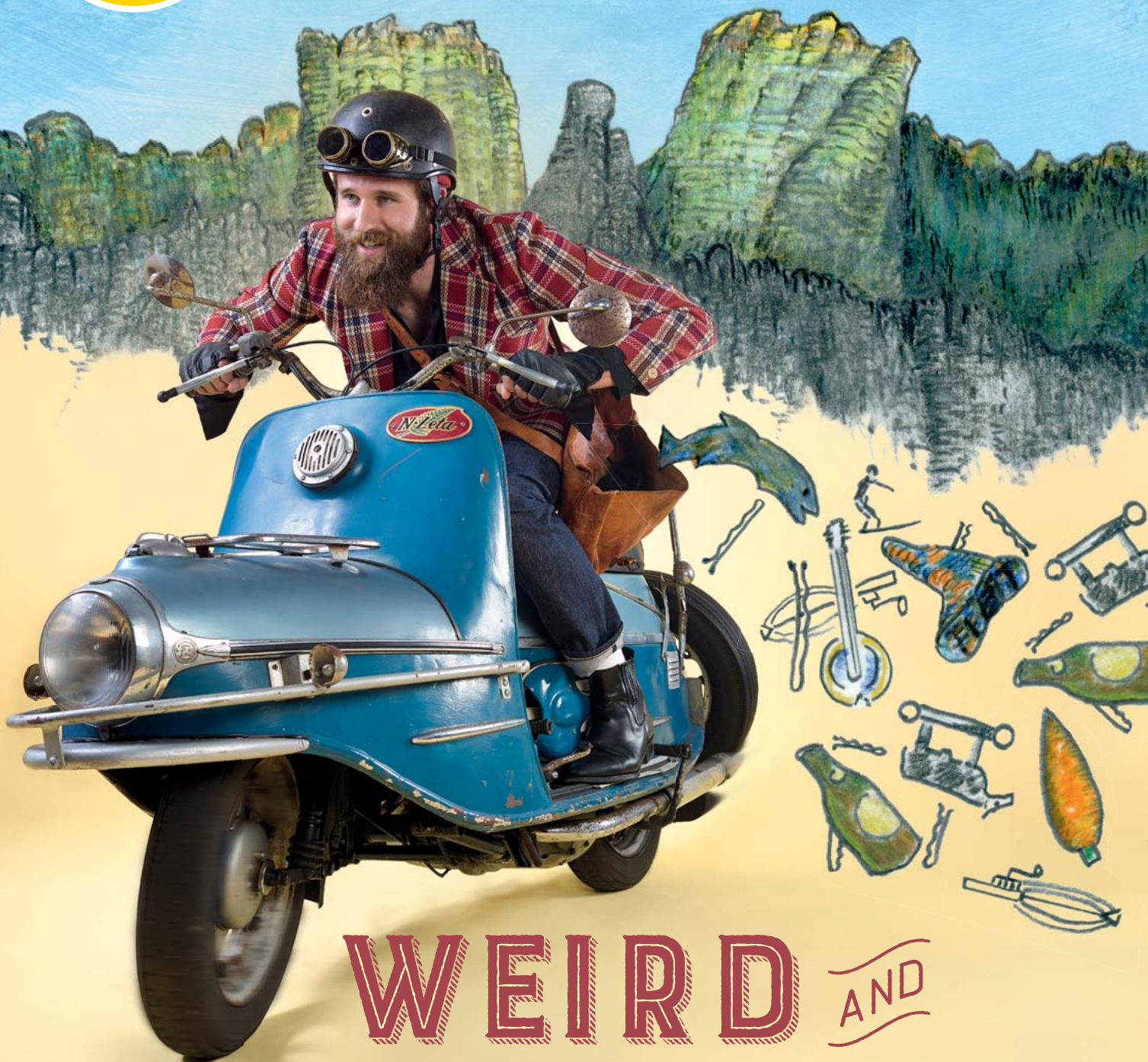




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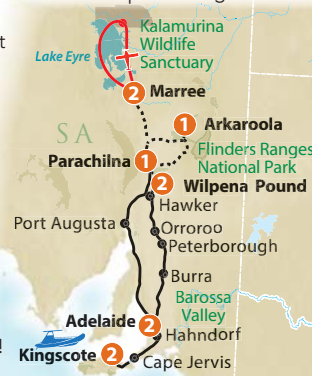


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Specsavers and the AA encourage Kiwis to get their eyes checked

Specsavers optometrists and the AA are reminding motorists about the importance of good vision when behind the wheel, especially when it comes to combating sun-strike.

Sun-strike happens when the sun hits the windscreen, causing glare and making it hard to see the road ahead. The problem intensifies on winter mornings and afternoons, when the sun is low in the sky, and Specsavers and the AA want to increase driver awareness of the risks.

From 2009-2013, the AA reported 815 crashes caused by sun-strike across the country*.

Specsavers New Lynn optometrist Philip Walsh says, "Having an up-to-date prescription and polarised sunglass lenses is an important consideration for driving.



"It's a must for spec-wearers to invest in prescription sunglasses or to wear sunglasses over their contact lenses when driving during daylight hours, to maintain optimal vision and take the best care on the roads. Even for those who don't need prescription glasses, good quality polarised sunglasses can be a benefit most drivers.

"You wouldn't drive your car without fastening your seatbelt, so why would you get behind the wheel without putting on your glasses?" adds Philip.

A recent Specsavers survey** found one in 30 respondents wear prescription sunglasses, and only 51% of all those surveyed say they wear polarised sunglasses – which suggests almost half of the population are not wearing effective glasses whilst driving.

"It's a common misconception that you only need sunglasses in the summer months. Good sunglasses with polarised lenses reduce reflected glare from surrounding surfaces, improving vision and making drivers safer on the road," says Mr Walsh.

As always, it is best to discuss all eye care options with your local Specsavers optometrist to find the best solution for your personal needs.

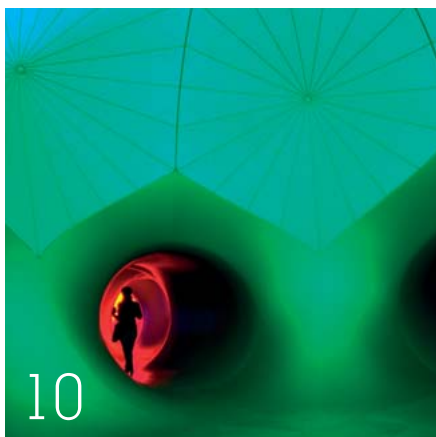
Specsavers recommends everyone has an eye exam once every two years and more frequently if there is a history of eye health issues. Helping Kiwis stay on top of their eye health is Specsavers' partnership with the AA, which entitles all AA Members to a free eye exam every two years.



*30 April 2014, AA press release: <http://www.aa.co.nz/about/newsroom/media-releases/safety/dont-be-blinded-by-sun-strike-this-winter/>

**Perceptive Research survey commissioned by Specsavers which captured responses of 1549 New Zealanders





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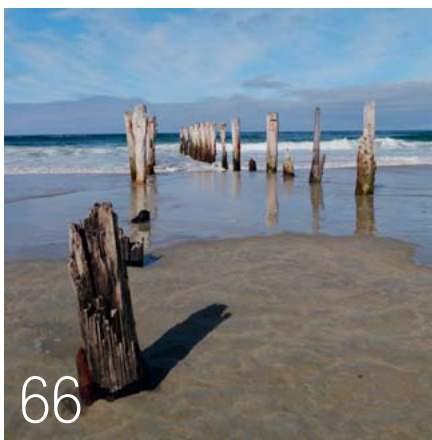
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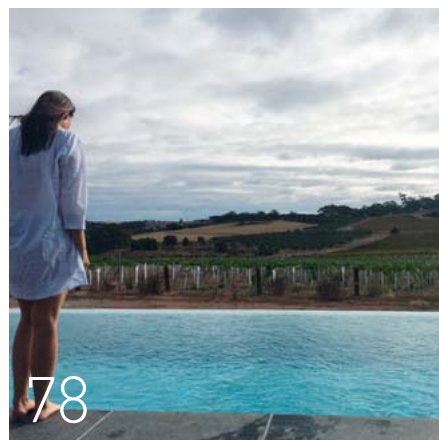
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New Zealand Automobile Association



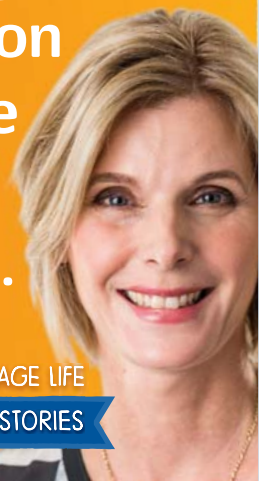


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Finding a balance

WITH THE ASSOCIATION making media comments almost daily on behalf of Members relating to matters of road safety and traffic law, individual Members might wonder how we arrive at positions of support or opposition on these subjects.

Obviously with a Membership base fast approaching 1,500,000 Members, opinion on any subject will always be divided. Some will strongly support a view that others will be diametrically opposed to. To coin a phrase: we are a diverse church of opinion.

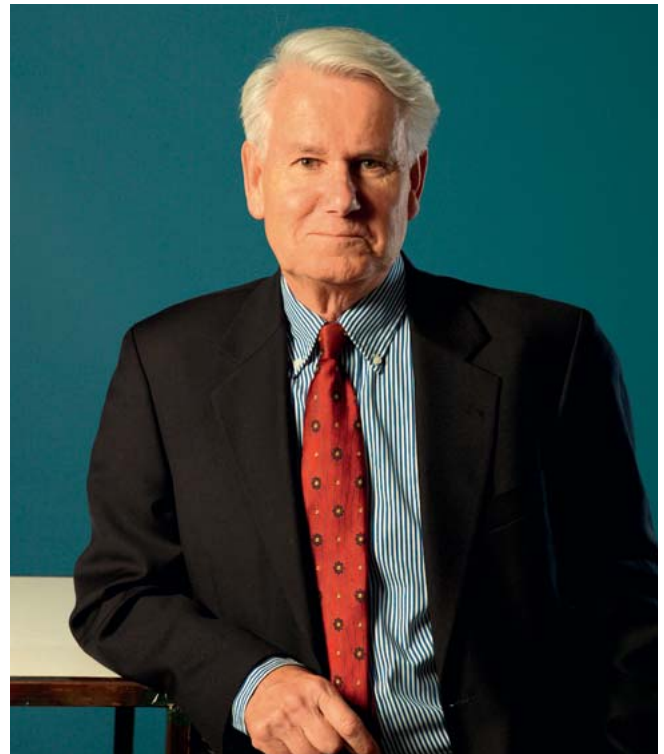
The answer is that we try to arrive at a consensus of opinion that is responsible, has regard to road safety and reflects the opinions of the majority of our Membership. Clearly we can't ask every Member what their opinion is, but we assess the broad thinking of our Membership through regular, comprehensive surveys. (That said, we do field the occasional criticism that "you never asked me".)

