rental car injury crashes in the past five years. Under many rental car insurance agreements your liability, along with your credit card, is – once again – wedged wide open. In fact, in some contracts, you agree to effectively let the rental firm decide how much money to take off you indefinitely, to deal only with them, and to not ever reverse any credit card charges.

“Until rental car insurance becomes more transparent it would pay to check the terms and conditions of any offer, along with the price.”

The clause that creates all these problems doesn't look very dangerous by itself. All it says is that insurance is excluded if the conditions of the hireage are broken. For things like driving the car in a reckless manner, that seems reasonable. It's the other clause in the agreement which can cause grief. It's the one that contractually obliges you to do what you must do anyway: obey the law and follow the rules of the road.

What this means is, if you have a crash due to carelessness (by definition almost every crash is due to carelessness) or infringing any of the hundreds of road rules, you set off the condition of vehicle hire insurance exclusion. Some rental companies make it more explicit: they specifically exclude insurance on the basis of any traffic offence.

The contractual obligation to the hirer to obey the road rules is not a sneaky trick by rental firms. The NZTA requires rental car firms to ensure you agree not to break any road rules. The same rule requires firms to collect infringements, so it was probably designed to collect from tourists tempted to run up speed camera fines and then skip the country.

But, that doesn't explain why there should be an insurance exclusion. In fact, section 11 of the Insurance Reform Act 1977 basically demands that insurance should not be so riddled with exclusions that it ceases to effectively be insurance. Some rental car terms and conditions include reference to section 11, and customers should see this as a good sign. It means the rental firm actually has insurance.

Karen Stevens is the insurance ombudsman. She sees plenty of disputes where people are denied cover because they breach the terms of their ordinary car insurance. But, she has no cases involving rental firms, despite the fact there have been 1763 injury crashes involving rental cars in the past five years. Half of them involved a driver on an overseas licence. The reason is probably that the insurance ombudsman scheme is only available to customers of insurance companies and the word 'insurance' is not restricted by law.

Because it turns out there are two kinds of rental car firms – those that self-insure, and those that have insurance policies with registered insurance companies.



ILLUSTRATION: DARON PARTON

Many of the smaller car rental firms insure with Lumley's – an insurance firm that specializes in the transport industry. In a statement, Lumley's confirmed to us that, like most domestic car insurance, it has no requirement that insurance be excluded if a driver commits an offence.

Smaller firms' terms and conditions seem to be less onerous than those of big chains. In most cases involving small rental car companies, it is the excess being contested, not the total liability. Excesses can be high – up to \$10,000 – but, compared to the third-party liability if your rental car hits someone's house, rig or expensive car, they are small.

When it comes to rental firms that self-insure, however things can get

very stressful. Section 11 doesn't apply (or get mentioned in the agreement) because the 'insurance' you agreed to isn't really insurance. Effectively, the large firms are taking advantage of the fact that New Zealand law does not demand compulsory vehicle insurance. They tend to cover their own costs of loss and liability by putting it straight back on the hirer. This means that you are at fault, the third party's insurance company goes after the hire firm, which comes after you – armed with an agreement you signed to pay just about anything they deem fit.

Under the terms of the Land Transport Operator Rule, a renter is allowed to waive the hirer's

'insurance', if the renter has an alternative insurance policy. Not one single rental car company website I could find specifies in advance which alternative insurance policies are acceptable. If you want to invoke this rule, it would take some negotiation.

So, what is the answer? Well, until the rental car industry becomes a lot more transparent about what it means by insurance and what it covers when, it would pay to check the terms and conditions of any offer, along with the price. And, if you want maximum cover, take out travel insurance. A typical seven-day policy with a \$100 excess provides up to half a million dollars in personal liability, covers \$1000 rental excess, and costs about \$45. ■



BIG DREAMS

Kim Newth meets a mechanic fascinated with American classic cars

IS IT THEIR sleek fins, their chrome or their sheer size that hook people into 'going American'? Ben Johnson of Waikuku has no idea how he first became obsessed with American cruisers and muscle cars but, at last count, his backyard holds around a dozen, ranging from Chevrolets of various makes and models to a 1968 Dodge Charger, a Plymouth Barracuda and a Buick 1957 wagon.

An immaculate turquoise and white 1956 Chevy, which Ben purchased in 2003 from a seller in Adelaide,

is parked on the drive. Before Ben worked his magic, this car had no engine and its paintwork and interior were very shabby. Now it drives like a dream and looks superb.

His workshop and garage space hold an ever-expanding collection of cars, as well as motoring signs, petrol pumps, car magazines, model cars and other memorabilia.

Getting it all under cover is a mission; Ben recently put up another roomy garage. His partner of 14 years, Lorraine Stevens, accepts a certain amount of overflow into

the house, with shelves of die-cast model cars in the lounge.

Ben grew up in Kaiapoi, north of Christchurch, car mad from the start. He left school at 16 to take up an apprenticeship as a mechanic. A few years later, he'd saved up enough to buy his first 1938 Chevy.

"There was no engine in it. It was just a body. In retrospect, it was a bit too ambitious a project for me to take on then," Ben recalls, adding that the car ended up being pulled to bits and stayed that way.

In 1998, he started working for

himself, leasing a workshop out the back of the local BP service station. Four years later, he moved to bigger premises before finally selling the business last year. Now he's busy with private repair contracts, working from his home workshop.

Throughout his time as a mechanic, his interest in collecting and restoring big old American cars has grown. His preference is for classic cars with potential, rather than ones that come buffed up as new.

"It's more affordable to buy cars as 'a project' and you know what you're getting. The risk in spending a lot of money on something nice and shiny is while it may look really good, it may turn out to have been patched up and poorly restored."

Ben's collection has grown from cars found in New Zealand – for example, a 1967 Camaro purchased from a man who had imported it from California – as well as in Australia

"Out the back of Las Vegas we came across 300 cars in the middle of nowhere. I was like a kid in a lolly shop."

and the United States.

On a trip to the US last year, he bought a 1955 Cadillac Coupe de Ville that he'd spotted at a swap meet in Pomona, California. "It didn't sell there, so I ended up ringing the guy afterwards and driving out to his home in the desert, an hour out of Los Angeles. It'd just been parked up, derelict, for years. He showed us all the paperwork, I bought it and then he offered to tow it to the shipper's yard for us."

Ben had every intention of holding on to this car. "However, no sooner had I got it going than I sold it to a

guy I'd been doing some work for. He'd fallen in love with it and had to have it. At least I know it has gone to a good home."

Ben and Lorraine have made several trips to the US. Ben loves the vastness of the desert States, where the dry air helps to preserve the bodies of old cars. "You never know what you'll find. I remember one time, out the back of Las Vegas, we came across 300 cars sitting out in a paddock in the middle of nowhere. They were all projects in varying states. I was like a kid in a lolly shop looking through that place."

Through the classifieds site Craigslist, Ben also found an old collector of cars in Arizona who was selling his lifetime's collection from out of a yard and warehouse in an industrial area. Fossicking through a treasure trove like that is what keeps Ben hooked on the idea of going back again. »

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"I love going to the old junkyards over there, too. They're quite hard to find, but they often have such cool memorabilia."

So much can be done by phone and online these days that it's not necessary to travel to the US to buy a classic car from there. Ben says it does pay to be cautious, though, when buying from a private seller in another country. He suggests buyers seek detailed close-up photos of vehicles they're interested in to make sure they're in advertised condition. Ben also recommends having vehicles properly inspected before

"There was no engine, it was just a body. In retrospect, it was too ambitious a project for me to take on back then."

proceeding with any purchase.

"Don't send large sums of money on the basis of one or two photos to someone you don't know. You're better to work through an international freight company."

A shipper can pick up the vehicle,

put it in a container and sort out all the paperwork. Buyers should also be prepared for hidden costs, such as cleaning and MAF charges, over and above freight fees.

When he's not searching for new projects or working on the cars themselves, Ben likes to get behind the wheel, with Lorraine at his side. They love taking long Kiwi road trips. One of their favourite drives is to the annual Whangamata Beach Hop festival in the Coromandel... the only hitch being trying to decide which car to take when there are so many choices. 📍

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Foreign affairs

The AA's **Donavan Edwards** explains the Carnet de Passage

EVERY YEAR, AROUND 100 New Zealanders take their vehicles on holiday overseas.

Usually, they have arranged a Carnet de Passage en Douane, an international customs document issued by the NZAA. The document is like a passport or a visa for a car, motorbike, campervan or trailer. It proves to customs officials that a bond has been left in the country of origin and guarantees payment of duties, if the vehicle isn't exported within the stipulated time frame.

Without the document, touring motorists have to place a customs bond at each border they cross. The bond is refundable on departure but, in most cases, that doesn't happen immediately and, if they are crossing several borders, those costs quickly add up. Plus, it can be tiresome trying to reclaim money from foreign officials. Sorting out the paperwork before leaving New Zealand avoids a lot of this hassle.

The carnet is accepted by many countries around the world, including parts of South America, Africa, Asia, the Middle East

and Australia, with Australia the most popular destination for Kiwi carnet applications.

The AA hears fascinating road trip stories when carnet holders return. One account reveals how Ken Wilson, an adventurous weekend motorbike enthusiast, became an addict of long-distance riding.

Wellington-based Ken shipped his motorbike to Australia and, with a carnet, he was able to use his New Zealand-registered bike to circumnavigate the country. A friend accompanied him and they rode more than 23,000km in a couple of months.

It wasn't long before the two friends decided on another challenge. The next journey was from Alaska down to Argentina and this time Ken's wife Shirley accompanied them, as pillion on Ken's motorbike.

One of the advantages of taking your own transport is being able to customize it for the trip, as Ken did. Additional safety features, such as extra lights and crash bars, protective guards, more storage and comfortable sheepskin seat covers, ensured the ride was as smooth as possible.

The carnets were sorted and Ebony, Ken's BMW motorbike, was crated and shipped to Canada. A few weeks later, he and his companions had collected their bikes and started the journey.

The route to Alaska consisted of roads alongside snow-capped mountains and a glacier-fed alpine lake. Once Prudhoe Bay was reached, the bikes were pointed south. They crossed back into Canada, then into the United States of America, with a plan to visit as many national parks as possible.

On the route they stopped at the remote Four Corners monument, located in Navajo country. This is the only place in the USA where four States meet at one point and, if you are a bit flexible, you can literally be in Arizona, Utah, New Mexico and Colorado at the same time.

They rode further south down the iconic coastal route through Big Sur, past the Hearst Castle museum where the late publishing tycoon William Randolph Hearst's art collection can be viewed, then crossed over the Bixby Creek Bridge en route to Hollywood's Santa Monica Boulevard for a night out on the town.



The border crossing into Mexico was more like a moderately busy intersection and the customs officials waved the bikes through. When they arrived in La Paz, Independence Day celebrations were underway, with Police and soldiers in camouflage gear carrying large rifles marching through the streets. Then, after sunset, fireworks lit the skies.

Heading out of La Paz through cobble streets, they went to Guatemala for a stopover. Then, crossing six borders from Mexico to Panama in six days, they arrived at the ferry terminal in time for the monthly crossing to Cartagena, Colombia in a 105-year-old boat.

They found the roads in Colombia dominated by fully-laden trucks transporting sugar cane, which made passing on motorbikes tricky, but the superb drive through rainforest and up steep mountain ranges made it worthwhile.

The equator crossing into Peru revealed a desert terrain, with high daytime temperatures and cold nights. A 600km circuitous route up to 15,000ft above sea level Ken described as "awesome" and, at the top, the ancient Nazca Lines were visible.

After riding the many dirt roads in Argentina and crossing 19 borders, they made it to Ushuaia at the bottom of the country.

