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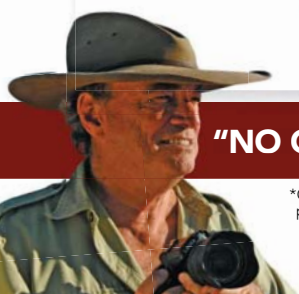
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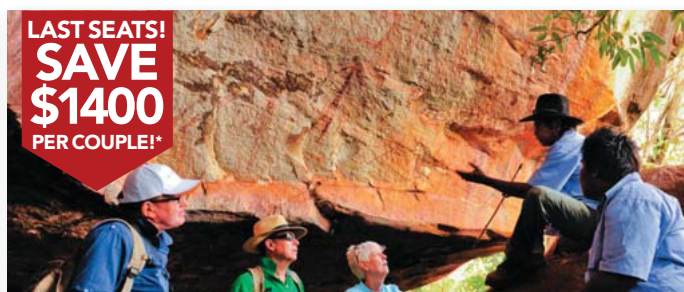


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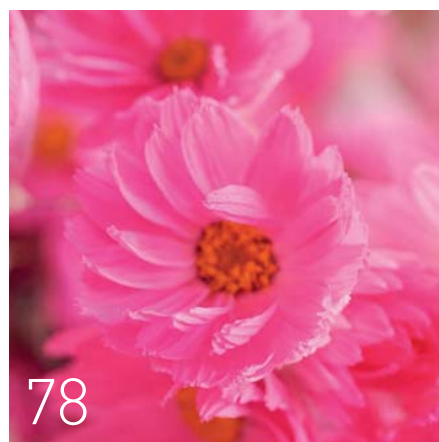
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# Time to get tough

**A** **PEDESTRIAN LOSES** her life after being hit by an extremely drunk driver in the middle of the afternoon. A cyclist is killed in Northland and the driver of the vehicle involved is charged with drink-driving. An elderly couple suffers horrendous injuries when a drink-driver ploughs into their car in Katikati. That's four innocent road users whose lives were lost or shattered because of drink-drivers.

And these are only a few examples of people paying a terrible price for others irresponsibly driving under the influence of alcohol. The appalling truth is that there are, on average, five people hurt every day in crashes involving alcohol or drugs. In many cases, the ones suffering the most harm are doing nothing except being in the wrong place at the wrong time.

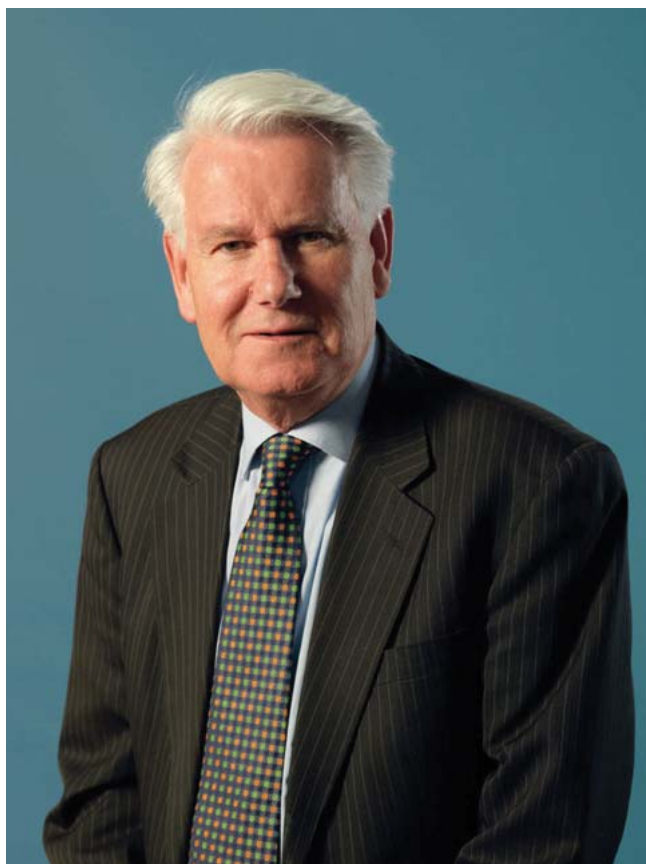
Yes, some progress has been made in battling the scourge of drink-driving in this country in the past 20 years. The number of fatal and serious injury crashes involving drink-drivers has nearly halved. The number of drink-driving convictions has also fallen from 31,058 in 2009 to 23,362 in 2012.

But, that is still an appalling statistic. There are still too many people driving when intoxicated and putting innocent lives at risk – and a high proportion of them are recidivist drink-drivers. Half of the 23,362 drink-drivers caught in 2012 had been caught before. I fear that despite all the education and the lowering of the adult drink-driving limit later this year, it will not deter those hardcore recidivist offenders.


So, what can be done? I believe alcohol interlocks, which are hi-tech devices that prevent a car from being driven by someone who has consumed alcohol, could be an effective answer. Certainly, overseas experience shows they reduce drink-driving reoffending by as much as 90%.

In 2012, interlocks became a sentencing option for New Zealand courts, but only 158 have been fitted. That is a fraction of what it should be; one has to ask why.

Clearly, more needs to be done. Your Association is calling for the Government to review the alcohol interlock programme. We are convinced that greater use of alcohol interlocks could make an enormous difference. Overseas statistics are so compelling that our call to increase the use



of interlocks on the vehicles of drink-drivers has become one of our Election Calls, a list of 15 actions we are seeking commitment to from all political parties. You can read more on our Election Calls on p.43.

Fitting interlocks can save lives, but unless there is a serious commitment by the Government to make the programme work, the carnage on our roads caused by drink-drivers will continue. It is time to say 'no more'. The huge hurt caused by drink-drivers to our families and communities has to stop and the means to make a difference is readily available. It just needs commitment. 

**BRIAN GIBBONS**  
CHIEF EXECUTIVE

## WHAT DO YOU THINK?

Is safety an important consideration for you when you are buying a vehicle?

 Go to [aadirections.co.nz](http://aadirections.co.nz) to have your say.



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AGM Publishing Ltd

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**SUBSCRIPTIONS AND  
MEMBERSHIP ENQUIRIES:**

Ph: 0800 500 444  
ISSN 1171-0179  
Published three times a year  
Circulation ABC Audit 561,430  
Readership AC Nielsen 827,000

**PRODUCTION BY:**

AGM Publishing Ltd,  
Auckland

**PRINTED BY:**

PMP, Auckland

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**ON THE COVER**

Taine from 62 Models and Edie,  
photographed by Stephen Tilly and  
styled by Greta van der Star.

# hello



Putting this issue's 'fabulous finds' feature together was great fun. We decided to limit it to 50, but we could easily have presented double that. What the project revealed was the wealth of inspiring, intriguing detours available to travellers around this country of ours. It's a wonder we ever get to where we're meant to, with all the tempting diversions along the way. In a complete change of pace, the focus on one special place – land on the east coast of the North Island that's been farmed by the same family for seven generations – acknowledges New Zealand's colourful, character-building history. All in all, it's another episode in the story of us.

Kathryn

**KATHRYN WEBSTER**  
EDITOR

## CONTRIBUTORS



**BRETT ATKINSON**

Auckland-based Brett Atkinson has covered around 50 countries as a travel and food writer and has written *Lonely Planet* guidebooks on more than ten countries. Recent travels have seen him experiencing Kurdish culture in eastern Turkey, watching bears in Alaska and attending sumo wrestling finals in Tokyo, which you can read about at brett-atkinson.net. Brett shares his Alaskan adventure with readers on p.82.



**GRETA VAN DER STAR**

After completing a degree in photography at Unitec, Greta cut her teeth in fashion styling, working on London magazine *Cosmopolitan Bride*. Now back in Auckland, she spends her time styling fashion and food, costume buying for television and documenting life on 35mm film. You can see Greta's styling work on our *Moonrise Kingdom*-inspired cover, and at the start of our Fabulous Finds feature on p.23.



**CHRIS VAN RYN**

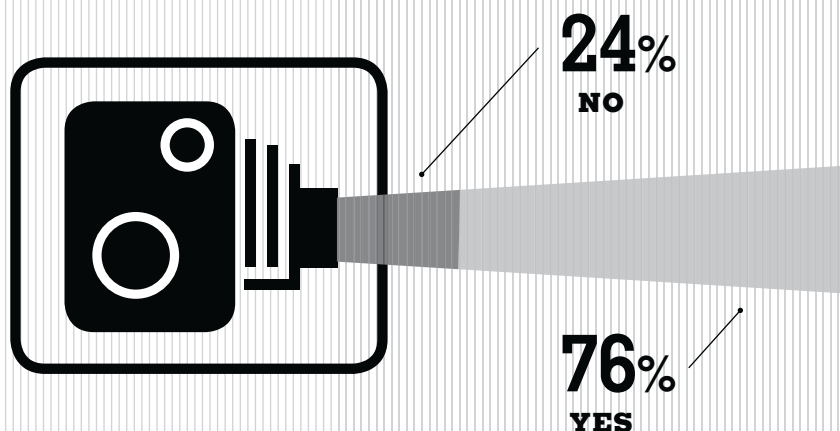
Chris has been writing and photographing for over a decade, focusing on travel as well as on social and philosophical topics. He self-publishes books, with an emphasis on the art of print production and loves to take road trips. Widely travelled, Chris rates New Zealand's South Island as one of the world's most exhilarating and beautiful destinations. His work features on p.51 and p.62 of this issue.



**OPINION POLL**

In the Autumn issue of *AA Directions* we asked Members:

## Do you support signposting fixed speed cameras?



This issue's poll question: **Is safety an important consideration for you when you're buying a vehicle?** To have your say, go to [aadirections.co.nz](http://aadirections.co.nz)

**GOOD NEIGHBOURS**

Recently my wife and I spent two weeks in New South Wales in Australia visiting our daughter. She loaned us her car and on one occasion when we were driving, we had a blow-out in a rear tyre. We located a phone number for the NRMA and they sent a service man to assist. There was no charge as they recognise the AA (there is a reciprocal agreement with Australian clubs). We were very grateful. I suggest any Members contemplating a trip to Australia should take the phone numbers of the Australian clubs with them.

GEOFF BENGE - WAIKANAE

*When in Australia, phone 13 11 11 and quote your AA Membership number for roadside assistance.*

**REVERSE ORDER**

Recently, another child was fatally injured by a reversing car on a driveway. Apparently New Zealand has one of the highest rates of such

accidents and, coming from the UK, I can see a possible reason for this. In the UK, we were always encouraged to 'reverse in and drive out'. Before reversing you must, by necessity, drive past the parking place and view that it is clear. In New Zealand it is the norm to 'drive in and reverse out'.

JOHN ROBERTS - KINGSTON

**DEALER TIP**

I read the article by Donavan Edwards 'Don't just kick the tyres' (Autumn, 2014) and he suggests that after making preliminary checks, you have an AA pre-purchase check done and if that comes out OK, to then negotiate a price with the seller.

As a former used car dealer, I have some experience in this situation and suggest a purchaser negotiates a price before having a pre-purchase inspection carried out, the price being subject to a satisfactory report.

People buy houses subject to finance, building reports etc. You can buy a used car and make agreements

subject to AA checks, cambelt replacements, having paint chips fixed – and I assure you the buyer will have more chance of a lower price if he negotiates before the AA check is carried out. But always make the deal 'subject to'.

ARNOLD KREMER - BLENHEIM

**DONOR POINT**

I assumed that my driver's licence being endorsed 'donor' meant that after my death, the appropriate arrangements would be made. Not so! Having 'donor' on your licence is only an indication to family members that you wish to donate your organs. They need to act on your behalf – and they need to do so urgently.

ROBIN RUSSELL - HAMILTON

**MOBILE OFFENDERS**

The number of people using cellphones while driving is alarming. I reckon the only way to curb it is to impose heavier fines. I propose a fine of \$300 be given, on the spot, to drivers caught using their cellphones while they're driving.

ANISH SHAH - CHRISTCHURCH

**PROPER STOPPING**

Recently, I was ticketed and given 20 demerit points for failing to stop at a compulsory stop. I did what they call a 'sneak and peak'. I did brake to a stop and, as there weren't any cars in sight, I continued on.

A traffic officer saw me. I was told a 'sneak and peak' was not long enough. My question is: how long am I expected to stop for? How many seconds does 'long enough' equate to, when there is no traffic coming?

P DEGEEST - RICHMOND

**AA Driving School responds:**

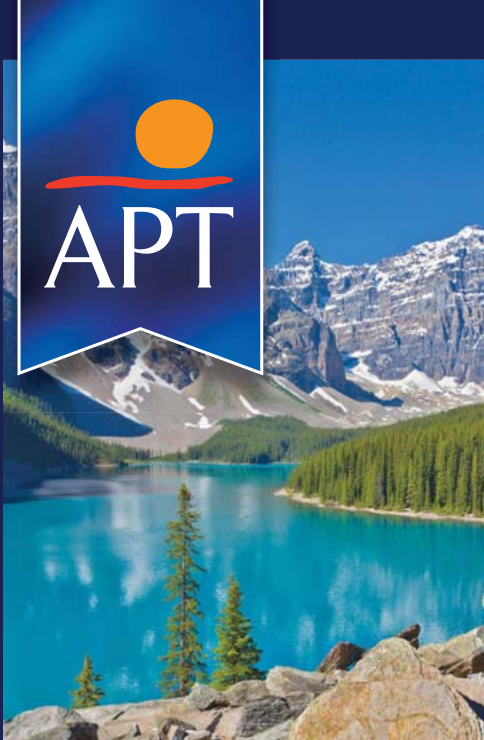
*You must stop and give way at stop signs. Stop, look right, look left, look right again and go only when clear and safe to do so.*

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

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

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





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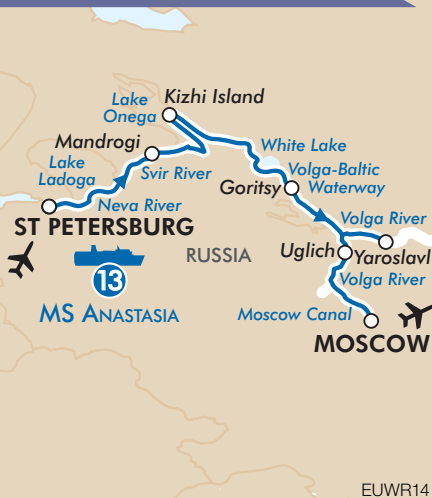
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# Q&A

Student organisation SADD has expanded its focus from drink-driving to tackle all forms of dangerous driving. Chief Executive and long-time member **Anna Braidwood** tells us about the change.

## How did you get involved in SADD?

I first became involved with SADD as a fourth form student at Tamatea High School in Napier. One day my grandfather picked me up from school and asked what I'd done that day to improve the world. After laughing and scoffing, I told him I was only 14 and there wasn't much I could do. He said rubbish and told me that if we're able to give back to our community, we have a responsibility to do so. That prompted me to write a letter to the newspaper about a high-profile drink-driving case, and then perform a speech on the subject in school. This led to me being shouldered tapped to take on SADD at school.

I had found my cause, the thing that sparked my desire to step up and do something. SADD was the vehicle that taught me that I could have a voice and do something that mattered and something that made a difference in my community.

## What is SADD?

SADD is the largest and longest running youth-led programme in New Zealand, and the only road safety programme of its kind in our country. We have active programmes run by our student membership in over 72% of all NZ secondary schools – a figure that's on the rise.

We aim to effectively empower young people to create, promote and employ strategies that encourage their peers to adopt safer attitudes and behaviours on our roads.

## "I believe our young people are getting the message."

### Do you think kids are getting the message about not driving under the influence of alcohol?

I believe our young people are getting the message; I believe we all are. I've seen a significant change in attitudes and behaviour, particularly in the last decade. Public opinion has shifted significantly and been the cause of some necessary and long overdue change – the introduction of the zero tolerance law for young drivers, and Cabinet announcing they are committed to reducing the adult limit, too. These are two key policies that SADD has advocated for throughout its history.

### SADD recently made a significant change to its credo – even changing its name. Can you tell us about that?

#### Were students involved in deciding to make that change?

Young New Zealanders aged 15-24 years make up 14% of the population, but are involved in around 23% of all fatal crashes and 25% of all serious injury crashes. The teen road fatality rate is about 1.5 times more than New Zealand's overall rate. Road crashes are the leading cause of death and serious injury for this age group, a statistic made all the more tragic by the preventable nature of almost all of those fatalities.

Our students were keen to cast a wider net on road safety and do something about the unbelievable and unacceptable rates of loss and harm. The name change to Students Against Dangerous Driving reflects that (SADD used to stand for Students Against Driving Drunk).

Our new expanded programme sees us tackle the top risk factors for young drivers through the promotion of our six principles: Sober Drivers, Safe Speeds, No Distractions, Avoiding Risk, Driving to the Conditions and Building Experience.

### And what about the challenges?

As a student organization that's almost 30 years old, the biggest challenge is remaining relevant and maintaining the sense of ownership amongst student membership. This is something I think we've done really well, by putting students at the heart of everything we do.

### I imagine the experience of being involved in SADD could be really inspiring for students. Have you seen students you've worked with in the past go on to do other great things in their community?

I believe it is. I'm a product of that. SADD was such a revelation for me in my youth. It put me in the driver's seat – excuse the pun – and taught me that I had the power to change things.

■ The AA is a long-time supporter and promoter of SADD. To learn more or get involved, visit [sadd.co.nz](http://sadd.co.nz)





## AUTOMATIC FOR THE PEOPLE

Aotearoa's hip-hop diva Ladi6 will be hitting the road on a national tour in August. Her third album, last year's defining *Automatic* was a triumph for the artist, merging her love of hip-hop, soul and r&b with a delightful dash of Motown. Her 13-date tour starts in Papakura, Auckland on August 1 and wraps up on August 30 in Napier.

For the full schedule, check [ladi6.com](http://ladi6.com)



## Still life

For more than three decades, Laurence Aberhart has been photographing World War One memorials in New Zealand and Australia. The resulting collection, *ANZAC*, is showing at the Dunedin Public Art Gallery until the end of August before travelling to other New Zealand and Australian galleries.

More than 60 prints are exhibited and, like all Aberhart's work, they have been shot with an old-fashioned view camera using long exposures and available light.

Laurence Aberhart  
**Auroa, Taranaki, 3 August 1991**  
 Silver gelatin, selenium toned  
 Courtesy of the artist.



# WIN!

## Big thrills in the Big Top

In August Cirque Du Soleil returns to amaze and delight New Zealand audiences. The super-talented dancers, acrobats, gymnasts, musicians and actors will perform *TOTEM*, an award-winning show that explores the myths around the origin and evolution of our species. Like previous shows by the travelling troupe, *TOTEM* is guaranteed to leave audiences gaping open-mouthed, as performers master increasingly impressive acts in a mission to overload the senses with the sheer, gloriously mesmerizing spectacle of it all.

While the announcement of a new show is exciting enough, this production is extra special as it will



be performed in Cirque Du Soleil's Big Top, a custom-designed circus tent, pitched at Auckland's Alexandra Park. It opens on August 22 for a five-week run.

AA Directions has three double passes for the Saturday, August 30, 4:30pm performance of *TOTEM* to give away. To enter, send your name and address to Totem, AA Directions, PO Box 5, Auckland 1140 or enter online at [aadirections.co.nz](http://aadirections.co.nz) by August 15.



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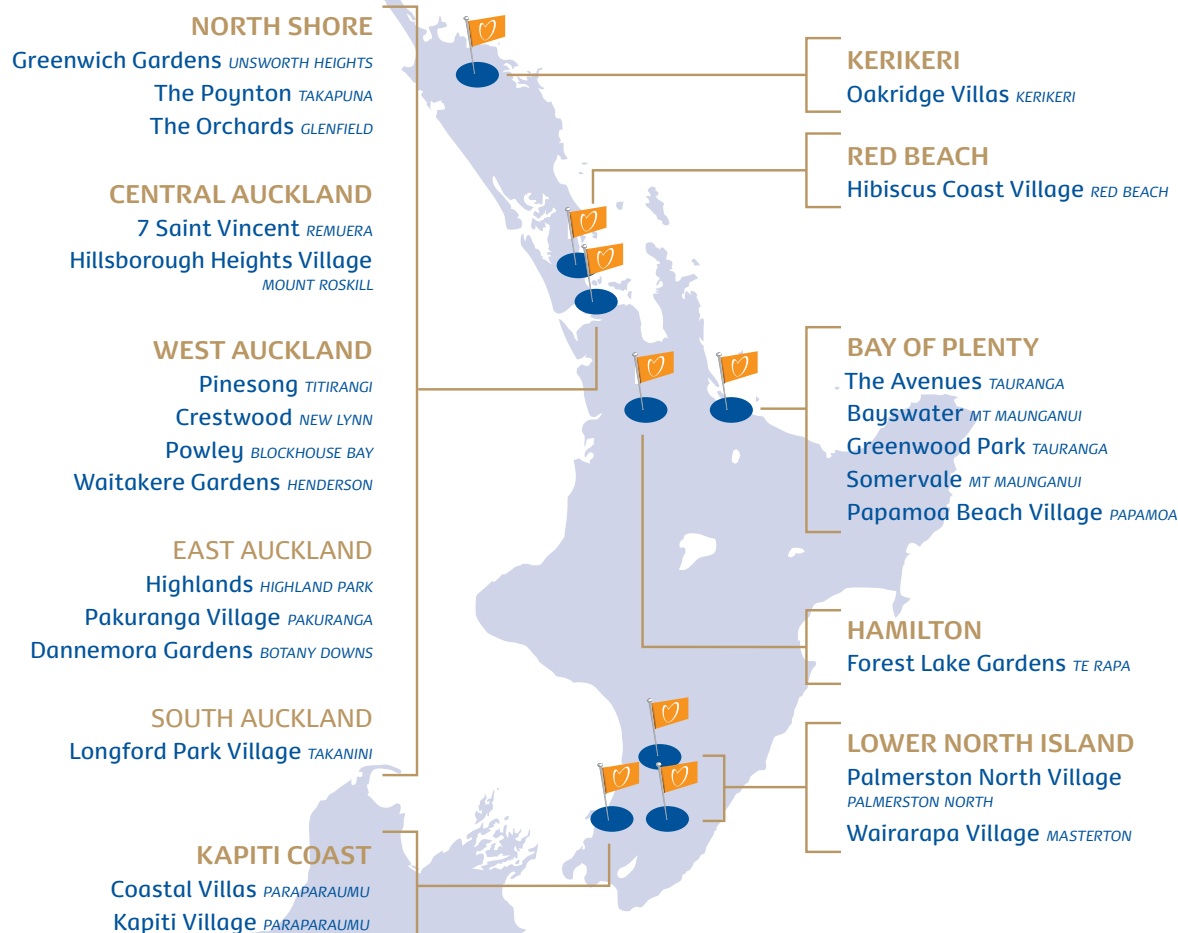
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## Super options

Older New Zealanders who own their homes are more likely to be able to make ends meet, according to the Commission for Financial Literacy and Retirement Income.

Dr Malcolm Menzies, who heads up the research team at the Commission, says many Kiwis aged 65 and over depend entirely or largely on New Zealand Superannuation (NZS) for their income and those who still have significant housing costs to meet in retirement often struggle financially. Around 82% of New Zealanders aged 65+ own their own homes, most of them mortgage-free, and they can live more comfortably on NZS.

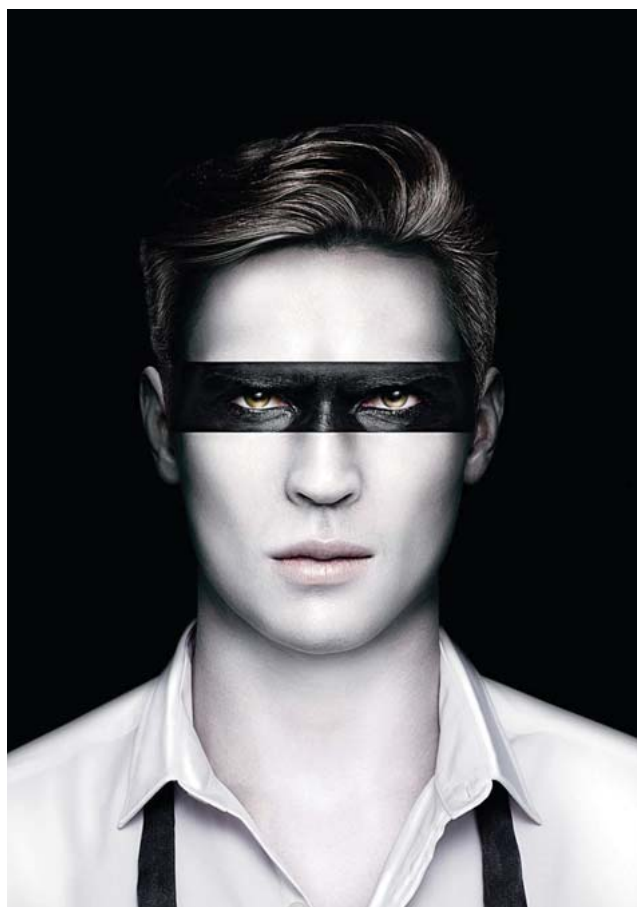
For those who fall into the 'asset rich and cash poor' category – of owning a home, but relying significantly on NZS for income – Dr Menzies identifies various options. They could continue to work, or take on a part-time job. They could trade down to a smaller home or to one in a lower-priced location, although this is not as easy as it sounds and it is often better to age in familiar surroundings. An option might be that they borrow money from family on the understanding that the estate will sort out the debt. Home equity loans are available and equity can be freed up by moving to a retirement village, but both of these options have limitations and risks, and the Commission says people must get independent legal and financial advice before proceeding.