In this issue of *AA Directions* (p.38) we report on the findings of our most recent surveys on the subject of road speeds. These survey results are important for developing an Association policy position. Mindful that road speeds are currently up for review, it is critical that we have an accurate assessment of Members' willingness to have road speeds reduce or on some roads, increased.

What is clear is that there is some difference of opinion between what some government agencies consider safe speeds and what our Members think. Indeed as I mentioned, even within our Membership we find varying views. However, Members have very little appetite for wholesale reductions to open road speeds to 90km/h or urban speeds to 40km/h, especially if Police bring down enforcement tolerances to 4km/h and put demerit points on speed camera infringements.

On the other hand, Members support safe speeds around schools, better protection for cyclists and other vulnerable road users, and fair speed enforcement, including placing signs on fixed speed cameras.

Don't get me wrong: there are many roads where speed limits are too high to be safe. On the other hand, New Zealand has some of the slowest motorways in the OECD and Members strongly support 110km/h for our safest



divided motorways.

Your Association takes its role as spokesperson for the reasonable motorist very seriously. Our job is to fairly represent all our Members: young and old, male and female. Road safety is important to our Members but so too is an efficient and enjoyable driving environment. Finding a sensible balance must be the goal of any conversation about speed and here I must thank those Members who have given us their feedback. By taking the time to provide us with your views, we are able to be speak on your behalf. 📌

Brian Gibbons
Chief Executive

***See p.38 for an article on the AA's road speeds survey.**

WHAT DO YOU THINK?

Do you think New Zealand roads are getting safer?

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

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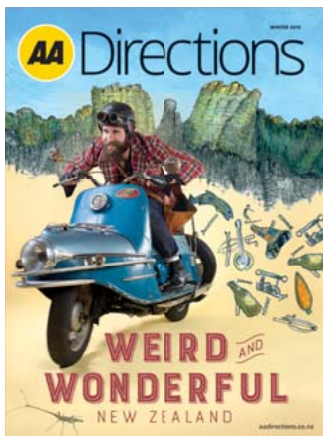
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ON THE COVER

Photography: Melanie Jenkins. Model: Andrew Blackman from Red 11. Thanks to MOTAT for lending the Nzeta scooter for our shoot. See p.14 for details of its upcoming interactive exhibition, Get Smart - NZ Wired in the Digital World.

hello



Putting together this issue's cover feature, *Weird and Wonderful New Zealand*, was both fun and educational. Quite honestly, it could have gone on for several more pages! We are blessed with many strange things in this country, especially in the natural environment; it's brilliant to have the opportunity to celebrate some of that diversity. Our idea was to present something entertaining, too. Hopefully this small taste of the extraordinary will inspire some research of your own, either by way of reading more, or investigating online, or by travelling to see for yourself some of our extra special spots. Be prepared to be amazed.

Kathryn

KATHRYN WEBSTER
EDITOR

CONTRIBUTORS



DANIELLE WRIGHT

Dani is a Kiwi-born author and journalist who started her writing career in London as an intern at British *ELLE* magazine. She then worked as a publicist in the music business and as a book editor. Dani recently moved to Victoria, Australia, with her husband and two children where she is a regular contributor to the *Herald Sun Weekend* magazine and continues to write for publications in Auckland.



FILI TULISI

Graphic designer Fili has worked for AGM Publishing for 19 years and is on the creative team that puts the pages together for *AA Directions*. Even though she's busy with four children, she finds time for netball, touch and tag footy. She, her partner and the kids live in West Auckland and holiday around Rotorua's lakes, but next year they're heading to Niue, where both families are originally from, for the first time.



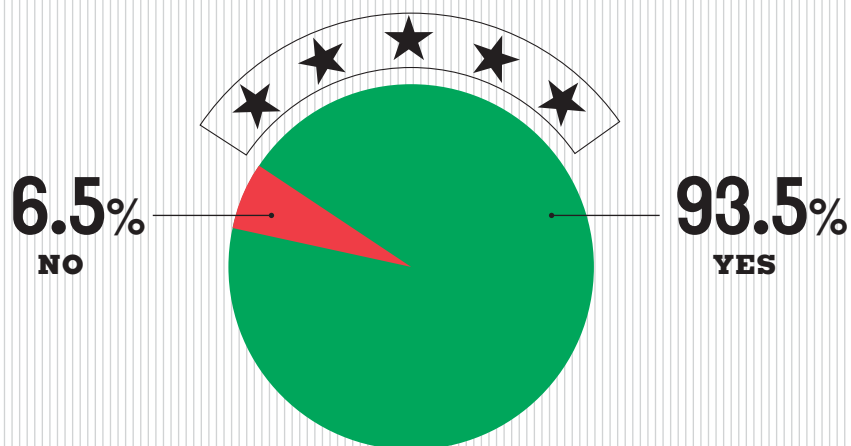
EVAN WOOD

Evan's been on the AA digital team for three years and works behind the screen constructing online editions for *AA Directions*. He completed a BA degree in Chinese and Linguistics at Auckland University but coming from a "family of nerds", wanted to explore the exciting world of online. Evan is part of the team that ensures the AA website runs smoothly and that new online projects are released bug-free. He also manages smaller online projects.

OPINION POLL

In the Autumn 2015 issue of *AA Directions* we asked Members:

Do you think it should be mandatory for car dealers to display vehicle safety ratings?



This issue's poll question is:

Do you think New Zealand roads are getting safer?

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

NO NEED TO SPEED

To the moaners and groaners about speed cameras: the cameras are not revenue gatherers. Who makes the decision to speed? Not the camera, the driver does. If the driver is snapped, the driver becomes the revenue donor. Don't blame the camera. So often people want to blame everything on something else but not themselves. Leave for your destination earlier; there is no need to speed and you will arrive feeling fresher and less stressed.

R YOUNG - MORRINSVILLE

POOR REST STOPS

I fully support the views of Jenny Smith (letters, *AA Directions*, Autumn 2015) regarding rest areas. These areas are poorly located, signed and equipped and, in comparison with New South Wales, third-world in quality. Given that fatigue plays a significant part in road accidents, the rest area regime in New Zealand is poorly implemented.

WAYNE DEEMING - WHANGAREI

THANKS, AA!

I would like to commend the AA for its initiative in the Learner Driver Ignition programme. Through my AA Membership, my grand-daughter was able to have three free lessons. All her lessons and interactions with the instructor were positive and she learnt a lot about the car's workings as well as the road rules. So thank you, AA and associated groups who made this possible. In today's driving climate this is a positive step to help our young drivers.

SALLY RULE - PALMERSTON NORTH

LOCAL LAWS

I moved to New Zealand from South Africa 18 years ago. Recently, I approached a set of traffic lights that were out and immediately my training kicked in and I came to a stop. Everyone knows that when traffic lights are out, the 4-way stop rule applies. This rule means the first to arrive at an uncontrolled

intersection is the first to leave. I was very surprised to learn that this was not the rule in New Zealand. When traffic signals don't work here, the give way rules apply. I am writing to tell you this because there are so many South Africans living here who may be using the rule under which they started driving. I'm pretty sure there must be other countries represented here in New Zealand where the 4-way stop rule applies, too. And it worries me to think that I've been driving these roads for 18 years with the wrong rule in mind!

DEBBIE MASSYN - OREWA

RATING THE DRIVERS

Concerning the new ACC levies based on vehicle safety ratings; while I applaud this move, I believe safer vehicles are only part of the picture of reducing motoring accidents and subsequent ACC claims. To me, driver behaviour is even more important. I am of the opinion that drivers' records should also be considered in the ACC scaled levies. This could be done by ACC's records of previous claims by drivers when they were at fault. Insurance records could also be used. With this new scaled levy system, I will be in the ridiculous situation of never having had, or caused a vehicle accident involving injury nor claimed one cent from ACC. Yet I will have to pay more for relicensing my car than the person who has caused accidents, simply because the latter's car is newer and has a higher safety rating than mine. To me this situation is quite unfair.

PAUL MCDAID - NEW PLYMOUTH

COLOUR CODED CARS

We had a leased car when driving in Europe, with red number plates. All motorists knew we were visitors and they drove accordingly. Perhaps rental cars in New Zealand should be so identified.

DON GOODALL - WHANGAREI

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

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

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

Q&A

Keep New Zealand Beautiful General Manager **Heather Saunderson** encourages colleagues, friends and families to grab rubbish bags for Clean Up Week.

What sparked the Keep New Zealand Beautiful initiative?

Keep New Zealand Beautiful began in 1967 as the Anti-Litter Council, with a sole focus around litter abatement. I like to think we did such a great job that we had to expand our initiatives. Litter is still a primary focus, but we also run nation-wide programmes carrying out environmental improvements and educational activities with strong community support through our local volunteer base. Our annual Clean Up Week is held every September,

local council to have a clean-up site approved and then they get stuck in.

It must be rewarding seeing communities come together and people so dedicated to cleaning up our country.

We're not just about litter eradication and recycling, we're about instilling a sense of community into our children, and bringing the new generation on board. Our volunteers fill in the gaps and work closely with councils on various initiatives. Their time alone has saved tens of thousands of dollars

Have you noticed a difference in the environment since the initiative was launched?