It's not only bikers that have all the fun. Classic vehicles are often shipped over the ditch, and further afield, for car shows and rallies. Adventure seekers take their 4X4 vehicles on African safaris and to the Australian Outback, and some Kiwis like to tour abroad with their own caravan or motorhome.

Armed with a carnet, the business of getting their wheels into foreign countries is relatively easy. 🇳🇿

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New to Market

Toyota **RAV4**



Holden **Commodore**



Subaru **Forester**



HOLDEN COMMODORE

Styling changes front and rear, and a sophisticated new look on the inside are the major upgrades for Holden's new VF Commodore. The ride is comfortable and it's a capable performer through the corners. An electric handbrake switch replaces the previous model's finger-pinching lever and new features include a head-up display, frontal collision alert, blind spot monitoring and automatic-parking technology. Pricing starts with the 3.0L V6 Evoke at \$49,990; the V8 models are priced from \$61,490 for the SS auto; the Caprice-V tops the range at \$85,490. **Good:** New technology introduced without a price increase. **Not so good:** Engine choices stay the same.

TOYOTA RAV4

A roof-hinged tailgate replaces the previous model's side opening rear door and, although the body has shrunk, it feels a whole lot roomier inside. The RAV4 has traditionally been an AWD vehicle, but a 2WD is now on offer, fitted with a 2.0L 107kW/187Nm petrol engine mated to a CVT transmission driving the front wheels. The AWD models have either a 2.5L 132kW/233Nm petrol or a 2.2L diesel motor, with 110kW/340Nm; both are fitted to a six-speed auto. The petrol models start at \$39,990 for the 2.0L GX up to \$60,790 for the 2.5L Limited. The 2.2L diesels are from \$49,290 to \$62,790. **Good:** No more bulky rear door. **Not so good:** Dashboard styling not to everyone's taste.

SUBARU FORESTER

The Forester has a bold new appearance, a refined cabin and four engine options; a 2.0L petrol engine with 110kW/198Nm, a turbocharged 2.0L petrol motor with hot-hatch output of 177kW/350Nm, a 2.0L diesel with 108kW/350Nm and a 2.5L petrol delivering 126kW/235Nm. Subaru's Lineartronic automatic transmission is fitted to all but the diesel, which has a six-speed manual. Subaru's 'eyesight' technology makes it a whole lot safer, too, and is standard equipment on the XT and Premium models. Pricing from \$39,990 to \$59,990. **Good:** A competent performer off-road. **Not so good:** No automatic choice for the diesel.

MITSUBISHI MIRAGE

The reborn Mirage has a fair amount of cabin and loading space for its class. It's fitted with a three cylinder 1.2L petrol engine; the 58kW of power and the 102Nm of torque is adequate for the lightweight 890kg sub-compact hatch. The engine is mated to a CVT transmission and fuel consumption is claimed to be 4.6L/100km for the LS and 4.9L/100km for the GLS model. The difference is a result of the variance in wheel size. The Mirage is one of only two vehicles in the sub \$20k price range that has a five-star ANCAP crash-test rating. Pricing starts at \$18,990 for the LS; the GLS is \$21,990.

Good: A fuel-sipper with practical luggage space.

Not so good: Styling not as funky as the Mirage of old.

VOLKSWAGEN GOLF

The Golf VII has appealing visual qualities with evolutionary rather than revolutionary styling changes. New Zealand buyers are offered two 1.4 litre TSI petrol engine options, with outputs of 90kW/200Nm and 103kW/250Nm, as well as a pair of diesels; a 77kW/250Nm 1.6 litre TDI or a 110kW/320Nm 2.0 litre TDI. All engines are lively and fuel economy is impressive; with a claimed 5.2L/100km, the TSI manual is the thirstiest in the range. Pricing is also good, at \$32,250 for the entry level with a six-speed manual, and \$34,750 for the seven-speed auto (DSG) model. The 1.6L and the 2.0L models are \$37,250 and \$43,750.

Good: Class-leading fuel economy and a sharp entry price.

Not so good: Safe, subtle styling.

HYUNDAI SANTA FE

The new Santa Fe is a big step up from the model it replaces, with the large front grille giving it plenty of road presence. The suspension is locally tuned to suit New Zealand roads and extra sound dampening keeps road noise to a minimum. It's offered with five or seven seat arrangements and three engine choices – 2.4L four cylinder and 3.3L V6 petrol motors and a 2.2L diesel. All motors are mated to six-speed automatic transmissions and all but the 3.3L V6 are AWD. The 2.4L costs \$57,990-\$67,990, the 2WD 3.3L \$67,990 and the diesel models from \$63,990 to \$79,990.

Good: Modern design and proven diesel engine.

Not so good: Priced higher than the competition; only one 2WD option.



VW Golf



Mitsubishi Mirage



Hyundai Santa Fe



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New Zealand Government



MAZDA6

The new Mazda6 continues the familiar KODU design features, with sleek, sculptured body lines. It's an enjoyable car to drive, well planted to the road, quiet, comfortable and roomy, but the lift-back has been dropped and the sedan and wagon body style are the only configurations available. Mazda's SKYACTIV fuel saving technology is introduced for the first time on the Mazda6 line and is available in 2.0L 114kW/210Nm and 2.5L 138kW/250Nm petrol motors, as well as the punchy 2.2L 129kW/420Nm diesel engine.

All models are coupled to six-speed automatic transmissions. The entry-level 2.0L GLX wagon starts at \$45,495. Pricing for the remainder of the range is \$40,795 to \$60,795.

Good: Efficient engines and sleek body styling.

Not so good: No lift-back version.

FORD KUGA

Visually, the Kuga looks like a grown-up Focus, which is fitting as it shares the same platform. The bulky five-cylinder has been dropped in favour of two four-pot engines – an EcoBoost 134kW/240Nm 1.6L petrol and a 120kW/340Nm 2.0L diesel. The Kuga is only available in AWD for our market and both engines are coupled to quick-shifting six-speed auto transmissions. It's competitively priced, starting with the EcoBoost models at \$39,990 for the Ambiente, \$43,990 for the Trend and \$52,990 for the Titanium. The diesel models have a price tag of \$45,990 for the Trend and \$54,990 for the Titanium.

Good: Nicely priced, peppy engines and good driver-assist features.

Not so good: No 2WD models for New Zealand.

KIA CERATO

Kia's small sedan has grown wider, longer and its lowered roofline provides it with a sleek new profile. On the road it's comfortable and on the inside it's spacious, with conservative styling. It offers a decent 421L of luggage space and parking sensors are standard front and rear. The new Cerato has two gutsy petrol engine choices: a 110kW/178Nm 1.8L and the direct injection 2.0L 129kW/209Nm motor. Both powerplants are mated to six-speed automatic transmissions and have the addition of steering-wheel paddle shifters for manual gear changing. Three models are offered: the 1.8L LX for \$29,990, 1.8L EX for \$33,490 and the 2.0L SX for \$38,490.

Good: Nicely priced and good specification levels.

Not so good: The engine choices closely rival each other.

Mazda6



Kia Cerato



Ford Kuga



NEW CAR PRICES



	L/100km*	Engine	kW	Manual	Auto
Alfa Romeo www.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 www.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 S-Tron Sed	7.1	2.0	132	-	88,500
A4 3.0 TDI Quattro Tip Sed	7.0	3.0	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
S4 3.0 TFSI Quattro S-Tronic	9.4	3.0	245	-	125,400
RS4 4.2 FSI Quattro S-Tr. Avant	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
TTRS Coupe 2.5 TFSI Quat Man	9.2	2.5	250	142,500	149,500
BMW www.bmw.co.nz					
118i Base Line •	7.3	2.0	100	52,500	55,600
118d Sport-Hatch Base Line	4.5	2.0	105	53,700	56,800
125i Sport-Hatch M Sport	6.6	2.0	160	61,600	64,700
123d Coupe SE	5.9	2.0	150	69,500	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
325i Convertible	7.9	2.5	160	104,800	108,900
520d SE Sedan	5.1	2.0	135	-	110,700
528i SE Sedan •	8.0	3.0	190	-	123,900
550i SE	10.4	4.4	300	-	167,500
520d Touring SE •	5.7	2.0	135	-	114,000
650i Coupe	10.6	4.4	300	-	218,500
640d Gran Coupe	5.5	3.0	230	-	199,200
750Li	11.0	4.8	270	-	234,500
X1 sDrive 20d •	5.8	2.0	130	66,900	71,000
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
X5 xDrive 40d SE	7.5	3.0	225	-	152,000
X6 xDrive 50i	12.5	4.4	300	-	176,000
Z4 Roadster sDrive35i	9.4	3.0	225	126,500	-
Chery www.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 www.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 www.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 Turbo EGS Exclusive	7.0	1.6	115	-	39,990
C4 Grand Picasso 2.0 HDi •	6.8	2.0	103	-	44,990
DS4 Auto •	6.4	1.6	120	-	44,990
DS4 Sport •	6.4	1.6	147	48,990	-
DS5 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	-	52,990
Berlingo	5.8	1.6	66	29,990	-
Daihatsu www.toyota.co.nz					
Daihatsu Sirion Hatch •	5.8	1.3	64	18,990	19,990
Daihatsu Sirion SX •	6.7	1.5	76	-	23,490
Daihatsu Terios 4X4	7.7	1.5	77	26,240	27,250
Dodge www.dodge.co.nz					
Journey SXT	10.4	3.6	206	-	39,990
Journey R/T	10.4	3.6	206	-	46,990

	L/100km*	Engine	kW	Manual	Auto
Fiat www.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 Esseece •	6.5	1.4	118	42,990	-
500c Abarth Esseece	6.5	1.4	118	-	46,990
695 Tributo Ferrari	6.5	1.4	132	-	46,979
Ford www.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	2.0	120	-	40,840
Focus Trend Petrol •	6.6	2.0	125	-	35,340
Focus Sport Petrol •	6.7	2.0	125	-	42,340
Focus Titanium Petrol •	6.6	2.0	125	-	47,340
Focus ST EcoBoost Hatch •	7.2	2.0	184	52,840	-
Mondeo 2.0 Hatch LX Diesel •	7.1	2.0	103	-	46,340
Mondeo 2.0 Zetec Diesel Hatch •	7.1	2.0	103	-	50,340
Mondeo 2.0 Titanium Diesel •	5.6	2.0	120	-	55,340
Kuga Ambient •	7.7	1.6	134	-	39,990
Kuga Trend Diesel •	6.2	2.0	120	-	43,990
Kuga Titanium EcoBoost •	7.7	1.6	134	-	52,990
Territory TX RWD Petrol •	10.8	4.0	195	-	49,990
Territory TS RWD Diesel •	8.2	2.7	140	-	59,990
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	2.0	179	-	48,490
Falcon MkII XR6 •	9.9	4.0	195	-	53,990
Falcon MkII G6E •	9.9	4.0	195	-	58,990
FPV F6	12.3	4.0	310	-	77,990
FPV GT	13.7	5.0	335	-	87,990
Great Wall www.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 www.holden.co.nz					
Barina Hatch Sdr •	7.0	1.6	77	22,990	24,990
Barina Spark Hatch CD •	5.6	1.2	59	16,990	18,490
Cruze CD Hatch/ Sedan •	7.0	1.8	104	-	30,900
Cruze CD Sedan Turbo 1.4 •	6.9	1.4	103	-	33,900
Cruze CD 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
VF Commodore Evoke Sedan •	8.3	3.0	190	-	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 •	12.1	6.0	210	-	85,490
VE Ute SV6 •	9.0	3.6	195	-	49,000
VE Ute SS •	11.5	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 www.honda.co.nz					
Jazz 1.3S •	5.8	1.3	73	24,700	27,500
Jazz Sport •	6.7	1.5	88	-	29,500
City S 1.5 •	6.3	1.5	88	-	29,500
Civic 1.8S •	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 SX Hybrid •	4.6	1.3	72	-	35,600
Insight E Hybrid	4.6	1.3	72	-	38,800
Insight N	4.6	1.3	72	-	40,000
CRZ SR •	5.0/4.7	5/4.7	91	42,000	42,000
CRZ Sport	5.0/4.7	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 V6 VL	10	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 www.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