Heartland Bank, the largest provider of such loans in New Zealand, with over 75% of the market share, launched its home equity loan product in April.

Vaughan Underwood, of Heartland Bank, describes it as a mortgage without having to make regular repayments. "And, importantly, lenders never owe more than their home is worth."

He says the option to capitalize on the family home is more acceptable now, as lifestyles change and expectations of the next generation have changed. People live longer and enjoy healthier lives and tend to be more determined to be independent and self-reliant.

Mr Underwood agrees that anyone considering taking a home equity loan should seek professional advice and customers are also encouraged to discuss their options with their families. "That's sometimes where an alternative solution comes from, too – within the family. It can be quite a catalyst for a conversation that families ought to have."



## WIN! Mozart and Murder

A lecherous nobleman travels through Europe, seducing and discarding every woman he meets. But when he commits murder, he awakens a dark force bent on revenge.

This is the story of Mozart's *Don Giovanni*, which NZ Opera will present to New Zealand audiences this spring. The show runs September 18 – 28 at Auckland's ASB Theatre and October 11 – 18 at Wellington's St James Theatre.

For more information and tickets, visit [nzopera.com](http://nzopera.com)

■ **AA Directions** has two tickets to *Don Giovanni* in both Auckland and Wellington to give away. To enter, send your name, address and phone number to *Don Giovanni*, **AA Directions**, P.O Box 5, Auckland 1140, or enter online at [aadirections.co.nz](http://aadirections.co.nz) by August 15.





## GRAND LADY SINGS AGAIN

Christchurch's Isaac Theatre Royal is to reopen in November. The historic theatre, affectionately known as 'the Grand Old Lady', was damaged in the 2010/2011 earthquakes and has been closed since. Restoring the 106-year-old theatre to her former

glory has taken nearly four years and cost \$40 million, a project Chief Executive Neil Cox describes as "a massive project of love and belief".

The building is protected as a Grade-A heritage building and is the only surviving Edwardian

theatre left in the country. Its 2014 reopening season will include performances from the Royal New Zealand Ballet, the Christchurch Symphony Orchestra, the Russian National Dance company and the Southern Ballet.

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## LET'S KORERO

This year's Te Wiki o Te Reo Māori – Māori Language Week – is just around the corner, and marks the start of an ongoing initiative to help New Zealanders build on their te reo.

'Te Kupu o te Wiki', or 'The Word of the Week' will introduce one new Māori word to the nation every week, and schools, communities and organizations will be encouraged to help spread it.

"Vocabulary is a building block of language," says Glenis Philip-Barbara, Chief Executive of Te Taura Whiri i te Reo Māori. "In 2014, we'll be adding Māori words to the national vocabulary, introducing new and interesting words that we can all use."

The first word will be 'āpōpō', which means tomorrow.

➡ To get a head start on the rest, visit [korero.maori.nz](http://korero.maori.nz)

## Winning image

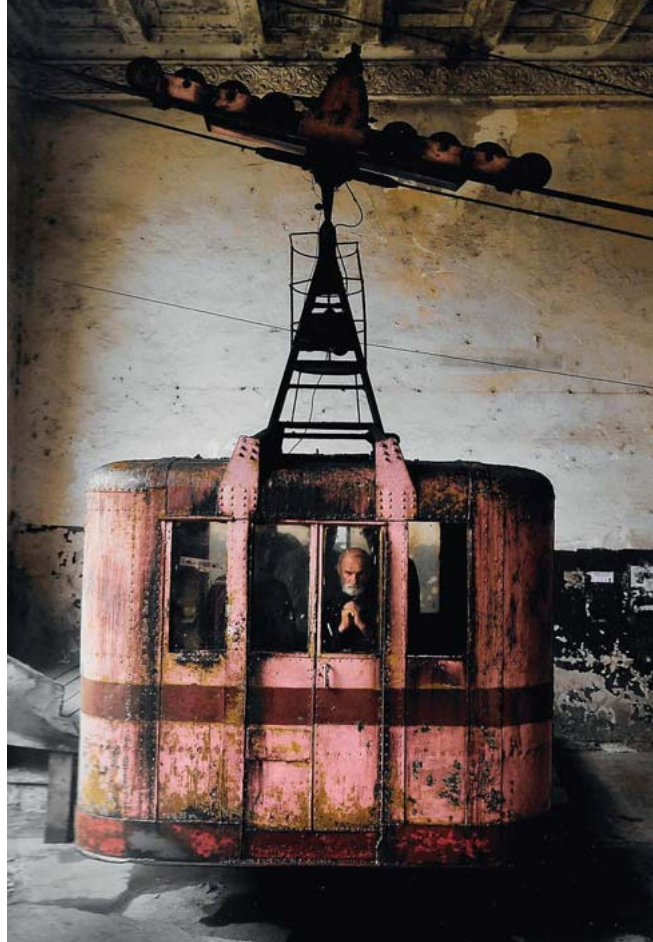
Amos Chapple won the Best Travel Image with People in this year's Cathay Pacific Travel Media awards with this photo he describes as 'local man lost in thought as cable car docks in Chiatura, Georgia'. It was originally published in *The Atlantic*, in a story about Stalin's rope roads.

The overall Cathay Pacific Travel Photographer of the Year award was picked up by Nelson's Joshua Donnelly; Mike White, from Wellington, won the Travel Writer of the Year award.

The annual awards, organized by Travcom (New Zealand Travel Communicators) supports and celebrates quality travel writing and photography.

See [travcom.org.nz](http://travcom.org.nz) for all the category winners' stories and photographs.

PHOTOGRAPHY: AMOS CHAPPLE



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# BLOOMING LOVELY

A field of blood-red poppies is blossoming from crochet hooks and knitting needles throughout the land

**THEY ARE BEING** crafted to commemorate the centenary of New Zealand's involvement in the First World War. The 5000 Poppies Project started in Australia and was brought to New Zealand by Auckland teacher Lisa Wallace, who wanted to do something creative and memorable for the 100<sup>th</sup> anniversary of the ANZAC Gallipoli landing. Initially intending to add to the Australian project, she then figured since ANZAC is equally about New Zealand, we should have our own display. The Australians agreed, and early last year her details were added to their website.

At first it was slow going. Only a few poppies found their way to her



and Lisa began to wonder if she'd be making them all herself – but the Wellington Business Association got involved, Lisa started a facebook page and the project took off. "Craft groups and retirement homes also got on board sending lots of poppies, knitted and crocheted. I've also got paper poppies school children have made."

Lisa says as the project goes on, it gathers more meaning. "People are

sending in poppies dedicated to family members and they're writing about what the poppy means to them."

The deadline for the project is January, in time for a display to be prepared for ANZAC Day, 2015.

Interested poppy makers can find patterns and details on contributing at [5000poppies.wordpress.com/poppy-patterns](http://5000poppies.wordpress.com/poppy-patterns)

YVONNE VAN DONGEN

PHOTOGRAPHY: MARK SMITH

## Sight Unseen

About 68,000 New Zealanders over the age of 40 suffer from glaucoma – and at least half of them don't know it.

The disease causes damage to the eye's optic nerve and, if left untreated, gets worse over time. It's especially dangerous for drivers because when missing parts of the visual field for each eye overlap, the brain constructs an inaccurate picture. This can mean that unexpected events – such as a pedestrian crossing the road – are missed.

Blindness from glaucoma is preventable if the disease is detected early on but, unfortunately, the signs of its development are easy to miss.

"There is no cure – once sight is lost, you can't get it back. That's why it's so important to pick it up early, so treatment can stop its progression," says Professor Helen Danesh-Meyer, Chair of Glaucoma New Zealand.

Glaucoma New Zealand recommends getting an eye examination for glaucoma every five years from the age of 45 and every three years from the age of 60. However, an eye examination should be taken if changes in eyesight are noticed at any age.

Professor Danesh-Meyer says 98% of those who treat their glaucoma will not go blind.

"That could mean putting in the eye drops every day for the rest of their



lives. But it's a simple thing to save precious sight," she said.

July is Glaucoma Awareness month, and, throughout the month, ASB and participating optometrists, ophthalmologists and pharmacies around the country are supporting Glaucoma New Zealand with donation boxes.

AA Members can receive a free eye examination, which includes a test for glaucoma, every two years at Specsavers.







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A man and a woman are sitting on a large, weathered log that extends over a calm river. The man, on the left, is wearing a tan hat, a light-colored button-down shirt, and shorts. He is looking down at a map or a book he is holding. The woman, on the right, is wearing a red beret, a purple plaid jacket, and a skirt. She is holding a fishing rod and looking towards the river. The background is filled with large, gnarled trees and dense foliage. The water in the river is still, reflecting the surrounding trees and sky. The overall scene is peaceful and suggests a quiet outdoor excursion.

# 50 Fabulous finds

On a road trip it's easy to motor right past many of New Zealand's hidden gems and secret spots.

We've compiled a list of detours to inspire making the journey itself a part of your next destination.





### [ 1 ] Zealong Tea Estate, Hamilton, Waikato

Amidst the rolling Waikato landscape is Zealong Tea Estate, a 40ha plantation with a visitor centre and café serving lunches and afternoon teas with, of course, great tea. Tours of the plantation, revealing how tea is grown and made, also give insight into the history and culture of tea.

### [ 2 ] Tokatoka Peak, Wairoa River, Kaipara

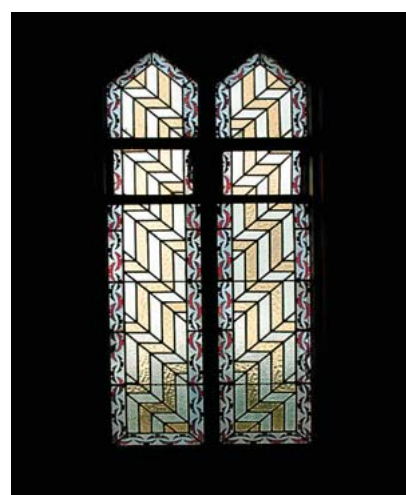
Tokatoka Peak pokes its head up from the horizon from many vantage points along State Highway 12. It's hard to miss and very tempting to climb – which is relatively easy until a steep, short section at the very top. It takes about 20 minutes. You'll be rewarded with views of the northern Wairoa River, which locals call 'The Big Muddy'. Take Tokatoka Rd north of Ruawai, near Dargaville, and look for the 'scenic reserve' sign.

### [ 3 ] Lake Grassmere Salt Works, Blenheim, Marlborough

Stumble across Lake Grassmere in the height of summer and you'll see what looks like mountains of snow sparkling against brown hills. Stranger still is the grid of ponds beside them, which blush from purple to a deep shade of pink in the summer months. The culprit is salt. Lake Grassmere produces about half the country's supply, formed by warm winds which blow in across the shallow water. The pink colour of the pools comes from the same algae that inhabit the Red Sea and tiny pink brine shrimp, which we know as 'sea monkeys'. Lake Grassmere must be one of New Zealand's most bizarre landscapes.

### [ 4 ] Second Thoughts Collectables, Te Aroha

Second Thoughts Collectables is run by a bloke named Pete who has a special interest in vinyl LP records from the '60s, '70s and '80s, and a wealth of knowledge about the Kiwi music scene from that era. The second-hand vinyl sold here is almost all in excellent condition and priced honestly, according to condition. And it's all good stuff. As well as the quality vinyl, you'll also find a ton of pop culture literature and mid-century curios in stock so, if that's what you're into, it's worth a visit.



### [ 5 ] St Mary's Church, Tikitiki, East Cape

While you should watch the road on the sharp corner at Tikitiki, East Cape, don't drive past St Mary's on the hill overlooking the hairpin bend. The carved archway over the gate is a clue to the riches hidden inside this outwardly unremarkable wooden church. Built in 1924, it's both a memorial to local Ngati Porou lost in World War I and a celebration of Maori decorative arts. From the windows to the ceiling to the baptismal font, it's a riot of carving and weaving, thanks to an initiative by Sir Apirana Ngata, who's memorialized by the marble obelisk outside.





### [ 6 ] Tawhiti Museum, Hawera, Taranaki

Beware: if you like history or models or jokes, this place eats time. In an old cheese factory, Nigel Ogle has created a treasure house of intricate dioramas and life-size scenes from Taranaki life, dating from pre-European days. Input from Weta Workshop, plus Nigel's art teacher skill and obsessive attention to detail make this place a delight. The dramatic Whalers and Traders boat ride through an animated scene from 180 years ago is the nearest thing to Disneyland you'll find in New Zealand. The passion, artistry and humour on display here had John Key gasping, "I'm blown away!" You will be, too.

### [ 7 ] Tunnel Beach, Otago

Geological upheavals and restless seas have shaped the bays and inlets of the Otago coastline. At Tunnel Beach, 20km south of Dunedin, you'll see the workings of both man and nature.

John Cargill, a man of substance, felt the need to hide the recreational activities of his daughters from Dunedin's common folk. In the 1870s, he commissioned the tunnelling of a hole to a secluded beach so his daughters could picnic there, safe from prying eyes.

Today, you too can descend through Cargill's tunnel and enjoy this enchanting beach.



### [ 8 ] Windows Walk, Karangahake Gorge, Bay of Plenty

A few strides into the Woodstock Gold Company's tramway tunnel and you'll be engulfed in ink-black darkness. Further along, daylight unexpectedly enters through an open 'window' 35 metres above the Waitawheta River, exposing spectacular views of Mt Karangahake's sheer vertical rock face on the opposite side of the narrow canyon. The apertures were made by the miners to empty overburden into the river below.

From this perch you can watch tiny figures wandering along another tramway track, literally carved into the granite, before crossing a swing bridge over the river. These tunnels were hewn in the 1890s using back-breaking manual labour, an astonishing engineering feat even in this day and age.

In contrast to all the effort that went into creating it, the 'windows walk' can be done in a leisurely hour. Just don't forget fresh batteries for your torch.



### [ 9 ] Te Hapua, Parengarenga Harbour, Northland

Te Hapua is New Zealand's northernmost village. Its sand dunes are so white and fine it's like walking through icing sugar, and most of New Zealand's godwits gather here, in late March, to feast, before they fly to Siberia. The Ratana Church is in the heart of Te Hapua.





### [ 10 ] Castle Hill, Canterbury

You don't have to take our word that a detour to Castle Hill is worth your time: in 2002 the Dalai Lama declared it the Spiritual Centre of the Universe. It's hard to quibble with an endorsement like that. Taking its name from the behemoth limestone boulders that resemble the long crumbled ruins of an imposing castle, the hill is a favourite with rock climbers who boulder up and over the stones. Fans of the *Narnia* films like to visit the location of one of the climactic battle scenes.

### [ 13 ] Stonehenge Aotearoa, Carterton, Wairarapa

This modern spin on England's mysterious prehistoric monument has been specifically adapted for the Pacific and calibrated to chart our celestial movements. It is a fully functional, albeit old-school, observatory. Open 10am-4pm Wed to Sun; guided tours are on weekends and public holidays.

### [ 14 ] Shalfoon & Francis Museum, Bay of Plenty

There's a wealth of paraphernalia in this fine heritage store – at 12 Church Street, Opotiki. Cross-cut saw blades, pit saw handles, hand-forged bridge spikes and kerosene wick lamps jostle for space alongside biscuit tins, glass lolly jars, liquorice straps and hand-cranked telephones. George Shalfoon was manning the vast kauri slab counters and ringing up the antique cash register until he retired in 2001, at the age of 83. Now it's a fascinating, nostalgia-rich museum.

### [ 11 ] Brook Waimarama Sanctuary, Waimarama, Nelson

Just five kilometres from Nelson's CBD, the Brook Waimarama Sanctuary is an ambitious project to create a fully-fenced, 700ha area of native bush (to be the second largest pest-free fenced sanctuary in New Zealand) for the re-introduction of natives like kiwi, tuatara and kakapo. Inside the centre is a giant 3D map, with irresistible buttons to push. Correlating lights show parts of the proposed sanctuary. There are also exhibits of the native birds the area proposes to provide a haven for – with more tempting buttons to push to hear the sound of their call.

### [ 12 ] Jerusalem, Whanganui River, Whanganui

Maoritanga and Catholicism intertwine at Jerusalem (Hiruharama) on the banks of the Whanganui River.

For over a century the site has been a base for the Sisters of Compassion, who built a convent, orphanage and school for the local Maori community in 1892. They were joined by throngs of hippies in the five years following 1969, when poet James K Baxter led his commune there.

A windy, one and a half hours' drive from Whanganui, Jerusalem is not exactly a quick detour, but it's worth it to spend a night in the open dormitory of St Joseph's Convent. For details go to [compassion.org.nz](http://compassion.org.nz)



### [ 15 ] Charming Creek Walkway, Buller, West Coast

Charming Creek Walkway is an easy-going, intriguing and entertaining 10.5km hike that follows a historic tramway through the lower Ngakawau Gorge and the Charming Creek Valley.

Fascinating remnants of the industry which played king to the region in the late 19th and early 20th centuries, punctuate the walk. You'll pass an abandoned mine, tunnels and spectacular waterfalls. Children will enjoy stopping to dig out lumps of coal along the path, making it a great walk for families.

### [ 16 ] Wingspan National Bird of Prey Centre, Rotorua

Having a falcon perched on a leather gloved hand is quite an experience. Wingspan is the National Birds of Prey Centre devoted to the preservation of native raptors. There are a number of rescued birds on display indoors, and daily outdoor free-flying demonstrations of the New Zealand Falcon. This is a rare opportunity to see these magnificent birds at close quarters.

### [ 17 ] Collectamania, Ohaupo, Waikato

Ohaupo Antiques has gorgeous Art Deco light shades, antique glassware, vintage dolls and early advertising. There is automobilia and brewery-ana for men's sheds, and Victorian kitchen-alia for heritage cuisine queens. Jane Daly, owner, truly knows quality collectables.

The store is laid out spaciouly in group categories and feels more like a collecting great-aunt's large lounge than an antique shop. Jane's favourite area is Victorian sewing tools, with its toy sewing machines, porcupine pincushions, silver measuring tapes, hem clamps and button hooks.



### [ 18 ] Te Rewa Rewa Bridge, New Plymouth

Te Rewa Rewa Bridge over Waiwhakaiho River opened in 2010, and connects New Plymouth to Bell Block on a coastal walk and cycleway. The designer wanted it to have dignity and harmony and to touch the landscape lightly; he achieved this with intriguing and artful engineering.

The bridge is aligned with sacred Mount Taranaki; look down the barrel from the north end and it frames the mountain's perfect cone.

### [ 19 ] Ruapekepeka Pa, Towai, Northland

The site of the last battle in the north in 1845-46 is also special because of the cunning defence system built by chief Te Ruki Kawiti – much of which you can see hints of in the landscape. One of Kawiti's cannons remains and the earthen defences of the advanced British position are also still visible.

Ruapekepeka Historic Reserve is between Whangarei and Kawakawa – download a site guide from [ruapekepeka.co.nz](http://ruapekepeka.co.nz) or pick up a copy at the car park before walking 15 minutes to the pa.



## [ 20 ] Elvis Presley Memorial Record Room, Hawera, Taranaki

Out the back of a house in Hawera is a two-room garage crammed tight with Elvis Presley memorabilia. It's a private tribute, exhibiting an impressive collection of Elvis recordings, books, art and souvenirs, including concert tickets, Elvis-inspired crockery, jewellery, ties, musical instruments, key rings, clocks and replica clothing. Fans of The King can also meet the King of the Fans: Kevin Wasley – surely New Zealand's most ardent rock 'n' roller. Hawera i-Site can help make an appointment to visit; entry is by donation.



## [ 21 ] Kuriheka, Otago

In the 1880s, Colonel Joseph Cowie Nichols built a stately home on a large sheep station 20 minutes drive south of Oamaru.

Today the 27-room mansion is out of bounds, but a drive through the grounds of Kuriheka provides an interesting diversion.

An inveterate collector of things military, Colonel Nichols liked field guns, which he positioned strategically around the grounds. The estate's outbuildings are of a quality rarely seen in New Zealand and include huge stables built in the German Gothic style.

## [ 22 ] Kahutara Taxidermy Museum, Kahutara, Wairarapa

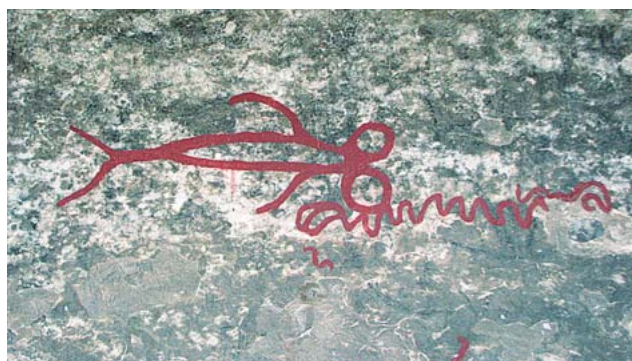
'Tararua Ted', as John McCosh is affectionately known, is recognized as one of New Zealand's leading practitioners of taxidermy. He houses the results of his pastime in a rustic log cabin which you are welcome to visit. On display in his gallery are many local birds, insects and animals, but the real stars are the more exotic beasts – including a lion, a tiger and an alligator. Open by appointment only.

## [ 23 ] Dargaville Museum, Kaipara

Dargaville Museum has an eclectic collection of curios and artefacts showcasing our earliest maritime adventures, charting the area's kauri gum rush and even laying down a wonderful working model train set. A highlight is the collection, in its music room, of over 90 accordions. The exhibit features a figurine collection, early sheet music, rare recordings and – the gem – an accordion made of kauri.

## [ 24 ] Tolaga Bay Wharf, East Cape

We may not be able to walk on water, but a stroll out to sea along the longest wharf in the Southern hemisphere might be the next best thing. The 660m trek to the end of Tolaga Bay Wharf takes about half an hour. It's not unusual to have the wharf to yourself.



## [ 25 ] Waikari Rock Art, Canterbury

The South Island climate made life difficult for early southern Maori; they spent much of their time in survival mode, hunting and fishing. Yet these people were inspired to express themselves in artistic form, evidence of which can be found on the smooth underbelly of limestone outcrops. Take the trail, over paddocks, from Waikari town.

## [ 26 ] Viands Bakery, Kihikihi, Waikato

Viands Bakery is famous for its pies. It's twice winner of the New Zealand Supreme Pie competition, and with 4,500 entries from 444 bakeries these are wins worth celebrating. It has a large selection, including seafood and vegetarian. The cold fruit pies are fabulous, too.



### [ 27 ] Antiques @ Tirau, Tirau, Waikato

You'll have seen the corrugated iron sheep on the way into town? Head across the road to Antiques@Tirau for the real treasure in this town. There's a room dedicated to art deco, art nouveau and Victorian light fittings, royal memorabilia, a collection of box cameras, crystal glasses, vintage children's toys – including a miniature Singer sewing machine – and jewellery dating from as far back as the 1880s.

### [ 28 ] Chronicle Glass, Whanganui

We watched a glassblower at work over the furnaces – molten glass, a blowpipe, a blob rolled on cold steel, a puffed-cheeked blow and then the blob becomes a glass bubble and the basis of a bowl. Magic!

Chronicle Glass has plenty of glass-blowing action; with 40 glass artists in the area, the two kilns are usually fired up. It's also a great place to invest in fine glass art.



### [ 29 ] Honeycomb Cave, Oparara Basin, West Coast

Most people have heard of the glorious Kahurangi National Park, home of the Heaphy Track. Not so many have heard of a stunning cave system at Oparara, north of Karamea called Honeycomb Hill Cave.

It boasts the largest and most varied collection of sub-fossil bird bones ever found in New Zealand, with more than 50 bird species, many extinct, including moa and the giant Haast's eagles.

The only way to access these limestone caves is with a guided eco-tour – a stunning three-hour walk through giant kahikatea, ancient beech trees, and a multitude of ferns, mosses and lichens.



### [ 30 ] Reptile Park, Warkworth, Rodney

How often do you get to see a tuatara, a family of chameleons or, if you look closely and with patience, 13 different types of New Zealand lizards? There are also 16 turtle and tortoise species, alligators and exotic Malaysian lizards – which closely resemble dragons – and New Zealand's only reptile park, on the road between Whangateau and Leigh, north of Auckland.

### [ 31 ] Eastern Southland Art Gallery, Gore

In an attractive old brick building in Gore, you'll find some top art. In uncluttered displays are indigenous arts and crafts from Australia and West Africa, significant works by Rita Angus and Theo Schoon, and changing contemporary exhibitions from around the world. But, perhaps most unexpected is the Ralph Hotere gallery of more than 60 graphic works and paintings, most donated by the artist himself.





**[ 32 ] Te Waimate Mission, Waimate North, Northland**

This Heritage New Zealand property in Waimate North (20 minutes drive from Kerikeri, on Te Ahu Ahu Rd) was built in 1832 by Anglican missionaries on New Zealand's first farm, set up to introduce Maori to European agricultural methods. Wandering through the rooms of the beautiful Georgian house, furnished with missionary period furniture and tools, is a calming experience – such is the serenity of the place. The grounds are lovely, too, and perfect for picnics – ideally with wicker baskets, cushions and home-made lemonade.