Groups that clean up the same area over several years have said they're now picking up half as much as they were a couple of years ago. It's also evident in the numbers: last year more than 80,000 volunteers collected 942 tonnes of rubbish. 40,000 metres of roads, highways and shorelines were restored and 24,300 square metres of graffiti was removed.

“Last year 80,000 volunteers collected 942 tonnes of rubbish. 40,000 metres of roads, highways and shorelines were restored and 24,300 square metres of graffiti was removed.”

What about people's perspectives toward litter and graffiti?

Our campaign 'Be a Tidy Kiwi' has been part of New Zealand culture for more than 30 years and it really resonates with people. The message is engrained in my 5-year-old daughter. Children want to do the right thing and they really do want to keep their country beautiful. It's about looking after what we have – we are so lucky. If we don't look after it now, it will be ruined for future generations.

Paint New Zealand Beautiful, which focusses on eradicating graffiti, is held in March and we have planting initiatives to commemorate Arbor Day and World Environment Day in June.

which gives councils the opportunity to spend money on other initiatives.

Are communities right across New Zealand involved?

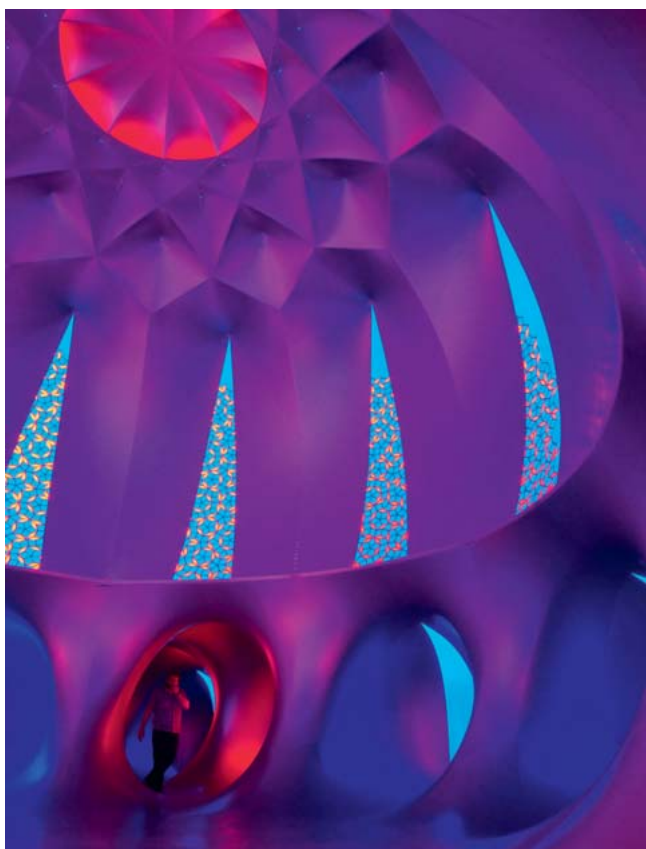
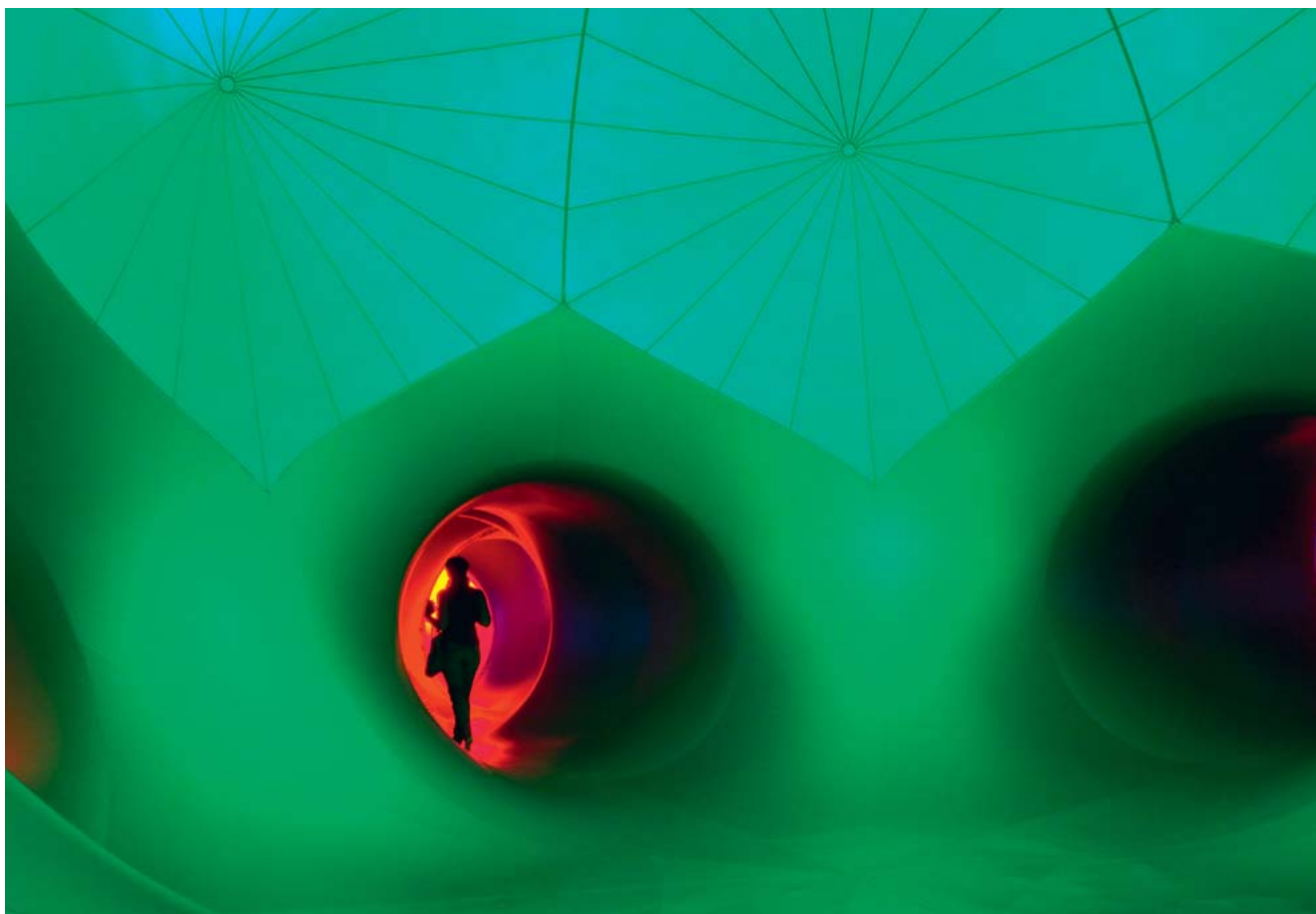
We have 36 Keep New Zealand Beautiful branches across the country including Dunedin, Christchurch, Te Aroha and Matamata. Branches can 'adopt a highway' where they plant trees, do gardening and pick up litter – anything to keep it beautiful.

What does Clean Up Week involve?

Businesses, schools, communities or individuals can register online and we'll send out information, gloves and rubbish bags. Groups liaise with their

September is Keep New Zealand Beautiful month and the Clean Up Week runs September 14 to 20. Go to knzb.org.nz for more information or to register.





Kaleidoscope experience

An installation at the upcoming Tauranga Art Festival promises to be an illuminating experience. The Exxopolis is a multisensory creation that people can actually enter. Once you're in, the effect is likened to being inside a kaleidoscope.

The Exxopolis is made of PVC and covers a whopping 1000 square metres. Tunnels inside this luminarium lead through to domes of varying sizes and the stained-glass-window tiling has been constructed following mathematical formulas that see the light intensities changing with the weather outside.

The installation will be sited on The Strand waterfront as part of the Tauranga Arts Festival hub, running from October 22 through to November 1.

➔ Visit taurangafestival.co.nz for more information.



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BACK TO THE FUTURE



Technology moves so fast these days that it's easy to forget how miraculous it is. Just a few years ago taking photos on your phone seemed an incredible pipe dream; now we're snapping selfies with breakfast. It's sobering to realise that the computers on the Apollo 11, the first space shuttle to get man to the moon, had less power than a pocket calculator!

MOTAT's new interactive exhibition *Get Smart – NZ Wired in the Digital World / Kia Atamai – Aotearoa Mamati* explores the very latest technological marvels and explains how they actually work in a fun, and interactive experience.

As well as showcasing the future, *Get Smart* also looks back. There are displays of computers through the ages, including one from the 1930s that was built mainly out of the kids' toy Meccano, and other past wonders like Motorola's famous 'brick' cellphone and the legendary Sony Walkman.

Retro gamers take note: the exhibition also includes arcade favourites Pac Man and Donkey Kong if you want to take a shot at recapturing that long lost high score.

➡ *Get Smart* opens July 20 and admission is included in the MOTAT entry price.



WIN!

AA Directions is giving away one double pass to each Church Tour show. To enter, send your name, email address and where you'd like to attend, to:
The Church Tour, AA Directions, PO Box 5, Auckland 1140 or enter online at aadirections.co.nz by August 31, 2015.

LIVIN' ON A PRAYER

If you've been looking for a spiritual musical experience, the Church Tour is the answer to your prayers.

This year, its seventh, the tour has gone country and features a lineup that would make even the biggest disbeliever convert: Delaney Davidson, Tami Neilson, Barry Saunders and, rising sensation, Marlon Williams fill the bill.

The eight shows will be performed in acoustically-pleasing churches and cathedrals. These award winning musicians are promising to showcase the depth and range of styles present in country music, such as rockabilly, honky tonk, Americana, spaghetti-noir and alt-country.

Despite being dubbed *The Lost Highway*, the tour will most likely stick

to State Highway 1 as it makes its way around the country.

The tour starts October 1 in Napier then visits Tauranga, Auckland, Wellington and Christchurch before finishing up in Dunedin on October 10.

See above for how to win tickets to one of the shows.

➡ Visit civicevents.co.nz/churchtour for tour dates and venues.