	L/100km*	Engine	kW	Manual	Auto
Elantra •					
Elantra Elite •	7.1	1.8	110	-	35,990
Veloster 1.6 GDI •	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
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
Santa Fe 2.4 7Seat •	9.0	2.4	141	-	60,990
Santa Fe 2.2R CRDi 7S •	7.3	2.2	145	-	67,990
Santa Fe 3.3 V6 7S 2WD	9.6	3.3	199	-	67,990
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			www.jaguar.co.nz		
XJ 3.0D Premium Luxury	6.1	3.0	202	-	155,000
XJ 5.0 V8 SC	11.6	5.0	346	-	200,000
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
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			www.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 Ltd 5.7	14.1	5.7	259	-	86,990
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 2dr •	11.6	3.6	146	-	57,990
Wrangler Renegade CRD 4dr	11.7	2.8	130	-	62,990
Kia			www.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	1.6	82	22,990	23,490
Rio EX Hatch •	6.8	1.6	82	-	25,790
Soul Petrol •	6.5	1.6	91	-	30,490
Cerato LX Sedan/Hatch •	7.9	2.0	115	-	28,990
Cerato SX Sedan/Hatch •	7.9	2.0	115	-	34,990
Cerato Koup SX •	7.7	2.0	115	-	34,990
Optima EX GDI CVT •	7.9	2.4	148	-	46,990
Optima Ltd GDI CVT •	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
Sportage R Ltd Diesel •	7.5	2.0	122	-	52,240
Sorento R Urban Diesel4X2 7S •	7.2	2.2	145	-	50,690
Sorento R LX Diesel 4x4 7S •	6.6	2.2	145	-	53,690
Sorento R Ltd Diesel 4X4 7S •	7.4	2.2	145	-	64,490
Carnival EX Diesel •	9.0	2.9	134	-	49,990
Carnival EX V6	12.8	3.8	182	-	45,990
Land Rover			www.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 Evoque SD4 Dynam •	6.5	2.2	140	-	103,000
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
Range Rover TDV6 HSE	7.5	3.0	190	-	170,000
Range Rover SDV8 Vogue	8.7	4.0	250	-	195,000
Lexus			www.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	-	63,790
IS250 Ltd	9.1	2.5	153	-	80,790
IS250 Convertible Limited	9.3	2.5	153	-	97,400
IS350 Ltd	9.4	3.5	233	-	96,000
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

	L/100km*	Engine	kW	Manual	Auto
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	-	280,300
RX350 Crossover	12.3	3.5	203	-	101,400
RX450h Hybrid Crossover SE	6.4	3.5	183	-	125,400
LX570	14.5	5.7	280	-	196,900

Mazda www.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	57,150
CX-5 GLX FWD	6.4	2.0	114	-	39,695
CX-5 GSX AWD	6.9	2.0	114	-	41,495
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

Mercedes www.mercedes-benz.co.nz					
Refer to Mercedes website					

Mini www.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
Mini 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 www.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 www.nissan.co.nz					
Micra ST	6.6	1.5	75	-	22,600
Micra Ti	6.6	1.4	75	-	24,100
Pulsar ST Sedan	6.7	1.8	96	-	22,600
Pulsar Ti Sedan	6.7	1.8	96	-	33,490
Juke ST	6.3	1.6	86	-	31,990
Juke Ti	6.3	1.6	86	-	33,990
Qashqai ST Hatch	7.9	2.0	102	-	37,700
Qashqai Ti Hatch	7.9	2.0	102	-	40,800
Maxima 350	10.2	3.5	185	-	52,990
Leaf 0 Emissions 100% electric	0	electric	90	-	69,700
370Z Coupe	10.4	3.7	245	76,200	77,200
GT-R	-0	3.8	352	-	189,900
X-Trail ST-L 4WD Petrol	9.5	2.5	217	-	43,990
X-Trail Ti Leather 4WD Petrol	9.5	2.5	132	-	49,990
X-Trail TS 2.0 Diesel	8.1	2.0	110	-	46,990
Murano	10.9	3.5	191	-	65,950
Pathfinder Ti Leather TDI	10.1	2.5	128	-	76,900
Patrol	14.5	5.6	198	-	114,000

Peugeot www.peugeot.co.nz					
208 Active	4.5	1.2	60	-	23,990
208 Allure 5dr	6.7	1.6	88	-	28,990
308 CC	7.7	1.6	115	-	45,990
308 Access	7.2	1.6	88	-	29,990
308 Allure	6.7	1.6	115	-	35,990

	L/100km*	Engine	kW	Manual	Auto
308 Allure Diesel	6.1	2.0	120	-	38,990
308 Active SW Diesel	6.7	2.0	120	-	39,900
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
4008 Feline 4WD CVT	8.1	2.0	110	-	45,990
RCZ	7.3	1.6	115	49,990	49,990

Porsche www.porsche.co.nz					
Boxster	8.2	2.7	195	120,300	126,300
Cayman	8.2	2.7	202	120,900	126,900
911 Carrera	9.0	3.4	257	220,000	228,000
911 Carrera 4S	9.5	3.4	257	265,000	273,000
Cayenne	9.9	3.6	220	-	139,500
Cayenne Diesel	7.2	3.0	180	-	140,500
Cayenne Hybrid	8.2	3.0	245/279	-	197,500
Cayenne Turbo	11.5	4.8	368	-	270,000
Panamera S	8.7	3.0	309	-	260,000
Panamera Turbo	10.2	4.8	368	-	350,000

Renault www.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 www.skoda.co.nz					
Fabia Hatch TSI 77	7.5	1.4	77	-	23,900
Fabia vRS	6.2	1.4	132	-	35,500
Yeti 2.0 TDI 4X4	6.5	2.0	103	45,500	48,000
Octavia Liftback TSI 90	6.3	1.4	90	34,500	37,000
Octavia Liftback TDI 77	4.7	1.4	77	36,500	39,000
Octavia Liftback TSI 118	6.6	1.8	118	-	41,500
Octavia Wagon TSI 118	6.6	1.8	118	-	44,000
Octavia Scout 4X4	6.2	2.0	103	49,000	51,500
Superb Sedan TSI 118	7.1	1.8	118	-	46,000
Superb Sedan TDI 125	6.0	2.0	125	-	59,500
Superb Wagon TDI 103	6.0	2.0	103	-	51,000
Superb Wagon TDI 125	6.1	2.0	125	-	62,000
Superb V6 4X4	10.2	3.6	191	-	69,000

SsangYong www.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 www.subaru.co.nz					
BRZ GT	7.8	2.0	147	48,990	49,990
Impreza 2.0i-SL Hatch/Sedan	6.8	2.0	110	44,990	46,990
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	-	53,490
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
Tribeca	11.6	3.6	190	-	69,990

Suzuki www.suzuki.co.nz					
Alto GL	4.8	1.0	50	17,250	19,550
Splash GLX	5.1	1.2	69	18,990	20,500
Swift GL	5.5	1.4	70	19,990	-
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

	L/100km*	Engine	kW	Manual	Auto
SX4 2.0 LTD 2WD Sporthatch	7.3	2.0	107	-	29,990
SX4 2.0 GLX i-AWD Hatch	8.7	2.0	107	27,990	29,990
SX4 2.0 Sedan Ltd	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
Jimny JX	7.2	1.3	63	19,990	-
Jimny 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	-

Toyota	www.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 •	76.6	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
Corolla GLX Sedan •	7.4	1.8	103	-	38,990
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	1.573.6(54)	-	31,280	
Prius C S-Tech	3.9	1.573.6(54)	-	35,280	
Prius Hybrid •	3.9	1.873/100	-	50,280	
Prius v	4.1	1.873/100	-	51,280	
Prius v s-Tech	4.1	1.873/100	-	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	2.4110/140	-	50,990	
Camry Hybrid i-Tech •	6.0	2.4110/140	-	56,890	
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	-	44,490
RAV4 AWD GXL •	8.5	2.5	132	-	51,490
RAV4 AWD Ltd •	8.5	2.5	132	-	60,790
RAV4 AWD Diesel AWD •	6.5	2.2	110	-	53,490
Highlander V6 7S 2WD •	11.0	3.5	201	-	55,280
Highlander V6 7S 4WD	11.6	3.5	201	-	59,790
Highlander V6 LTD 7S 4WD	11.6	3.5	201	-	67,790
FJ Cruiser V6 Petrol	11.4	4.0	200	-	71,280
Prado 3.0 GX Diesel •	8.5	3.0	127	80,780	82,380
Prado 3.0 VX Ltd	8.5	3.0	127	-	107,980
Land Cruiser 200 Wagon VX 4.5 •	10.3	4.5	195	-	125,790

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Traveller



Lynley Dodd

Creator of New Zealand favourite Hairy Maclary

My favourite areas are Otago and Dunedin. Dunedin, because of family connections, and the Otago Lakes district for the glorious scenery.

Dunedin still has that old feel about it. I'm not keen on rapid change and I love old buildings – there are a lot of nostalgic things about Dunedin.

We tend to go there and then head up to the lakes to revel in the

landscapes. I've always said that the landscape is so dramatic, the sheer scale of it dwarfs any human disturbance. Everything seems to be completely squashed by the fact that the landscape is so amazing. I love that area.

If all the family were there, I'd be quite happy to live down there. Mind you, I'd need a nice warm house! ☺



THE LONG AND WINDING ROAD

On the eve of its 25th anniversary, **Karl Puschmann** drives the iconic Southern Scenic Route

A **BEAT ALONG** from Queenstown's Remarkables ski fields stands a smudgy brown road sign. Like much of the South it's no nonsense and to the point: 'Southern Scenic Route starts here. Follow symbol'. With no itinerary and no reservations, this doubles as a wonderfully concise summation of what could loosely be dubbed my plan – over three days I will simply follow the symbols and see what happens.

The deep blue of Lake Wakatipu which accompanies you out of Queenstown soon vanishes, leaving only the grey road to divide the ginger-stained grassland. The surrounding fields casually lull into pudgy squat mounds, all covered in haphazard

and irregular indentations, like some clumsy potter has left his oafish paw prints all over them. Further back, the snow-capped ranges resemble a bowl of vanilla ice cream slowly melting over a big ol' scoop of chocolate. With this thought in mind, I pull over at a cafe in Garston and head straight for the freezer.

The clashing mix of procedure and chaos suggested by the Wilderness Scientific Reserve appeals. There's no one around – scientific or otherwise – and the place screams in solitary silence. According to a sign in the observational tower the view hasn't changed since the Ice Age, 8,000 to 10,000 years ago. The place feels old and exotic and strange, and not at all how New Zealand usually feels. It is unusually disconcerting, so I leave.

In an immaculately quaint cemetery, just shy of the Tuatapere Scenic Reserve, I discover the answer to one of the most head scratching questions of the modern age. I've stopped for a bit of a snoop when, suddenly, a cocky chook darts out from behind a tombstone, giving me one heck of a fright. It zips across the grass, glances back at me, then struts coolly across the tarmac. What happens next is astounding, but what that chicken does when it crosses the road is a secret that shall remain with Tuatapere's graves.