## [ 34 ] Kerosene Creek, Rotorua

Rotorua's formerly best-kept secret, set in native bush and complete with its own little waterfall, is a beauty of a spot for soaking in thermal water and stunning scenery. It's a natural spring, so don't put your head underwater. And it's a bit tricky to find. Look for Old Waiotapu Rd, between Rotorua and Taupo on SH5; drive two kilometres on that unsealed road to a car park then walk 200 metres along the stream.



[ 35 ] Driving Creek, Coromandel

Driving Creek near Coromandel township is one of those something-for-everyone experiences, combining engineering, art and ecology in a beautiful native bush setting. Craftsman Barry Brickell has built a narrow gauge mountain railway for a tourist train to wind up to a mountain-top terminus called the Eyefull Tower. Yes, the views are grand. And, back at home base, after the one-hour return trip, visitors can visit the pottery, where stoneware and clay sculptures are made and sold.



[ 33 ] Haddad Menswear,  
Otorohanga

Not much has changed since brothers Karam and John Haddad opened Haddad Menswear in 1965. The brothers still hang measuring tapes around their necks and regularly wrap them around a manly girth or across a set of rural shoulders. Haddad work gear and outdoor clothing must fit well; a real man must be comfortable.



[ 36 ] Curling, Naseby

This is the only indoor curling rink in the Southern hemisphere; it has four 46m long 'sheets' where up to eight people can play this combination of bowls, chess and billiards. Though the polished granite stones weigh 20kg, it's all about sliding them towards the target ring, so even children and people in wheelchairs can play, using sticks; strategy is more important than strength. Special shoe covers keep you on your feet and, if you're escaping from a blistering Central Otago day, there are warm clothes for hire, too.





### [ 37 ] Morere Hot Springs, Nuhaka, Hawke's Bay

Morere Springs Scenic Reserve, south of Gisborne, has stands of nikau palms interspersed with ferns, lichens, orchids and epiphytes that give it a 'goblin forest' ambience. The grounds are well set up for picnics; visitors can also take bush walks before or after soaking in a thermal pool. Three bush tracks climb up through the rainforest and, by prior arrangement with the office, you can take a trek and then go directly to the enchanting Nikau Pools, nestled amongst towering palms.

### [ 40 ] Te Hikoi Southern Journey, Riverton, Southland

This museum is all about telling stories, and as the second oldest settlement in New Zealand after Russell, there are plenty of them. Maori, whalers, sealers, gold miners, loggers and pioneers – both European and Chinese – all have their moments: in video, in interactive displays and through artefacts. The standard of presentation is so classy and professional that it's easy to become absorbed in the tale of sealer Jacky Price and his wife Hineawhitia, as you sit in the sailing ship theatre; or the intricacies of mutton-birding; or the profile of young James Caddell, the country's first 'Pakeha Maori'.



### [ 38 ] Wine Tastes Queenstown, Central Queenstown

A sip from a \$1000 bottle of wine is sweet indeed and not reserved for society's elite. Visitors to Wine Tastes at 14 Beach Street in Queenstown can drink like a king or queen at the push of a button and – for the fancier drops – not much more than a tenner.

More than 80 wines from throughout New Zealand can be sampled here, with the average taste priced between \$2 and \$4. If those numbers don't lure you in, the glowing pendant lamps and button armchairs draped with faux furs will.

Sommeliers set you up with a glass and a card that tracks which wines you're tasting. After that, you're left to sample at your own pace, interrupted only by the arrival of cheese, bread, dukkah and Sicilian olives.

### [ 39 ] Kororareka Oyster Farm, Russell, Bay of Islands

A mint green shed is home to Kororareka Oyster Farm. Owner Alex Clifford has been an oyster farmer most of his life and keeps the oyster shop open all year round. On Fridays he also smokes mullet and sells fresh flounder, as well as oysters in pots, half shells or in full shells. He's happy to chat, as you sit on the front deck looking out over Orongo Bay eating the juiciest, creamiest oysters in town.



### [ 41 ] Cromwell's Heritage Quarter, Cromwell, Central Otago

When the rising waters of Lake Dunstan began lapping at Cromwell's former main street, a group of determined locals got together to save what they could. Hauling schist remains to higher ground, they gradually created a charming historic village.

The traffic-free main street, cobbled courtyards and stone alleyways of the Cromwell Heritage Precinct is still run by volunteers, 25 years on.

Historic displays in some buildings illustrate the Central Otago gold rush of the 1860s. Others house art galleries, gift shops and cafés.

The little-known village is tucked away by the lakeshore behind a residential area.



#### [ 42 ] Pick Your Own Daffodils, Hadstock Farm, Canterbury

Come Spring, a 20-minute drive out of Christchurch is rewarded with a sea of golden daffodils in flower. For a fee of \$10, you can pick them by the bucket load – enough, surely, to cheer the saddest souls on the dreariest of days.



#### [ 44 ] Lost Gypsy Gallery, Papatowai, Catlins

In an old house bus, Blair Somerville crouches over his latest project, incorporating a clock, gummi bears and his bizarre inspiration. All around him are handmade, hands-on gadgets and gizmos waiting for a pull or a push to set them going, sparking delighted laughter from the visitors to this unique gallery, garden and café (the tea is especially good). Water, shells, found objects and recycled cast-offs are combined with science, art, imagination and a sense of fun to entertain, amuse and amaze visitors of any age. Are you brave enough to press the mysterious button labelled 'one of life's temptations'?



#### [ 43 ] Moutere Inn, Upper Moutere, Nelson

Next to hop farms and a scattering of artisan craft shops sits the Moutere Inn – a classic country pub in the pretty little village of Upper Moutere, near Nelson. It has two claims to fame: one is that it's the oldest pub in New Zealand – established by the village's German settlers in 1850 – and the other is its beer list. As well as the obligatory crate bottles of Tui, the pub boasts a list of ales and lagers to rival Wellington's craft beer spots, making it a mecca for beer geeks and a great place to sample the locally-grown hop varieties. Plus, the inn has several rooms upstairs – so there's no need to drive anywhere afterwards.



#### [ 45 ] Frog Rock, Canterbury

About 70km north of Christchurch, on the road to Hanmer, a giant amphibian-like rock sits next to the road. Travellers can stop nearby and take the 100m walk up onto the frog's back.

#### [ 46 ] Otatara Pa, Taradale, Hawke's Bay

Wooden palisades, carved pou (memorial posts) and a carved gate greet visitors to Otatara Pa. On an hour-long walk you'll see the remains of terraces, dwelling sites and food storage pits – and will, undoubtedly, sense the deep cultural significance of the site: it is one of New Zealand's largest pa sites and also one of the oldest. Plus, there are great views from the top – to Napier, across to Cape Kidnappers and, on a good day, even to Mt Ruapehu.



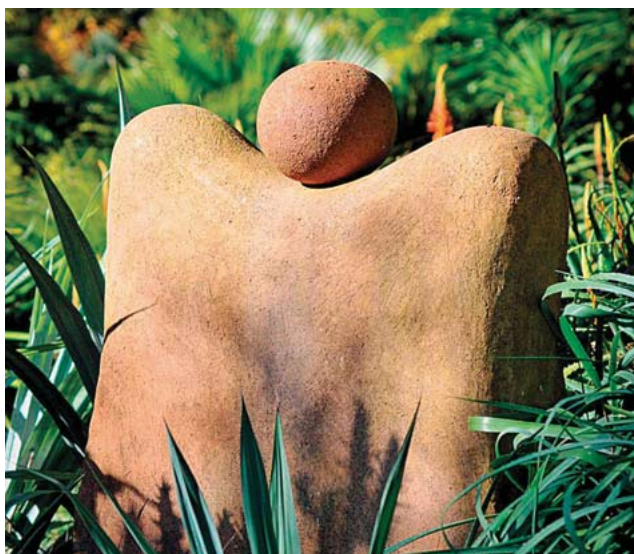


### [ 47 ] Ohau Waterfall, Kaikoura, Canterbury

Nestled in the bush 27km out of Kaikoura, along SH1, is Ohau Waterfall – a playground for seal pups, which are often seen frolicking in the fall's pool during the winter months.

### [ 48 ] Te Waihou Walkway, Putaruru, Hamilton

Just a short drive from Putaruru is a spectacular walk that follows Te Waihou River. Also known as the Blue Spring, the river is crystal clear. The walkway can be approached from either end; if you only have one vehicle, head to the car park 3.6km along Leslie Road and walk to the Blue Spring and back, as that is the most scenic half of the track. The entire walk takes around one and a half hours one way.



### [ 49 ] Waitakaruru Arboretum and Sculpture Park, Hamilton, Waikato

The Sculpture Park at Waitakaruru Arboretum has around 80 sculptures and installations to be discovered on nature trails in a reclaimed, landscaped quarry. A labelling system enables visitors to identify trees and shrubs and appreciate a huge array of New Zealand-made art. It's also a great place to cycle – BYO bike.

The park is about 20 minutes drive from Hamilton, Cambridge or Morrinsville – open by appointment only, see [sculpturepark.co.nz](http://sculpturepark.co.nz) for directions.

### [ 50 ] Lake Tutira, Hawke's Bay

When travelling north of Napier on SH2, keep an eye out for a shimmering body of water. This is Lake Tutira – set among tranquil pastures, with camping areas, picnic sites and idyllic bays overhung with weeping willows. Black swans and mallard ducks drift lazily, etching triangular wakes on the smooth surface. Tui and bellbirds sing joyful melodies overhead. Five superb walking tracks lead to lookouts with expansive views; and there's also rainbow and brown trout fishing here, six pa sites and the adjacent Lake Waikapiro wetlands to be explored.



**COMPILED AND WRITTEN BY:** Alice Galletly, Jill Herron, Steuart Laing, Liz Light, Bob Marriott, Rachael McKinnon, Karl Puschmann, Peter James Quinn, Paul Rush, Fiona Terry, Pam Wade, Trefor Ward, Kathryn Webster, Danielle Wright.



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# The Cape

Seven generations have farmed this land.

**Peter James Quinn** explores its history







**T**HE GORDON FAMILY name is synonymous with farming on the Hawke's Bay headland of Cape Kidnappers.

Their beginnings in the area stem from James Gillespie Gordon, a merchant trader in India who suffered heavy financial losses following the Indian Mutiny of 1857. Forced to rethink his family's future, the 66-year-old Scotsman set sail aboard his trading schooner for New Zealand in 1861. He brought a prefabricated house of teak timber, some handcrafted furniture and a team of mules with him. James had already visited the country in 1859 and purchased a 5465ha parcel of land from the Crown, known as the Kidnappers Block, for £3375.

With his sons, William and Thomas, he set about establishing a farm, despite none of them having experience as farmers; all they knew was gleaned from a few books they purchased.

The first order of business was a name change for the place and James settled upon Clifton, after his old

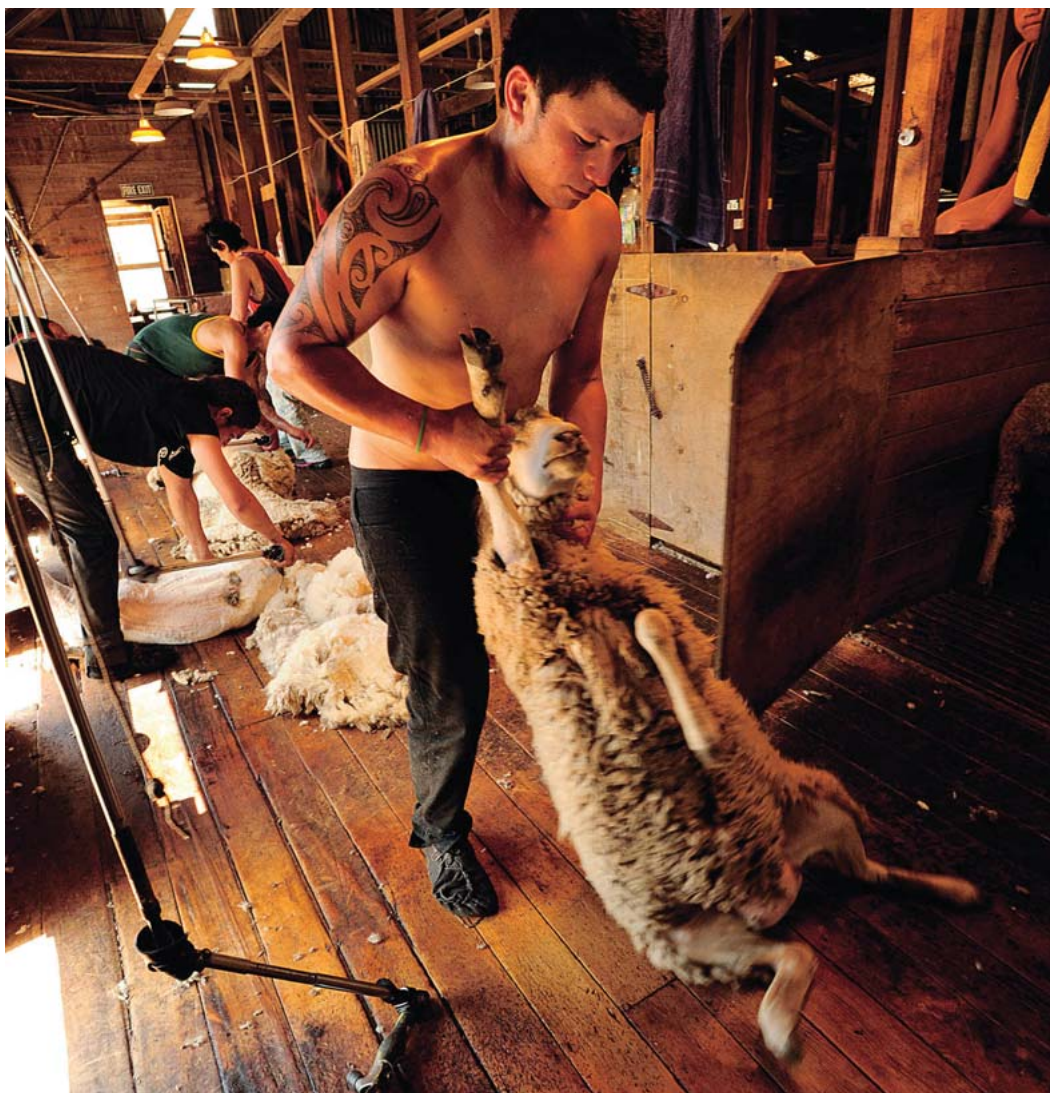
school in England. The next thing to do after landing their household cargo, hauled ashore by the mules while James stood waist-deep in water with a pitchfork ready to ward off potential shark attacks, was to find a supply of drinkable water.

As it turned out, this farming venture would end up a Herculean task for the Gordons, filled with many difficulties over the years. The parched hillside country with its steep, erosion-prone cliffs and ravines sorely tested everyone who took up the challenge.

William, the elder son, never reconciled himself to life as a provincial farmer. Depressed, he developed a drinking problem which precipitated his early death when he fell from his horse and drowned in a stream, on his way home from a night out in Napier.

Thomas arrived a year after the others with his new wife Janet, who had something of a fragile temperament. By then a homestead with out buildings was standing, shelter trees planted and a two-storey woolshed with





**FROM FAR LEFT:** Angus Gordon works into the night; Te Whata Thompson busy shearing at Haupouri; cruise ship visitors watch shearing demonstrations and get to cuddle lambs.



shearers quarters built. The land itself was cleared of bracken and sowed with grass, and Merino ewes and rams had been purchased to stock the farm.

## **“The first order of business was a name change for the place...”**

These were turbulent times in the young colony and there was growing discord among Maori towards the European settlers. On Thomas's arrival in Wellington he received a Captain's commission from the Governor, George Grey, and was asked to raise a troop of cavalry volunteers when he reached Napier, which did nothing to alleviate his wife's nervous disposition. Things came to a head for the family, and the province, in October 1866 when a contingent of adherents to the rebellious Hau Hau faith arrived in the district. A group of 20 or so warriors presented at the Clifton homestead, threatening

the family, before galloping off. Thomas was called upon to aid the colonial forces in expelling them and several skirmishes occurred before the Hau Hau surrendered.

This was all too much for Janet Gordon who demanded that the family, which by now included six children, return to Scotland.

James stayed, assisted by a manager, for another 10 years. He eventually retired, leaving New Zealand for good in 1873 to settle in North Devon. One of his grandchildren, Frank Gordon, returned to New Zealand in 1884 to take up the mantle – at just 18 years of age.

Seven generations of Gordons have faced the challenge since James's pioneering efforts at Cape Kidnappers. The current owner of Clifton, Angus Gordon, wrote a family history in 2003 titled *In the Shadow of the Cape*. In it, he states that the Gordons have “clung tenaciously to this little corner of what, to them, will always be paradise”.

Today's Clifton is vastly different to the one James Gillespie Gordon departed from over 140 years ago.





For a start, cattle now graze much of the hillsides. Portions of the original estate had to be sold off as wool prices fluctuated over the intervening decades. During the 1980s Labour Government reforms, farming subsidies and tariffs were removed, forcing Angus to diversify into crops like strawberries, legumes, peas and beans. In each case the returns were marginal until he hit upon early season butternut squash for the Japanese market. A few hundred acres of this proved to be the salvation for the farm.

As with any large family dynasty, the descendants multiply exponentially; land has been divided down family lines. After buying out her brothers' interests in Haupouri Station, bordering on Clifton's south-eastern boundary, Angus's cousin Juliet and her family continue the farming tradition, augmented by a performance horse stud.

Boxed between those two blocks is another, larger station sold out of the Gordon family in 1924. In 2002, the Cape block was sold to Wall Street billionaire hedge-fund

manager, Julian Robertson, who has incorporated an internationally renowned golf course and luxury lodge into a working sheep and cattle station.

**“James Gillespie Gordon would be amazed at the transformation.”**

Running across 2500ha of three collective blocks is a 10.6km vermin-proof fence, stretching from Clifton across to Ocean Beach, known as the ‘Cape Sanctuary’. Inside, introduced predators are eradicated and protected native species released despite traditional farming operations continuing within the sanctuary boundary.

James Gillespie Gordon would be amazed at the transformation of the promontory of land he first spied from his schooner off the East Coast of Hawke's Bay, once known to ancient Maori as Matau-a-Maui, the fishhook of Maui. 🐑





**CLOCKWISE FROM LEFT:**  
A flock of Lincoln-Merino are  
mustered at Clifton Station;  
hay baling in action; Angus  
Gordon watches butternut  
squash being irrigated;  
Clifton's clifftop boundary.





# CHECK YOUR CAR

It doesn't take long to give your car a quick safety check. Just give it a regular **TWIRL** and take it to an expert if you think anything's wrong.

---

## TYRES

- Check the tread depth. Minimum legal depth is 1.5mm but the more tread you have the safer you'll be.
- Check the tyre pressure.
- Look for cracks or bubbles in the sides.
- Look for sharp objects stuck in them.



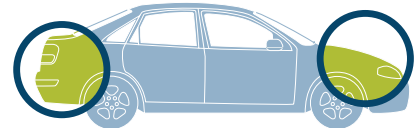
## WINDSCREEN, WIPERS AND MIRRORS

- Check your wiper blades for wear and tear.
- Clean your mirrors and windscreen inside and out.
- Get your windscreen fixed if it's chipped or cracked.
- Check your windscreen washer fluid is full and the spray works.



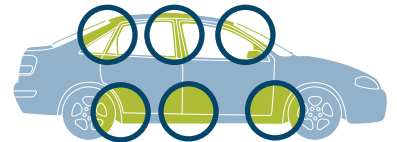
## INDICATORS

- Check all your indicators work.



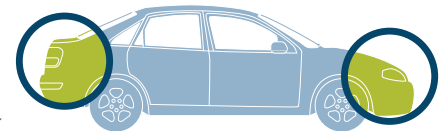
## RUST

- Look for corrosion that could weaken the car's structure.



## LIGHTS

- Check lenses are clean and clear.
- Check your headlights, reversing lights and brake lights work.



Have your car serviced and make sure your warrant of fitness is current.

Police will be carrying out regular roadside checks to make sure cars are roadworthy.

Go to [www.nzta.govt.nz/checkyourcar](http://www.nzta.govt.nz/checkyourcar) for more information.







# Motoring

## Wheel love

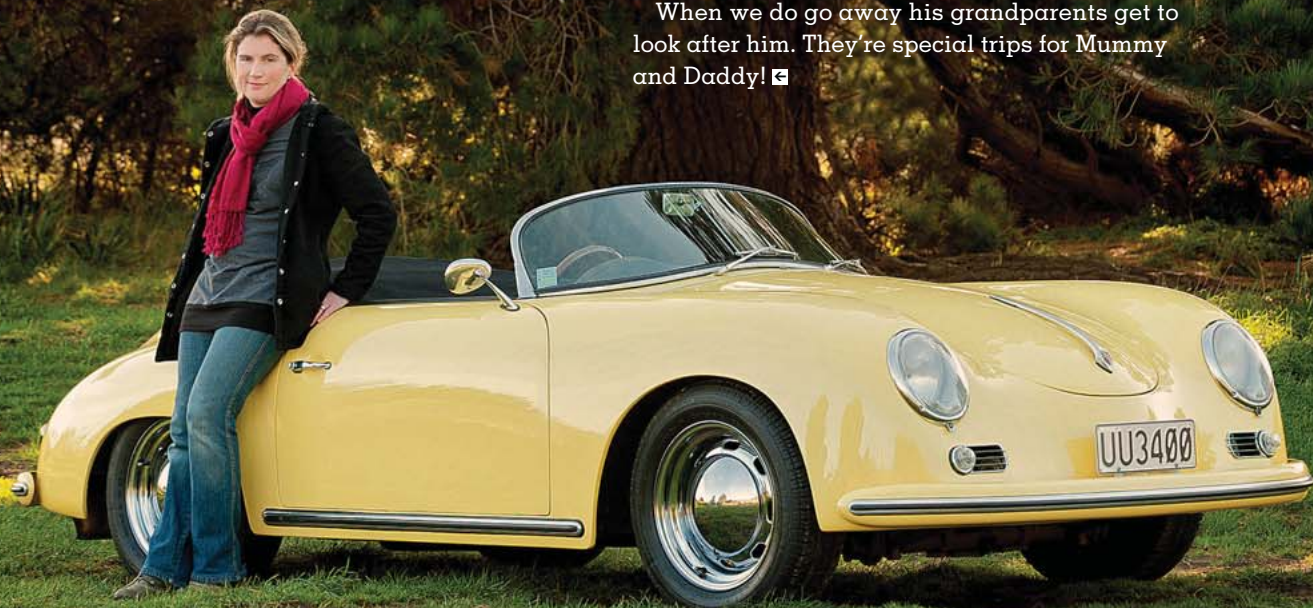
### Monica Graham and her replica Porsche 356 Speedster

**I REALLY LIKE** the shape; it's such a classic. It's very stylish and basic. It doesn't need all the modern bells and whistles, like cup holders or heated seats.

My father built it from a really simple Graham McRae fiberglass shell in 1996. These originally came with a 1500 or 1600 engine, but Dad put a Porsche 2.0 litre 914 engine in, so it just purrs along.

Dad gave it to me when I was in my early 20s. It's a very special car. It was one of my wedding cars when I got married. We don't do many miles in it. We have a son, Thomas, and dogs and things, so it's harder to get away. Thomas is two, so he's not driving yet, but he loves to clamber about in it and lick the windows.

When we do go away his grandparents get to look after him. They're special trips for Mummy and Daddy! 🐾





## WoF'S SECOND PHASE BEGINS

The first phase of WoF (Warrant of Fitness) changes came into effect on January 1 2014 for light vehicles first registered anywhere between 2004 and 2008. These vehicles had their WoF intervals extended to yearly inspections upon passing a WoF.

The second phase began on July 1 2014 for light vehicles first registered from the January 1 2000. Vehicles that fall within this category will also have their WoF interval extended to one year when passing an inspection.

As part of this second phase, new vehicles first registered from July 1 2014 will have an initial inspection that's valid for one year, then another inspection three years from the date of first registration. Thereafter, annual inspections will be required.

The changes to WoF frequency don't apply to rental vehicles and heavy vehicles which have WoF instead of CoF inspections. Older vehicles first registered before January 1 2000 stay unchanged at six monthly WoFs.

For motorists these changes will save time and money but, as many Kiwis rely on their bi-annual WoF inspections to be notified of potential problems to their vehicles, the AA has created a 16-point inspection to assist drivers.

The AA Safety Check isn't a WoF inspection, but it covers items that commonly result in WoF failures. The Safety Check can be done six months from the time of WoF renewal.

AA Members are entitled to two free Safety Checks per year for cars shifting from a six-monthly WoF to a yearly inspection. The Safety Check is also available to non-AA Members for a small fee.

➔ For more information on the AA Safety Check, visit [aa.co.nz/cars/maintenance/safety-check/](http://aa.co.nz/cars/maintenance/safety-check/)



## GOOGLE DRIVING TOWARDS FUTURE

Google has unveiled the future of driving. Or, more accurately, the future of not driving. This cartoonish-looking car is the third prototype in the tech giant's futuristic self-driving car project and carries the distinction of being the first designed and built entirely in-house by Google. Previous iterations have seen the company heavily modifying models by Toyota and Lexus.

Underneath the cutesy exterior, Google's engineers have made some radical changes

to the automobile as we know it; the most drastic being the removal of the steering wheel and accelerator and brake pedals which Google says are superfluous in autonomous cars.