BACK STREET BEAUTY

Each year, New Zealand travel writers and photographers vie for recognition at the Cathay Pacific Travel Media Awards. Organised by NZ Travel Communicators (TravCom), the awards present dedicated, professional creative people with enviable prizes including, for the winning writer (Waikato-based Venetia Sherson) and photographer (Paul Daly from Christchurch) double return tickets to Zurich on Cathay Pacific.

Paul Daly also won the AA Directions' supported Best Travel Image with People, with this image (right) – originally published in *D Photo* – of the backstreets of Istanbul, Turkey.

➡ See travcom.org.nz for more details.





MOVIE TIME!

If there's a movie lover in your life now's the time to make the most of their company. Because once the New Zealand International Film Festival opens, it's safe to say you won't be seeing them for a while.

This year the organisers have outdone themselves, securing some of the most talked about flicks currently on the festival circuit.

Just a splattering of highlights include *Amy*, the controversial doco about singer Amy Winehouse (pictured above), the award-winning *Cartel Land* and the Lily Tomlin-starring dramedy *Grandma*.

The festival begins in Auckland on July 16, hits Wellington on July 24, before crossing the Strait to head to Christchurch on July 30 and then makes its way to Dunedin on August 7.

➡ Visit nziff.co.nz for more info and programme details.



LYE OF THE LAND

Pioneering filmmaker and kinetic sculptor Len Lye (1901-1980) gifted his collection to New Plymouth on the understanding that a suitable, permanent home would be created for his work. With the opening this month of the Len Lye Centre, that wish has been granted.

The Len Lye Centre will operate as an art museum combined with the public Govett-Brewster Art Gallery in what is touted as New Zealand's first 'destination architecture linked to contemporary art.' This means people will travel specially to visit the building as well as the art it holds, as they do to Bilbao in Spain to visit the Guggenheim and to Tasmania to the Museum of Old and New Art.

It's also the first New Zealand institution to be dedicated to a single artist. Len Lye was an experimental filmmaker, poet, painter, sculptor and creative visionary whose work was, without question, revolutionary. He was born in Christchurch, spent most of his life in London and New York and had work collected by several major international art museums. Late in his life he returned to New Zealand and fixed on New Plymouth as the best place to bequeath his collection. He chose it because the Govett-Brewster Art Gallery – "the swingiest art gallery in the antipodes" – hosted his first New Zealand exhibition.



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KEY DETAILS

EVENT: The First World War Centenary, honouring all who fought for their country

LIMITED RELEASE: The edition limit of this coin is 9,999

AUTHENTICATION: Each coin comes with a numbered Certificate of Authenticity

HIGH SPECIFICATION: Intended as a collectors' item, this crown is fully layered with pure 24 carat gold

YOURS FOR ONLY \$49.99 (plus \$9.99 p&h): an informative Certificate of Authenticity is included **FREE** of charge and successful applicants enjoy other benefits (see right)

WE WILL REMEMBER THEM: Last year marked the centenary of the commencement of the First World War, the "war to end all wars". There are generations alive today who have no direct knowledge of this conflict or of the sacrifice made by all who fought for their country. Our debt to them is immeasurable making it more important than ever that we remember their courage with a lasting commemoration using the words from the famous 'For The Fallen' poem known as 'We Will Remember Them'.

A crown coin has been released to mark this important anniversary. Struck to a high specification, only 9,999 are available. Applications are **now open** for the 'We Will Remember Them' Golden Crown, fully layered with pure 24 carat gold, for just \$49.99 (plus \$9.99 p&h). This offer is likely to attract considerable interest, and not just from collectors.

INSTRUCTIONS FOR APPLICANTS

1. You may apply now to secure the 'We Will Remember Them' Golden Crown for just \$49.99 (plus \$9.99 p&h). A Certificate of Authenticity is included at no additional cost.
2. **Apply now:** Applications will be approved in strict order of receipt. If your application is successful you will be notified in writing within 7 days. Offer is limited to one per household.
3. Successful applicants will qualify to view the next coin in 'The First World War Centenary Crown Collection', a series of gold layered crowns commemorating major campaigns of the First World War. These further crowns, which may be yours for only \$99.99 (plus \$9.99 p&h), each will be sent at monthly intervals after your 'We Will Remember Them' Golden Crown. Each will be yours to view on approval for 14 days. You may cancel at any time.
4. To apply now, send the coupon below. For priority, call now on 09 829 0475. Lines open 8am-5pm Monday-Friday AEST.

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SOUTHERN TIPS

Every year, thousands of New Zealanders make the trip south to Queenstown and Wanaka for a winter holiday. To drive safely in the alpine environment, extra care is essential.

The roads are well maintained and when the snow falls, contractors are on patrol with snowploughs and grit spreaders from early morning till late at night to keep the traffic flowing. Visitors should be aware, though, that conditions change quickly and they won't always be able to tell if the stretch of tarmac they're driving on is wet or frozen. Keeping speed down and leaving extra distance between the vehicle in front and behind is strongly recommended.

Grit is widely used to help vehicles maintain traction on icy roads and in snow. When the snow and ice melts the grit stays on the road until it's

swept, so roads that are dry can still be slippery, particularly on corners and hills. Keeping constant speed and avoiding sudden acceleration or braking will help maintain control.

Even for those not planning to drive to the skifields, it's considered sensible to keep chains in the car boot and to know how to put them on, especially for people taking the scenic drive across the Crown Range, which is New Zealand's highest main route. At 1121 metres, motorists can expect to encounter icy conditions on the Crown Range Road most of the winter; if it's raining in the valleys, it's likely to be snowing up the mountain.

If roadside signs warn that chains are essential, this applies to all vehicles, including 4WDs.

Queenstown Lakes District Council publishes an early morning road report by email every day during

the winter. Many motels and hotels display these at reception. Travellers can also sign up to receive them at qldc.govt.nz or find updated information on the Council's Facebook Page and Twitter feed: @QueenstownLakes.



BEFORE DRIVING IN WINTER:

- Ensure lights, windows and mirrors are clean and free of ice.
- Carry spare warm clothing, blankets and a mobile phone charger in the car.
- Listen to the weather forecast.
- Check for road closures.
- See aaroadwatch.co.nz

THAT'S ONE BIG PENGUIN!

Some people go to the beach to swim, surf or laze about. Others look for things. In 2006, a group of budding naturalists from Hamilton were scouring nearby Kawhia beach looking for fossil sea urchins. What they found was a scientific treasure: a giant penguin, 28 million years old and thought to have once stood at around 1.3 metres tall. Evidence of giant penguins has been found in other parts of New Zealand, but the Kawhia penguin is one of very few from the North Island and is one of the largest and most complete.

Now, the business of formally identifying which species the bird belongs to is the focus of *Giant in the North*, an exhibition at Waikato Museum in collaboration with Massey University. A 3D scan was taken of the penguin's bones and will be examined in detail. Results will reveal its significance in relation to other New Zealand fossils. Putting it into context, the Kawhia Giant penguin shares exhibition space with remnants from the same geological time (24 – 28 million years ago),



ABOVE: The penguin fossil, found at Kawhia, is now at Waikato Museum.

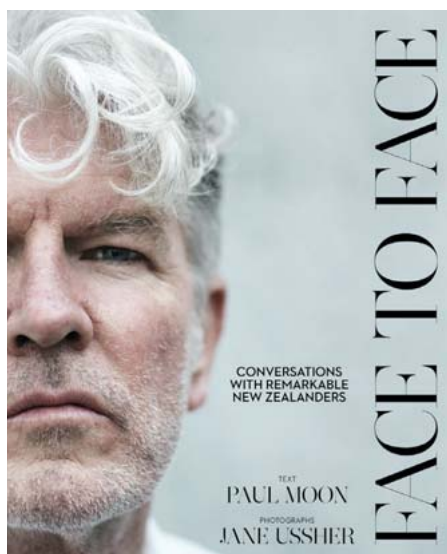
including an impressive specimen of an ancient shark.

The show also highlights how modern techniques have changed the approach to such finds. Scanning technology is more accessible and proving to be integral in museum collection work. In the field of palaeontology, detailed bone features can now be examined from the other side of the world.

And on this side of the world, a visit to the museum is richer too.

"The collaboration with Massey University has been a fantastic opportunity to apply current technology in collection research. We can now share more detail with our visitors and involve them in the journey to uncover the mystery surrounding this extraordinary fossil," Waikato Museum Director Cherie Meecham says.

Giant in the North is on at the Waikato Museum in Hamilton until November 15.



Face to Face

The faces of these 12 New Zealanders are instantly recognisable: the musician, the activist, the sporting legend, the celebrity chef, amongst others. But their thoughts and views are not so well known. Rarely do we hear more than a sound bite out of them. What do they really think? And what are they really like?

Through candid conversations with historian Paul Moon, and the penetrating portraiture of acclaimed photographer Jane Ussher, *Face to Face* gets you closer than ever before to these remarkable New Zealanders.

WIN!

AA Directions has three copies of *Face to Face* (Penguin, RRP \$49.99) to give away. To enter send your name and address to: Face to Face, AA Directions, PO Box 5, Auckland 1140 or enter online at aadirections.co.nz by August 31, 2015.



Touring Beauties

Easily one of the most recognisable New Zealand painters, Sir Mountford Tossill Woollaston was a pioneer of local modernist art. Many paintings and drawings by Woollaston are owned by the Wallace Arts Trust and these works are now on tour. *Woollaston: The Wallace Arts Trust Collection, 1931-1996* is on at the Pah Homestead in Auckland until September 6, at the Wallace Gallery in Morrinsville from mid-September, the Tauranga Art Gallery from mid-December and in Whangarei then Hastings next year. A limited edition book has been published to accompany the show.



DIG IN!

Wellington is known for producing mouth-watering morsels, from scrumptious brunches and tapas to cool, crazy cocktails. Next month (August 14-30), foodies can eat and drink their way around the capital's popular eateries at the Visa Wellington on a Plate Festival. More than 100 of the region's eateries will offer lunchtime set menus and delectable dinner deals.