There's something about the stretch of road where Fiordland's farmlands dissolve into the rough and tumble of the Southern Ocean that compels you to take a break. The exact spot is on the right, halfway

CLOCKWISE FROM LEFT: Pudgy mountains south of Queenstown; the route's humble beginnings; McLean Falls in Catlins Forest Park. **NEXT PAGE:** A grim memorial; taking a break.

up a languorous incline that follows the coast just outside Orepuki. It's called McCracken's Rest and it marks the extreme south-western point of New Zealand's highway system. This is neat, but the real attraction is the view it affords over the wild ocean waters of Te Waewae Bay.

I hang around a while. The lone traveller on the lone road, sombrely reflecting in dusk's hazy glow, looking for answers in the ocean's endless horizon. But then a truck roars past obnoxiously, breaking my reverie and signalling it is time to crack on to Invercargill before the south drowns in deep stout darkness.

Leaving Invercargill is glorious. This is no slight, but rather comment that day two of my journey is an absolute beaut. The beaming white sun illuminates the landscape brilliantly and I wonder if the biting brisk air is somehow accentuating the light. The farmlands zipping past the window are a lush, vibrant green, and are filled with white marshmallow sheep that look like they've just been dropped into a bowl of lime jelly. It's an incredibly pleasant segue into the windy mountains of the South's famed Catlins.

After falling victim to some typically dry Southern humour at New Zealand's



“The place feels old, exotic, strange. And not at all how New Zealand usually feels. It is unusually disconcerting.”

very own Niagara Falls, I drive over to the neighbouring Curio Bay. From a hilltop vantage point, I watch frothy white breakers lash violently at the rocks, flip-flopping bunches of thick murky seaweed around with each pounding. Up here the heavy air is thick with salt and wind and, although I know it will be much worse at the bottom, I decide to venture down to the shore to see some of the Bay's attractions. Having no idea what a petrified forest looks like, it comes as a surprise to realize I'm standing in one and not just on loggy looking rocks. The forest piques my interest but I'd clambered down to the shore to try and spot the yellow-eyed penguin colony that makes its home in this part of the bay. During my descent there are plenty of instructional, bossy signposts ('Do not approach', 'Keep distance'), so my hopes of seeing this rarest of species are high. And sadly misguided.

After scaling and slipping over slimy rocks for a spell, then sitting

quietly for a bit, my disappointment slowly grows as it dawns on me that I won't be seeing dickybird. I get up, slip again, and leave.

There's no more dismal a sight than when you're sat in the driver's seat of a brand new Motorsport BMW X3, cruising happily along the open road, and you see a sluggish logging truck up ahead, wheezing its way up a steep, windy hill. Rather than torture myself by trailing slowly behind the brute, I opt to leave the Southern Scenic Route to its mundane business and go for a walk.

At first you don't notice the silence. Then all you hear is the ruckus. Birds chirping above, weird scurrying noises deep in the thicket, the gentle crunch of your ridiculously inappropriate footwear on the loose gravel path, and an ominous thunder growing fearsomely in volume with each step. It's easy to let your imagination run wild on the path to Matai Falls. Aside from the obviousness of the walkway, the rest of the surroundings look positively prehistoric or tribal. A charging dinosaur or chunked spear both seem entirely plausible. The damp hangs heavy, only the most determined of sunbeams able to force their way through the towering canopy of this regenerating podocarp/broadleaf forest. There are two waterfalls to see along this one path. Both are



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spectacular, both are thunderously loud. I watch the water tumbling down, incessant and reckless, and wonder if, like a human doing a bungee, the lunging water is white due to its fear.

After 10 minutes walking along a narrow trail through shoulder-high grass and hurtling winds, you're dumped unceremoniously onto the golden sands of Surat Bay. I should be more impressed, but my attention is on the many wind-bent trees growing awkwardly sideways, like a grotesque Dr Seuss caricature of how a tree should look. When wind conquers wood, you begin to suspect you may be in for some trouble...

The sand is soft and clumpy. In the distance is the peculiar groaning of a sea lion colony. After being gypped by the penguins earlier in the day, I'm determined to see one of these beasts in the wild. The wind howls in protest – or, perhaps, warning – and continually whips sand up from the ground where it should be and into my face where it shouldn't. It stings. But I am determined. Through squinting eyes, I spot a noir blob lazing by the water far, far ahead. It fills me with purpose and I press on. After a slow-going eternity I reach what I judge to be the halfway point, a wooden sign pointing out to sea. I wonder if it's by accident or design that the signpost resembles gallows, its hangman's beam perpetually pointing to the spot where the sailing ship Surat was shipwrecked in 1874, giving the bay its name. The place suddenly feels very macabre.

I tramp on, leaning heavily forward to combat the strength of the unrelenting wind that is now positively shrieking and throwing everything it has at me. I can see the sand slithering through the air towards me like some unholy apparition. And every now and then a strained wail rings out. The sound of a sea lion no longer fills me with hope.

I stand and watch the ocean wrap and unwrap itself around a large rotund log that's glistening



“The sand slithers through the air like an unholy apparition. Every now and then a strained wail rings out.”

black in the wet of the incoming tide. From this distance I can barely make out the Surat's ghoulish memorial. From deep in the thick of the impenetrably grassy dunes that enclose the bay I hear the mocking cough of a sea lion. I begin the slow dredge back to the car.

Balclutha is dark and cold and mostly closed by the time I drive into town. I dismiss the notion of popping into the main street's domineering Hotel South for a pint in favour of bunkering down in my hotel with some greasy fish'n'chips, a blazing heater and a reality show about a family of American gun makers. It's not very adventurous or intrepid of me, but it is frightfully cold outside.

Awaking to a dilemma, I make an entirely unreasonable and irresponsible decision. What I should do is turn around, double back along SH1, hit SH96 through Gore and get the BMW back to the Queenstown dealership on time. But I don't. With this particular trip the journey is the destination and I am determined to

see it through, to reach its official end in Dunedin. I point the car towards Milton and drive out of town.

Everything is grey and wet; the sky, the ocean, the day. The only upside is that the lousy weather actively discourages any stopping, as for the first time on my journey I feel the weight of a ticking clock. The turbulent sea feels much closer than is safe, as it collides up against the roadside's edge, frothing at the rocks and occasionally spitting at me as I trundle along, winding with the coastline.

There's no fanfare for completing all 610 of the Southern Scenic Route's kilometres. I've been on the lookout for a bookend, a smudgy brown road sign declaring the end of the road. But there isn't one. What there is is a set of traffic lights at the bottom of a steep hill on the outskirts of Dunedin. It seems an unfitting end to such an inspiring stretch of New Zealand. The majestic disappearing unsung into the mundane, its wild variation and oscillating landscapes abruptly halted by a bright red spot, a gradual build-up of metal and starkly glistening concrete. Sitting at the lights I search for a metaphor, something to make sense of or reflect on. But, then the light changes green and I drive on, leaving the route and its wonders behind, as I try to figure out where I should stop for lunch. 📍



FOR MORE INFORMATION

www.southernscenicroute.co.nz

BMW X3 courtesy of BMW – www.bmw.co.nz

For maps and accommodation options visit an AA Centre or www.aatravel.co.nz





Keeping track

Kathryn Webster joins a special New Zealand rail expedition

SOUTH OF PICTON the train follows the rugged coast, through tunnels dug through rock face, past basic cribs plonked between the tracks and the sea.

It's a moody view – shabby, kelpy, with grey-black jagged rocks and brown-black smooth rocks that move suddenly in fright and become seals.

I'm on an excursion. My lucky fellow passengers are taking two weeks to see New Zealand from another angle; I am having a taste of it for just three days.

We shift off through grape country, through Blenheim, through steep farm land. Lambs push at their mothers, their tails flat out like pump handles. Wild cattle rush away from the tracks. Farm dam surfaces shake with rising ducks, swans and the reflections of circling hawks.

In Kaikoura we stop for a walk above the boulder beach and then file back on board for a packed lunch.

Comfortable food, nothing flash – sandwiches and muffins, tea from the pot. The train falls quiet after lunch: there may be some snoozing going on.

But there's such a riot of colour out the train window, I can't possibly sleep. Shockingly bright yellow hills, woolly with broom blossom, almost shout. Providing light relief, willowy river banks are sliced through with pale, silvery water.

Then we leave the coast. I know it's still there, but out of view, past the broom-covered hills. The train speeds up. The land changes from wild to tame to smooth sheep farm country, velvety with boxy trimmed hedges and macrocarpa.

“Train travel is very calming and relaxing. You can just be; you just go. There are no decisions to make...”

Train travel is very calming and relaxing. You can just be; you just go. There are no decisions to make, no worries to consider, no stress to carry. It's a convivial mood on board, with its mix of couples and people travelling alone, looking for adventure in familiar territory, keen to have their own country revealed without the effort of driving it. And they make friends, as I do, over dinner in Christchurch.

I hear about the trip so far – the highlights of the Auckland to Wellington leg, the morning in the Capital, the rocky Cook Strait crossing and the relief of sliding into the Sounds. Everyone's amped about the days ahead of zig-zagging down the island from coast to coast, by rail as much as possible.


Leaving Christchurch, the snow-topped mountains are bright against a flat blue-sky background. The train passes fuzzy horses and healthy, happy cattle, then climbs

CLOCKWISE FROM LEFT: An unscheduled stop high on the Trans-Alpine crossing; on track for the West Coast; another stop provides a chance to see Brunner mine remains.

up above river valleys. We meet tunnels, rushing into darkness, then emerging into broad valleys; fly over viaducts slung high over grey-green rivers; race under steep high mountains soaring above us. The windows are full of astonishing land.

In high-up country, the train stops and we pile out to take photos and, again, at Arthur's Pass, we stop for a cuppa. Then it's down the other side, through the five kilometre-long Otira tunnel, which took 15 years to build and takes 17 minutes to slide through.

Nearer the West Coast, the train pulls up next to a swing bridge, which we trek over to see the remains of the Brunner mine, with its brick kiln remnants, rusted equipment and ruins etched with industrial history.

It's stops like these that provide the true gems of this excursion. They reinforce the magic to be found in the detail of our country and the delight to be had in the journey itself. 



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Low-drama adventures

David Whitley rides, climbs and paddles around Taranaki

INSIDE THE TUNNEL, a tiny flicker of daylight through the arch in the distance staves off total darkness. Train driving, it turns out, is not for the claustrophobic.

For anyone harbouring long-lingering childhood fantasies of being a train driver, the Stratford to Okahukura line is the closest you'll get to it without years of tuition. Kiwirail took the line out of service after a derailment in 2009, but an enterprising local farmer has put it to new use.

And that's how I find myself on a specially adapted golf buggy – it has been fitted with special steel wheels to ensure it stays on the track – driving through dairy country. The buggies trundle along the railway at 20km/h, making that familiar clackety-clack. Sheep scatter, cows just stand and stare. It's delightfully silly and a glorious way to explore the hilly and

forested countryside in the backblocks of eastern Taranaki.

It's low-drama adventure, with only vague stress at level crossings. But the road running alongside the track is known as the Forgotten World Highway. Most cars seen along the way are parked up, their drivers taking photos of strange golf buggies.

After a couple of hours of inane grinning behind the wheel, it's time to pull over in Whangamomona, the village that declared itself an independent republic in 1989. As we walk into the pub to have a look at the national archive of newspaper clippings, a chap with a huge, scraggly beard walks past. "That's the president," says the lady at the bar.

On the way back down the track, the afternoon sun burns away the clouds and brings Mt Taranaki into full view. It really is a stunner, rising as a seemingly-perfect cone above the landscape. But, it has an air of powerful

menace about it, which makes me realize the next day's adventure might not be quite as relaxing and carefree as this day's has been.

The Pouakai Crossing is the supposedly gentler alternative to conquering Mt Taranaki's summit – a pitfall-laden trek that gets fit, experienced trampers weeping at its brutality. The Crossing starts in much the same way – up from the North Egmont car park – before diverting across the north face and up into the neighbouring Pouakai Ranges.