Powered by an electric motor with a (claimed) range of 160km, Google has restricted its speed to a cautious 40km/h.

For now, testing continues on closed roads, but Google aims to have 100 of their driverless cars cruising Californian roads by the end of the year.

## Car shoppers now more protected

The Consumer Guarantees Act (CGA) provides shoppers with rights when purchasing goods and services from registered traders for personal use. The CGA sets out guarantees which the goods or services need to meet when sold, as well as remedies if these guarantees aren't met.

Any person selling more than six vehicles or importing more than three within 12 months is required by law to register as a motor vehicle trader.

Until recently, motor vehicle traders could easily avoid their obligations under the CGA by selling vehicles through an auction house or online auction.

Now, under the latest changes to the CGA, which came into

effect on June 17, motor vehicle traders are no longer exempt from their obligations under the act, if they sell vehicles through an auction, competitive tender or online bidding.

Motor vehicle traders who sell cars by any means need to make it clear that they are a trader, and they cannot contract out of the CGA.

Changes to the Fair Trading Act also require traders selling extended warranties to disclose a comparison of the additional protections provided by the extended warranty over their rights under the CGA. Consumers purchasing such policies now have a five working day cooling-off period in which to opt out.



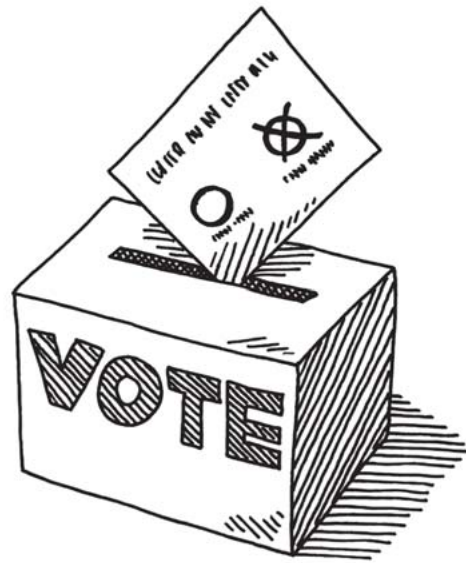
# CALLING FOR CHANGE

The AA sets out priorities for our politicians

**MAKING THE ROADS** better and safer for our Members has always been a key focus for the AA.

Transport affects the lives of every New Zealander and, in the lead-up to the September election, the AA is calling for 15 actions that would make our transport system safer, more effective and more affordable.

We call these 15 changes our Election Calls and we have sent them to every Member of Parliament and each major political party, urging the next Government to commit to them. We are calling for:



**1** Road User Charges to be replaced with a diesel excise tax

**2** An extra 200km of median barriers or safety treatments in high-risk locations

**3** The introduction of saliva-based roadside drug testing

**4** A review of the alcohol interlock programme

**5** Car safety information to be a requirement at point of sale

**6** Traffic fine revenue to be dedicated to road safety improvements

**7** Fair, consistent and predictable speed limits

**8** Speed cameras to be more effective

**9** Flashing signs to be added to school buses

**10** Cycling to be made safer

**11** Rules to be applied to make private car parking fair

**12** A continuation of the Roads of National Significance programme

**13** Investment in regional highways

**14** Improvement of public transport in Auckland

**15** 110 km/h limit on our 4-star motorways

These calls have been developed from surveys of AA Members' views as well as research into the major issues facing our transport system. (Details on each action point and the evidence supporting their inclusion are available at [aa.co.nz/electioncalls](http://aa.co.nz/electioncalls)).

"We've done a lot of work to develop these calls, so they represent the views of the reasonable Kiwi motorist. Driving is the way 80% of New Zealanders get themselves where they need to be – whether that's to work or home, taking kids to school, going shopping or visiting their friends and family," says AA Motoring Affairs General Manager, Mike Noon.

"Every day about 110,000,000km are travelled by all the vehicles on our roads. When the transport system is working well we hardly notice it, but when it doesn't, it is one of the biggest frustrations people have. The changes we are calling for will make a real difference in the everyday lives of our 1.4 million Members and for all New Zealanders."

The AA will meet with all the major political parties' transport representatives to champion these improvements. We will also publish the major parties' responses at [aa.co.nz/electioncalls](http://aa.co.nz/electioncalls), so AA Members can see each party's priorities on transport before they cast their vote at the general election on September 20.

➔ See [aa.co.nz/electioncalls](http://aa.co.nz/electioncalls)



# SALE AWAY

**Donavan Edwards** shares tips on selling a car privately

**S**ELLING A CAR is relatively straightforward, but there are some simple things you can do to maximize the resale potential of your vehicle.

Critical to a successful sale is the ever-important first impression. The number one thing to do is get a bucket of soapy water, a clean rag and get scrubbing. Once it's sparkling, grab the vacuum and some dashboard cleaner and give the inside a solid once-over as well. You want your car spotless.

When it's looking sharp, take some photos. Do this on a clear day against a simple backdrop. You're after a good selection of snaps taken from various angles which clearly show the full exterior and interior of the vehicle.

A current WoF and valid registration tend to be considered crucial to prospective buyers, so ensure both are up to date.

With this prep work done, it's business time. Set your price. To get a fair and realistic idea of its worth, you can either purchase a Vehicle Valuation report or you can look online to see what similar models are going for.

Many private car sales are now conducted online, so your next step is to advertise on websites like AA Carfair. When writing your ad, stick to the facts. Be sure to make mention of the vehicle's good points, but don't intentionally – or unintentionally – misrepresent it when describing its condition.

In your ad, list the technical specifications and all relevant vehicle information; in particular engine size, fuel type, speedometer reading and whether it's an auto or manual transmission. Don't forget to list any desirable selling points like, for example, a stereo system, leather upholstery or any attractive aftermarket additions, such as mag wheels.

When arranging a viewing, ensure the potential buyer has a valid driving licence and confirm with your vehicle insurer whether the driver will be covered during the test drive.

It's natural that people will want to take your car for a spin to make sure everything is hunky dory. You can either choose to accompany them or, if you'd prefer to stay behind, hold onto their car keys while they go. As an added precaution, you can also keep a note of the person's licence and registration details. Remember, if you get a bad vibe – for whatever reason – you can always refuse to allow the vehicle to be taken for a test drive.

If they like the car, then it will be time to negotiate a price. Consider all offers, but don't let it go for a song. Some haggling is expected, so be prepared to drop a

little from your asking price to complete the sale.

Beware of scams. There's always someone looking for an easy target, so don't be caught napping. Before handing over the keys, make sure you have the agreed amount in cash or cleared funds in your account.

After payment, write two comprehensive receipts, one for you and one for the buyer, and ensure both parties sign them.

Lastly, you need to notify the NZTA about the change of ownership. There are two forms involved: the seller needs to complete MR13A and the buyer MR13B. Alternatively, you can do this online on the NZTA website.

Congratulations! You have now sold your car. That wasn't so hard, was it?



## FURTHER INFORMATION

AA Carfair: [aa.co.nz/cars/cars-for-sale](http://aa.co.nz/cars/cars-for-sale); AA Insurance: [aainsurance.co.nz](http://aainsurance.co.nz)





# The Spirit of the All Blacks Watch

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They venture into the world, not as rugby players but as ordinary men with extraordinary hearts, who proudly wear the Silver Fern for each one of us. And when the try comes, it belongs to all of New Zealand, scored with the strength and nobility which forged our nation. Now you can pay tribute to our greatest sporting legend with a timepiece of distinction which captures the proud spirit of our favourite sons, the mighty All Blacks.

Available only from The Bradford Exchange, the "Spirit of the All Blacks Watch" is a masterful design rich in the heritage of the All Blacks. The face showcases the inspiring Silver Fern set majestically against the official All Blacks emblem. Three chronographic sub dials provide even more accurate timekeeping. The side is engraved with the famous All Blacks emblem. The reverse of the case presents a stirring silhouette of our team performing the Haka, as well as the all-important individual edition number, indentifying your watch as part of the edition which is officially authorised by New Zealand Rugby.

**Strictly limited to 1,892 watches.**  
**If your passion is the All Blacks,**  
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The "Spirit of the All Blacks Watch" is exceptional value at just \$275 and it can be yours in five easy, interest-free instalments of \$55, plus \$19.99 postage and handling, backed by our world-famous 120-day guarantee. To secure one of the low edition numbers valued by serious collectors, send no money now. Just return the coupon or go online today at [www.bradford.net.nz/allblacks](http://www.bradford.net.nz/allblacks)



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# Colour coded

Lyndsay Lockie shops for a brighter ride

**EXCITED TO BE** in the market for a good used vehicle, I begin searching for one which will not only be small, zippy and reliable, but will also express my personality, be an extension of me, showing a bit of style – like my handbag or shoes. I'm tired of searching for my car in a sea of grey and white vehicles at the supermarket car park. I fancy myself behind the wheel of an indigo car or a shimmery mauve one, which would be easier to spot. Sadly, I discover, indigo and mauve vehicles are rare.

It is soon evident that most cars are painted in shades of off-white, silver-grey or black. Admittedly, there are some good deals going in these shades, but they just don't feel right to me.

Googling 'car colours', I discover a spokesperson for PNG Automotive Coatings who says colour is an important factor for 77% of consumers looking to purchase a vehicle. While people might be attracted by brighter colours, she says, cars are a huge investment, so most people opt for conservative choices when actually parting with their money. Interest in others colours is growing, however, with 40% of participants in a survey done by this company saying they'd like more choice.

Nancy Lockhart, Du Pont's Colour Marketing Manager, is aware of a resurgence of green and earthy shades, but says they are still minor players in the car colour popularity

stakes. White has been a consistent favourite among car colours for many years, she says, followed closely by black, silver and grey, with red taking fifth place. White cars are more likely to hold their value on resale over other colours and black is considered luxurious, implying status.

Advances in paint technology now allow manufacturers to create shimmery effects and colours that 'travel', with subtle shade changes according to the light and the position of the observer.

I finally find a pretty red Tiida that I'm happy with. Unfortunately, there are a lot of red cars parked at the supermarket in a variety of makes which all look very similar to mine.

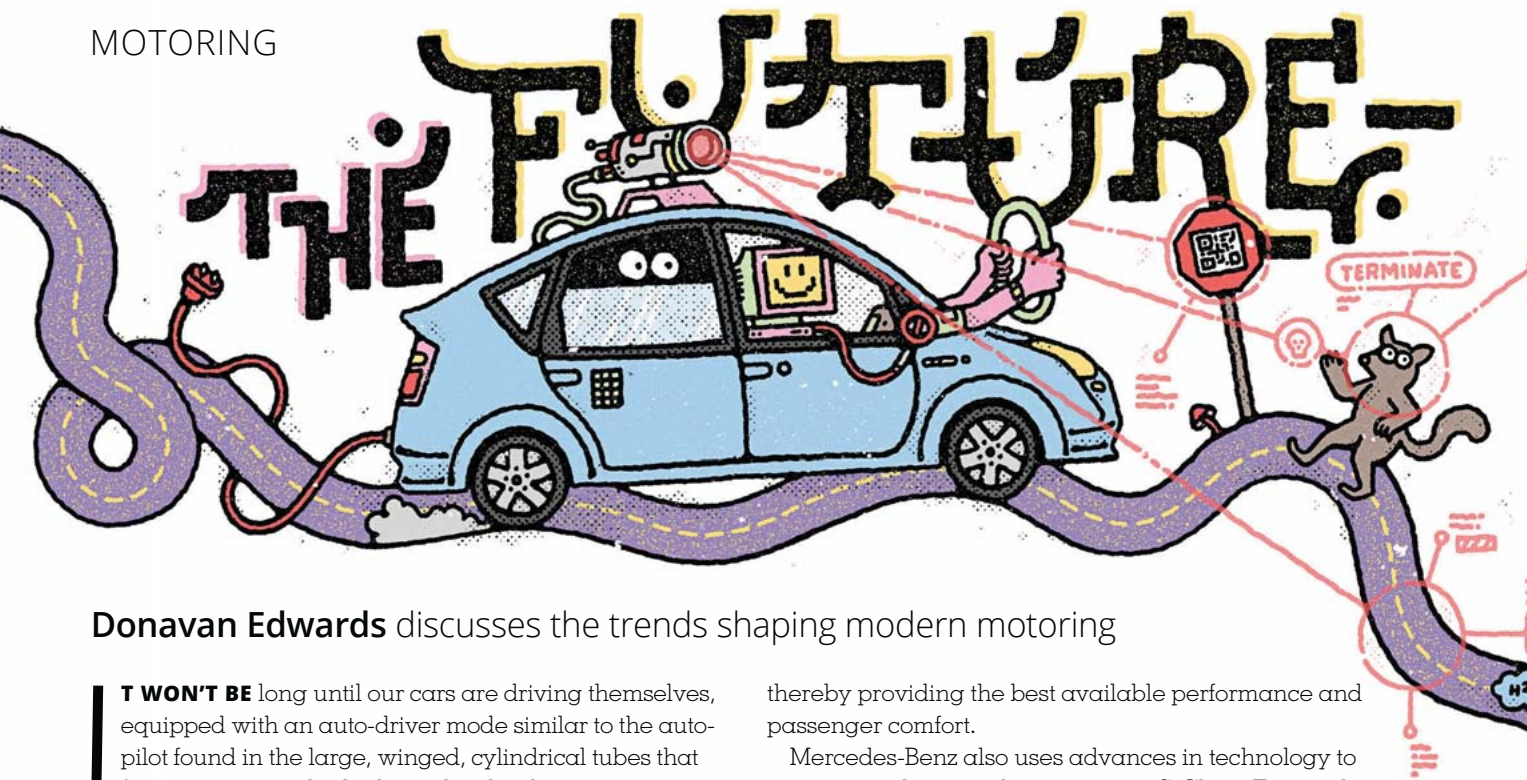
Perhaps we'll soon become a little more courageous with colour, and our roads and car parks will be more colourful in future. 🚧

## THE SAFEST CAR COLOUR, ACCORDING TO THE AA



There are many studies with different opinions on this subject but, generally, bright, light colours are easier to see when driving. Colours like silver, white, yellow are more visible than black, dark blue and dark green.





## Donavan Edwards discusses the trends shaping modern motoring

**IT WON'T BE** long until our cars are driving themselves, equipped with an auto-driver mode similar to the auto-pilot found in the large, winged, cylindrical tubes that ferry passengers high above the clouds.

Many modern vehicles are already equipped with sophisticated equipment capable of supporting drivers with key decision-making duties. These systems function as if there were extra eyes on board, peering over your shoulder to scan the road for an impending mishap, ready to alert you or to take evasive action.

Features such as autonomous braking, automatic activation of headlights and wipers, self-parking systems, blind-spot monitoring, lane-departure warning and adaptive cruise control were once regarded as luxury items reserved solely for premium brands, but they're becoming more common as they filter down to mainstream car models.

**"Autonomous vehicles will be on our roads. We will need to adapt to being passengers in our own cars."**

But, it's not only safety features that are improving: high-tech creature comfort gadgets are now prevalent in today's cars. Touch-screen displays that resemble tablet computers come loaded with Google search. Apps can be downloaded directly to your dashboard. Some vehicles can be started remotely, allowing you to tailor the interior temperature before climbing behind the wheel.

With the latest Wraith, Rolls Royce does an excellent job of highlighting the development of technology. The luxury car's V12 engine is mated to an eight-speed automatic transmission that uses GPS (global positioning systems) to recognize the landscape it's travelling on, whether there's an approaching corner, roundabout, straight road or gradient coming up. The auto transmission's control unit uses this information to select a suitable gear,

thereby providing the best available performance and passenger comfort.

Mercedes-Benz also uses advances in technology to power a sophisticated system on its S-Class. Forward-facing stereo cameras, similar to those already found on accident mitigation systems, monitor changes in the road surface at a distance of up to 15 metres ahead. The system uses this information to adjust the active suspension to best cope with the road surface. When the vehicle approaches a pothole or a dip in the road, the appropriate dampening is adjusted to ensure optimum cabin comfort levels.

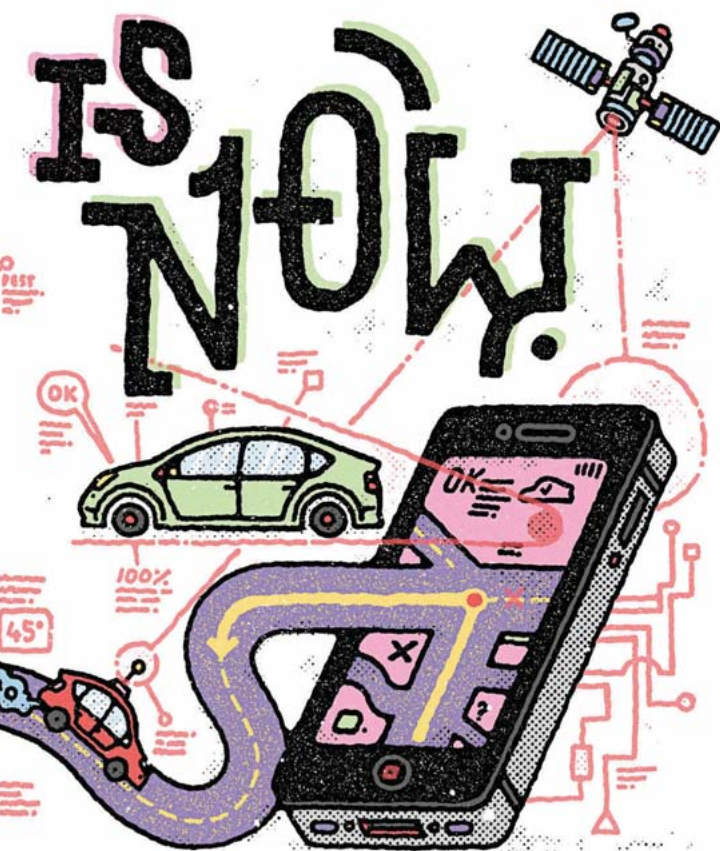
Jaguar Land Rover is working on a system that projects a video image, taken from a camera mounted under the vehicle's grille, onto a head-up display in the windscreen. The image appears in place of the bonnet and engine, allowing the driver to 'see' straight through the seemingly transparent bonnet to the ground under and in front of the car. This system is particularly valuable for traversing rugged terrain, but could also be useful on-road to help identify hidden hazards.

Meanwhile, Google is testing driverless cars. Using a large 64-beam laser fitted on a vehicle's roof to generate a 3D map of the surroundings to navigate, the system has been used to clock over a million kilometres already – so it is having some success. Google is unlikely to start building cars beyond its own prototypes, it's likely to develop systems for car manufacturers once it's proven that driverless cars are better than human drivers.

The hardware necessary to build these driverless vehicles is already fitted to some modern cars and with the software systems readily available – and with the Google gurus on the project – it's inevitable that autonomous cars will feature on our roads, making commuting in rush hour traffic more pleasurable and safer. We will need to adapt to being mere passengers in our own vehicles, sipping on a latte and reading the news on our tablets while our car drives us to a preselected destination.

For those of us who actually enjoy driving, let's hope there's an override switch. ■





## Peter King examines the pros and cons of technology changing our roads

**IT'S ONE THING** for people to buy cars that drive themselves in traffic jams or save the driver when they fall asleep, but what about the roads? Couldn't technology be used to help prevent traffic jams or interact with intelligent cars?

The answer, of course, is 'yes' and the New Zealand Transport Agency has started already. In each of the country's largest cities a Traffic Operations Centre monitors traffic to manage unusual events, speed limits and traffic lights. Bringing controlled intersections under the direction of those centres significantly improves road efficiency, and is probably the most cost-effective response to congestion available today.

But using cameras, traffic lights, and variable speed limits and message boards is already old technology. What is over the horizon?

In April this year, Auckland hosted the 2014 Intelligent Transport System Asia-Pacific Forum, bringing together speakers from around the world to discuss the prospects for employing new technology for road management. What became apparent is that there are still very pronounced islands of technology which simply don't link up. Car manufacturers compete, rather than cooperate. They only cooperate when Governments make them as, for example, the European Union did to set up 'e-call', a cell phone based distress system which alerts a dispatcher automatically when an airbag is deployed. However,

e-call only works in Europe, with cars made in the EU.

Competition means that a system for communicating wirelessly with cars' electronic systems is unlikely to happen any time soon. Instead, many countries are exploring ways of using mobile phone apps to play this role instead. Already, in New Zealand, firms are monitoring the Bluetooth signals from phones in passing traffic (on foot and motorized) to gain some idea of traffic volumes and, by matching phone electronic ID numbers, where those devices go.

**"Information technology inevitably creates a tension between privacy and service."**

If this sounds 'big brotherish', it sort of is – but it is undoubtedly helpful. For example, data signals from Tomtom GPS navigation units are used to determine the degree of congestion on our roads and that information is used by the Tomtom unit to recommend less congested routes. The data can also be used for planning purposes.

A large part of the Intelligent Transport Systems conference was devoted to toll road systems. In Australia, around five million vehicles are fitted with the e-toll system, which involves a USB stick-sized device being attached behind the rearview mirror to communicate with toll gantries, making toll payments simple. Unfortunately this device costs \$40, so it has not been universally adopted. In New Zealand, we still rely on Automatic Numberplate Recognition cameras, which are relatively expensive, limiting where they can be used.

The Bahamas was struggling with one in 12 vehicles not paying registration tax when it introduced an electronically readable numberplate using free radio frequency identity (RFID) stickers. Simply threatening the introduction encouraged half those who hadn't registered to do so. Now, only one in 100 vehicles is unregistered.

Taiwan has also introduced RFID stickers for tolls but, potentially, also for parking. Parking, it turns out, is a major source of traffic congestion. In Los Angeles, Xerox, acting as a technology advisor to the Government, found that a quarter of all the traffic was looking for a park. By introducing variable charging and providing guidance through navigation systems, it is theoretically possible to speed up the process of parking and reduce congestion.

Information technology inevitably creates a tension between privacy and service. However, a public road has always been a public place, able to be legally monitored. Whether it is monitored by cameras, electronic emissions or tags, a record of a vehicle's or phone's movements can be created. Perhaps the real questions are what level of monitoring happens anyway (e.g. by cell phone firms), what level of privacy do we want, and how much benefit do we need or want, as a trade-off? This is a debate New Zealand needs to have. ■



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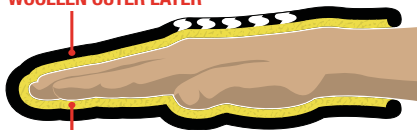
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# Stayin' Alive

Chris van Ryn meets baby boomer bikers

**T**HE ROAD IS calling. It reaches out towards the sunset, shaping itself to the contours of the sea on one side, while on the other rises a forested hill. The sky is a vibrant, crisp blue. I sit astride a machine of powerful latent energy, activated by the twist of my wrist. The wind presses against my face, bringing the scent of sea and pine needles and damp earth.

Leaning into and then coming out of a curve, I feel on the cusp of adventure. This is the wild thrill of unfettered mobility.

Like me, thousands of baby boomers around the world have heeded the call of the road. Men and a growing number of women over 50 are choosing motorcycles, with an excess of 1000cc, for commuting and journeying. Dubbed 'Born Again Riders',

they are no longer consumed by work, mortgages or family responsibilities. And they are looking ahead to a future of more time while mindful of a shrinking number of summers.

They are drawn to motorbikes for varied reasons: an attempt to recapture the energy of their youth, to overcome a divorce, the enjoyment of being with a group that share a common interest, relishing a solitary mindful experience or simply the freedom to choose to go this way or that.

Meeting me at an Auckland waterfront coffee shop is Peter, 64, retired general manager for one of the Goodman Fielder companies. He wears a leather jacket with tassels on the arms, emblazoned with the Harley logo, and he's an active member of HOG (Harley Owners Group). "Ten to 30

**ABOVE:** Peter, a retired manager, has found kindred spirits in the Auckland Harley Owners Group.





**"Riding hones your thinking, refines your mind and keeps the edge."**

Harleys leave AMPS (Auckland Motorcycle and Power Sports) every Saturday. I met my best mate and my wife at HOG. My wife got her first motorbike, a Harley, at 63 – a 1700cc."

Riding motorcycles is in Peter's blood. "My father was a dispatch rider in the war. We used to go to town on his old Norton. My mother was totally blind and sat on the back, my father steered, and I stood in between them wearing a Snoopy hat with my hands on his shoulders." Laughing, he acknowledges: "I'm just an old man looking for the boy in me".

Howard, aged 60, runs the Ulysses Club. "We have 2,800 members throughout New Zealand. You have to be 40 years old to join. The vast majority of the membership is over 50." Riding in groups, he tells me, has the advantage of being safer than riding on your own.

Pro Rider Training director Karel Pavich reviewed 2,000 riders in the Pro Rider database. She says 35% are 50 and over, 25% are in their 40s, and 30% of them are women. "A lot of the women want the empowerment. It gives them a feeling of being strong and independent."

"I've been riding for decades," she says, "and there is no question that the fun, the

freedom, the exhilaration of riding a bike in a beautiful country on fantastic roads is really, really hard to beat". There is laughter in her voice.

In his book *Zen and the Art of Motorcycle Maintenance* Robert Pirsig wrote of motorcycling as being "completely in contact with it all. You're in the scene, not just watching it anymore, and the sense of presence is overwhelming".

But, for motorcycle riders there exists a duality: they ride to keep their edge, to remain in life, especially as they get older. Yet, with riding a motorcycle they are at greater risk of having a serious accident. For more than 20 years, there has been concern about their safety.