This year sees the return of the Battle of the Burger, Burger Wellington, and more than 140 other popular events, including Beervana and the New Zealand Chocolate Festival.

The introduction of Capital Cocktail, a cocktail and tapas matching competition, will bring new flavours to the festival while highlighting Wellington's talented cocktail-making crowd.

➔ See wellingtononaplate.com for more information and tickets.



SHARING JOURNEYS

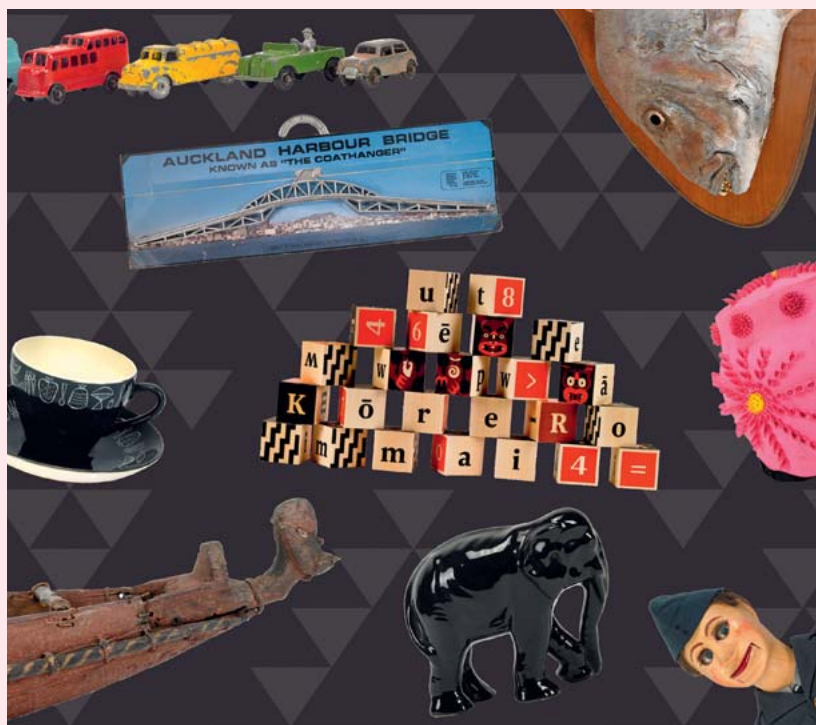
Adventure writer Derek Grzelewski's appreciation for the diversity of New Zealand comes through with natural ease in his latest book, *The Smallest Continent*. In 13 stories, he finds characters in the landscape, unravelling various roles that landforms play in the lives of New Zealanders. He talks to people who shape the land, live in the midst of it, use it, play in it and strive to understand it. From those flying remote mail routes, to hardy types hunting for gold, sledding with snow dogs, digging clay to make pottery and mountain biking through forest trails, this is an insightful collection about genuine connections made between people and places.

WIN!



AA Directions has three copies of *The Smallest Continent* (Bateman, RRP \$34.99) to give away. To be in to win, send your name and address to: The

Smallest Continent, AA Directions, PO Box 5, Auckland 1140 or enter online at aadirections.co.nz by August 31, 2015.



ALL GROWN UP

Happy Birthday, Auckland! The city's 175th birthday is being celebrated with a good-fun exhibition at the Auckland War Memorial Museum. *Taku Tamaki* tells the stories of how the city was founded and shaped, how it flourished, and where it might be headed. Inspiring and intriguing, with plenty of nostalgia – including a journey back to a 1980s dairy complete with *Space Invaders* – the show also features impressive collection pieces, short films and art. Kids in particular will enjoy the interactive elements: highlights include a game that allows you to connect the dots as a museum curator and message walls to contribute to.

➡ *Taku Tamaki* is open at Auckland Museum now until October 18. Admission is free with museum entry.

Meet Alex and Rachel.

*They came here to relax but
all they did was fight.*



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PROPERTIES IN

16

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Meet Jacky.

*He opens doors, to a
world of play.*



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WEIRD AND WONDERFUL NEW ZEALAND

Welcome to our exploration into New Zealand's weird and wonderful! Our investigations uncovered fascinating facts, curious critters, puzzling pastimes, loony landmarks and some crazy Kiwi contraptions. What follows may seem incredibly strange and brilliantly bizarre but every word is true. **Believe it, or not.**

A BEAUTY LIKE NO OTHER...

Affectionately nicknamed 'The Pig' due to its distinctive protruding 'snout' capped with a single car-like headlight, a New Zealand scooter, the NZeta, may strike some as lacking elegance. But through the scooter aficionado's rose-tinted goggles, the NZeta has something that places its snout above other scooters of its time: Attitude, with a capital A.

And it is beautiful, a kind of *ugly-beautiful*. Few heads are not turned in the presence of a NZeta.

Its ancestry hails from Czechoslovakia with a scooter called the Cezeta. One-time entrepreneur Lorenz Von Sommeruga (better known as Laurie Summers of Kawasaki Motorcycles, and, to scooter riders, the father of New Zealand scootering) shipped Cezeta components to New Zealand and began assembly in Auckland in 1960. Importing laws at the time meant that 25% of the scooter had to be manufactured locally. Along with some minor design changes, Sommeruga outsourced the welding of the body parts to VW Motors, NZ Steel and Tube constructed the handlebars, mufflers and exhausts, and the chrome plating was carried out in Otahuhu. It carried a distinctive silver fern badge and sold for £219. At its peak, the company had just over 30 staff; in the first year the factory produced 1500 units.

Production was to be short-lived, however. Three years later the facility closed due to lack of demand.

CHRIS VAN RYN



HOT STUFF

Bubbling hotpools in the Whakarewarewa geothermal field near Rotorua have been used for hundreds of years for bathing, washing, warmth and also – impressively – for cooking. A traditional Maori cooking method involves lowering flax baskets loaded with fresh food into boiling geothermal pools, where it cooks within minutes. On the menu might be mussels, prawns, sweetcorn, eggs and watercress, served with a pinch of smoked horopito and a hint of sulphur.

PHOTOGRAPHY: JO PERCIVAL; ALEXANDER TURNBULL LIBRARY

WHIMSICAL WONDERLAND

The signs start on the steep driveway: a series of sketches, arrows and messages painted onto the concrete encourage the curious to detour off a pretty suburban street in Akaroa.

Near the top, the surprises truly begin to unfold.

What was once known as Linton, the first bank manager's house in Akaroa, is now painted in vibrant candy colours, sitting atop a sprawling hilltop site that has been transformed, almost completely, into art.

This is the Giant's House: a testament to whimsy by artist Josie Martin.

To call this place a sculpture garden is an understatement. Terraces are formed with millions of pieces of broken crockery into surreal mosaic sculptures – people, animals, plants – many towering several metres high, bursting with colour and a flamboyant sense of joy. On the front lawn sits a full size grand piano covered in mosaic tiles, its insides filled with succulents. Visitors can perch regally on enormous mosaic thrones or multicoloured tile benches on paths that wend their way between trees. Ceramic staircases twist gently past a life-size mosaic giraffe head, a trumpeting elephant and giant doe-eyed anthropomorphic cat and dog, to the enormous writhing octopus emerging from a sea of parsley in the vegetable garden.

Josie has worked on the project for 15 years and her hard work has paid off. The Giant's House is now recognised as a 'garden of national significance,' attracting visitors from around the world.

Inside, the artwork spills through all areas of the house, including the visitor bathrooms – even the toilet is encrusted with colourful crockery fragments. And rather than frowning on graffiti as vandalism, markers are provided for scribbling on the toilet walls.

An adjacent gallery space houses Josie's more fragile, less weather-proof works, including exquisite flower-painted ceramic busts, pale-faced with deep indigo eyes and hair – Josie's self-portraits. The house also operates three unique B&B rooms – including one with the bed snuggled inside the frame of a sleek timber boat – for visitors loathe to leave this whimsical wonderland. **JO PERCIVAL**



MOUTHFUL OF A MOUNTAIN

It's a mouthful! Hawke's Bay holds the title for the world's longest place name with a hill called

TAUMATA WHAKATANGI HANGAKOAUAU O TAMATEA TURI PUKAKAPIKI MAUNGA HORO NUKU POKAI WHENUA KITANATAHU.

Translated, it means the place where Tamatea, a well-known chief and warrior (also known as 'land eater') climbed and played the flute, or kōauau, to his beloved brother who had died in a battle over land. Locals shorten the hill to 'Taumata' to avoid running out of breath.

MAGICAL MOMENTS

From a piano concert for sheep, to rabbit bone flowers and shadowy figures in glass, the art of Odelle Morshuis is a many-faceted thing.

There is meaning to much of it although she says the concert was really 'just for fun'. Odelle recalls how the pianist chatted casually to his woolly audience before launching into *Catch a Falling Star*. The tune was well suited to the occasion as it made little demand on some keys weathered and stiff from a few of Odelle's previous outdoor gigs.

"You can't tell in the short films but it was a freezing cold day. Horses had knocked the piano over the night before and it took

three guys to lug it there."

The multi-award winning artist grew up in Dunedin, spent time in London and settled in Central Otago. Here, she collected rabbit bones and shotgun cartridges in the hills around Bannockburn.

Bones were sewn onto canvas to form delicate patterns while the cartridges became mini wild flower gardens. "Rabbits come in and eat everyone's gardens, so I was creating flowers, new gardens."

She has moved on from these outdoor themes, preferring now to draw and paint figures on glass, but the rabbit bones, concerts for sheep and floating installations on the local river still resonate with her fans.

JILL HERRON



GARGANTUAN GALLERY OF GIGANTISM

For a small country we really love big things. All over the land we've erected monuments, tall and proud, to celebrate our unique town spirit in the most mammoth way possible.

Bulls' Big Bull: This truly remarkabull town icon is a whopping four metres tall, making it an unforgetabull sight.

Taihape's Giant Gumboot: A humongous, brightly coloured, corrugated iron gumboot honours Taihape's proud status as the gumboot throwing capital of the world.