Arriving at the car park for sunrise is an extraordinary privilege. Behind is the Tasman Sea and ahead the mighty volcano glows red. Part of Mt Taranaki's power is that it has so many different looks, depending on your viewing angle and the time of day.

The walk begins with a steady uphill plod, with the summit seeming tantalizingly close, yet remaining frustratingly far away. But it starts



CLOCKWISE FROM TOP LEFT: Taranaki dairy country bisected by rail; Mt Taranaki glows in early morning light; Kayakers approach the Sugar Loaf Islands; Pouakai Crossing traverses various landscapes; a resident of the islands off New Plymouth; through the swamp; signs on Pouakai Crossing.

to get really fascinating after branching right along a track that inches narrowly below towering cliffs. I perch for a while on a rock, just above the cloud line. It's just me, the mountain and a sprawling horizon.

Part of the joy of the Pouakai Crossing is that you'll only encounter five or six other people doing it – and that's if you're unlucky. It's a wonderfully contemplative 17km, and it gets even more atmospheric on the descent through skeletal, possum-stripped forest on the way to the Ahukawakawa Swamp. With a bit more marketing savvy, this would be called a wetland, celebrated for its high altitude and range of plants. The Pouakai Range wraps around its golden bowl; the mists roll in with an eerie feel.

The sun, alas, makes another breakthrough as I attack the two-hour ascent to the Pouakai Hut. This is

"The Pouakai Crossing tests the leg muscles; the workout for the arms starts in a kayak on the beach in New Plymouth."

genuine 'no pain, no gain' territory. The views of Taranaki when I stop and turn around are terrific, but there are over 2,000 steps to lumber up. Every corner brings another punishing uphill slog; it's a gruelling test of fitness and stamina.


When mercy finally materializes, it's in the shape of a plateau with two tiny lakes. It's as magically photogenic as I could possibly wish for.

If the Pouakai Crossing tests the leg muscles, then the workout for the arms starts in a kayak on the beach in New Plymouth. If the city gets its good looks from being in the shadow of Mt Taranaki, then the Sugar Loaf Islands are its beauty spots. The remnants of an ancient volcano are just offshore, and have marine reserve status.

Hundreds of fur seals call the islands

home. It's possible to get close to them in a small boat, of course, but the best way to pay a visit is in a kayak.

With the sea calm, it's a leisurely paddle out. As we get closer to the seals, what looked like tiny specks from the beach become intimidatingly large; being right down at water level provides the best perspective. And the seals aren't afraid. There are dozens cooling off in the sea, some floating on their backs with flippers in the air, others playing chase under the water's surface. One takes a keen interest, swimming alongside the kayak before ducking under it and emerging on the other side for a better look.

The seals with the real cute factor, however, are on the islands. The little pups, just feeling their way into the world, are shuffling along the rock. Like the golf buggies, they're not moving particularly quickly – but they're adorably memorable. 

VISITOR INFORMATION

See www.aatravel.co.nz for details on what to see and do in Taranaki, and to book accommodation.





A Weekend In Cuba

Karl Puschmann attempts to spend an entire weekend getaway on a single street

THE VERY FIRST thing we do is break the rules. We'd embraced the challenge of spending a weekend getaway solely on one road – the bohemian Mecca of Wellington's Cuba Street – and, barely 20 minutes after landing, we fail.

Our downfall comes served on a plate, lightly toasted and topped with tomato, basil and melted mozzarella. Our downfall is a crumpet. Our downfall is delicious.

We spy Crumpet en route to our hotel. This small art deco café is attached to the Opera House on Manners Street and its nostalgic charm instantly appeals, as does the promise of its homemade crumpets. They do not disappoint, being thick, light and scrummy. I wolf two – one savoury, one sweet – and wash them down with a frothy lime shake.

Afterwards, as we make our way uptown, we successfully argue that as we hadn't yet arrived on Cuba, we hadn't technically broken the rules. We determine to throw ourselves back into the challenge with renewed conviction.

A restless energy envelops Cuba Street this Friday evening. The hustle and bustle of the business-suited after-work crowd mingles with students and the strained warbling of the occasional busker. People are sipping pints in pubs or barreling towards bus stops, the weather not encouraging loitering. We join the fracas, ducking into the first bar that's not too crammed.

The rainbow dance floor tiles in the entrance, the disco balls and the Village People pumping on the stereo should have provided clues we'd walked straight into a gay bar. We just thought we were walking into a cosy bar that played atrocious music. By the time we realize, we're committed to staying. We order drinks and shake our heads in disbelief

"The less inhibited market goes join the bongo circle, jerking awkwardly in a rough approximation of dance."

that we hadn't clicked after seeing the name of the bar: Scotty & Mal's Cocktail Lounge. S&M for short.

In the office on Monday I will relay tales of gastronomical bravery to a colleague who is a gourmand. I'll speak of ordering offal and she'll be impressed and ask what I ate. With a small note of pride I'll reply "beef cheek" and she'll laugh while launching into an explanation of why cheek is not offal. But, that's still a couple of days away. For now I'm nervously pushing a thin crispy sliver of a cow's cheek around my plate at Wellington's long-established cultural capital of hip, the Matterhorn. The menu informs me that the cheek's been drizzled in yuzu dressing, but I don't know what a yuzu is, so that's little comfort. Determined to be more adventurous, I slowly raise the cheek to my mouth and take a bite...

Feeling full of culinary courage, we hit the neighbouring Left Bank night markets in search of a sweet treat for dessert. The damp hasn't deterred a decent crowd from milling around and neither has the folk singer murdering Madonna's 'Material Girl' near its alleyway entrance. As we wander, a growing commotion near the far exit commands our attention. Turns out it's a bunch of bongo players whopping and a-hollering and banging their drums. The less inhibited – or possibly more intoxicated – of the market goers join the bongo circle, jerking awkwardly in a rough approximation of dance, but most just head-nod to the rhythm before chucking some coins into the group's donation hat and continuing on.

We wake to a very wet Saturday, but the deluge does not wash away my partner's enthusiasm for what she's gleefully titled 'shopping day'. I voice the usual manly protestations, but happily join her in dashing from shop to shop through Cuba's vast array of vintage stores. The retro furniture tucked upstairs in Hunters & Collectors has us concocting increasingly ridiculous transportation plans; we try on and put back expensive winter coats in



CLOCKWISE FROM FAR LEFT: The night markets; rocking out at San Francisco Bath House; bongo beats in the Left Bank; scrumptious crumpets; making crepes.

Ziggurat, but eventually succumb to purchasing a period digital watch (me) and some second-hand boots (her) in funky opshop, Emporium.

Then we drop inside the Light House Cuba, a brand spanking new boutique cinema just around the back of Cuba on Wigan Street. Inside the quaint theatre are rows of comfy two-seater couches and we plonk down, snuggle up, and forget all about the wind and rain outside.

Saturday night sees us entering into negotiations. Despite best intentions, our self-imposed rules have been flagrantly ignored. While Cuba has remained our launching pad, we've

smuggled across its borders regularly during our stay. We decide to extend our boundaries to encompass 'the Cuba district'; in other words, the whole central city. Satisfied with this compromise, we leave the backstreet Havana Bar, pop open the brolly and leave Cuba behind, as we venture forth into the wild night.

It's a bleary-eyed kind of morning. Memories of exotic venues and outlandish drinks dredge themselves wearily to the surface; Jungle Birds at sophisticated lounge bar Motel, 'Pils n Thrills' craft beer at trendy Hashigo Zake Cult Beer Bar, Long Island Iced Teas and scrumptiously tasty tapas at El Matador. Fragments of grooving to old school hip hop in the dark of Good Luck Club and rocking out to guitar bands in the cartoonish glow of live venue Mighty Mighty flutter in and out and away.

But mostly at this late hour on this fuzzy morning there are just thoughts of scoffing breakfast and getting to the airport before our midday flight. We may have broken the limitation of holidaying in a single street, but when it comes to airline check-in times, we don't mess about. There are some rules in this world that just aren't meant to be broken. ☑

VISITOR INFORMATION

Karl Puschmann travelled to Cuba Street courtesy of Wellington Tourism. For accommodation options in Wellington, visit www.aatravel.co.nz



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Cruising through Time

Karl Puschmann enjoys the luxury of a bygone era onboard the Queen Mary 2

BESIDE US AT breakfast an old gent with wispy hair and a crisp, yellow short-sleeved shirt puts down his fork, which is sticking out of a plump sausage, leans across his table and asks: "First timers, eh?"

While it is our first time at sea, it's not the first time we've been asked this question. Seasoned cruisers spot us a nautical mile away.

This isn't down to wobbly sea legs or green gills, rather it's because the majority of cruisers have a fair few decades on us. Cruising, on this particular vessel at least, appears to be an older person's game.

I suspected that this would be the case, but cruising is something I've always wanted to do. Firstly, because there's an easy appeal to it. All you have to do is show up. Everything else takes care of itself.

But, mainly, I wanted to go on a cruise because it offers one of the few surviving chances to experience yesteryear's fabled glamour of travel. Despite generations of recessions, technological innovations and the wallet-attracting economy of no-frills flights, cruising has managed to retain its sense of occasion and old-world romance. It is nostalgia at its most alive and vibrant and opulent. It is, in a manner of speaking, time travel.

Well, it is these things if you're lucky enough to find yourself onboard the Queen Mary 2, where all the traditions, heritage and finery of travelling by sea are rigorously adhered to, and the scale of onboard luxury is palpable.

The QM2 is the flagship of Cunard Cruise Line's fleet, and she really is a bit special. During our voyage we're fortunate enough to have a

brief audience with Commodore Christopher Rynd, an incredibly well-spoken ex-pat New Zealander, who informs us that she is so impressive in size that she is not actually classed as a cruise ship. She is an ocean liner, which, as far as I can work out, is only one small step below being classed as a city. As far as my inaugural cruise goes, I'm starting at the top.

And so to our quarters, where a bottle of champagne on ice awaits us. The room is spacious and immaculate, and we toast farewell to Sydney from our private balcony. Our voyage to Auckland gives us four nights at sea, which we thought would be ample time to explore and indulge and maybe even get a little bored. Turns out we thought wrong. Despite our best efforts, we don't manage to see or sample everything the QM2 offers.



"Cruising retains its sense of occasion and old-world romance. It is nostalgia at its most alive and vibrant and opulent."

dressed up and the big band swung into the wee small hours.

I attribute this feeling largely to the dress code, which is strictly enforced and kicks in at 6pm on the dot. After dark, in port, you can get away with 'elegant casual', which loosely translates as 'tidy'. But, there is nothing loose about the tradition of 'formal attire' while at sea; suits or tuxedos for gents, evening gowns for the ladies. At first, this intimidates both my partner and I, but I quickly grow to appreciate how much nicer things are when everyone visibly makes an effort, while she looks forward to spying the more flamboyantly outlandish dresses on parade.

We enjoy some splendid dining onboard and each night brings something new and exciting to enjoy: we attend a ball, feast on a seven-course Japanese degustation, enjoy live music and bubbles at an outdoor Sail Away party where we farewell the Bay of Islands and, on one raucous night, warble karaoke before going clubbing.

These activities are fun, but it's the small moments when I catch myself gazing out into the distance that the full pleasure of cruising makes itself known. Those times, when relaxing on our balcony or taking a stroll around the ship's 600 metre outdoor promenade and I look out and realize that this vast city of the sea – with all its movement and merriment – is surrounded by hundreds and hundreds of miles of emptiness.