According to the Ministry of Transport crash statistics for the year ended 2012, motorcyclists in the over-40 age group accounted for the majority of motorcycle accidents. There were 32 deaths and 522 injuries. Thirty-three percent of these accidents relate to single vehicle accidents.

A motorcycle mechanic I spoke to pointed out that rear tyres in fatal accidents often had flat spots, meaning that the rider panicked and hit the rear brake hard. He says most of the





braking should be done with the front brakes; rear brakes should be used only about 30% of the time.

Karel Pavich agrees, saying that in single vehicle accidents riders lose control of their bike going around a corner. "They are not aware of the hazards and don't know how to use the brakes properly." She believes accident numbers could be reduced by changing the licensing rules. "It's too easy to get your licence. All it entails is a one-to two-hour session riding around some cones. It should be mandatory for everyone to undergo a training programme prior to getting their licence."

When older riders come to Karel for training, their riding ability is often substandard. "They might have ridden 30 or 40 years ago, as teenagers. They've had no upskilling. Older riders are at greater risk than younger riders because their reactions are slower. Other problems are strength, endurance, vision and orthopaedic issues."

Motorcyclists need to fully understand that they are harder to see and don't have the sort of protection around them that a car offers, she says. "They have to learn to manage their risks – how to control their machine, how to ride safely among other

road users and be aware of hazards." Some of her courses, designed to develop safe riding skills, are subsidised through ACC in a bid to reduce the cost of accidents.

Karel also believes bike shops should take more responsibility to ensure that people buy motorcycles suited to their needs and that they have protective riding gear.

Howard expects to keep riding into his 80s. In his view, New Zealand is one of the best countries in the world for riding, especially the South Island. "The climate is ideal, the scenery spectacular. Some of the most beautiful riding spots are through the passes in the South Island."

"When you get to my age," says Richard, 72 and a lifelong rider, "every day is precious". He tells me he rides because of the thrill he gets from it. "When I stopped riding for a short while, I felt I was getting old and tired. Riding hones your thinking, refines your mind and keeps the edge."

It's a recurring theme amongst older riders – a desire to capture and hold on to the energy of life, to feel the surge of excitement which asserts, 'Yes, I am still very much alive'.

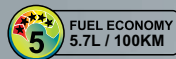
Tempered, of course, with a healthy awareness of the risks involved. 📌

**CLOCKWISE FROM TOP LEFT:** On the road up North; roadside stop on a Saturday morning; Richard in his Ulysses patch; preparing to hit the road; HOG riders like to travel in a pack; Peter, happiest on his Harley.

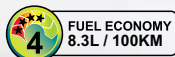


# New to Market

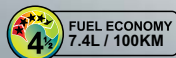
## BMW 2 Series



## Nissan X Trail



## Kia Pro\_ceed GT



### NISSAN X TRAIL

The latest X Trail is a huge departure in styling from previous models and now bears closer resemblance to its competitors. Available in three specs, the ST, ST-L and flagship TI all share the same 2.5 litre petrol engine and CVT transmission combination, with no diesel option offered. From there, Nissan jumbles the options: the entry level ST is 2WD, the others 4WD and while the top TI seats five, its lower-spec siblings offer the choice between five or seven. Pricing starts at \$39,990 for the 2WD ST seven-seater and tops out at \$53,290 for the five-seat TI.

**Good:** Quiet, spacious, keen pricing, and scratch shield paintwork that heals itself!

**Not so good:** No diesel option and lack of seating options in the TI.

### KIA PRO\_CEE'D GT

Kia's sporty new Pro\_ceed GT is only its second petrol model – after the Cerato Koup Turbo – to have forced induction. This six-speed manual features a lively 1.6 litre T-GDI turbocharged powerplant that produces 150kW/265Nm and is capable of sprinting from 0-100km/h in 7.7 seconds. Fuel consumption is claimed at 7.4 L/100km. Attractively styled and adorned in GT badges, there are plenty of sporty touches for the enthusiast, like Recaro seats, alloy pedals, red trim stitching and red brake callipers. Priced at \$43,990, there's certainly plenty of bang for your buck.

**Good:** Attractive sporty styling, with adequate power.

**Not so good:** Steering a little vague.

### BMW 2 SERIES

BMW's nomenclature continues to confuse – the old 1 Series Coupe is now the 2 Series, while the Hatchbacks remain as the 1 series. The new 2 Series comes in two guises, although only the 220i Coupe is out now. A turbocharged 2.0 litre inline four-cylinder 135kW/270Nm engine delivers power to the rear wheels via an eight-speed automatic transmission capable of getting to 100km/h in seven seconds flat, with claimed fuel consumption of 6L/100km. Longer and wider than before, the Coupe retains BMW's sharp handling and feels solid and sure-footed. Priced at \$71,700.

**Good:** A great driver's car.

**Not so good:** Not the cheapest two door coupe on the market.



### MAZDA3

Mazda further strengthens its already outstanding range, with its new Mazda3. Available as a sedan or hatch, there's also the choice of 2.0 litre 114kW/200Nm or 2.5 litre 138kW/250Nm powerplants, six-speed manual or six-speed automatic transmissions and GLX, GSX, SP25 and SP25 LTD models. Both engines adopt Mazda's SKYACTIV fuel-saving technologies and claim economy figures ranging from 5.7L/100km to 6.5L/100km. Loaded with up-to-the-minute safety features, the new Mazda3 boxes well above its weight, and is priced from just \$32,795.

**Good:** Well equipped and well priced. Offers an awful lot for very little.

**Not so good:** Adequate, but not startling performance.

### SUZUKI SX4 S-CROSS

The small SUV sector is raging with success, so it's no surprise that smaller, lighter SUV/Crossovers continue to arrive. Suzuki previously offered the SX4, which resembled a scaled-up Swift, but its new SX4-S-Cross is altogether more grown up. It's roomier, more refined, more purposeful looking, more fuel-efficient and better equipped than before. All models have a 1.6 litre 86kW/156Nm engine mated to either a five-speed manual or CVT automatic transmission. Priced from \$27,990 for the entry-level 2WD GLX Manual to \$35,990 for the AWD LTD Auto, it's an all-round, good value package.

**Good:** A spacious, practical and affordable option.

**Not so good:** With just 86kW on tap, it won't set the world on fire.

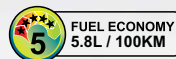
### MERCEDES-BENZ GLA

Mercedes-Benz enters the compact SUV segment with its new GLA range. The 2.2L, diesel-powered, GLA 200 CDI, which produces 100kW/300Nm, kicks things off, but those after something livelier have the choice of 2.0L turbocharged petrol models: the GLA 250 4MATIC, offering 155kW/350Nm, or the GLA 45 AMG 4MATIC, which pumps out a fire breathing 265kW/450Nm. All have seven-speed dual-clutch automatic transmissions and both petrol models feature Mercedes-Benz's 4MATIC all-wheel drive setup. The GLA 200 CDI costs \$64,900, the GLA 250 4MATIC is \$76,900 and the GLA 45 AMG is \$99,900.

**Good:** Stylish, with brand appeal.

**Not so good:** The diesel lacks the instant torque response we expect.

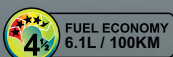
### Suzuki SX4 S-Cross



### Mercedes-Benz GLA



### Mazda 3



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See our [New Car Prices listing](#) online and on p.57-59 of this issue.

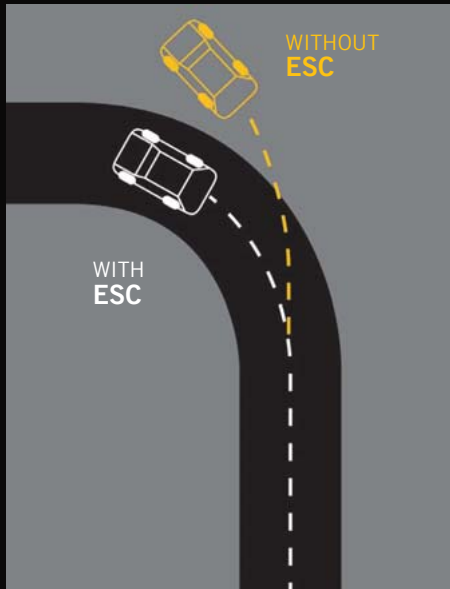


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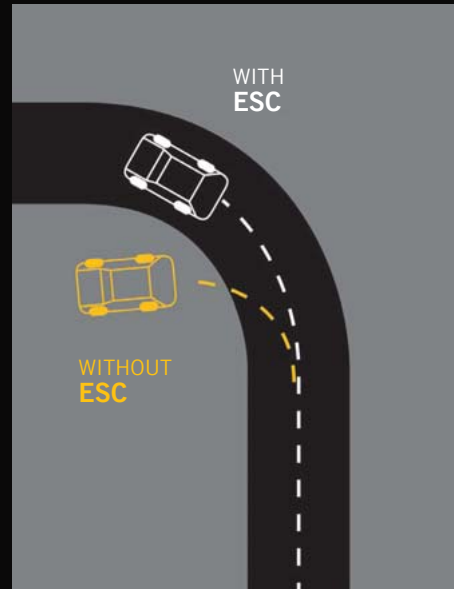
► Fuel economy ratings apply to models illustrated. For ratings on all cars reviewed, plus many others, see [energywise.govt.nz/tools/fuel-economy](http://energywise.govt.nz/tools/fuel-economy)



### Detecting UNDERSTEER



### Detecting OVERSTEER



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

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MITO 1.4 Multiair QV •	6.0	1.4	125	42,990	-
Giulietta Multiair •	6.0	1.4	125	-	43,990
Giulietta 1750 Turbo QV	7.6	1.8	173	54,990	-
<b>Audi</b> <a href="http://audi.co.nz">audi.co.nz</a>					
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A1 1.4 TFSI Sport S Tronic •	5.3	1.4	90	-	43,300
A3 1.4 Sportback TFSI •	5.8	1.4	92	-	48,400
A4 Sedan 2.0 TDI	5.5	2.0	103	-	75,400
A4 2.0 TFSI Quattro S Tron Sed	7.1	2.0	132	-	79,900
A4 3.0 TDI Quattro Tip Sed	7.0	3	176	-	104,500
A4 2.0 TDI Avant •	6.0	2.0	103	-	79,400
A4 2.0 TFSI Quattro Avant	7.1	2.0	132	-	83,900
S4 3.0 TFSI Quattro S-Tronic	9.4	3.0	245	-	113,900
RS4 4.2 FSI Quattro S-Tr.Avant	10.7	4.2	331	-	156,000
A5 3.0 TDI Quattro	7.2	3.0	176	-	109,500
A4 Allroad 2.0 TDI	6.0	2.0	130	-	83,900
A5 2.0 Sportback TFSI Quattro	7.0	2.0	155	-	94,300
S5 3.0 Sportback TFSI Quattro	9.4	3.0	245	-	118,900
RS5 4.2 FSI Quattro S Tronic	10.8	4.2	331	-	165,900
A6 3.0 TDI Quattro Sedan	8.3	3.0	150	-	119,900
A6 3.0 TFSI Quattro Sedan	9.4	3.0	150	-	119,000
A6 3.0 BITDI Quattro Avant	6.0	3.0	230	-	144,900
A6 Allroad 3.0 TDI	6.1	3.0	150	-	128,800
A7 Sportback 3.0 TDI Quattro	5.9	3.0	180	-	151,700
A7 Sportback 4.0 TFSI Quattro	9.6	4.0	309	-	169,900
Q3 2.0 TDI Quattro •	5.9	2.0	130	-	72,500
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	-	143,900
AA 4.2 TDI Quattro	9.4	4.2	240	-	225,000
TT Coupe 2.0 TFSI S Line	7.7	2.0	147	-	90,900
<b>BMW</b> <a href="http://bmw.co.nz">bmw.co.nz</a>					
118i •	7.3	1.6	100	-	56,600
118d Hatch	4.5	2.0	105	-	57,800
125i Hatch	-	2.0	-	-	65,700
220i Coupe	6.3	2.0	135	-	71,700
320i	7.9	2.0	115	-	74,700
320d •	5.6	2.0	130	-	75,300
335i	9.6	3.0	225	-	107,400
435i	7.4	3.0	225	-	126,900
428i Convertible	6.6	2.0	180	-	120,600
535i	8.4	3.0	225	-	132,000
530d •	-	3.0	-	-	132,600
M5 7-Speed M Dual-Clutch	9.9	4.4	423	-	210,900
650i Coupe	10.6	4.4	300	-	219,000
M6 7-Speed M Dual-Clutch	9.9	4.4	412	-	267,600
750i	11.0	4.8	270	-	235,700
X1 sDrive 20d •	5.8	2.0	130	-	72,400
X3 xDrive 20d SE •	7.0	2.0	130	-	91,350
X3 xDrive 30d SE	8.6	3.0	160	-	111,950
X5 xDrive 30d SE	8.7	3.0	173	-	129,500
X6 xDrive 50i SE	12.5	4.4	300	-	176,500
Z4 sDrive20i Roadster	6.8	2.0	135	-	87,750
<b>Chery</b> <a href="http://cheryauto.co.nz">cheryauto.co.nz</a>					
J1 •	6.7	1.3	62	10,990	-
J3	8.9	1.6	87	15,990	-
J11 •	8.9	2.0	102	-	21,990
<b>Chrysler</b> <a href="http://chrysler.co.nz">chrysler.co.nz</a>					
300 Limited V6 Diesel	7.2	3.0	177	-	62,990
300C Petrol	9.7	3.6	210	-	67,990
300C SRT8	14.0	6.4	317	-	87,990
Grand Voyager Ltd	8.4	2.8	142	-	84,990
<b>Citroen</b> <a href="http://citroen.co.nz">citroen.co.nz</a>					
C3 1.6 VTI Seduction •	6.9	1.6	88	-	25,990
DS3 DSTYLE •	6.9	1.6	88	-	36,990
DS3 DSPORT turbo •	6.7	1.6	115	38,990	-
C4 Exclusive VTI	7.0	1.6	88	-	31,490
C4 Picasso 2.0 BlueHdi	-	2.0	-	-	49,990
C4 Aircross 2WD	7.9	2.0	110	-	36,990
C4 Aircross 4WD	8.1	2.0	110	-	43,990
DS4 Auto •	6.4	1.6	120	-	44,990
DS4 Sport •	6.4	1.6	147	48,990	-
DS5 Sport •	7.3	1.6	115	-	59,990
C5 2.0 HDi FAP	6.0	2.0	120	-	54,990
C5 2.0 HDi FAP Tourer	6.0	2.0	120	-	57,990
<b>Daihatsu</b> <a href="http://daihatsu.co.nz">daihatsu.co.nz</a>					
Daihatsu Terios 4X4	7.7	1.5	77	26,240	27,250
<b>Dodge</b> <a href="http://dodge.co.nz">dodge.co.nz</a>					
Journey SXT	10.4	3.6	206	-	38,240
Journey R/T	10.4	3.6	206	-	46,990
<b>Fiat</b> <a href="http://fiat.co.nz">fiat.co.nz</a>					
500 Lounge 1.4 •	6.3	1.4	74	24,990	26,490
500C Convertible	6.3	1.4	74	-	29,990
500 Abarth Esseeesse •	6.5	1.4	118	42,990	-
500 Abarth Cabriolet	6.5	1.4	118	-	46,990
<b>Ford</b> <a href="http://ford.co.nz">ford.co.nz</a>					
New Fiesta 1.5 L Hatch •	6.1	1.5	89	23,990	25,490
New Fiesta 1.6 ST Hatch •	6.1	1.6	89	26,990	-

	L/100km*	Engine	kW	Manual	Auto
<b>Focus Ambient Petr.Wagon •</b>					
Focus Trend Diesel Wagon •	5.4	2	120	-	40,840
Focus Trend Petrol •	6.6	2	125	-	36,340
Focus Sport Petrol •	6.7	2	125	-	42,340
Focus Titanium Petrol •	6.6	2	125	-	47,340
Focus ST EcoBoost Hatch •	7.2	2	184	52,840	-
Mondeo 2.0 Hatch LX Diesel •	7.1	2	103	-	46,340
Mondeo 2.0 Zetec Diesel Hatch •	7.1	2	103	-	50,340
Mondeo 2.0 Zetec EcoBoost •	8.0	2	149	-	48,340
New Kuga Ambient Petrol •	7.7	1.6	134	-	39,990
New Kuga Trend Diesel •	6.2	2	120	-	45,990
New Kuga Titanium EcoBoost •	7.7	1.6	134	-	52,990
Territory TX RWD Petrol •	10.8	4	195	-	49,990
Territory TS Diesel AWD •	8.8	2.7	140	-	64,990
Territory Titanium AWD Diesel •	8.8	2.7	140	-	69,990
Falcon MkII XT Sedan EcoBoost •	8.1	2.0	179	-	48,490
Falcon MkII XR6 •	9.9	4.0	195	-	54,340
Falcon MkII G6E •	9.9	4.0	195	-	59,340
FPV GT	13.7	5.0	335	-	88,340
FPV GTP	335	5.0	335	-	97,340
<b>Great Wall</b> <a href="http://greatwall.co.nz">greatwall.co.nz</a>					
X-240 4WD •	10.3	2.4	100	24,990	-
X-200	7.6	2.0	105	27,990	29,990
<b>Holden</b> <a href="http://holden.co.nz">holden.co.nz</a>					
Barina Hatch 5Dr •	7.0	1.6	77	22,490	23,990
Barina Spark Hatch CD •	5.6	1.2	59	16,990	18,490
Cruze Equipe Hatch/ Sedan •	7.0	1.8	104	-	30,990
Cruze Equipe 2.0 Sedan Diesel •	5.7	2.0	120	-	35,990
Cruze SRI-V Turbo 1.6 •	7.9	1.6	132	-	39,490
Cruze CD Sportwagon Diesel •	5.7	2.0	120	-	37,490
Malibu CD Petrol •	8.0	2.4	123	-	42,900
Malibu CD Diesel •	6.4	2.0	117	-	45,400
Malibu CDX Petrol •	8.0	2.4	123	-	45,900
VF Commodore Evoke Sedan •	8.3	3.0	185	-	49,990
VF Commodore SV6 •	9.0	3.6	210	-	55,490
VF Commodore SS V8 •	11.5	6.0	260	-	61,490
VF Calais-V V6 •	9.0	3.6	210	-	66,490
VF Calais-V V8 •	11.7	6.0	260	-	72,490
VF Caprice V V8 •	11.7	6.0	260	-	79,990
VE Ute SV6 •	11.6	3.6	195	-	48,990
VE Ute SS •	14.5	6.0	270	-	54,990
VF Sportwagon Evoke •	8.6	3.0	190	-	52,490
VF Sportwagon SV6 •	9.3	3.6	210	-	57,990
VF Sportwagon SS-V V8 •	11.8	6.0	260	-	71,490
VF Sportwagon Calais-V V8 •	11.7	6.0	260	-	74,990
Captiva 5 LT 2WD •	9.1	2.4	123	36,990	38,490
Captiva 5 LT Diesel 4WD LT	8.1	2.2	135	-	43,490
Captiva 7 SX 2WD •	9.1	2.4	123	-	40,490
Captiva 7 LX V6 AWD	11.3	3.0	190	-	54,490
Captiva 7 SX Diesel 2WD •	8.1	2.2	135	-	44,490
Captiva LX Diesel AWD	8.3	2.2	135	-	56,490
<b>Honda</b> <a href="http://honda.co.nz">honda.co.nz</a>					
Jazz 1.3S •	5.8	1.3	73	22,900	24,900
Jazz Sport •	6.7	1.5	88	-	27,900
City S 1.5	6.3	1.5	88	-	29,500
Civic 1.8S •	6.7	1.8	104	-	33,900
Civic 2.0N •	7.5	2.0	114	-	39,990
Euro Civic S	6.1/6.5	1.8	104	29,900	34,900
Euro Civic L	6.5	1.8	104	-	38,900
Insight SH Hybrid •	4.6	1.3	72	-	36,900
CRZ SR •	1.5	5/4/7	91	42,000	42,000
CRZ Sport •	1.5	5/4/7	91	44,100	44,100
Accord Euro SN •	8.9	2.4	148	43,700	47,200
Accord Euro Tourer L	9.1	2.4	148	-	53,200
Accord S (New 2013 Model) •	7.9	2.4	129	-	45,900
Accord NT (New 2013 Model) •	7.9	2.4	129	-	55,000
Accord V6 NT (New 2013 Model) •	9.2	3.5	206	-	60,000
Odyssey S •	9.3	2.4	133	-	47,000
CRV S •	7.7	2.0	114	34,900	39,900
CRV Sport N •	8.7	2.4	140	-	51,700
<b>Hyundai</b> <a href="http://hyundai.co.nz">hyundai.co.nz</a>					
i20 GL •	6.0/6.4	1.4	73	25,990	25,990
i20 GLS •	6.0/6.4	1.4	73	25,990	26,990
Accent Hatch 1.6 •	6.4	1.6	91	28,990	31,990
Accent 1.6 Elite •	6.4	1.6	91	-	35,990
i30 1.8 •	6.5	1.8	110	31,990	35,990
i30 1.6 CRDI Elite •	4.5	1.6	94	-	43,990
i30 Wagon 1.6 •	6.7/6.9	1.6	88	36,490	37,990
i30 Wagon 1.6 CRDI •	4.5/5.6	1.6	94	40,490	41,990
Elantra •	7.1	1.8	110	-	35,990
Elantra Elite •	7.1	1.8	110	-	39,990
Veloster 1.6 GDI •	6.5	1.6	103	-	39,990
Veloster Elite 1.6 GDI •	6.5	1.6	103	-	44,990
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	-	48,990
i40 Wagon 1.7 CRDI Elite Ltd •	5.6	1.7	100	-	59,990

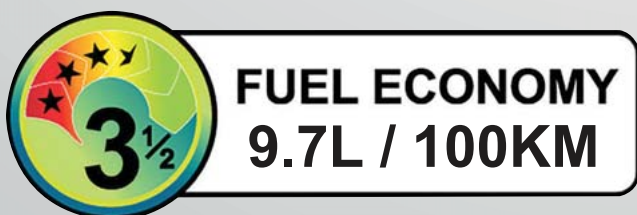
	L/100km*	Engine	kW	Manual	Auto
ix35 2.0 2WD •					
ix35 2.4 •	8.5	2.0	122	-	39,990
ix35 2.0 CRDi •	9.0	2.4	130	-	44,990
ix35 2.0R CRDi •	7.5	2.0	135	-	50,990
ix35 2.0R CRDi Elite •	7.5	2.0	135	-	54,990
Santa Fe 2.4 7 Seat •	9.0	2.4	141	-	59,990
Santa Fe 2.2R CRDi 7S •	7.3	2.2	145	-	65,990
Santa Fe 3.3 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					
jaguar.co.nz					
XF 2.0 i4 Luxury	8.9	2.0	177	-	90,000
XF 2.2D Luxury	5.2	2.2	147	-	90,000
XF 3.0D S Luxury •	6.0	3.0	177	-	115,000
XFR	11.6	5.0	375	-	160,000
XF Sportbrake 2.2D	6.1	2.2	147	-	95,000
F-Type V6 Convertible	9.0	3.0	250	-	140,000
F-Type V6 S Convertible	9.1	3.0	280	-	155,000
F-Type v8 S Convertible	11.1	5.0	364	-	180,000
XJR	11.6	5.0	405	-	220,000
XK 5.0 V8 Coupe	11.3	4.2	224	-	175,000
XKR-S Coupe	12.3	5.0	405	-	260,000
XKR Convertible	12.3	5.0	375	-	210,000
Jeep					
jeep.co.nz					
Compass 4X2	8.2	2.0	115	-	32,990
Patriot 4X2	6.1	2.0	115	29,990	32,990
Patriot 4X4	8.7	2.4	125	-	39,990
Grand Cherokee Laredo 4X2	10.1	3.6	210	-	64,990
Grand Cherokee Laredo CRD •	8.3	3.0	177	-	73,990
Grand Jeep Cherokee SRT8	14.1	6.4	344	-	109,490
Grand Cherokee Overland CRD •	8.3	3.0	177	-	98,990
Wrangler Rubicon Petrol 2Dr •	11.6	3.6	146	-	57,990
Wrangler Unlimited Overland	11.7	3.6	209	-	64,990
Kia					
kia.co.nz					
Picanto LX •	5.3	1.25	64	18,590	18,990
Picanto EX •	5.6	1.25	64	-	20,990
Rio LX Hatch •	6.8	1.4	82	22,990	23,490
Rio LX Hatch Diesel •	3.6	1.4	66	24,990	-
Soul EX Petrol Hatch	8.2	1.6	-	-	29,990
Cerato LX Sedan •	7.1	1.8	110	-	29,990
Cerato SX Sed/Hatch SatNav •	7.4	1.8	129	-	37,490
Carens EX GDI •	7.9	2.0	115	-	37,990
Pro_cee'd GT •	7.4	1.6	150	-	43,990
Optima EX GDI •	7.9	2.4	148	-	45,990
Optima Ltd GDI SatNav •	7.9	2.4	148	-	52,490
Sportage LX Urban 4X2 •	8.7	2.0	130	-	34,240
Sportage R Ltd Diesel 4X4 •	7.5	2.0	135	-	54,490
Sorento R LX Diesel 4x4 •	6.6	2.2	145	-	53,890
Sorento R Ltd Diesel 4X4 •	7.4	2.2	145	-	63,690
Carnival R EX Diesel •	8.1	2.2	134	-	49,990
Carnival EX Petrol V6	10.9	3.5	202	-	45,990
Land Rover					
landrover.co.nz					
Defender 90 Wagon	10.0	2.4	90	63,000	-
Defender 110 D/Cab Pick-Up SE	11.0	2.4	90	66,500	-
Freelander 2 TD4 •	7.5	2.2	110	-	60,000
Freelander 2 Si4 Turbo Petrol	9.6	2.0	177	-	60,000
Discovery 4 SDV6 HSE	10.2	3.0	180	-	108,000
Range Rover Evoque TD4 2 Dr •	6.5	2.2	119	-	73,000
Range Rover Dynamic Si4 Dynam	8.7	2.0	180	-	94,000
Range Rover Sport TDV6	10.2	2.7	140	-	125,000
Range Rover Sport 5.0V8 s/c	14.9	5.0	375	-	170,000
New Range Rover TDV6 HSE •	7.5	3.0	190	-	160,000
New Range Rover SDV8 Vogue	8.7	4.0	250	-	210,000
Lexus					
lexus.co.nz					
CT200h 1.8 Hybrid •	4.1	1.8	100	-	49,995
CT200h 1.8 Hybrid Ltd	4.1	1.8	100	-	69,995
CT200h 1.8 Hybrid F Sport	4.1	1.8	100	-	59,995
IS250	9.1	2.5	153	-	73,995
IS250 Ltd	9.1	2.5	153	-	87,395
IS300h Hybrid	4.9	2.5	133	-	80,995
IS300h Ltd Hybrid	4.9	2.5	133	-	92,195
IS350 Ltd	9.4	3.5	233	-	108,395
ES300h Hybrid	5.5	2.5	118	-	80,995
ES350	9.5	3.5	204	-	94,995
GS250	9.3	2.5	154	-	105,000
GS300h Hybrid	5.2	2.5	133	-	110,500
GS350	9.7	3.5	233	-	120,500
GS350 F Sport	9.3	3.5	233	-	128,500
GS450h Hybrid	6.3	3.5	250	-	137,000
GS450h Hybrid Sedan Limited	6.3	3.5	250	-	156,000
LS460	11.1	4.6	280	-	199,500
RX350 Crossover	12.3	3.5	203	-	101,400
RX450h Hybrid Crossover SE	6.4	3.5	183	-	125,400
LSX70	14.5	5.7	280	-	196,900
Mazda					
mazda.co.nz					
2 Classic	6.4	1.5	76	23,245	24,645
2 Sport	6.4	1.5	76	25,155	26,555
3 GLX Hatch •	5.7	2.0	114	-	32,795
3 SP25 Hatch/Sedan •	6	2.5	138	38,395m	39,895