Te Kuiti's Supersized Sheep Shearer: Standing a sensational six metres tall, this statue of a sheep shearer celebrates the nation's home of sheep shearing.

Cromwell's Fantastic Fruits: The fertile soils of Cromwell inspired their fruity sculpture of an apricot, pear and nectarine. It's good enough to take a bite out of.





MAGNIFICENT MASTERMINDS

New Zealanders are an innovative bunch and the brainpower behind many crafty creations including:

THE EGGBEATER

Serial inventor Ernest Godward created a tool in 1900 that would mean less prep time in the kitchen: the eggbeater. It could prepare eggs for a sponge cake in three and a half minutes; previously it took 15.

CRINKLES IN THE HAVIRPIN

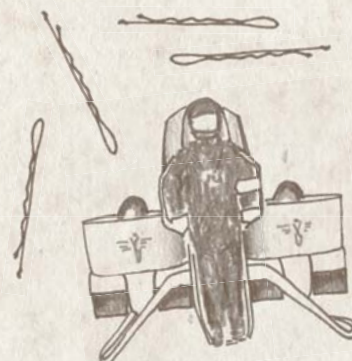
A year later, Godward hit the jackpot again when he invented the spiral hairpin, also known as the bobby pin. He designed it with crinkles so it would stay in position.

THE SNOW-LANDING PLANE

Tourism pioneer Sir Henry Wigley made aviation history in 1955 by creating a snow-landing plane with modified retractable skis. He spent years perfecting the design before flying the plane from Mt Cook village and landing on the Tasman Glacier.

THE JET PACK

The Martin Jetpack, developed by Glenn Martin in Dunedin in 1981, is the world's first practical jetpack. Its usage spans from search and rescue, to military, recreational and commercial applications, and can be used both manned and unmanned.



THESE THINGS ROCK!

Visitors to John Dixon's Nelson home could be forgiven for thinking he's something of a motoring nut, but the large hubcap collection at his garage door, in his kitchen and taking over his spare room serve a special purpose.

For the last two years John's been reincarnating the shiny disks into musical instruments, in the form of slide guitars.

Blues fan John idolises the likes of Stevie Ray Vaughan and Hound Dog Taylor and first began making guitars after he and a friend saw a clip of someone playing a slide guitar made from a cigar box.

"I tracked down an old cigar box and my mate had a bit of mahogany for the neck. All I needed to buy were the strings and machine heads to attach them to," John says.

Thinking it looked too bland, he decorated it with bits and bobs he had lying around, including a couple of old sink plugholes.

"It wasn't a rush'n'bust project but it only took a day really. When I tuned it up and played it I thought: 'this is bloomin' brilliant'."

He was then further inspired by a video clip of someone playing a guitar made from

hubcaps and decided to give that a go.

After a trip to the car wreckers, he set to work adding bits of an ashtray, some serving spoons, a metal steamer and part of a door handle to raise the strings from the neck (which was part of an old bed).

"I have to use native timber. There's a 150lb pull on the strings so it has to be something that won't bend."

He uses old spoons, colanders and bits of ceiling fans to hold the hub caps together. Other 'bling' as he calls it includes garlic crushers, coins, keys and jewellery, all either donated by friends or gathered from the recycling centre.

He sells his three-stringed masterpieces at country fairs.

"Slide guitars are quite unusual," John says. "They all sound different but they're really cool, especially hooked up to an amplifier. People are surprised because they rock!"

FIONA TERRY





SPREADABLE BUTTER

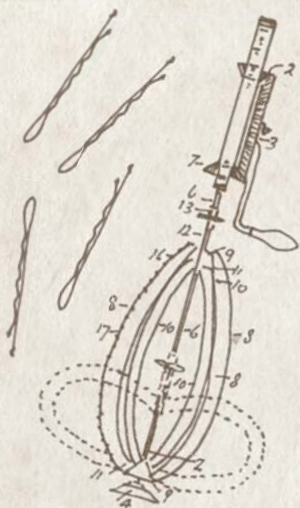
The invention of the fridge made the popular staple food difficult to spread but that changed in the 1970s when the New Zealand Dairy Research Institute developed a spreadable option. In 1991 the product was successfully launched in the United Kingdom.

PLASTIC SURGERY

Sir Harold Gillies developed many techniques of modern facial surgery while caring for soldiers suffering disfiguring injuries during World War I.

DISPOSABLE SYRINGES

Pharmacist Colin Murdoch designed and patented the disposable hypodermic syringe after becoming aware of the risks of infection from glass syringes. It was later adopted and used by millions worldwide.



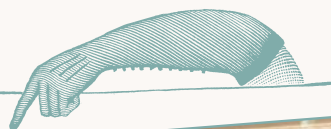
DRAMA IN THE BUSH

Tarawera Falls erupts from holes in the rock 35-metres up a cliff-face. It's a truly weird and wonderful sight, best seen from below the falls.

Originally called Te Tatau a Hape (the doorway of Hape) the falls are the result of an eruption of Mt Tarawera 11,000 years ago that left a web of hollow underground tunnels which draw water from several streams on top of the cliff. The points where the streams submerge into the ground are dramatic, ranging from foamy water crashing into rocky crevices to whirlpools in the rivers.

The bottom of the falls can be reached by a 20-minute walk through forest that is relatively young, as much of it was devastated by the more recent Mt Tarawera eruption, the same event that destroyed the world-famous Pink and White Terraces.

A COLLECTION LIKE NO OTHER



The transformation of Fred and Myrtle Flutey's Bluff home began in the 1960s when Myrtle decided to put a few paua shells around the living-room mirror. More and more were added over the years until every wall was plastered with thousands of pearly blue shells. More than 25,000 visitors viewed the house per year and when the couple died in the early 2000s, the shells were gifted to the Canterbury Museum for the iconic collection to live on.

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BELIEVE IT OR NOT

Imagine walking through remote depths of pristine New Zealand bush. It is silent but for the chatter of a fluttering fantail, the crunch of leaf cover underfoot, the swish of ferns as you emerge in a rocky clearing to find... flames. Not the beginnings of

a bush fire, but flames emerging from the earth.

This is a natural curiosity that can be found in the bush near Murchison, in the Tasman region.

In the 1920s oil prospectors were exploring the beech forest and discovered a dried-up stream bed with the unmistakable smell of natural gas. They dropped a match and the flames have been burning in this spot ever since.

While situated on privately owned land, people can take a tour with Natural Flames Experience, which includes tea and pancakes cooked over the perpetually dancing orange flames.



FUN AND GAMES

Lucky Wellingtonians!

A fantastical, fabulous public art project is coming to a park near you!

Norwegian-born artist Siv B Fjaerestad is working with public art producers Letting Space and Wellington City Council to create *Projected Fields*, enormous artworks on the fields of Macalister and Liardet Street Parks.

The idea is to form dynamic colourful backdrops for people to create their own fun in, to play games on the designs and be inspired by the exuberance of them.



ARE THEY FOR REAL?

STONES WITH NAMES SUCH AS hoodoos, tent rocks and fairy towers have become tourist attractions in many deserts around the world. The wonderful news is that New Zealand has its own wacky rocks – and they, too, are attracting tourists.

At Omarama, in the semi-arid Mackenzie Basin, stand the pinnacles of Clay Cliffs. From a distance they look ordinary, but as you get closer, individual pointed towers emerge. (Morning is a good time to visit, when shadowing highlights the cliffs' features.)

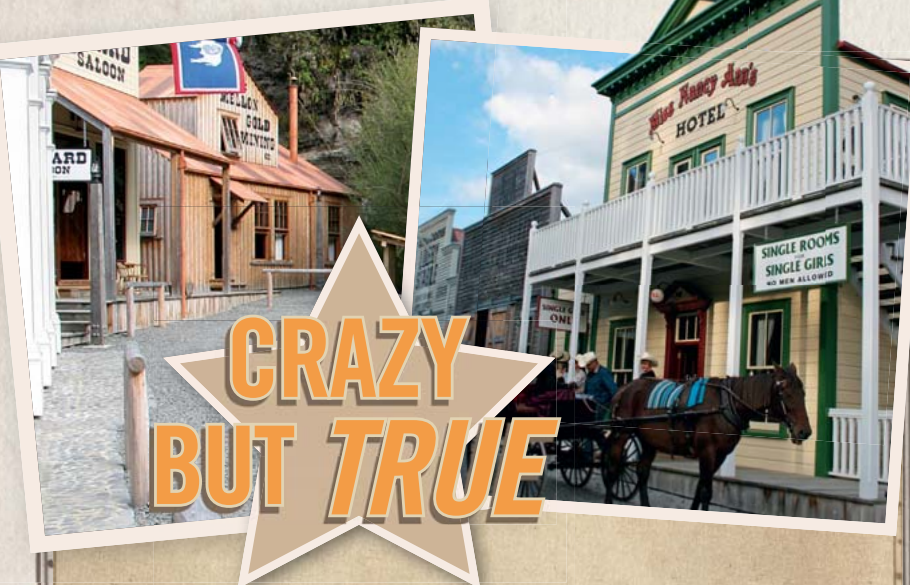
The pinnacles are shaped like elongated stalagmites. The sculpturing processes began millions of years ago when water and rain attacked weaknesses in gravel and silt deposits.

Nature whittled away at the deposits

to produce, voilà, the tapered shapes seen today.

For most of the one-kilometre walk below the cliffs, rosehips and other brambles act as a natural barrier to anyone who might want to climb the crumbling towers.

Other examples of pinnacles in the South Island include an impressive set at the Harper River near Lake Coleridge.



CRAZY BUT TRUE

Cowboys are in our DNA. Even a millennial child brought up on *Star Wars* and *Minecraft* somehow knows, instinctively, how to burst into a saloon through batwing doors, Stetson pulled low over the eyes. And for those of us brought up on TV Westerns? Mellonsfolly Ranch is simply a delight.

It's also a dislocating shock. After driving through the Central Plateau's lumpy green scenery, to reach the end of the road into the Ruatiti Valley and find yourself on Main Street is surreal. It's all there: the livery stable, the Lucky Strike Saloon with its honky-tonk piano, Miss Nancy Ann's Hotel for Single Girls, the Marshal's Office, and more, much more.