I find it peculiarly calming. I find it particularly appropriate. ■

VISITOR INFORMATION

For the Queen Mary 2's worldwide itinerary, visit www.cunard.com
For travel insurance options, visit www.aa.co.nz/travel



But this is understandable; after all, it is called a 'cruise' and not a 'rush'. Trying to cram in too much feels almost counter-productive, like it would be missing the point. Instead, over breakfast each morning, we peruse the Daily Programme, which is delivered to our room's letterbox each day, and mark out the activities we'd like to get to.

One afternoon we visit the Planetarium and watch the galaxy come to life before our eyes. Another afternoon is spent sipping cocktails on sunloungers at one of the four outdoor swimming pools while the band Vibz provides a Caribbean-inspired soundtrack. The one greyish afternoon of our trip we while away with friends in a booth, in the Golden Lion pub.

One of the highlights is spent in the grand Queen's Room – the largest ballroom on the ocean – where we enjoy the pomp and procedure of High Tea. We manage to snaffle a prime table overlooking the dance floor where the Adagio String Quartet is tuning up. At 3:30pm sharp a hand bell rings out, silencing the expectant murmurings of our fellow guests. Suddenly, the doors on either side of the dance floor swing open and a flood of white gloved waiters carrying

CLOCKWISE FROM LEFT: QM2 in Sydney; it's a hard life at sea; Commodore Christopher Rynd gives a tour of the bridge; a string quartet aids digestion during high tea; dinner being prepared in the ship's galley.

trays and tea pots come streaming out, as the quartet launches into its set. We partake heartily of scones and jam, and cakes and slices, and cucumber club sandwiches, and leave the ballroom quite satisfied and distressingly full.

We also manage to make time for a midday visit to the QM2's day spa. We opt for a couple's 'Rasul' treatment. Neither of us know what a Rasul treatment entails but, as it's one of the few things in our price range that we can do together, we book it in.

After arriving at the three-level Spa and getting changed into robes, we're led through the Aqua Therapy Centre and into an egg-shaped, blue tiled room. It is here we are instructed in the intricacies and exotic mysteries of the Rasul, which can be summed up thusly: get muddy, have a shower...

While I enjoy my afternoons, it's the evenings at sea that are the real treat, when I find myself transported to that more civilized age of bygone black and white romanticism. When royalty held court on the high sea, people



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Surf's up

Danielle Wright visits a surf museum in Australia's surfing capital, Torquay

VINTAGE COVERS OF *Surfing World* magazine from the 1960s draw people in to Torquay's Surf World Museum.

On one cover, a woman in a gingham bikini walks towards a shirtless man holding a surfboard, advertising the youthful, fun image of surfing.

The museum is in Surf City Plaza, home to the big surfing brands, such as Quiksilver, Rip Curl, Roxy, Oakley and Billabong. All around us are young hopefuls, clothed from head-to-toe in sponsored surf gear.

We leave them in the stores and head inside the museum, which begins with the first written description of the sport, dating to the 1700s, as well as the first visual record – a scene showing Captain Cook's fleet arriving in Kealakekua Bay, Hawaii in 1778, with a figure paddling out on a surfboard to greet them.

From here, there's history closer to home, such as information about Bells Beach, named after Scottish settlers to the region, and more personal accounts, such as a flippable photo

album of Surf Coast grandmother, Mary Prince. "I was surfing before I was old enough for school," says Mary. "I don't recall anyone teaching me how to surf; I just followed my brothers and did what they did."

There's also 26-year-old Kat Charles, who talks of the link between surfing and creativity. She plays the drums, as well as being an artist and photographer, and says that surfing has helped her see the world, working as a surf coach in France and Morocco.

"Being a surfer is grounding, humbling and beautiful," says Kat. "It creates such an incredible lifestyle and attracts really good people, with good spirits and respect for nature. Surfing has set me on a good path for life."

Surfboards are scattered throughout the museum: simple ones – such as a trio of lime, lemon and pastel pink boards – to busy boards covered in surf lingo and tall tales. Further along, there's a wooden walkway with a lip of a wave breaking overhead. There's also a Surfing Hall of Fame, which has

legendary surfers' boards plastered with their images and stories.

We walk past a suitcase straight from the 70s, stuffed with surf memorabilia: signed surfboard fins, Hawaiian leis and Polaroids. Cabinets are filled with trophies, while walls are crowded with surf music and film posters. A Kombi van has been opened up so visitors can walk through its middle – a bikini top, sneakers, a guitar and sleeping bag are strewn across its floor.

Next is a screening theatre, set up with beach chairs, walls lined with nostalgic surf pictures. A film shows a group who surfed 50 states on no budget, driving around America in an ice cream truck.

One surfer on the film says: "Don't let anyone tell you you can't do something. If you're passionate about it, you can do it."

It sums up the anti-establishment surfing culture, which outsiders often mistakenly consider lazy, rather than laid-back. This impressive collection is testament to the power of persistence all surfers know exists – there's always another wave, another possibility, just over the horizon. **A**

VISITOR INFORMATION

See www.surfworld.com.au

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Wish you were here

Alice Galletly nips to Vanuatu for a mid-winter warm up

THREE DAYS IN Vanuatu is all I need. Just to get a little colour back and give my bones a break from shivering. Yes, I'm aware it is a honeymoon destination and, no, my boyfriend will not be joining me. Sometimes a girl just needs to get warm.

As soon as I step off the plane and feel that blast of tropical air – wrapping around me like a warm, wet towel – I know this was a good decision. I'm surer still when I reach my apartment, which has its own private pool overlooking a lush green valley. I could happily spend the entire day here, reclining on the lounge and ordering fruity cocktails to the room, but first I've got a postcard to send.

It's a short walk down the hill to Port Vila – the scruffy, bustling capital of

Vanuatu – where I catch a water taxi across to Hideaway Island.

After buying a plastic postcard and scrawling a bad joke on it in pencil, I wade backwards with flippered-feet into the water. It's the first swim in months, and a superior one. As the ocean floor drops away, white sand becomes a sun-speckled garden of pastel corals, sponges and sea fans. Gaudy fish zigzag through the blue: the unwitting stars of my private snorkel show.

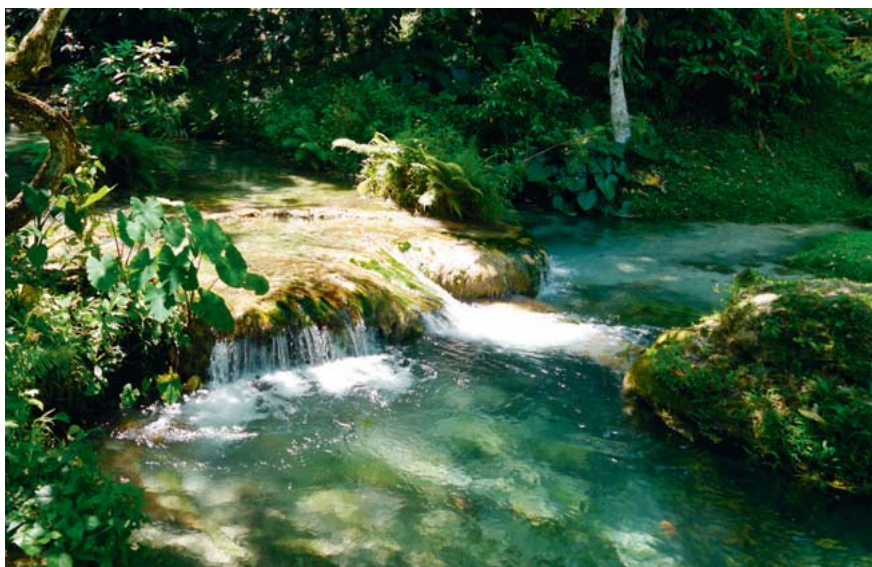
At some point I spot a concrete capsule down below, with 'Vanuatu Post' painted in faded blue letters. It's usually manned by some brave soul in a scuba suit (an odd job, if ever there was one), but today it's just me and the fish out there. And I'm glad no one can see me because it turns out I don't know how to duck-dive. I kick and thrash and choke

water through my snorkel, but can't get more than a few inches deep. Eventually I swim back to shore and ask a kid, who did it earlier, for help.

"It's easy" she laughs, clearly dealing with an amateur. "You've just got to kick your legs in the air."

There are 83 islands punctuating the warm waters of Vanuatu, and it is common for tourists to do a little hopping. I meet an Australian couple who have been gaping down the throat of a volcano on Tanna, and a Frenchman on his way to dive the wreck of a converted luxury liner off Espiritu Santo. With just a few days in the country, however, and no goal beyond relaxation, I'm sticking with the main island of Efate.

The local 'buses' are the most fun way to get around. These are really rattling shuttle vans which pick passengers up from bus stops and,



CLOCKWISE FROM LEFT: Hideaway Island, home of the world's first underwater post office; a pool on the way up to Mele Cascades; stopping to admire the flowers in The Summit Gardens.

for a few vatu, take them wherever they're headed. On several occasions we take elaborate tiki tours around the island, dropping locals off in villages built from corrugated iron sheds and thatched huts. Most Ni-Vanuatu people live in simple communal villages like this, farming pigs and chickens, growing greens in the family garden and cooking without electricity or gas. I see billboards for iPads and cell phones around, but wonder who would be buying them.

One day I take a steep and winding dirt road – aptly named Devil's Point – to visit a real-life Garden of Eden. Perched on a gently sloping escarpment, The Summit Gardens' pathways meander through tranquil bamboo corridors, terraces brimming with strange, juicy flowers, and a forest of sandalwood and vanilla trees. Throughout the walk there are heart-stopping panoramas of ocean, which I run my camera flat trying to capture.

At around five the sun sinks quickly into the Pacific, its brief orange glow signalling cocktail and kava hour. I stroll along the seafront promenade to scope out dinner options, passing women in long smocks playing cards,

"As the ocean floor drops away, white sand becomes a sun-speckled garden of pastel corals, sponges and sea fans."

canoodling couples and young men lazily tossing a rugby ball. Vila looks its prettiest at dusk.

I'm nervous about dining alone, but it proves to be quite fun. I visit a hilarious Texas-style saloon – think Elvis replicas, singing deer heads and cowboy movies – where I'm fussed over by staff in oversized American flag shirts. Unsurprisingly, they do a mean rack of ribs. Another night I tuck into a plate of oysters at a romantic spot on the water's edge, and snort, giggle and guffaw my way through my David Sedaris book. I'd endured pitying glances from the honeymooners on the way in, but I swear after a while they look envious.


The one experience I really want to share with someone is the trip to Mele Cascades, a series of waterfalls tucked inside the jungle. To reach them I follow a dappled dirt track alongside the river, trudging determinedly uphill in midday heat. By the time I labour up the last stretch, I'm desperate for a swim.

The falls are like something from a

shampoo commercial: water plunging from a great height over a mossy rock face, filling terraces of clear green pools surrounded by bush. Within seconds I'm lying in the cool water, looking up at the trees and pondering a riddle: if someone goes swimming in a jungle oasis, and no one is there to take a photo, did it really happen?

At the end of three days the short flight carries me back to winter, and it doesn't take long for my tan to fade or to forget what swimming in the warm ocean felt like.

But then, a reminder arrives. Slightly bent but miraculously unspoiled, it's the postcard I sent my boyfriend from Hideaway.

"I'm under the sea," it says. "Fish you were here!" And next time, I'll make sure he is. 

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Rose-tinted reflections

Kathryn Webster takes the watery way from Belgium to the Netherlands

PICTURE A MOVING silver stripe of water and a pearly slice of sky. Between the two, the scene changes – sometimes a panel of solid green – a dyke – with a tractor, a cyclist, or some sheep with springy, happy lambs on top. Occasionally the vertical spike of a church spire, a water tower or a town clock shifts the eye up from the flat, quiet land. Black-limbed trees scribble against the sky. An old stone barn, a solid square cottage with steeply sloping roof, honey-coloured ponies, and a couple walking a dog come and go.