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	L/100km*	Engine	kW	Manual	Auto
3 SP25 Hatch Limited •	6	2.5	138	-	47,495
6 GLX Sedan 2.2 Diesel •	5.4	2.2	129	-	49,095
6 GSX Sedan •	6.6	2.5	138	-	49,795
6 2.5 Ltd •	6.6	2.5	138	-	58,595
6 2.2 Ltd Diesel •	5.4	2.2	129	-	60,795
6 Wagon 2.0 GLX •	6.0	2.0	114	-	45,495
6 Wagon 2.2 Diesel GLX •	5.4	2.0	129	-	49,095
6 Wagon 2.5 GSX •	6.6	2.2	138	-	49,795
6 Wagon 2.2 Diesel Ltd •	5.4	2.2	129	-	60,795
MX-5 Roadster Leather	8.5	2.0	118	51,100	-
MX-5 Coupe Leather	8.5	2.0	118	55,100	57,240
CX-5 GLX FWD •	6.4	2.0	114	-	39,695
CX-5 GSX AWD •	7.4	2.5	138	-	44,945
CX-5 GSX Diesel AWD •	5.7	2.2	129	-	47,095
CX-5 Ltd Diesel AWD •	5.7	2.2	129	-	56,495
CX-9 Ltd AWD	11.3	3.7	204	-	58,490

Mercedes-Benz <a href="http://mercedes-benz.co.nz">mercedes-benz.co.nz</a>					
A180 •	5.8	1.6	90	-	46,900
A200 •	6.1	1.6	115	-	54,900
A250 Sport •	6.6	2.0	155	-	64,900
A45 AMG •	6.9	2.0	265	-	94,500
B180 •	6.1	1.6	90	-	51,900
B200 •	6.1	1.6	115	-	59,900
B250 •	6.5	2.0	155	-	66,900
CLA200 •	5.7	1.6	115	-	65,900
CLA250 Sport •	6.9	2.0	265	-	77,900
CLA 45 AMG •	7.0	2.0	265	-	10,900
C200	7.2	1.8	135	-	69,900
C250 Avantgarde	7.5	1.8	150	-	85,900
C63 AMG	12.0	6.2	336	-	166,900
E250	6.4	2.0	155	-	114,000
E400	7.6	3.0	245	-	131,000
E63 AMG S	10.0	5.4	430	-	215,000
ML250 BlueTEC	6.4	2.14	150	-	99,900
ML350 BlueTEC •	6.4	2.14	150	-	121,900
ML63 AMG	11.8	5.4	380	-	197,900
GL350 BlueTEC	7.7	3.0	190	-	175,000

Mini <a href="http://mini.co.nz">mini.co.nz</a>					
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	47,200
Mini Cooper Countryman	6.0	1.6	90	43,700	46,700
Mini Cooper Countryman D •	4.4(5.6)	1.6(2.0)	82(110)	46,800	49,800
Cooper Countryman D All4WD	4.9(6.0)	1.6(2.0)	82(110)	49,800	52,800
Cooper Countryman S All4WD	7.3	1.6	135	54,500	57,500
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 <a href="http://mitsubishi-motors.co.nz">mitsubishi-motors.co.nz</a>					
Mirage GLS •	4.6	1.2	-	-	21,990
Lancer LS Hatch/Sedan •	7.6	2.0	115	-	30,690
Lancer GSR Hatch/Sedan •	7.6	2.0	115	-	32,990
Lancer SEI Hatch/Sedan •	7.6	2.0	115	-	36,990
ASX LS 2WD •	8.1	2.0	112	-	36,690
ASX LS 4WD Diesel A/T •	5.8	2.2	112	-	41,990
Outlander LS 4WD CVT •	7.5	2.4	126	-	43,990
Outlander VR-X 2.4 CVT 7 Seat •	7.5	2.4	126	-	54,490
Outlander VRX 2.2D 4WD 7 Seat •	5.8	2.2	112	-	56,990
Outlander XLS Plug In Hybrid •	1.9	2.0	88	-	59,990
Outlander VRX Plug In Hybrid •	1.9	2.0	88	-	66,990
Challenger GLS DID 4WD •	9.8	2.5	133	-	58,990
Challenger Exceed 4WD 7 Seat •	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 <a href="http://nissan.co.nz">nissan.co.nz</a>					
Micra ST •	6.6	1.5	75	-	22,800
Micra Ti •	6.6	1.4	75	-	24,300
Pulsar ST Sedan •	6.7	1.8	96	-	29,990
Pulsar Ti Sedan •	6.7	1.8	96	-	33,490
Pulsar 1.6 Turbo SSS Hatch	7.8	1.6	140	-	39,990
Juke ST •	6.3	1.6	86	-	32,190
Juke Ti •	6.3	1.6	86	-	34,290
Qashqai ST Hatch •	7.9	2.0	102	-	37,990
Qashqai Ti Hatch •	7.9	2.0	102	-	40,990
Altima ST Sedan •	7.5	2.5	127	-	43,990
Altima Ti Sedan •	7.5	2.5	127	-	53,290
Leaf 0 Emissions 100% Electric •	0	electric	90	-	69,700
370Z Coupe	10.4	3.7	245	59,995	63,495
GT-R	12.0	3.8	352	-	191,000
New X-Trail ST 2WD Pet 7 Seats	8.1	2.5	126	-	39,990
New X-Trail ST 4WD Pet 5 Seats	8.3	2.5	126	-	42,490
New X-Trail Ti 4WD Pet 5 Seats	8.3	2.5	126	-	53,290
Murano	10.9	3.5	191	-	66,390
Pathfinder Petrol ST 2WD •	9.9	3.5	190	-	54,990
Pathfinder Petrol Ti 4WD •	10.2	3.5	190	-	65,990
Patrol	14.5	5.6	198	-	115,000

Peugeot <a href="http://peugeot.co.nz">peugeot.co.nz</a>					
208 Active •	4.5	1.2	60	23,990	-
208 Allure 5Dr •	5.8	1.6	88	-	28,990
208 GTI	5.9	1.6	147	38,990	-
308 CC •	7.7	1.6	115	-	45,990
308 New Access	7.2	1.6	88	-	29,990
308 New Allure Diesel	6.1	2.0	120	-	37,990
308 New Active SW Diesel	6.7	2.0	120	-	39,990
508 Active Petrol	6.3	1.6	88	-	46,990
508 Allure HDi	4.9	2.0	120	-	54,990
508 SW HDi GT	5.0	2.2	120	-	68,990
Partner HDi	5.8	1.6	66	29,990	-
3008 Active	6.7	1.6	115	-	36,990
3008 Sport	7.8	1.6	115	-	39,990
3008 Sport HDi •	6.6	2.0	120	-	42,990
3008 Hybrid Diesel	4	2.0	147	-	59,990
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 <a href="http://porsche.co.nz">porsche.co.nz</a>					
Boxster	8.2	2.7	195	114,200	120,200
Cayman	8.2	2.7	202	120,900	126,900
911 Carrera	9.0	3.4	257	198,000	206,000
911 Carrera 4S	9.5	3.4	257	239,800	247,800
Cayenne	9.9	3.6	220	-	127,800
Cayenne Diesel	7.2	3.0	180	-	128,700
Cayenne Hybrid	8.2	3.0245/279	-	-	180,700
Cayenne Turbo	11.5	4.8	368	-	242,300
Panamera S	8.7	3.0	309	-	260,000
Panamera Turbo	10.2	4.8	368	-	350,000

Renault <a href="http://renault.co.nz">renault.co.nz</a>					
Megane Hatch •	8.2	2.0	102	31,990	34,990
Megane Coupe – Cabriolet	7.9	2.0	103	-	54,990
Megane Renault Sport RS265 Cup	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 <a href="http://skoda.co.nz">skoda.co.nz</a>					
Citigo MPI 55	4.7	1.0	55	18,990	19,990
Fabia Hatch TSI 77 •	7.5	1.6	77	-	23,990
Rapid TSI 90 •	5.4	1.4	90	-	29,990
Yeti 2.0 TDI 4X4 •	6.5	2.0	103	45,500	48,000
Octavia Liftback TSI 103 •	5.4	2.0	103	-	34,990
Octavia Liftback TDI 77 •	3.9	1.6	77	-	36,500
Octavia Liftback TSI 132 •	5.7	1.8	132	-	39,990
Octavia Wagon TDI 110 •	4.5	2.0	110	-	40,100
Octavia TSI 132 4X4	6.7	1.4	132	-	43,600
Superb Sedan TSI 118	7.1	1.8	118	-	43,900
Superb Sedan TDI 125 •	5.3	2.0	125	-	53,900
Superb Wagon TDI 103	5.2	2.0	103	-	48,900
Superb Wagon TDI 125	6.1	2.0	125	-	56,900
Superb V6 4X4	9.3	3.6	191	-	62,900

SsangYong <a href="http://ssangyong.co.nz">ssangyong.co.nz</a>					
Korando Sport 4X2	7.3	2.0	110	27,990	29,990
Korando SPR 4X4 TDI	7.0	2.0	129	-	41,990
Rexton Teammate 4X4 Tdi	9.0/9.2	2.7	121	39,990	42,990
Rexton W Sport 4X4	9.2	2.7	137	-	47,990
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
Actyon Sports 4X4 Tdi	7.6/8.1	2.0	114	39,990	41,990
Actyon 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 <a href="http://subaru.co.nz">subaru.co.nz</a>					
BRZ GT •	7.8	2.0	147	48,990	49,990
Impreza 2.0i-X •	6.8	2.0	110	-	31,990
WRX •	8.6	2.0	197	48,990	49,990
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 2.0i •	8.1	2.5	126	-	45,490
Forester Sport •	9.6	2.5	126	-	47,990
Legacy 2.5i Sport Sed/Wagon •	8.9	2.5	123	-	44,990
Legacy 2.5 Premium Sed/Wagon •	8.9	2.5	123	-	49,990
Legacy GT 2.5i BSpec Prem	8.9	2.5	123	-	59,990
Outback 2.0 Diesel	5.8	2.0	110	54,990	54,990
Outback 2.5i Sport •	8.9	2.5	123	-	49,990
Outback 2.5i Premium •	8.9	2.5	123	-	54,990
Outback 3.6 Premium	10.3	3.6	191	-	64,990

Suzuki <a href="http://suzuki.co.nz">suzuki.co.nz</a>					
Alto GLX •	4.8	1.0	50	14,990	16,990
Splash GLX •	5.1	1.2	69	17,990	18,990
Swift GL •	5.5	1.4	70	18,990	19,990
Swift GLX •	5.5	1.4	70	22,500	23,990

Swift Ltd •					
Swift Diesel •	6.2	1.4	70	23,500	24,990
Swift Sport •	4.2	1.3	55	25,990	-
S-Cross GLX 2WD •	6.5	1.6	100	27,500	28,990
S-Cross GLX AWD	5.8	1.6	86	27,990	29,990
S-Cross GLX AWD	6.2	1.6	86	30,990	32,990
S-Cross Ltd AWD	6.2	1.6	86	-	35,990
SK4 2.0 GLX 2WD Sporthatch •	7.3	2.0	107	25,990	27,990
SK4 2.0 Sedan	8.7	2.0	107	-	26,990
Kizashi 2.4 GLX •	7.9	2.4	131	-	37,990
Kizashi 2.4 Ltd Sport •	7.9	2.4	131	-	44,990
Kizashi Sport AWD	7.9	2.4	131	-	48,500
Jimmy JX	7.2	1.3	63	19,990	-
Jimmy Sierra	7.2	1.3	63	22,990	24,500
Grand Vitara 2.4 3Dr	8.8	2.4	122	31,690	33,190
Grand Vitara 2.4 JXL 5Dr	9.9	2.4	122	37,500	38,990
Grand Vitara 2.4 Ltd 5Dr JXL	-	1.9	-	-	39,990

Toyota <a href="http://toyota.co.nz">toyota.co.nz</a>					
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# Traveller



## Te Radar

Comedian, TV host and intrepid explorer

**I LIKE WAIKAIA.** It's tucked away over the hill from Queenstown. To get there, you go up this long no exit road. When the Waikaia River floods, you can't get in or out of town. I enjoy that.

I love the mountains there and the rural nature of it. The farmland's a little bit rolling. And there's deer. I like looking at deer.

I did a fundraising show there in a hall a few years ago. The snow had come in and I'd only just got into town before the road closed. During the show, this old guy had to get up every 20 minutes to put a coin in the meter that powered the heaters. You couldn't stock it up with coins because then the heater would just stop. Every 20 minutes this old guy would shuffle over – cachink, cachink – and the heaters would continue to function. It was great. That's classic New Zealand. 🇳🇿

➔ *Radar Across the Pacific* starts on TV One on July 20.





# To the other side

Chris van Ryn loops over the alps to the West Coast and back

**C**OCOONED IN A capsule of temperate air, I leave Christchurch and head towards the alpine pass which Maori traversed centuries ago in search of pounamu and moa. Today, this landscape is punctuated with small towns that cling to the geography despite harsh wind, snow, catastrophe and mercurial populations.

The Old West Coast Road is ruler straight, bisecting the plains that reach out to the Southern Alps. My journey takes me through Arthur's Pass – named after the chief surveyor Arthur Dobson. It's a winding road, with a 16° pitch, and on both sides the mountains are raw and rugged without their winter white.

In one field is a curious sight: a cluster of irregular rocks protruding like turrets. The road sign reads

'Castle Hill'. Maori called this place Kura Tawhiti – which means 'treasure from a distant land'. Limestone pushed upwards has been sculpted by water into distinctive curvaceous forms – a mecca for practising climbers.

I stop at the midpoint of the pass for coffee. Sitting outside, I watch a steady stream of trampers trudge by and delight in the antics of a kea on a nearby table, as it rips apart a stolen chocolate bar.

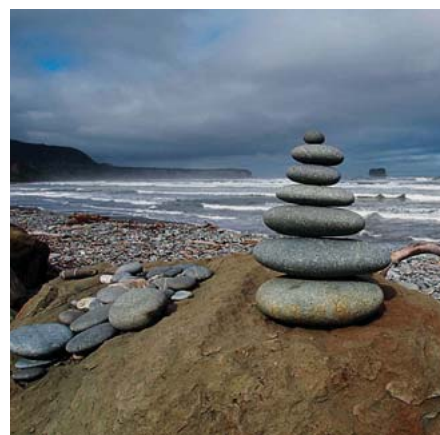
The route takes me down into the Otira Gorge. The roads are a marvel of engineering and human endeavour, with sections literally 'clipped' to the stone cliff face. In the terrible winter of 1865 men laboured with pick and shovel to carve a road linking Christchurch with the West Coast goldfields. The sign 'Death's Corner' marks a lookout over a

spectacular curving viaduct that spans the gorge. I wonder how many men lost their lives in the making of this road.

The Brunner Mine on the edge of the Brunner River is signalled by a 14-metre brick chimney built in 1904, an imposing sentry to the old mine entrance. This site marks the birth of New Zealand's coal-powered age and growing prosperity. It is also the scene of tragedies, the worst being the disaster of March 1896, which saw the loss of 65 lives. An omen for the future? The Pike River Mine disaster in November 2010, which killed 29, has wreaked havoc on the prosperity of Greymouth.

I arrive in the early afternoon. All is quiet, with the exception of Mawhera Quay where the Speights Ale House is located. I read the congregation of cars outside





**FROM TOP LEFT:**  
The wild West Coast; Reefton's old courthouse; an original van Ryn on a beach between Greymouth and Westport; looking inland from the coast road.

**"The wind dances with the towering pine trees, then swoops down to ruffle the fields of flax."**

as a good sign, and step inside. Mawhera – the menu tells me – is the Maori name for 'bright running waters', referring to the periodic flooding of the nearby Grey River. I order a venison pie and walk around the recently restored interior, peering at photos from 1905 of a swamped Quay.

The following morning I head along the coastal road towards Westport, the smell of the sea carried on the wind. The beaches are strewn with pale driftwood and dried seaweed, and rocks of all colours shaped smooth by the waves. It begins to drizzle, the wind dances with the towering pine trees, then swoops down to ruffle the fields of flax.

Halfway between Greymouth and Westport, I discover the Pancake Rocks at Punakaiki. These giant

limestone formations have been sculpted by the relentless movement of tide, wind and rain, which has worn away portions of rock, leaving the most exquisite layered forms.

On arrival in Westport, population 6,000, I notice a liveliness not present elsewhere on the coast. Much of its population growth is due to the influx of miners from countries like South Africa, Australia and Fiji and, of course, those who left Greymouth for the safer open cast mining that Westport supports.

Continuing on the highway takes me through Reefton, the first town in the southern hemisphere to have electricity and street lights. To walk down its main street is to traverse 150 years of New Zealand architecture. The buildings are either restored or reconstructed in architecture of the period. There are

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**LEFT:** The road over Arthur's Pass.

**ABOVE:** At Arthur's Pass Village, midway over the Alps, a kea helps himself.

attractive wooden awnings with hanging baskets, weatherboard façades that reach high above the roofline, wooden floors worn smooth by 100 years of shuffling feet, and counters that run the length of the shop.

I head down State Highway 69, the road in company with the river. Without warning, the road narrows to a single lane. Incredibly, it is simply hacked out of the stone cliff face, dropping sharply to the river on my left. I inch forward, anticipating at any moment an oncoming vehicle.

A long breath escapes me when the road widens and winds its way into the Victoria Forest. Soon, I am driving through dappled light under a magnificent canopy of Mountain beech. The trunks on either side rise tall, a sooty charcoal colour with smudges of silver and orange. Green leaves glow where light has squeezed a passage through the thicket. I pull over.

A short way into the bush the air pricks my skin and damp strikes my nose. I am enveloped by a cacophony of bird chatter. Soaring

above all is the distinctive, forthright warble of the tui.

I spend the night at Maruia Springs, an onsen i.e. hot springs with Japanese style bathing. The resort is loaded with therapeutic promise; a restful soak in natural healing sulphur springs, a shiatsu massage, accommodation overlooking the river and mountain, and fine dining (both Japanese and European). It is tucked on the edge of a river, with its back to the Lake Sumner Forest Park.

For more than a century Maruia has attracted visitors to its springs. Maori hunting parties likely bathed their feet in the soothing waters. I'm told that soaking in a hot spa for 40 minutes will lose me 300 calories. I'm willing to try it. The river is gurgling over rocks and tui are yodelling, as I slip into 45° waters and watch the glow of a golden sun slip behind the hills.

Nine kilometres off the state highway is Hanmer Springs, a township at the foot of Mt Isobel. The streets are immaculately maintained, gardens and lawns finely manicured and a central boulevard is edged with 100-year-

old Canadian redwoods. With a permanent population of around 700, transients flock to the town all year round to take advantage of the hot pools. The price of property is on a par with Auckland, a testament to the township's popularity.

Leaving the mountainous terrain, the bustle of city life creeps in: cars increase in number, trucks roar past and petrol stations become more frequent. I turn off at the Hurunui Hotel and stop for a break. The barman tells me this place has the oldest liquor licence in New Zealand – 150 years old. The original owner, John Hastie, was granted a licence in 1860 on the condition that he provided: eight beds in four rooms, shelter for six horses, stockyards for yoking up cattle, horses for travellers fording the river, and directions for travellers to a safe fording place. It seems a fitting place to sign off my road trip. 📍

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# WELCOME HOME

Bill Lennox acts the tourist in his own land

**YOU LIVE IN** Bangalore, Angola, Sri Lanka, Portugal, Texas, Manila, New York or Gippsland – so why visit New Zealand in mid-winter?

I join a coach tour to find out. I was keen to learn what visitors see of our country, and what they think of it.

In Christchurch, we walk silently in soft rain through a CBD littered with cranes, and acres of car parks where buildings used to be. Everyone knows of the quakes, but this is more desolate than they expected.

That's the prevailing reaction to New Zealand – it's all more than they expected. More powerful, rugged, varied, fresh, open – even more populated and more European.

All the coach passengers are from overseas, except me. Most have been on board since the Bay of Islands; others joined in Christchurch. Many have been before and are back to fill gaps or show the family round. Others have always wanted to come.

But New Zealand, in June? A few thought it'd be more beautiful in winter, more dramatic. They got what they came for – the tour skirted North Otago floods, just missed South Otago snow and encountered the Queenstown Winter Festival.

Jane is an English teacher from Dallas, Texas. Her mother, also a teacher, brought students here in the 90s, often bringing Jane along.

Now Jane is showing New Zealand to her two daughters.

Jane's daughter, Ann, often checks with me as the guide narrates: How come you call hot rhubarb crumble a 'pudding'? When he says 'keen', he means 'eager', right? What's a 'ford'? (We've just crawled through floodwaters.)

She's puzzled about Maori in the south. Do they own any of this land? The place names are so different from up north.

**“That's the prevailing reaction to New Zealand – it's all more than they expected.”**

She has a point. As we drive through Geraldine, Fairlie and Burkes Pass, the guide talks about a Scottish sheep thief. I tell Ann about Maori coastal settlements, eels and birds from inland lakes, moa on the plains and rock art in the Waitaki Valley.

A retired couple from Australia live in the bush and appreciate how very different the South Island landscape is.

A solo traveller from Portugal says he just wanted to see the opposite side of the globe but, in Dunedin, he's clutching a volume of landscape art: “This is really why I'm here, you see”.

**CLOCKWISE FROM LEFT:** South Island sights: Queenstown, Oamaru, Fairlie, Angie's classic Kiwi pav and Christchurch.

There is just one mention of hobbits. A Korean girl, here with her mother, confesses to a *Lord of the Rings* fixation.

Apart from the Indian family who pine for spicy vegetarian, no one mentions the food, possibly because most of it's from hotel buffets. That changes with the farmhouse lunch at Stan and Angie's sheep and beef farm near Fairlie. To the overwhelmed, we explain that roast meat, veges, pavlova and chocolate slice isn't typical city folk fare in this century, unless they're at a cool retro café.

From Twizel to Oamaru it's all hydro lakes, canals, turbines and salmon farms. They learn that we grow and catch huge trout – and even the Australians are impressed. The Mount Isa miner would've fancied a bit of that wild stuff, but admits even the hotel salmon beats barra', no worries. **AA**

## VISITOR INFORMATION

Bill Lennox was a guest of ATT Kings. See [aa.co.nz/travel](http://aa.co.nz/travel) for more New Zealand travel inspiration.





# Have bach, will travel

Karl Puschmann travels in a bach on wheels

**G**REAT UNCLE JACK and great auntie Amelia had a campervan and when I was 10 years old I thought that was damned cool. They lived in Wellington and we lived in Auckland, so I only saw it once. Back then we travelled around the country a lot, so I was enthralled by the idea that if we had a campervan then it wouldn't matter which boringly exotic destination my parents hauled me to because I'd still be able to watch cartoons on the telly.