Starting out as one man's private indulgence, the old west town of Waterfall Mountain is now a fully-developed themed resort where guests can indulge their inner cowboy in surroundings that evoke 1880s Wyoming.

Authenticity is the guiding principle but this does not, of course, apply to the guns: the armoury in the Marshal's Office is lined with rifles and six-guns of various types, all operated by gas and firing pellets that are still effective when drawing a bead on a pesky Coke can, that spins and spouts water most satisfyingly when hit.

More peaceable types can settle into a Western saddle for a horse trek through the surrounding hills for great views of Ruapehu; or, less authentically, take off on a mountain bike. Either way, a soak afterwards in one of the claw-footed baths in Texas Rose's Bath House, warmed by the pot-bellied stove, is the ideal way to soothe the muscles. And then? A chat by the campfire, swapping tall tales, before the iron gong rings for dinner in the saloon, or maybe stay outside for a chuck wagon barbecue, under a sky full of stars.

Bedtime means being tucked up under a patchwork quilt in a Victorian brass bedstead. Sleep well: tomorrow could bring a show-down on Main Street; narrow-eyed gunslingers toting Peacemaker six-guns in their holsters and drawling, "This town ain't big enough for the both of us." Actually, it is.

PAMELA WADE



A GLORIOUS REBELLION AGAINST THE MUNDANE!

Take art off the wall and adorn a human form. That's the brief. And they do it! The World of Wearable Art Awards Show, known as WOW, attracts designers from all over the world. They get as innovative and original as they can and build wonderful, courageous, bizarre, glorious and sometimes just plain mad creations that can, somehow, be worn. Then those creations are put on stage. Each year it's a different experience; the sheer spectacle of it attracts over 50,000 annually. They, too, come from around the world.

The show has been described as "a glorious rebellion against the mundane, a choreographed collision where fantasy meets reality and dreams merge with nightmares." For the audience, it is a sensory saturation, with the bodies on stage forming a moving canvas in a seamless, fluid exhibition that is enhanced by soundscapes, lighting, dance, drama and comedy. In a word – wow!

(This year's show in Wellington, runs from September 24 to October 11.)



PHOTOGRAPHY: PAMELA WADE; WORLD OF WEARABLEART

REMARKABLE RIVER SURFERS

It won't come as a surprise to find hardcore outdoor enthusiasts amid Central Otago's rugged mountain landscape. But surfers? A short drive from Wanaka, on the Hawea River, kayakers, surfers and boogie boarders take to two man-made standing waves in droves.

The waves are the playful effect of two underwater concrete weirs at the Hawea Whitewater Park. Funded by Contact Energy under a mitigation agreement with Central Otago Whitewater and Whitewater New Zealand, the park went some way to make up for the devastating effect the hydro generation

dams had on the region's natural whitewater features, says Central Otago Whitewater's Gordy Rayner. "Lake Dunstan, behind the Clyde Dam, drowned the rapids in the lower Kawarau Gorge and also in the Cromwell Gorge. They were world class," he recalls.

The standing waves are popular with kayakers from throughout New Zealand and overseas, who are happy to share with land-locked surfies. "Even in winter, there are diehards out there," Gordy says. "But whatever the season, you've got to know what you're doing." **ANNA PEARSON**



ENTER AT YOUR OWN RISK

"**Steampunk** is a quirky genre of science fiction that features steam-powered technology," according to Steampunk HQ in Oamaru. In this parallel world, the digital age of transistors and computers never happened and time marched with steam-powered machines and their noisy moving parts; clumsy by modern standards but fascinating. Machines from the writings of H.G. Wells and Jules Verne continue to inspire some of steampunk's contemporary artists.

Oamaru's Steampunk Museum, based in one of the town's whitestone buildings, is home to the local League of Victorian Imagineers who have created exhibitions characterised by rusting iron, cogs, chains, bolts, cylinders and flickering cathode ray screens.

On the front

courtyard a full-size railway engine rears like a bucking horse. The building's external adornments provide clues to the museum's strange and sometimes macabre contents. Sculptured insects on its walls cluster as if on carrion and a metal figure perches on the roof dangling from a hook.

Just inside the entrance, the plush seat of a pipe organ invites the curious to sit a while and tickle the ivories. The organ produces an eclectic range of sounds from throbbing bass rhythms

and a cuckoo clock to someone chanting: "all aboard the Jolly Roger."

Nearby a stairwell for the adventurous descends to a cellar once used for granary storage; the less adventurous can peer into the cellar through a floor window.

A descriptive panel provides insight for the uninitiated: "A curious ship unearthed in the Cerberus quadrant of Ursa Major..." Standing on the deck of his ship, a ghoulish skipper grips a tiller ringed with metal spear tips. A stern-mounted fan powers the craft.

The mirror room is a recent addition. Behind a solid door, reflected light and gentle music contribute to a fairy tale experience...and relief from the darker themes of the museum.

STEUART LANG

A MARVELLOUS MENAGERIE OF ZOOLOGICAL ODDITIES



TAKAHE

One of our endemic flightless birds, the takahe is a survivor. They look a little like a pukeko but are much bigger, weighing up to 3kgs and are more colourful with vibrant red beaks and feather colouring similar to that of a peacock. Takahe are monogamous and mate for life. The birds were long thought to be extinct until wonderfully, Geoffrey Orbell, a doctor from Invercargill, rediscovered them in Fiordland's remote Murchison Mountains. Weirdly, no one is sure why the birds were found in such a harsh alpine area. While their numbers are clawing back from the brink, they still remain critically endangered.



TUATARA

Nicknamed living fossils, these fellas were scurrying about while dinosaurs stomped the earth. They occupy a curious evolutionary space, offering direct links not just between the obvious lizards and snakes, but also with birds, crocodiles and fish. They are chock-full of weird and wonderful features such as the third eye on the top of their head, their thoroughly unique dual rows of upper teeth, their hourglass shaped vertebrae, which is a trait of fish and amphibians, and the fact they can hear but don't have ears. Also, male tuatara don't have a penis, but they've been around for over 200 million years so they must be doing something right.



POWELLIPHANTA SNAIL

It sounds like something straight out of a horror movie: New Zealand is home to a carnivorous snail. Yes, that's right, a giant, meat eating snail. Hold on, "giant", you say? Well, the thing can grow to the size of a man's fist so, yes, giant is an apt description. Before you panic there are two wonderful things you should know: they live in the deepest depths of the forest and not in your lovely landscaped garden and secondly, they prefer to suck up worms and slugs rather than chow down on human. You should be safe doing your weeding this weekend...

It's said that at the end of the world there be dragons. While the dragons seemed to have moved on, New Zealand remains populated by plenty of extremely curious critters.

The unique and, frankly, bizarre evolution of our native animals is attributed to this land's 80 million-year separation from the Gondwana continent. With no land-based mammals to hassle them, our birds and insects adapted and evolved in a wildly different fashion from their cousins.

KARL PUSCHMANN



THE GIRAFFE WEEVIL

Have you ever seen anything as wonderfully ridiculous as this? It clocks in at a majestic nine centimetres, easily making it the longest native insect. Mostly snout, its proboscis accounts for half its astonishing length. You can easily spot the difference between sexes as the male's antenna sit at the end, while females have theirs located half way down. Weirdly, the giraffe weevil isn't a weevil at all, but instead belongs to the Brentidae family of beetles.



SHORT-TAILED BAT

The weird thing about the short-tailed bat is that they're not big on flying. Instead, they emerge at night to forage on the forest floor. They scramble around, pulling themselves forward with their folded front wings which are unique in having small talons. Wonderfully, this makes them one of the most important pollinators of the threatened woodrose plant.

THOSE WACKY WONDERFUL WHARF JUMPERS

The New Zealand Wharf Jumping Association (NZWJA) is a unified voice for one of the country's more off-the-wall national pastimes – wharf jumping.

Founded in 2007 by a group of mates who liked jumping off wharves in to water, the not-for-profit incorporated society has members scattered around the world. Most are founding members, simply living overseas.

The association's assets include two old diving boards, salvaged from community swimming pools after the Canterbury earthquakes, a boom box and a typewriter for taking minutes at its AGM.

Membership is open to anyone, says NZWJA spokesman Reuben Williams.

"We don't mind if you are afraid of heights, or if you are afraid of water." In fact, during wharf

jumping sessions, which are always informal occasions, "it's not a requirement to actually jump off the wharf," he says. "You just have to really enjoy yourself."

The association has produced several issues of Wharf Jumper magazine, featuring opinion pieces, location reviews and instructional articles for difficult techniques.

Activities are not limited to wharves, with bridges, house boats and rope swings popular alternatives, Williams says.

An extreme trick, lauded among long-standing members, involves "holding your ankles behind your back and entering the water face first", he says.

"While conceptually it seems quite simple, it's actually really hard to do... and very scary."

ANNA PEARSON

A JOURNEY THROUGH TIME

As a child, John Bell played films to his fellow school pupils on a toy projector made from cardboard and a lightbulb.

He would project comics from books purchased at his local dairy in Wellington.

"I'd cut the comics into strips and stick them together like a toilet roll," he recalls. "I'd have to buy two copies of each issue because they were double-sided pages."

Now John enjoys showing films out of Time Cinema, a private theatre he and wife Margaret established in Wellington's Lyall Bay 35 years ago.

Audience members enjoy a truly historic cinema experience, starting

with the national anthem *God Save the Queen* and followed by historic news reels and advertisements selling cars for a couple of hundred pounds. An old cartoon or documentary is then shown and after intermission, guests can enjoy a feature film from John's collection sourced from old film libraries.

Movies range from the 1930s through to the 60s and John's earliest footage dates back to the late 1890s.

There's also a private museum on site showcasing early cinematic equipment and posters of film stars like Charlie Chaplin.

Guests liken the experience to going back in time, John says.

"That's why we called it Time Cinema - it removes people from today. It's a great memory trip and also very educational for people who haven't experienced that era."