This mellow, soothing movie, with its soundtrack of low-key motor noise, is called *A River Cruise From Antwerp to Amsterdam*, starring around 150 guests, including me, with supporting acts by various hard-working Uniworld River Empress crew members. And, while it had its moments of serenity verging on torpor, it also had drama, humour

and, ultimately, revelation.

The revelation? The hands-down best possible way to tour this watery territory is by water.

We joined the ship in Antwerp, dragging our poor wheely bags along ancient bumpy paths past a massive inner-city cathedral and tall, shoulder-to-shoulder canal houses, their roofs spiked with gilded shapes and figures. We passed shop windows blousy with lace, incredible chocolate emporiums and cafés slick with Belgium's famous amber beer. Hasidic Jews in black coats and black hats passed us. Once we'd dumped our luggage, we followed them back

toward the Diamond Quarter – then swerved off to see some of Antwerp's other brilliant spots, highlighting art and fashion.

Galleries of old and new art, museums and sparkling, edgy shops pulled us further and further away from the old port and our waiting ship. It's a walkable, fascinating city which introduced us effectively to multi-cultural, multi-lingual Belgium.

Each place we stopped, we'd join the ship-organised tour guides for an introduction to where we were. In Bruges – a 14th-century city with a diamond history, labyrinthine cobbled streets, church bells and thousands of tourists – having a guide meant we could avoid queues for a canal tour, too. Once we had our bearings, we ducked back over a brick bridge, took a turn signalled by brutally clipped linden trees and, at a Sunday flea market, were tempted by brass and glass and other impossibly heavy treasures.

In a complete scene change, we

"Each place we stopped, we'd join the ship-organised tour guides for an introduction to where we were."



CLOCKWISE FROM LEFT: Bicycles are everywhere in Amsterdam, but they don't detract at all from the city's beauty; the tulips are out – it must be spring.



works sing eloquently of an era and geography naturally associated with him and I felt I knew him, a little, having been to his home town. As a visit to Hoorn revealed something of the national character.


Again we joined a local guide organised by Uniworld and wandered Hoorn's old centre, hearing of its 16th-century golden age when international shipping to the East and West Indies was launched from its piers. Understandably, considering the importance of the industry, some churches have gilded ships decorating their highest peaks – crafted in elegant, graphic style. Other churches feature golden roosters, as a sign of reawakening, marking them as Dutch Reformed Churches. Others, being Lutheran, carry a swan as their flag.

The guide that day, the convivial and knowledgeable Claude, also explained the 'coffee house culture', the Dutch attitude toward various social issues, the shifting contemporary mood of his country. It readied us for our arrival in cosmopolitan Amsterdam, which could have been a shock after days spent gliding with languor through easy, gentle beauty!

But Amsterdam – a colourful, happy, engaging city – was also easy. We wandered, shopped and soaked

up the city's youthfulness and extreme prettiness. We took a free ferry to a former industrial site used by artists, houseboat owners and boat restorers, sharing the ride with families out for the day. Parents pushed their bikes on to the deck. Typically, women had small passenger seats on their bikes, carrying the youngest in front and an older child, too young to ride their own bike, clinging on behind. The family men pushed barrow-like extensions in front of their bikes, carrying the picnic and paraphernalia for the excursion; in some cases, a child was in there, too.

Having looked around, we caught the boat back to the city, but not before buying excellent coffee and delicious spicy buns to eat on the 10-minute trip. The ferry docked and the crowd tumbled out directly into the metro station for trains and buses, or past it to paths designated for walkers and cyclists. Those who needed to ditch their bikes parked them in a floating, multi-tiered bike park right there.

That morning's excursion spoke volumes of how well the city works, how clever and manageable and hospitable and inclusive it is. It's a brilliant city – it's the star of the show, in a way. But the real poetry, the depth of character and the lasting, technicolour images lie in the journey taken to get there. 

Lounging around

After an intense 10 days in Europe and the inevitable, inescapable, long, long flight back to our corner of the world, I accepted an invitation to Cathay Pacific's First Class lounge in Hong Kong airport. The lounge has been renovated and has new cabanas and, happily, there was one vacant, so I installed myself and ran a bath in a room the size of a studio apartment and soaked for an hour – incredibly – amidst the hubbub of Hong Kong airport. Then I ate very well from a buffet, although I could have ordered à la carte – but didn't want to spend too much time eating when there was freely available, top-quality champagne to be had.

Access to the Business Class lounge on the way to Europe was very welcome for a shorter transit and Cathay Pacific has refurbished that, too. But I had flown Business Class to try out the new, roomier seats, which are angled to be more convivial for people travelling together, so I was not as badly in need of the recuperative value of the lounge as I might have been.

Although airline lounges are reserved for passengers on specific airlines, Hong Kong airport also has generic 'travellers lounges'. Access is paid by the hour for showers, food and somewhere comfortable to wait in transit.

VISITOR INFORMATION

Uniworld's 10-day Tulips & Windmills river cruise travels between Amsterdam and Antwerp; departure dates are available in March and April 2014.
www.uniworldcruises.co.nz

Cathay Pacific offers daily one-stop connections between Auckland and Amsterdam, via Hong Kong.
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- Having trouble with built-up earwax? Baking soda may help, see how on page 11.
- Baking soda and vinegar can clear clogged drains, learn how by going to page 278.
- Clear weeds from your pathway or driveway without using harsh chemicals.
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- What will help with an upset tummy? Turn to page 27 to find out.



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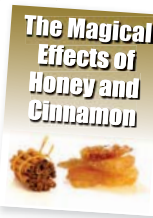
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visited the Delta Project, a super-impressive mission to keep the North Sea at bay. It was built in response to a deadly flood in 1953 when dykes, in disrepair after the war, failed against a king tide in a big storm. Almost 2000 people died, many on the cold roofs of their homes. Apparently, some Dutch people keep cognac in the ceiling in case it happens again, but the government took considerable action. In a massive project over several decades, the sea arms between the islands of Zeeland were closed with dams – all solid except the North Sea storm barrier, which is an engineering wonder of concrete piers and iron gates able to open and close as nature dictates.

Other days, other eras, other extremes: an afternoon poking around muted, sleepy Veere; another spent cycling along canal paths, past farms, through birdsong forest. We stopped for a breather in a tiny village consisting of a church, plus a dozen homes. A barn, its doors flung open to early spring, reeked of bucolic cliché. Two farmers returned our greetings and, having navigated the language barrier sufficiently, we edged our careful way in. Shadowy and pungent shapes in wooden pens shifted and snorted. A great flank of bull rippled. Sheep skittered. Bitsy, seedy, filtered light relaxed to reveal cows, heifers, pigs and goats, living in a warm world of hay and feed and mess, with chooks and barn cats in the wings. The farmers, no doubt bemused by our fascination with indoor farm animals, encouraged the lambs closer to our cameras with handfuls of bread.

One morning we woke to a rose-tinted scene, in Rotterdam. The captain waited for sunrise, then cruised up into the harbour to show us Europe's largest port. It was a mass of busy, buzzing action. Among the huge hulls of international ships sat multi-coloured containers, cranes, slips and dry docks, while barges, pilot boats, tugs and ferries plied on pink reflections. On the fringes, back toward the city centre, apartments



and office blocks rose high over boulevards, wharves and cycle paths busy with morning commuters.

Rotterdam was badly damaged in the Second World War so has relatively new architecture, some of it quite radical. From half a day spent wandering its core, it seemed a vital and inviting city. We could happily have kept shopping, but needed to get back to the ship to trip downriver to Kinderdijk, where a scatter of 700-year-old windmills are protected as World Heritage objects. Nineteen of these beautiful, clever, astounding things stand sentinel in the watery landscape, their sails roaring powerfully and majestically. We climbed into one to see its workings and its cosy interior, and to learn its story.

The history of The Netherlands is, like anywhere, shared with stories and songs. Various performers boarded the ship in the evenings to pass precious snippets on to us. One night, a trio performed classical and

CLOCKWISE FROM LEFT: The River Empress, home for 10 days, moored at Veere; houseboats on an Amsterdam canal; Rubens poses in Antwerp; a duck's eye view of Bruges.

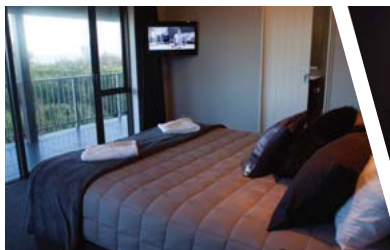
gypsy music; another evening featured a local choir singing Dutch folk songs. Before we reached Amsterdam and its wealth of art museums, an art historian boarded for a preparatory lecture.

It was the visit to Nuenen, where Vincent Van Gogh was born, that most effectively prepared me for a decent dose of his art, though. None of his paintings are in Nuenen, but the landscape is familiar and some buildings from his work – including St Clemens church – survive, as does his family home. An excellent museum and tourist talking posts around the small town reveal much of this highly significant artist's terribly sad life.

I carried this insight to the satellite Hermitage in Amsterdam which was hosting Van Gogh's art while the city's museum dedicated to him is being renovated. His rich, exuberant

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My AA

Darren Bradley

AA Auto Glass Chip Repair Technician

DARREN BRADLEY IS a bit like a dentist – except instead of fixing holes in teeth, he fixes holes in glass. And, instead of seeing patients in an office, he whizzes between his appointments on a bright yellow scooter. »



"I'm the AA's only dedicated chip repair technician," says Darren, "and because I do the whole of Auckland, a lot of my day is spent travelling between jobs."

"It's perfect for me because I hate being stuck inside. With this job I'm in different places all the time, and I always enjoy meeting new people and chatting to them while I carry out the repair."

"A lot of the structural integrity of the vehicle is held in the windscreen glass. So, if you were to roll a car, it's more likely to cave in if the glass is chipped."

Repairs only take about 15-20 minutes and can make a big difference to the safety of a vehicle, he says.

"Often people don't realise, but a lot of the structural integrity of the vehicle is held in the windscreen glass. So, if you were to roll a car, it's more likely to cave in if the glass is damaged. From a safety aspect, it's a really good idea to get chips fixed."

Darren carries all the tools he needs to repair chips in one bag, so travelling between jobs on the scooter is no problem.

"If it's rainy I'll take a car, but otherwise I can get to people's houses, workplaces, or wherever the vehicle is on the scooter. It's great for parking, too, especially in town."

It sounds like the perfect job for a man whose hobbies revolve around vehicles of all shapes and sizes.

"I've always been into cars; I just got my motorbike licence, and recently I've taken up mountain biking on weekends. Basically, I love anything with wheels." 🚗

To make a booking, call AA Auto Glass on 0800 300 120 or book online aa.co.nz/glass



THIS IMAGE: Artist's impression of Christchurch's Peterborough Village from ASA Pita Kaik Competition.

CANTERBURY UPDATE

AA Insurance continues to work hard for its Canterbury customers affected by earthquake damage. At the end of April, the following progress had been made:

70% claims closed

\$130 million paid

27 homes with major repairs/rebuilds completed or near completion

374 major repairs/rebuilds in the planning and consenting phase

937 minor repairs completed

99% of customers have time frames for when construction on their homes will begin

SMART Service

Requesting roadside assistance is now easier than ever, thanks to a new AA Roadservice mobile application

The app uses the inbuilt GPS system of your mobile device to identify your location, so you don't have to struggle to describe where you are when in unfamiliar surroundings, or at night.

You can receive progress updates, including details of the attending officer or contractor, and you can communicate back to the AA.

The app also identifies useful sites in the vicinity, like petrol stations and garages, has a handy torch function, and will remind you when your AA Membership renewal is due.

If you're an AA Member with an iPhone or a Windows 8 Phone, you can download the application for free. Once installed, you can set it up so it is ready to go when you need assistance.