So, when I'm handed the keys to a Britz Venturer campervan over two decades later, the first thing I ask is not something sensible like, 'What do I do if I get a flat tyre?' or 'How does the power work?' but is instead the quite shameful enquiry of, 'Is there a TV?'.

There is. But – and this is something that would flabbergast my younger self – over the course of my four-day trip it stays hidden away in its sliding compartment. Even during the hours I know for a fact the cartoons are on.

The two hybrid bicycles strapped to a rack on the back of the campervan are another thing that would have delighted the young me. Unlike the telly, however, these get plenty of use on the journey.

This trip is whistle-stop and snuck onto the tail end of a working week. And, while I can't describe any of the destinations as exotic, they are far from boring: Waihi Beach, Rotorua and Taupo. A night in each of these tourist favourites and onto the next.

Normally I wouldn't bother with such a busy itinerary. With limited time, I'd rather choose one place and stay put as all that packing and unpacking would just be a hassle. But, when your accommodation moves with you, staying still seems anathema. You want to keep moving.

We meander out of Auckland. It takes a while to acclimate to piloting a 7.2 metre-long behemoth and we stop in Ngatea for brunch and in Paeroa for a browse through the antique shops on the main drag.

In Waihi we have a gander at the bustling Martha's Mine, an

impressively gigantic hole smack bang in the middle of town. These streets were once paved with gold; apparently this current operation seems intent on burrowing to the very centre of the earth to discover more of the pretty yellow stuff.

When we eventually trundle into Waihi Beach our tummies are grumbling, but it's an awkward hour; too early for dinner, too late for lunch. I'd been looking forward to dining at the town's RSA which, from its hilltop vantage point, has a great view looking out across the Pacific Ocean. But, after a cycle along the beach, we instead opt for fish n' chips beachside, as both dusk and tide take over the sandy shoreline.

The next morning, I crank up the campervan's barbie for bacon and eggs on cheesy English muffins accompanied by fresh plunger coffee and served with a beachfront view that's even more delicious.

After brekkie we double back through Waihi and into the Karangahake Gorge, which links the Waikato to the Bay of Plenty.





Scattered throughout the gorge are the rusting remains of the area's gold rush. Dual use walking and cycling tracks wind around and through these remnants and lead you down to the Ohinemuri River, the gushing force that forged the canyon millennia ago. Despite the threat of rain, we jump on our bikes and tackle the Railway Tunnel Loop. The highlight is right there in the name – a one-kilometre path through the heart of a mountain. This old rail tunnel is lit, but not by much, reducing visibility to buggie all. Under the earth, in this stiflingly creepy dark, I can't help but be reminded of every horror flick I've ever seen. It's a freaky experience.

Fortunately, there's no psycho killers lurking in the dark and, once the nerves have settled, we load the bikes back on the van's rack and drive through the rain to reach Rotorua in the afternoon. No trip to this city is complete without a visit to the Polynesian Spa hot pools, which we do before checking into the campground.

The next morning we're hollering our way through Rotorua's mighty Redwoods Forest. Boasting one of New Zealand's oldest mountain bike networks, the forest has around 130km of trails that range from beginner to insane. We ride The

Dipper, a twisty-turny trail filled with bumps, jumps, ramps and steep arcing banks. It could just as accurately be dubbed The Rollercoaster. It's awesome fun. We go around twice.

**"In this stiflingly creepy dark, I'm reminded of every horror flick I've seen."**

The Dipper doesn't ruin us, but any excuse for a soothing dip in a hot pool is welcomed and so we turn off the highway and onto the two-kilometre unpaved road to Kerosene Creek. This secluded natural hot spring is one of Rotorua's worst kept secrets. Cascading into the main bathing area is a small waterfall, and its steam dances up from the stream and into the sunbeams breaking through towering bush. The temperature is spot on and we stick around for an hour taking in the beauty while bathing in its water. Upon exiting,

we're a little alarmed by the rusty orange tinge where the white used to be on our togs. We'd forgotten about the clothes-staining iron content of natural springs.

We awake the next day to a glorious morning in Taupo. The air's brisk, but the day's bright and clear. Taupo's an incredibly pretty town and, on days like these, when the waters of the great lake shimmer and sparkle deep and blue, it's magic.

We park by the lakeside and unhitch the bikes for one last ride, content just to tootle a little way along the lakeside, with the joggers and dog walkers and families and lovers who are all out on this marvellous morning doing the same. It's the kind of day you want to never end.

We drag our final departure out as much as we can by enjoying a lakeside lunch, but we can't keep putting it off. The table and chairs are packed away, the dishes are cleaned, the bikes are strapped up and the campervan is pointed out of Taupo and towards home where winter and our cat wait for our return. **AA**

#### VISITOR INFORMATION

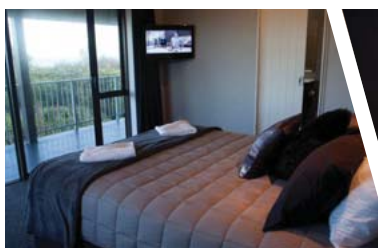
Britz supplied Karl with the campervan, Natural High provided the bikes and he stayed at Top 10 holiday parks. Visit their sites at [britz.co.nz](http://britz.co.nz), [naturalhigh.co.nz](http://naturalhigh.co.nz) and [top10.co.nz](http://top10.co.nz) For activity ideas in these areas visit [aatravel.co.nz](http://aatravel.co.nz)

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# Hot on the Trail

Karl Puschmann takes a two-day ride through the Pureora Forest

**AM NOT** a cyclist. I'm not even much of a pedestrian. Yet, here I am, perched precariously on a mountain bike peddling unsteadily towards a cycle track that has 87 long kilometres between its fresh-faced start and its puffed out finish. In between? Two days of deep forests, steep mountains, immense suspension bridges that dangle over dizzying gorges and plenty of thrilling downhill slopes. Two days of aching legs, bruised palms and a saddle-sore butt. Two days of adventure.

It starts in shadow. Cycling under the leafy archway which marks the beginning of the Pureora Timber Trail, I enter the dark of the forest. As my eyes adjust, the reality of my undertaking starts to sink in and I begin to regret not training – a foolish and potentially dangerous omission.

Shooting through the heart of the middle of nowhere, there's no cellphone reception and little sign of civilization. As my girlfriend charges ahead, I realize it's literally a case of do or die. I get pedalling.

A jaunty path through the grand green forest eases us into the trip. This is fun, I decide, as we scoot along under the cooling shade of the towering trees. Rounding a

corner the trees abruptly disappear and we find ourselves on a dusty, desolate trail under the beating sun.

True to its name, parts of the Timber Trail are actively logged and the industry's impact is harsh. Enveloped by barren, chopped-down plains, we cycle slowly up the journey's first real incline. Stopping to lug heavy dead branches off the track, I start to wonder where the fun went.

Sadly, it's all uphill from here. While the Timber Trail is graded 'easy', the first 15-20km are ranked 'intermediate'. I underestimated the difficulty, figuring getting the hard stuff out of the way early wouldn't be a problem.

I figured wrong. Ascending Mount Pureora is a brutal slog, made more difficult by earlier rain transforming sections of the track into clumpy, resistant clay.

When the going gets tough, which it does immediately, the tough get off their bikes and start pushing. We spend most of the morning trudging up the steep, muddy path.

Coming down, well, that's a different story. A story full of fast, furious fun, that twists and turns and rushes by at a breathless pace. It's a story that excites.

**"I figured getting the hard stuff out of the way early wouldn't be a problem. I figured wrong."**

**ABOVE:** There are 35 high wire suspension bridges to cross on the Timber Trail. These feats of engineering are a definite highlight, but are not for the faint of heart. This is one of the more dizzying, and spectacular.



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Flying down the mountain I've no idea what speeds we hit and I realize the length of a kilometre varies drastically depending on the angle of the terrain and the direction in which it's travelled.

The 800-year old forest – previously so impressive – is now a blurred background of slurred greens and browns. The trail is steep, narrow and bursting with sudden 90° corners which pop up unexpectedly and unannounced. White-knuckling the handlebars, my fingers constantly work the brake; my arms absorb every judder and bump, and my darting eyes constantly seek and assess obstacles and low-hanging branches. Immensely challenging yet wildly fun, it's all about nimble manoeuvring, sharp reflexes and a heap of concentration.

At the halfway point, we leave the Timber Trail and head for our accommodation at Waimiha's Blackfern Lodge. Delicious thoughts of a steamy shower and comfy bed keep me going, but the seven kilometres to the lodge almost end me. One bastard never-ending hill sees me slumping to the ground in defeat. For half an hour I refuse to move – partly out of exhaustion, partly out of pain, mostly out of despair.

Somehow we arrive and I make short work of an icy cold beer before tucking into a scrumptious beef hotpot and an eye-wateringly good dessert. Then, after a hot shower, peaceful, restful oblivion...

I awake to painful, awful reality. Everything aches. My legs creak and groan, my palms are battered and bruised – as is elsewhere. Getting back on my bike is not a welcoming prospect but, after devouring a cooked breakfast – and a couple of painkillers – we hit the trail.

We'd been told the Timber Trail has a 'pick your poison' quality to it: day one is short but difficult, day two is longer yet easier. Being inexperienced riders we decide this is the right way to do it, as my suffering body couldn't have handled a second day of vertiginous mountain climbs or the quick thinking required to successfully descend them.

Yesterday was a seat-of-my-padded-pants rollercoaster, today is more relaxed. The thrillingly narrow trail has widened, allowing us to ride side by side; the claustrophobic enclosed canopy has opened up, revealing blue skies and stunning vistas that look down on gorges framed by full, lush forest.



There are uphill to tackle, but they're gentle and stretched out – though their geniality makes them seem endless. But what goes up...

Today, zipping downhill is a very different experience. The trail's roomy downhill straights roll on and on for kilometre after kilometre and encourage crazy speeds faced with reckless abandon.

Joyously blatting down as fast as possible blasts all the weary pains right out of my body and makes me forget all my uphill mutterings and curses. Until I hit the next hill and the cycle repeats.

But, when I'm hurtling down, the world obscured by motion blur and flat-out speed, the only sounds the screaming wind and the ratchet-clack of my bike, that's when I discover the thrilling joy of mountain biking.

Later that night is when I discover the vast and exhaustive range of maladies that's befallen my fatigued body but, by then, I'm too zonked to care. Falling into bed and into a deep slumber I dream only of cycles and cycle trails, mountains and mountain bikes, and speed and more speed. 🚴

**"The trail's roomy downhill straights encourage crazy speeds faced with reckless abandon."**

**CLOCKWISE FROM TOP LEFT:** When the vista opens up on day two you get some great views; deep in the forest; the rustic bike shed at the Blackfern Lodge.

#### VISITOR INFORMATION

For info on the trail, see [thetimbertrail.com](http://thetimbertrail.com) or [nzcyclerail.com](http://nzcyclerail.com) and to read more on cycling visit [aadirections.co.nz/features](http://aadirections.co.nz/features)



# SIMPLE PLEASURES

Kathryn Webster takes a short beach break not far from home

**A** **SHELL ON** my desk reminds me of a weekend at the beach. It is a remnant of a whelk, rubbed and tumbled and smoothed over years at sea to become a lumpy ring. I've had many such rings over the years, rinsed clean of sand, slipped onto little fingers as the beach walk continues. This souvenir is from Mangawhai Heads' Ocean Beach, of a glorious evening walk to where the cliff top track ascends, rising to follow the edge of land above crashing surf, gliding gulls, endless views. It was a walk shared by many – families, couples with dogs, solo walkers striding out at sunset – some better than us at sticking to the mission, resisting the temptation of rock pools, sand patterns, collectable shells.

Near the surf club, a grey-haired couple played on boogie boards. They bounced about in the foam watching for what was coming, then lunged into the rush of bubbles. Having a blast; having the best end-of-day going.

We opted for a sedate swim in the estuary, just around the headland. It was full tide and calm and sheltered, and the water was delicious. I'd been in the surf earlier in the day – and had been in the estuary the evening before, too.

Late morning, we'd arrived at Mangawhai Heads with instructions on finding the rented bach. Right at the roundabout, up a steep drive, a sharp turn and up an even steeper bit... The steps up to the bach wobbled, but the deck was solid enough and was wide and long and presented the view to great advantage – down the coast, over the sand hills, up and over the lagoon. We watched ships, way out, creep along the horizon. Stars, brighter in the dark sky than ever in the city, spangled far and wide and deep.

The bach was a sweetheart. Faded striped curtains, art made from bunny tails and cats-eye shells, and an old valve radio on top of the fridge. The crockery and cutlery were mismatched, the wallpaper was classic 1970s. It smelt of heat and sand and held memories of thousands of holiday evenings, of families playing cards and charades, drinking cocoa from big ugly mugs and eating toasted sandwiches.

If it had rained, we would have happily stayed put, ensconced on the saggy old sofa, reading and snoozing and considering lunch options. But it didn't rain, so we explored.

A few kilometres away, in Mangawhai village, we called in to Bennetts to watch

**"It smelt of heat and sand and held memories of thousands of holiday evenings..."**

**ABOVE:** Mangawhai Heads is a classic stretch of East Coast beach, ideal for walking the length of, playing on and swimming from.





**“Home was only an hour and a half away, but it felt like a world away.”**

the process of boutique chocolate making and then, of course, to buy some. In the same honey-coloured complex, we sat with excellent coffees to study the map and drove from there out of town a bit to check out the local wineries. Yes, Mangawhai has wineries. That adventure was a great way to see some backcountry, to get the lay of the land and to support the locals; well, I had to buy a bottle, it would have been rude not to. Millars' Pinot Gris: very nice.

Back at the village, we stopped at Smashed Pipi for a snoop around the craft gallery and called in to Mangawhai Pottery, too, where I was tempted to buy a beautiful grey-blue bowl. Artists are in above-average supply in these parts. I was told the Saturday morning market is good for local craft, as well as for local produce, much of it organic.

Mangawhai village has a few shops and Mangawhai Heads, where we were based, also has a handful – including a deli, takeaways and a couple of casual restaurants.

On the causeway between the two halves of Mangawhai, an impressive-looking museum is under construction and due to open later this year.

Further up, toward the heads, the i-Site provided maps and guides and friendly tips. Next to it, with some of the best views going, the local golf course buzzed with action. I don't know the game, so the fact it's a links course and is sand-based and all-weather doesn't mean anything to me but, clearly, I would have been welcome, regardless, going by the enthusiastic recommendations received from several locals.

Nearby, along a boardwalk through low bush, a short trail led to a lookout tower. We climbed the spiral for views across the golf course, out to the heads, the sand hills, surrounding farm land and out to sea. Hard to believe that just down the coast was Auckland. Home was only an hour and a half's drive, but it felt like a world away.

The shell on my desk reminds me of time passing, of opportunities waiting. I slip it on my finger. 🍪

For more see [mangawhai.co.nz](http://mangawhai.co.nz)

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**CLOCKWISE FROM TOP:** Surfing Ocean Beach; view from the clifftop walk; Bennetts Cafe; Mangawhai estuary.

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To find out more about everything we do, visit [selwyncare.org.nz](http://selwyncare.org.nz).



# Destination Anywhere

Alice Galletly discovers the pleasure is in the journey

**B**Y THE TIME we emerge from Britomart station we have covered our table in books, coffee cups and muffin crumbs. The last time I caught the Northern Explorer I set up an elaborate board game and an antipasto platter. The train is luxuriously spacious like that – a bit like travelling across the country in your own living room.

We are going to Ohakune on the main trunk line, but it doesn't really matter where we end up. This 100 tonne-hulk of groaning, clanking steel – with its warm wood-panelled carriages and generous picture windows – is the real destination.

Even the industrial bit at the start is exciting. We pass graffiti-covered shipping crates and old trains, rusty car yards and factories puffing white steam. In South Auckland, we can see right over fences into yards crowded with trampolines, swing sets and washing lines. It must be a bit annoying to live here, I think, and have strangers seeing your knickers hanging in the wind each day.

Suburbs blossom into farmland and I'm suddenly glad it's winter. The low morning sun casts a gold polish over the land, making the colours of the Waikato pop. At Taupiri, a Saturday morning rugby game has brought half the town to the school field, while the mountain behind them, dotted with gravestones, keeps score.

Nine out of ten people on the train are tourists. You can just tell. An Italian family is sitting across from us and they're not speaking English, but we can hear their voices rise in pitch whenever we pass something of note – such as swishy-tailed lambs running away from the train.

The windows are like huge flat-screen TVs, and for the next few hours it's prime viewing: boggy wetlands thick with mist, tiny settlements dotted



**ABOVE:** Crossing a gorge on one of the main trunk line's many towering viaducts.

**"The windows are like huge flat-screen TVs, and for the next few hours it's prime viewing."**


with railway cottages. Sometimes the train squeezes through tight crevices and the banks either side seem close enough to touch, then suddenly the land bursts wide open, offering boundless views over valleys and pine forests. We snooze and read and miss bits, knowing we'll have a chance to catch it all again tomorrow.

People have been travelling the main trunk line for over a century, but the journey wasn't always so comfortable. For decades passengers had to get off the train at midnight, swarming Taumarunui station for a pie and weak tea. These days, there's a dining carriage serving Wishbone meals and a bar if you fancy a beer with your lunch, which we do.

Headsets provide commentary for those who want it, and I pop mine on in time to hear about the Raurimu Spiral. This is the MTL's *pièce de résistance*: a series of tight loops and tunnels that allow the train to overcome a steep incline. It's quite confusing when we're in the middle

of it; I have to pull out a map to see what shape we're making.

On reaching the tough brown planes of the Volcanic Plateau, Ruapehu becomes a constant fixture on the horizon. She rises boldly beside Ngauruhoe, both wearing white and gleaming brilliantly against the sky. We spend the last leg in the train's open-air viewing carriage, which is where you go to be reminded that you're moving 100km/h. It's loud and windy and freezing cold, but the only place to be when crossing the dizzying Rangitikei gorge.

And then we reach Ohakune, which is on the cusp of the ski season and all but dead. We check into our cozy room at the Powderhorn Chateau and wander down the middle of the road, passing one lone bicyclist on the way to the Big Carrot. A swim in the hotel pool, a hot meal by the Powderhorn's open fire, and then bed. We're just filling in time really, counting the hours until we can get back on the train. 

# WILD AND WONDERFUL

Liz Light hunts for Western Australia's wildflowers

**M**Y FRIEND MICHAEL has a large comfortable Mercedes with a full tank of gas and he loves driving. It's late September, smack in the middle of the wildflower season and I'm keen to witness this annual phenomenon about which I have read many rave reviews.

With Michael as guide, we leave Perth and head north west and are barely out of the city, in the lifestyle-block zone, when I see fields of cornflower blue – my first wildflowers, which I later find out are in the Lobelia family. They're pretty, but tricky wee things; they close up as soon as the sun goes behind a cloud creating a boring field of green and, so far, patches of sun are few.

Toodyay, a heritage town of brick and corrugated iron, nudges the Avon River. The historic buildings and river walks could be interesting, but we are on a wildflower mission and, after a quick coffee stop, we move on. The waitress says the flowers are better north of here, so we head to New Nortica 70km away. It's pretty country, with fields of gently rolling winter wheat, streams, and roadsides edged with giant eucalyptus in which flocks of pink parrots squabble. But there are few wildflowers.

New Nortica is a one-horse town, with a hundred monks. It's a Benedictine monastic community, a slice of Spain in the Australian bush. We have no time for prayers in the monastery chapel or Mass in the abbey church or even for spiritual direction, which is available on request, but we do get directions to where the wildflowers are.

Local knowledge is a wonderful thing. The back roads to Moora are lined with flowers, almost from the tarmac edge to the farm fences, and they are in full, glorious spring bloom. I expected swathes of the same species, but find kangaroo paw next to cowslip orchids, a brown and gold flower in the pea family creeping up banksias, and bright daisies next to big buttercups.

While Michael reads the paper in the car, I'm in flower heaven. I ignore spiders, ants and other potential crawling hazards and kneel on the damp ground, getting close to many different blooms with my macro lens. At times like this, I particularly love photography. It forces me to notice the beauty of these sometimes small flowers and their overlooked details: black hairy buds of the kangaroo paw, throats of orchids with animal-like tongues and teeth, and fine folds in the petals of a lilac hibiscus flower. I'm awed by the diversity, delicacy and beauty of these spring miracles.



**ABOVE:** Western Australia has thousands of species of wildflowers; the season is from August to November.





North of Moora we stop at the Western Wildflower Farm. Ronda Tonkin started picking and drying wildflowers in 1975 on the 7000-hectare sheep and wheat farm her family owns. She had been a schoolteacher and, when her babies came along, wildflowers seemed like a business that she could fit in with motherhood. Now 1600 hectares of the farm are set aside specifically for flowers and Ronda employs dozens of people – picking and helping her with the drying and packing – and sells containers of dried flowers to Japan, the United States and Europe.

The drying shed is full with row upon row of pink and white everlasting daisies and various varieties of banksias hanging head down in bunches. There are wild flowers all year, says Ronda, though they are most profuse in late September and October. Western Wildflower Farm has 4,000 species on its price list and there are thousands more that aren't suited to drying.

The website of the Wildflower Society of Western Australia says there are 9,437 plant species in Western Australia, from 1,543 genera and 226 families. It explains that this enormous biodiversity has evolved because Western Australia has been a stable platform since before the origin of flowering plants,

and evolution hasn't been interfered with by volcanism or glaciation. Also, it's a huge land area and offers plants an extraordinary variety of soils and climates. The Fitzgerald River valley, alone, has more plant species than the United Kingdom.

Ronda tells us that to see vast expanses of wildflowers we need to go further west, away from the intense farming of this area or to the Badgingarra National Park where there was a big bush fire a couple of years ago. Apparently, flowers flourish after a burn. But, unfortunately, it's already the middle of the afternoon, we are 230km from Perth and it's time to head home.

Michael drives home via sneaky back roads – he says he has a hunch – and, in doing so, we find some of the swathes of wildflowers I had been hoping to see. Fields of pink and white everlasting daisies form a carpet from the road to distant trees and, to top it off, when I get out of the car, three kangaroos hop away. All I need now is a flock of pink parrots to fly into this magnificent picture. 📷

AA

#### VISITOR INFORMATION

For more, see [westernaustralia.com](http://westernaustralia.com)

For self-drive itineraries, see [driveforyoursenses.co.nz](http://driveforyoursenses.co.nz)

See [aa.co.nz/travel](http://aa.co.nz/travel) for special Member travel deals in Australia.



# BOUNTIFUL BEIJING

Pam Neville finds Kiwi connections in the vibrant capital of modern China

**M**ODERN BEIJING, THE centre of both an ancient empire and a 21st Century economic miracle, is bustling and sophisticated.

The stolid Mao-era apartment blocks and office buildings are still there, but so are glittering new high-rise towers. Sprouting along multi-lane boulevards are enormous buildings with strange angles, odd shapes and cut-out sections showing daylight. Some are designed simply to attract attention, others are practising feng shui, the art of balancing natural forces for good health and fortune.

The people are open and eager to be friendly. There's a sense of fun in Beijing, and fashions on the street are anything but identical. Cyclists have their own fenced cycle lanes alongside the six or eight-lane thoroughfares, and a hugely expanded subway system whizzes commuters round this city of 22 million.

A few hutongs – centuries-old backstreet areas of narrow lanes and communal courtyards – remain, although largely as tourist attractions. Most were demolished for redevelopment prior to the 2008 Olympics. In suburbs further from the

centre, old commercial and industrial areas have been 're-purposed' for housing and boutique areas, such as an arts precinct.

The 798 Arts District, based around an old electronics factory bearing that street number, is a magnet for trendy Beijingers. For tourists, it provides a glimpse of 'cool Beijing', with galleries, studios and design shops along pedestrian-only lanes. And here, in the midst of the 'cool', a New Zealand flag catches my eye.

A café called Flat White shows off our Southern Cross alongside the red and gold Chinese flag. The barista doesn't speak much English, but she makes a perfect coffee for taste buds honed in Wellington. This café is one of five Flat Whites across Beijing, set up by the owner of Wellington café Fidel's, Roger Young, and a Chinese partner. They also have a coffee wholesale business, Rickshaw Roasters.

Back in the city centre, within walking distance of the Forbidden City (Beijing's main tourist attraction), New Zealand has burst onto the beverage scene in what is widely regarded as the best restaurant in Beijing. Temple Restaurant Beijing – ranked number one for fine dining by





**CLOCKWISE FROM TOP LEFT:** Local restaurants with elements of traditional design; contemporary cuisine in Temple is extremely good; street food is everywhere.

all the current reviews – has a magical location within a complex of ancient temples. My group sits down to a set menu of five courses, each matched to a wine from a list rooted firmly in Europe. The sommelier didn't know we were New Zealanders, but – lo and behold – a Marlborough wine has been chosen to accompany the first course. The dish is chilled pea soup with lightly-seared salmon, the wine 2010 Dog Point sauvignon blanc.

But the major New Zealand presence at Temple Restaurant Beijing comes in the form of water. Antipodes Water, sourced and bottled in Whakatane in the Bay of Plenty, is now the only water on the tables, served in preference to Evian, San Pellegrino and all the other bottled mineral waters of the world.

Antipodes' General Manager Deborah McLaughlin pulled off the deal by booking a lunch table at Temple and taking her water along with her. The maitre d' was impressed, and called in the owner. A week later, Antipodes became the sole provider of water to Temple.

Out on the streets, young Chinese love ice cream, and New Zealand Natural has been doing well in Beijing for several years. This year, a Southland ice cream maker, Deep South, has done a deal with Big Pizza – a major chain – to supply ice cream.

We're in the pizza business, too. Gung Ho! Pizza, owned by New Zealanders John O'Loughlen and Jade Gray, is expanding fast. The name was inspired by China-based New Zealander Rewi Alley, a story well-told on the Gung Ho! website.

Beijing is a vibrant city, no longer the grey monotony of 20 years ago (despite the grey smog overhead most days). It's easy to see why *Lonely Planet* ranked it fifth on the list of Top 10 Cities to Visit in 2013. The hip, the cool, the colourful – and the Kiwi – have become part of the fabric of this ancient city, which now beams with a confident, contemporary face. ■

AA

#### VISITOR INFORMATION

Pam Neville travelled to Beijing as a guest of Cathay Pacific and The Peninsula Hotel – [cathaypacific.com](http://cathaypacific.com); [peninsula.com](http://peninsula.com). See [aa.co.nz/travel](http://aa.co.nz/travel) for travel insurance.

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# An icy adventure

Brett Atkinson joins a small boat cruise in Alaska

**T**HE LAST THING I expected to encounter was an American bald eagle drifting on a slab of ice just metres from my sea kayak.

Factor in a curious seal pup staring wide-eyed from nearby, and the advantages of cruising southeast Alaska's Glacier Bay National Park on a small craft become obvious.

The Endeavour is packed to the gunwales with inflatable Zodiacs, sea kayaks and paddle boards. While Alaska is more often explored on cruise liners with up to 3000 passengers, our agile craft with just 80 passengers could negotiate concealed coves and hidden harbours; and *Animal Planet* moments like my eagle and seal pup combo are the norm, not the exception.

Our week-long journey, punctuated by active adventure, begins from the low-key Alaskan capital of Juneau. Departing along the narrow Gastineau Channel, the boat cruises past big liners queued like road trains at a border crossing. Elemental shape-shifting clouds drift apart to reveal spruce forests and, as indigo mountains surge upwards, our craft is rapidly subsumed by Alaskan wilderness.

Early the following afternoon the wilderness reveals the leviathan mass of Dawes Glacier. Huddled together in Zodiacs, we cruise towards the glacier's giant terminus comprised of overlapping shards of precipitous ice.

"There's no bad weather in Alaska – just bad gear," warned expedition leader Matt Symanowicz at the first night briefing. A trifecta of beanie, gloves and multiple thermal layers keeps me cocooned from the chilled zephyrs drifting off the glacier's sprawling icefield. I found a volley of shots of peppermint schnapps with hot chocolate effective at warming from within.

Bobbing around 400 metres from the glacier's expansive face – the closest that boats are allowed to venture – elemental creaking sounds emanate from within the ice. Massive frozen towers crumble into the water and a few seconds later the telltale sound of the calving glacier echoes around the bay.

Between the Alaskan bookends of a slowly advancing river of centuries-old ice and making eye contact with pint-sized seal pups, life onboard soon assumes its own compelling routine. Gourmet breakfasts set us up well.

**ABOVE:** Taking Zodiac rides to see icebergs up close was a highlight of the cruise.





**LEFT:** Sea-kayaking in Glacier Bay is not something all visitors to the region get to do.

**“On cue, a brown bear is sighted swimming in the forested shadows of the bay.”**

At least two different activities are on offer each morning and afternoon. Dinner is preceded by a relaxed cocktail hour, and a convivial bar ensures guests are soon on first-name terms with the crew and each other.

Bonding with other passengers is also strongly advocated beyond the confines of the boat.

“Stay together as a group and try and look big,” is the recommended action plan if we were to chance upon a bear. While exploring forests carpeted with iridescent spongy moss, a few animal tracks criss-cross our narrow walking path, but the verdant mayhem swallows them up within metres.

For an encounter with a moose – a more irrational and unpredictable creature apparently – the advice is more individual. “Just get behind the nearest tree.”

When we do eventually encounter these animals, it's around Red Bluff Bay on Baranof Island, a compact harbour only navigable by smaller boats. The Endeavour negotiates a narrow entrance to expose a cove framed by quicksilver waterfalls of melting spring snow.

“This is bear country,” says guide Paulino Perez as our Zodiac approaches a grassy meadow. On cue, a brown bear is sighted swimming in the forested shadows of the bay's calm waters before clambering slowly onto the bank, bobbing and rolling into long grass enlivened by recent rain.


On an adjacent bank a broad-racked moose is even less obviously concealed

before it barges awkwardly and audibly like a four-legged wrecking ball into the dense forest. Cruising slowly back to the boat, Alaska's stellar reputation for wildlife is further reinforced as a floating raft of sea otters drifts languidly past and a dramatic aerial fight sees a gutsy seagull escaping into trees to evade harassment by a much larger eagle.

Marine wildlife also features regularly. When humpback whales commence the rare behaviour of bubble net feeding in Icy Strait, the decision is made to defer dinner. Ensnared in Zodiacs a few hundred metres from the pod, we're treated to several whales conspiring to entrap schools of tiny fish by producing a series of ever-decreasing circles of underwater bubbles. As a spectacular coda, another two giant humpbacks breach continuously near the feeding; as we journey back to the Safari Endeavour, foaming white splashes of water continue to flash on the near horizon.

The following morning, another meal is postponed when breakfast is ambushed by a pod of orcas surfing on the boat's bow wave. With the on-deck alternative of espresso and still-warm croissants, no one is complaining.

As we finally arrive in the northern reaches of Glacier Bay National Park there's one last opportunity for the Endeavour to shine. More than 500,000 travellers visit annually, but just 5000 visitors ever get to hike or kayak in the park. As the only big liner we've seen in six days departs south down Glacier Bay, I dip my kayak paddles into silky moraine-infused waters and steer for the dense turquoise bulk of Reid Glacier.

An audacious amphitheatre of ocean, mountains, ice and snow surrounds me, but I'm pretty sure the eagle floating coolly off my starboard bow has seen it all before... 

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#### VISITOR INFORMATION

Brett Atkinson visited Alaska with the support of Un-Cruise Adventures, World Journeys and Travel Alaska. World Journeys represent Un-Cruise Adventures in New Zealand – see [worldjourneys.co.nz](http://worldjourneys.co.nz) For travel insurance, see [aa.co.nz/travel](http://aa.co.nz/travel)



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# The magic kingdom

Kathryn Webster finds Tonga utterly intoxicating

**M**AGIC HAPPENS IN Tonga. What proof do I have? The complete transformation I experienced, from harried and frazzled to relaxed and calm, within minutes of stepping onto Fafa Island. Surely some magic was involved.

I'd boarded a solid little yacht in the main town centre on Tongatapu for the half hour trip to Fafa, melting into the warmth of the day, the surrounding sea calm and clear and inviting. Behind me, the scene of Nuku'alofa, with its rock-walled port and picturesque ship wrecks, slipped into a heat haze. Ahead lay Fafa, one of several clichéd enticing coral islands on the horizon, each with rings of white sand and swaying coconut palms.

There are 14 fale on Fafa, built along the lines of traditional architecture; the combination of woven wall panels, roofs like upturned boats, wood and cane furniture and deep verandas was perfect, somehow. It was what I wanted of a Pacific Island fale. No air con, no TV, low light; posies of hibiscus, an outside shower. At the end of that first day, having slow-walked around the island in half an hour, swum in the warm lagoon and lain in the sun on a private slice of beach – the bush loud with raucous birdsong, the sun splashing pink into the still tide – I couldn't have been more relaxed.

The sea made a soft phizz with each lapping wave's arrival, like cool water might sound on sunburnt skin.

Tempting as it was to spend the entire morning of day two in a hammock slung between palm trees, I roused myself for some gentle kayaking and swimming, before lunch in the resort's small restaurant at an open-air table on a deck over the sand. Then I signed up for an excursion to Malinoa Island, a 20-minute boat ride from Fafa. Moses knew his way around the coral, zig-zagging the small boat across the turquoise bay. He dropped me at the island's edge and putted out to sort the anchor, leaving me momentarily alone on this idyllic beauty spot.

The area is a marine reserve and so provided brilliant and easy reward diving with just a snorkel and mask, with multicoloured coral of many different shapes and sizes and a multitude of bright darting fish. It was an incredible visual feast in water so clear, calm and silky that I could have stayed in it for hours.

I walked around the small island on super-soft sand, then sat drinking a fresh coconut delivered by Moses and, noting how utterly content I felt, wished for some more magic involving time standing still.

Later in the day, the solid little yacht carried me back to Tongatapu to a night in a hotel over the road from the port. The balmy evening, loaded with perfume, carried musical noises from the neighbourhood. Market stalls selling coconuts, cassava, bananas and stacks of firewood lined the footpath until the sun went down.



**FROM THE TOP:** It doesn't get much better than this – private hammock slung between coconut palms; a Fafa fale; perfect weather.



**"...from island to island, one eye on the land ahead, one eye on the reef below."**

There's a rustic quality to Tonga. Children run around in bare feet, people hang washing from fences outside very basic houses. Chickens and pigs and their incredibly cute spotty piglets run free-range, and skinny dogs chase cars that have seen better days – quite a long time ago.

Driving out to see blowholes along the southern coast, where the sea explodes upward with terrifying, furious rigour, I passed through tiny messy villages with impressive churches. Cemeteries boasted beautifully tended plots, bright with flags and white painted crosses loud against the blue sky. Families tended gardens, old folk sat in the shade, kids rode too-big bikes, some tyre-less.

Tonga is about the sea, really – especially for visitors – so I didn't linger inland, but headed back to the coast, this time with Vila and Tim who run a kayaking tour business. They drove me to the eastern edge of Tongatapu, past where Captain Cook first landed, past the old royal tombs and past Ha'amonga'a Maui – a monument dating from 1200AD made of slabs of stone weighing at least 30 tonnes each, delivered somehow from Wallis Island, hundreds of kilometres away. Further along the coastal road my cries of astonishment were followed by a quick stop: I had to photograph the fishing pigs, standing staunch in the receding tide with their snouts underwater.

We launched our kayaks between mangroves and paddled across to a lonely islet where two dogs met us and accompanied our loop of it. Someone was busy with construction somewhere inland.

We pushed off for a shorter paddle, past calligraphic fish traps fencing in bits of reef, to Pangaimotu Island, another white-sand beach with palm trees and clear water. This island has a bar – Big Mama's – a favourite with visiting yacht crews and expats, especially on Sundays when Tonga closes for church.

Big Mama's hangs over the water. Once patrons finish swimming, lying on the beach and diving off the nearby rusting wreck, they buy beer and burgers and sit in the shade. It's a dishevelled scene, with messages scrawled on walls and rafters, sand underfoot and photographs revealing good times, soaked in laid-back, amicable fun. Music from another era trickles from low-fi speakers.

Taking up the refrain of some sweet, old-fashioned song, I pulled my kayak back to the water's edge summoning the last burst of energy required to get back to Tongatapu. Dipping my paddle, left right left right, a warm wind ruffling the surface of the twinkling sea, I had a sense of belonging in this watery world. It felt right to be pulling my weight across the sea. I imagined, over thousands of years, others transporting themselves from island to island, one eye on the land ahead, one eye on the reef below.

I realized, as the beach drew near, that even after paddling 10 kms, I was still relaxed. So what if the next part of the day involved packing and getting to the airport. Right now, right here? Magic. 🍷

**ABOVE:** Tea time on Fafa Island; the calm sea within Tongatapu's coral reef is ideal for kayaking.

#### VISITOR INFORMATION

June to October is the best time to visit Tonga. See [tongaholiday.com](http://tongaholiday.com) for more information on travel to Tonga. See [aa.co.nz/travel](http://aa.co.nz/travel) for travel insurance.

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John McCrae, May 1915

*In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our places; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.*

*We are the Dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved and were loved, and now we lie  
In Flanders fields.*

*Take up our quarrel with the foe:  
To you from falling hands we throw  
The torch; be yours to hold it high.  
If ye break faith with us who die  
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# My AA

## Vanessa Fennelly

Marketing Manager for AA Finance

**WHEN PEOPLE THINK** of the AA, roadside rescues are usually the first thing that spring to mind. But these days the AA can help out with a range of other things, too – everything from booking holidays to buying cars. »



» Vanessa Fennelly is the Marketing Manager for AA Finance, which means working behind the scenes to improve and increase awareness around products like AA Car Loans.

"My job is to come up with marketing plans and initiatives to attract customers to AA Finance, and keep our existing customers happy," she explains.

"Our main focus is car loans, but we also offer finance for boats, motorbikes and caravans. We offer car leasing and finance for businesses, as well."

The car loan industry is highly competitive in New Zealand and, so, the challenge for Vanessa is to help give AA Finance the edge.

"We're constantly brainstorming, and implementing offers and improvements for the benefit of our customers.

"We're very competitively priced in terms of the interest rates we offer, but I think what's really great about AA Finance is that we're not

a fly-by-night operation. The AA has been around for 110 years and we've been financing car loans for over 20, so we're a very reputable firm. And I like to think we treat our customers very well!"

Vanessa says some people are put off car loans because the interest rates are typically higher than home loan rates, so the temptation is just to add the car loan to the mortgage. But, she says, that's not necessarily a better option.

"With a car loan, you usually pay it off over a much shorter period of time than you would a home loan so, while the interest rate may be higher, the interest paid over the period of the loan works out to be less."

Vanessa, who has over 10 years' experience working in marketing, says her favourite thing about this job is "being able to unleash a good dollop of creativity".

"There's plenty of freedom to try out new things, and I really enjoy finding ways to improve

our customers' experience. I also love working with people, and marketing is very much about building relationships."

With plenty of car enthusiasts working for the AA, it's always fun to ask staff members what vehicle they drive.

"Nothing flash," Vanessa laughs. "I drive a 2005 Mitsubishi Diamante. My husband is the real car nut.

"He built, from scratch, a Redline Clubman Sprint – a red convertible, which looks a little like a Lotus – and he races it in a Clubman's Sportscar series."

It turns out Vanessa doesn't quite share his need for speed.

"I've been with him in his racing car once. I didn't even complete a full lap because I was too scared! It's just way, way too fast."

Sounds fair enough.

➔ AA Members get \$50 off the loan establishment fees when signing up for an AA Finance Car Loan. For more information see [aa.co.nz/car-loans](http://aa.co.nz/car-loans)

# Name That Place

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## COVER UP FOR WINTER

If you're planning on driving out of town this winter, think about adding AA Plus to your Membership.

"With AA Plus, if your car breaks down more than 100km away from home, and we can't get it going again on the same day, you have more options," says Dougal Swift, General Manager of Membership and Brand. "We can help you with somewhere to stay for up to three days, if you want to be with your car while it's repaired.

If you want to keep travelling, we'll sort out a rental car for up to three days. Alternatively, we'll get your vehicle towed all the way home – from Cape Reinga to Bluff, if required!"

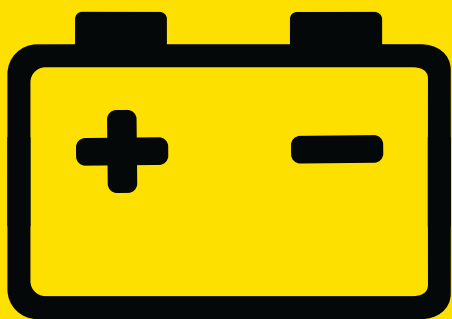
AA Plus is only \$49 extra a year (or \$24.50 per year, if your partner or spouse at the same address already has AA Plus). Each AA Plus claim value is up to a maximum of \$800, including GST, with an overall maximum annual subscription claim of \$1,500, including GST.

"We want to make sure your adventure goes smoothly, and that you get to see the most of what New Zealand has to offer, so we recommend AA Plus for all travellers," says Dougal.

➔ For more information, check out our video at [aa.co.nz/aaplus](http://aa.co.nz/aaplus), call us on 0800 500 444 or visit your nearest AA Centre.

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## ALL ABROAD

If you're planning an overseas holiday this winter, check the driver licence requirements in the countries you're travelling to before you leave New Zealand. If you are renting a vehicle you may require an International Driving Permit (IDP), a form of identification accepted in over 150 countries. IDPs are written in eight different languages for ease of communication in countries where English is not the first language.

"IDPs can be issued immediately at any AA Centre, if the correct documentation and a recent ID photograph are supplied," says Kirsty Vincent, Product Manager for Retail and Tourism. "If you need updated ID or passport photos, our AA Centres can take these, too."

"Remember, an IDP must be used in conjunction with your current New Zealand driver's licence, so don't forget to take this licence overseas with you, too."

➔ For more information on IDPs, visit [aa.co.nz/idp](http://aa.co.nz/idp) or your nearest AA Centre.

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## COUPON OFFER

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- Valid 15 July 2014 – 15 August 2014
- Discount code IDP



## Ask an Expert

Not every car buyer knows the difference between a con rod and a crankshaft, but understanding what's happening under the bonnet is a key consideration when buying a car – especially if it's a little older, with a few kilometres on the clock.

"The best way to gain peace of mind before parting with a large sum of cash is to get an expert to provide reassurance about any areas of concern," says Kyle Lincoln, National Manager for Motoring Services.

For example, knowing the head gasket is showing signs of failure can prevent a later repair bill of thousands of dollars.

"Typically, a head gasket check by a mechanic will cost upwards of \$55. Add a few other checks to that total, such as a coolant pressure test (\$55) and a compression test (\$110), and the bill just to provide peace of mind has passed \$200."

"Alternatively, an expert can check more than 100 items as part of an AA Vehicle Inspection, and then give you a report detailing any issues before you buy the car," says Kyle. There are 30 inspection sites around New Zealand, as well as mobile inspectors in Auckland, Wellington and Christchurch.

The inspection covers the vehicle exterior for rust and accident damage, interior operational checks, the drive line, general state of the engine and cooling system, suspension and steering, brake performance, wheels, tyres and a test drive.

➔ An AA Vehicle Inspection covering more than 100 items costs AA Members \$149 and other motorists \$169. Call 0800 907 788 or go to [aa.co.nz/ppi](http://aa.co.nz/ppi) to book.

**AA Motoring**



## YOUR WINTER ESCAPE PLAN

Travelling to a warm country is a popular option for winter-averse New Zealanders. Here are some tips to help ensure your holiday goes smoothly.

Chat with a local. Ask about the tides, where the safest swim spots are and where the lifeguards are on duty.

If you are travelling with a companion, swim one at a time, leaving someone to guard your belongings. If you are travelling solo, buy a small waterproof bag, so that you can take your things into the water with you.

Swim between the flags so a lifeguard is on hand, if you get into any peril. And, if you have started on the cocktails, stay out of the water as alcohol impairs judgement and coordination.

As well as applying sunscreen regularly, stay hydrated to avoid heatstroke or heat exhaustion. Umbrellas are an easy way to enjoy the beach without risk, or wear a hat.

Of course, accidents and incidents still happen, even if you do follow the best advice, so we recommend taking AA Travel Insurance on any overseas trip.

➔ Book online at [aatravelinsurance.co.nz](http://aatravelinsurance.co.nz), call 0800 500 444 or visit your nearest AA Centre.

**AA Insurance**

## AA app keeps getting better

The AA's Roadservice mobile app is growing in popularity and developments are in the pipeline to improve the services it provides.

Citroen, which has a tailor-made version of the app, is driving one of these enhancements. The company uses AA Autoglass for chip repairs and windscreen replacements and Citroen customers will soon be able to use the app to access help for glass issues with the push of a button.

This innovation will improve speed of access and resolution times. It also ties in well with Citroen's 'Creative Technology' programme. As Simon Rose, Citroen NZ Divisional Manager says: "It is vital for us to deliver and live our brand promise, both in specification levels for our vehicles and for the technology services we provide. The faster and more simply issues such as chipped windscreens can be resolved, the better."

➔ The AA Roadservice mobile app is available on iPhone, Android and Windows 8 phones.

**AA Motoring**

## Cold Comfort

In winter, your car needs to be in the best possible condition to ensure it is safe on the road. Cold and damp conditions put more stress on electrical systems, including batteries and spark plugs, and wet roads can be treacherous if tyres don't have sufficient tread or pressure. The AA Roadservice team has a few tips to help avoid a breakdown and to remain as safe as possible in winter.

- Get your car serviced. If your car is due for a service, get it done before winter sets in. Ask for the battery and spark plugs to be checked.
- Check tyre pressure and tread at least once a month. Tyres that can't grip won't keep you safe, especially when driving on wet roads.
- Ensure windscreen wiper blades are in good condition. If not, replace them. Clean windows can make a big difference in bad weather.
- Get your battery tested. Cold conditions are a battery's worst enemy and it's often not until the



onset of cold weather and increased engine cranking loads that weaknesses are exposed. If you need a new battery, contact AA Battery Service on 0800 500 222.

- Ensure sufficient antifreeze is in the coolant system. Antifreeze not only ensures that your coolant doesn't freeze when travelling in colder parts of the country, but it also acts as a corrosion inhibitor, so keeps your coolant circulating and your cooling system operating as it should.

**AA Motoring**

# KNOW-HOW

Ever put reading your insurance policy in the too-hard basket? Here's a quick guide to understanding insurance

## How does insurance work?

Insurance premiums are the amount customers pay for their insurance. Each customer's premium gets paid into a pool from which all claims are paid.

Insurance companies statistically predict the number of claims they expect to pay out each year. As a general car, home and contents insurer, AA Insurance covers a significant number of assets in New Zealand, so our sample size is very large, which helps us predict claim numbers. Once we've worked out the number of claims we're expecting to receive, we can predict the cost of those claims we need to pay out, and how much premiums will be for customers.

From there, we can determine how premiums are allocated between customers. Some people are more likely to make a claim than others, so are considered to be a greater risk. Premiums are calculated accordingly; some customers will pay more for their insurance than others. This is where age, gender, driving experience and style of car, amongst other things, play a part in car insurance.

## Is there a shoebox of money with my name on it, waiting for me to make a claim?

No. Your money is pooled with all premiums and goes to pay off other people's claims and cover the other costs of running the business. One in three AA Insurance customers made a claim last year; we paid over 70,000 claims. On average, a customer makes a claim on their insurance once every eight years, so they may make a claim for the theft of their car eight years after taking out their policy. The most

common claims for vehicles are collisions or theft. Common contents claims are for lost or accidentally damaged hearing aids, dentures and reading glasses, while home claims most often involve damage caused by fire, electrical incidents and weather.

## Who insures the insurers?

Reinsurers insure the insurance companies against extremely large losses. There are also companies that insure the reinsurers. Each year we expect to receive a certain number of sizable claims and plan accordingly. Reinsurance protects against things that aren't the norm, such as earthquakes and floods that are infrequent, yet can be huge in terms of financial cost.

## Insurance in New Zealand

Around 90% of New Zealanders have some form of insurance for their car, home and contents. This is a high percentage compared to most other parts of the world, and shows that Kiwis are typically risk-averse with their property.

Comprehensive car insurance covers the cost of damage to your vehicle, plus the cost of damaging other people's cars and property. Many drivers take out third party vehicle insurance, as it is more affordable than comprehensive insurance. Third party insurance does not cover damage to your vehicle, but does cover the cost of damaging other people's cars and property.

Following the Canterbury earthquakes, most New Zealand insurers have changed the way they insure homes and will now only offer home insurance based on, and limited to, a Sum Insured. Previously,

customers could insure a house based on its floor area. The Sum Insured is the maximum an insurer will spend to reinstate a customer's home in the event of a claim.

The move to Sum Insured was driven by the need to keep home insurance available and as affordable as possible. Our reinsurers want to understand the most that will be spent to rebuild properties after a significant event that triggers the use of reinsurance. Certainty for our reinsurers helps us to keep our policies as affordable as possible and to continue to provide home insurance.

## Managing the cost of insurance

There are ways to reduce the cost of your insurance premiums, including increasing the excess you pay towards your claim for each individual event. However, you need to weigh up how much you can afford to pay out towards your claim, should you need to make one.

Third party insurance, which is around \$4 a week, can be a great option for those on a budget, as it will cover you for damage you might do to other people's property.

For home and contents policies, you have the choice of Accidental Damage Cover or Defined Events Cover. If you have chosen Accidental Damage Cover, we'll cover the accidental physical loss and physical damage to your property (provided conditions are met and exclusions don't apply), while the Defined Events Cover is limited to the accidental damage caused by events specified in your policy.

➔ For more, see [aainsurance.co.nz/tips](http://aainsurance.co.nz/tips)

 **Insurance**



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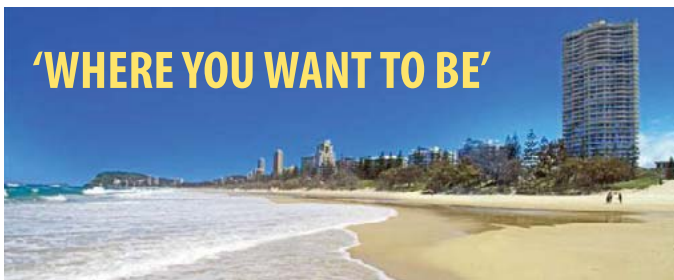
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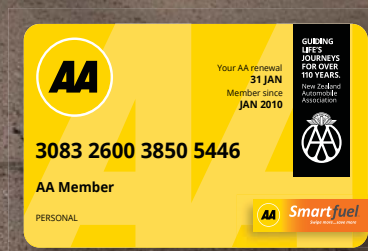


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