Features will be added in the coming months, as well as developing a version for Google Android devices. Remember, AA Members can always phone for help if they prefer.

➔ **For instructions on downloading the app, visit aa.co.nz/mobile-app**



Free lessons FOR LEARNERS

Children of AA Members are being offered a free driving lesson in a pilot programme designed to develop driving skills, improve behaviour and build positive attitudes

In February 2012, the Government introduced a tougher driver testing regime as one element of its Safer Journeys framework, designed to decrease death and serious injury on our roads. The immediate impact was a reduction in the pass rate of practical driving tests.

"That indicated fewer drivers were ready for the responsibility of sharing the road with others," says AA Driving School General Manager Nigel Clark.

"The higher testing standards mean learner drivers need to take more time to develop their skills

and build a solid foundation for safe driving."

This means professional driver training has never been more important, and the AA is responding with a roll-out of free driving lessons to the children of AA Members, or AA Members themselves, who have just received their learner licence.

"Professional driver training provides the best opportunity to prepare during the period between getting a learner's licence and sitting the practical driving test for a restricted licence," says Nigel.

Driver education is a cornerstone of the AA and the introduction of the free driving lesson pilot is one of its strategic priorities.

"We're beginning with a pilot programme in Hamilton and Tauranga for three months to gauge total interest in the free lesson programme, and to ensure we have the right infrastructure in place. If the pilot is successful, we plan to implement a national roll-out later in the year."

➔ **For more information, go to aa.co.nz/drivers or phone 0800 22 37 48.**



We've got great news for history lovers: as an AA Member, you can now get 35% off a new two-year membership to the New Zealand Historic Places Trust.

As well as helping to fund heritage preservation work, NZHPT members get a range of great membership benefits, including:

- A free subscription to *Heritage New Zealand*, the country's leading heritage magazine
- Free normal admission to NZHPT-owned and/or managed properties throughout New Zealand
- 10% discount in the NZHPT's shops at heritage properties
- Discounts on a range of products

and services, such as domestic tours and accommodation, and home improvement products

- Free admission to hundreds of heritage properties overseas

➡ To find out more, visit www.aa.co.nz/nzhpt or phone NZHPT on 0800 802 010.

At times like these, you need **AA Auto Glass**

AA Auto Glass's 'repair before replace' policy means we'll always try to repair your damaged windscreen where possible. If your windscreen, side or rear window is damaged beyond repair, we'll deliver and install a replacement for you*, saving you both time and money.

AA Members benefit from FREE emergency side window repair.

* Service available in Auckland, Wellington and Christchurch and most provincial areas



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WINTER BLUES

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- Crossing the Cook Strait on the Interislander
- A coach tour to the world famous Waitomo Glow-worm Caves
- Booking a rental car to see and experience more

Our AA Centre staff can help you book your next New Zealand winter journey, and find somewhere to stay once you get there.

Make a booking at an AA Centre between 15 July and 15 August 2013 and earn a 20 cents per litre AA Smartfuel discount when your booking is \$100 or over (normally 10 cents per litre).

***AA Smartfuel terms and conditions apply**



Get Smart

Saving money for motorists is a mantra at AA Smartfuel headquarters in Auckland

AA Smartfuel Managing Director Scott Fitchett says the best way to work AA Smartfuel is to focus on smaller fuel purchases. Every \$40 spent on fuel at participating BP and Caltex outlets provides a six cent per litre fuel discount.

"Instead of filling up your car, put in \$40 of fuel and bank your six cents per litre fuel discount. The next time you're going past the service station, put in another \$40 and accumulate the discount again. Now you're already up to 12 cents per litre in fuel savings," explains Scott.

Another AA Smartfuel user, Russel Kwa, shares his advice: "I never pump more than \$40 at a time, and I also try to dine at places that give you discounts, like Burger King, buy food items that give you fuel discounts, and shop at participating outlets with friends.

"I've saved \$121.91 in six months – quite a lot for a student working on a limited budget!"

➔ AAsmartfuel.co.nz



MOVIE MAPS

New Zealand's dramatically diverse landscape has taken Hobbits to Isengard, given origin to an X-Man and seen a piano dumped on a beach.



Now, eager film fans keen to visit these locations can go to the AA Maps website to get the exact location and coordinates of where this movie magic has happened around our country.

Details on how to find over 90 scene locations from 10 movies, including *Lord of the Rings* trilogy, *The Hobbit*, *Wolverine*, *Chronicles of Narnia* and the adaptation of Maurice Gee's Kiwi classic *Under The Mountain* have been added to AA Maps and are easily searchable.

These film locations have also been added to TomTom GPS units, with the release of their latest free map update.

📧 To find film locations, head to aamaps.co.nz and type the name of the movie into the search bar.

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10 tips for winter sun seekers

Thinking of escaping the chill this winter, with a dash to Australia, a Pacific island or somewhere further afield? Do it the AA way.



1 Plan your trip – whether you prefer to roam the internet for inspiration or chat to somebody in the know, planning your escape is part of the fun. If you're headed to Oz, see www.driveaustralia.com.au for regional info, accommodation and ideas. If you're thinking of heading off on an overseas tour, speak to the AA's travel partner Adventureworld or see www.aa.co.nz/tours

2 Book your flights – when you book with Qantas, you'll receive an AA Smartfuel discount www.aatravel.co.nz/qantas

3 Don't forget travel insurance – did you hear about the guy who had to pay \$500 for an ambulance in Sydney? Or the woman who broke her foot and had to cancel her \$18,000 holiday? Don't get caught out. When you buy AA Travel Insurance, you choose your own excess, and kids are covered for free. Get a quote at www.aatravelinsurance.co.nz or visit an AA Centre.

4 Driving overseas – if you're looking to drive while you're overseas, you may need an International Driving Permit, which you can organise at your local AA Centre.

5 If you need to book a rental car in Australia, AA Members receive a discount with AA Thrifty. www.thrifty.com.au/aanz-offers

6 Packing – if you're the sort who likes to bring everything but the kitchen sink, make sure you check your baggage allowance before you fly to avoid extra charges. Also, roll rather than fold your clothes before you pop them in the suitcase. You'll get more in and they will get less wrinkled!

7 Don't forget the sunscreen! Always an essential, particularly when your skin has been hidden beneath winter layers for weeks.

8 Take your Membership card with you – AA Members are eligible for roadside assistance via affiliated auto clubs in Australia and many other countries, as well as discounts on attractions and travel. See www.aa.co.nz/benefits for more info.

9 If you're looking for family fun at the zoo, or thrills and spills at the Gold Coast theme parks, check out www.aa.co.nz/travel-discounts to see how you can save on your visit.

10 And, finally, don't forget to take loads of photos. One of the joys of heading to sunnier climates during the New Zealand winter is making everyone back home just a little bit jealous! 📸

➡ If you can't make it overseas this winter, there's always the 'winterless North'. Head to aatravel.co.nz for accommodation, hot deals and ideas for things to see and do.

Insure online, anytime



AA Insurance is New Zealand's only insurer to offer its core products for quote and purchase online. That means those wanting to insure their car, home or contents can get a quote

and buy cover any time – even if it's outside normal business hours.

Because insuring your property and valuables is an important decision, AA Insurance has designed a new online system that walks customers through each step of the process. Guidance is provided along the way to give prospective buyers the information they need to make an informed decision.

AA Insurance's new online service will also be backed up by offline support. As soon as a customer enters the quote process, they are given a unique reference and an 0800 number to call for additional assistance. A secure payment solution has also been put

in place for all online transactions.

"By making our core insurance products available to buy online, we're offering the public more choice in how they choose to shop," says Dan Wilkinson, Head of Business Systems, AA Insurance.

"The addition of online buying means that customers now have three ways to buy their insurance – online, by phone, and at AA Centres."

➔ **AA Insurance offers discounts for customers who take out multiple policies online.**

➔ **To purchase insurance online or for a quote, visit www.aainsurance.co.nz**

AVOID BATTERY BLUES

With the colder weather upon us, now is the time to pay attention to that small box hidden under the bonnet

In winter, car batteries have to work harder and are therefore more prone to failure. A cold engine requires more effort to start, drawing more power from a battery that already has diminished performance because of the cold. Add to that air-conditioning, demisters and commutes with the headlights on, and it's not surprising that many older batteries will start to give up.

The average motorist should expect to buy a new battery every three years or so. If your car is sluggish when you start it, it's a warning sign that the battery might be nearing the end of its life. Testing will help determine if it needs charging, or if it is failing

and needs to be replaced. At AA Battery Service, we recommend regular check-ups.

Even if your battery is not on its way out, the AA Battery Service team can tell you if it is properly charged and in good working order. We perform a simple and quick test on your battery and charging system, providing you with a report on the health of both.

If you do need a battery, the AA Battery Service team is available 24 hours a day, seven days a week to install a high-quality AA battery on the spot. For Members the call-out is free, you just pay for one of our competitively-priced batteries.



➔ **Call AA Battery Service toll-free on 0800 500 222 or *222 from your mobile for advice.**



FLOWER POWER

Whether you're surprising a loved one or treating yourself, fresh flowers are great for brightening grey winter days.

As an AA Member you can save 20% off any online order with Teleflora New Zealand. They offer a range of fresh flower bouquets, arrangements, plants and gift baskets, with same-day delivery throughout New Zealand, Australia and the United Kingdom, and next day to over 90 countries around the world.

Have your AA Membership number handy and order now online at aa.co.nz/Teleflora, or free-phone 0800 TELEFLORA (835 335).

Final Word from the AA President



My role as President of the Association is to preserve and nurture the fundamental concepts established over many years. I see one of the key functions of my office is to ensure that the AA continues to focus on how to remain relevant to Members, and how it can continue to grow.

How, for example, do we connect with the new generation, who are as likely to pick up a smart phone as they are to drive somewhere when they want to catch up with friends and family? And how do we ensure

that the AA best represents the diverse communities that make up New Zealand?

We need to ensure that we keep up – with technological changes, with behavioural changes and with social changes.

At the end of last year, I wrote that the AA Board had asked management to review the Association's strategic priorities. That process has been extremely helpful; we have a clear idea of where the AA's service and business operations will head over the next five years.

We'll continue to strive for AA Membership to be 'truly indispensable' and, to achieve that, we will focus on our cornerstone services, our foundations, and our challenges.

In a nutshell, we want the AA to be the Number One provider of assistance in motoring support, Member benefits, tourism, advocacy, insurance and finance, and driver education.

To ensure our success in those six cornerstones, we will play to our unique strengths. What are our strengths? First and foremost: our

Membership – and hand in hand with that, our ability to provide value, service advantage and benefits to our Members. That, plus the AA's service philosophy, its strong brand, the size and quality of its database, the district network, and the effort our people put into getting it right add up to a solid foundation.

Yes, we must also address challenges which could hinder our progress, such as the perception that the AA is just about Roadservice, questions of governance skills and capacity, and succession planning. But, none of these are insurmountable, by any means – and having set the strategy, we are now looking forward to seeing it implemented in the years to come.

I believe the vision for the organization is reflected in our planning and is preserved, for future generations, in our growth strategy.

Bruno Petrenas
AA President

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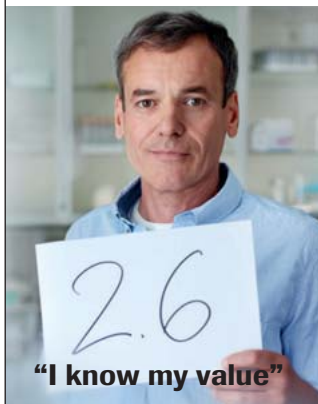


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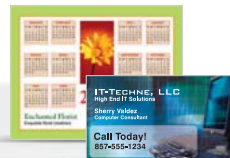
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