MONICA TISCHLER



Risk rating reduces ACC levy

– The lower the risk of injury the lower the levy

When buying a car how many of us really look at the safety features or think about the risks the vehicle may present to us, our family or other road users in a crash. We do the old kick the tyres routine – the vehicle's general appearance, the engine, mileage, number of owners and so on. Take it for a spin and then make the decision whether to buy or not.

Very seldom will there be any serious examination or chat with the salesperson about how the vehicle protects us in a crash.

That is all about to change. From 1 July 2015 ACC levy rates for all vehicles will go down, except for motorcycles, and a vehicle risk rating system is being introduced for levies for light passenger vehicles.

The aim of this change in approach is to encourage owners, of approximately 2.6 million licensed light passenger vehicles in New Zealand, to consider injury risk to themselves and others when buying a vehicle.

It should be emphasised that vehicle risk rating is an injury risk rating mechanism for setting levies, not a safety rating.

ACC receives around 33,000 injury claims a year as the result of road crashes ranging from serious to minor injuries involving a moving vehicle.

Reducing the devastating consequences of road crashes on families, and all New Zealanders, is a priority for ACC.

As a member of the National Road Safety Committee (NRSC), ACC is committed to making our roads safer. The aim of NRSC is to adopt a whole-of vehicle lifecycle to “remove less-safe vehicles from circulation” which will:

- Improve the safety of vehicles coming into New Zealand
- Improve the safety of the existing vehicle fleet
- Encourage consumers to buy the safest vehicle they can afford
- Include other areas of focus like road design and build, speed and driver responsibilities.

Currently there is no real levy differentiation between different vehicles even though they pose different levels of risk of injury on the road. This new approach will improve how the levy system reflects actual risk and the costs of injuries.

What research shows

Research by Monash University, Melbourne, shows there are statistically significant differences in injury related to different vehicle models.

From this evidence-based research Monash has developed the Total Secondary Safety Index (TSSI) system which rates the relative performance of vehicles in protecting both, their own drivers, other drivers and other road users.

The index draws on real crash data from Australia and New Zealand and identifies makes and models that have superior or inferior design and manufacture.

It is not the age or value of the vehicle, but their design and manufacture that influence injury outcome.

Other factors that may have influenced the accident, such as speed, age, weather, driver skill and alcohol use, are excluded from the TSSI.

The system measures and integrates two sets of vehicle safety data:

Agressivity

Indicates the fatalities and injuries to the driver of the struck vehicle and unprotected road users such as motorcyclists, cyclists and pedestrians.

Crashworthiness

Indicates how the vehicles structure will protect the driver of the striking vehicle during and after impact.

Monash University statistics from 1983 and 2008, show changes to vehicle design increased their crashworthiness, reduced fatalities and serious injury to drivers by 71%.

The basis for the system

Risk rating is based on vehicle crash data from two different sources. What are termed as ‘older’ risk rated vehicles have their rating based on real crash data such as that produced by Monash for the TSSI system.

‘Newer’ vehicles, those that have been produced within 3 years of the start of the levy year and therefore have no real crash data available, have their rating based on laboratory crash testing to measure the likelihood and severity of injury. This is the Australasian New Car Assessment Programme (ANCAP) system, It is acknowledged that this process may bring about some inconsistencies between the two data sources. ACC will continue working with the AA and the wider Motor Industry to rectify this situation and as real crash data becomes readily available for those vehicles.

The next time you are in the market for a car, ask about its safety design features and how this will help keep yourself and your family and friends safe should you have the misfortune to be involved in an accident.

For more information visit www.acc.co.nz/motorvehicle



Motoring

Wheel love

Paul Henry and his 2012 Dodge Challenger SRT8


I love muscle cars. I also have a Mustang that I keep in LA, but there's something about the Dodge.

It's the purest of them all. It's almost like the designers stopped changing the styling back in the mid-70s but electronically and mechanically it's all up-to-date.

There's a real romance to the Dodge. It's a car that makes people turn their heads.

I often drive it to Hawke's Bay and along my favourite route: the

Forgotten World Highway from Taumarunui to Stratford.

There's something really special about a road trip – it's the route that's the destination, rather than the destination itself. 





Head Turners or Head Scratchers?

Andrew Bayliss picks his top weird and wonderful cars

WHEN IT COMES to car design beauty is in the eye of the beholder. Some of the more outrageous designs don't ever make it beyond the drawing board, while some that have, really shouldn't have.

Citroën SM

The Citroën SM ticks both boxes for being a bit weird and for being truly wonderful. Citroën had wanted to build a high performance GT (grand touring) car, and their purchase of Maserati in 1968 gave them the high-powered engine technology to do so.

Citroën debuted their showcase SM at the 1970 Geneva Motor Show. Well ahead of its time, Citroën packed the SM with numerous innovative features that are only becoming mainstream today: self-levelling lights that swivelled with the steering, variable-assist power steering that only required two turns from lock

to lock and hydro-pneumatic self-levelling suspension, being just a few.

Despite finding favour with celebrities such as Rolling Stones' Bill Wyman and Charlie Watts and winning the US Motor Trend Car of the Year Award in 1972, the SM was not a commercial success and production ceased in 1975 with 12,900 having been produced.

Stout Scarab

Referred to as the father of modern aviation, William Stout was an engineer who is credited with building the first all-metal aircraft. His aviation roots can clearly be seen in the design of the Stout Scarab.

The original Scarab prototype built in 1932 was constructed of aluminium and magnesium, but this was deemed too cost-prohibitive for mass production, so the lightweight materials were replaced with steel bodywork that was mounted onto a steel spaceframe. The Scarab was

powered by a Ford flathead V8 engine, mounted over the rear wheels for optimum traction.

The absence of running boards and fared-in wheels were quite advanced at the time, and features such as coil spring independent suspension front and rear, cabin dust filter and electric door locking were truly futuristic touches. The downside was that at US\$5,000, the Scarab was almost four times the price of other luxury vehicles such as the Chrysler Airflow.

Buyers included some of America's wealthiest, such as the Firestone and Wrigley families. William Stout himself is said to have clocked up over 250,000 miles in his own Scarab.

Of the nine units built, five are known to survive and the car is now considered an art deco icon.

Dymaxion

Featuring prominently at the 1934-1935 Chicago World Fair, the Dymaxion was designed by





American Buckminster Fuller.

Unfortunately, having a rear-mounted V8 engine powering the front wheels, with steering via the single rear wheel, stability and handling had severe limitations, particularly at speed where it had a tendency to turn into the wind and lift off the ground.

Consequently, driving was limited to trained drivers who would avoid driving the car in windy conditions. It was deemed far too dangerous to be made available to the general public; therefore only three were produced, of which only one survives. However, a couple of replicas have been produced.

Oldsmobile Golden Rocket

The mid-50s was a time of automotive excess in the US: fins, chrome, and big V8 engines were all signs of post-war prosperity. But so too were concept cars; futuristic designs in an era where space travel was just around

the corner and car companies liked to show off their experimental designs.

Making its debut at the 1956 General Motors Autorama, the Golden Rocket had a fiberglass body and was powered by a 324CI, 275hp V8 engine. The publicity blurb used terms such as "supersonic sleekness" to describe its space-age design.

Futuristic equipment included a roof panel that rose, driver and passenger seats that swiveled outwards when the door was opened and a steering column that tilted for easier access.

It's unclear exactly what happened to the '56 Oldsmobile Rocket, but the most popular theory is that it's sitting at the bottom of the Atlantic, having sunk with several other concept cars on the Andrea Doria, on their way back to the US after being shown at the Paris Motor Show.

Biscúter 200-F

The Spanish economy was relatively isolated from Europe in the post-war

CLOCKWISE FROM LEFT: The Citroën SM; the Stout Scarab; the Biscúter Coupe 200-F; the Oldsmobile Golden Rocket; the Dymaxion.

era, largely the result of policies of General Francisco Franco's authoritarian government. Low-cost, locally-built products were the order of the day in the absence of more expensive imports.

The Biscúter micro-car had its origins in France in the 1940s, the name deriving from Biscooter, implying it was about the size of two scooters. Eventually being licensed to Spanish firm Autonomical S.A. of Barcelona in 1953, Biscúter produced cars for that local market for about ten years.

Powered by a single cylinder, 197cc 9 horsepower two-stroke engine driving only the right front wheel, about 12,000 Biscúters of various models were produced and were a common sight in Spain at the time. The phrase "as ugly as a Biscúter" became a popular Spanish saying. 🇪🇸



How fast should we go?

The AA asked its Members their thoughts on speed; **Peter King** delves into the data

WE HAVE A real interest in speed. Over a million speeding tickets were handed out to New Zealand motorists last year, equating to over \$80 million worth of fines. That can be looked at two ways. It can be seen as too many people not complying with basic speed limits, or it could be seen as over-enthusiastic enforcement.

Neither view is entirely accurate. Most drivers comply with speed limits, most enforcement targets high-risk drivers and, if everyone travels a little over the limit, the number of crashes will increase over the entire driving population and injuries from these crashes will be more serious.

But what other views on speed do AA Members hold? To better understand that, we have run a research programme over four years, collecting over 38,000 responses from around 36,000 Members. While this is just a fraction of the AA's 1.4 million Members, the magic of random sampling and statistics means that the results are extremely accurate and reliable.

The first point is that AA Members are not speed demons. When we've asked Members how fast they would drive on excellent median-separated motorways with no speed limit, the average nominated speed was around 115km/h. That is a lot slower than the 156km/h average on German Autobahns. Members

also feel their cars, many with speedometers graduated from zero to 240km/h, would cruise faster than they are prepared to drive them.

Using repeated surveys, we have noticed some important speed attitude trends over the past two years. For a start, the enthusiasm for 110km/h limits on motorways shot up to 72% after the idea was debated in the media. Conversely, discussion of potentially lowering speed limits strengthened opposition to lower speed limits. Opposition to 90km/h limits increased to 76% from 65% two years ago; opposition to 40km/h limits has climbed from 60% to 68% in the same period.

To avoid contradicting the speed limit, the road code is silent on the



best speed to overtake. Over 60% of Members reported exceeding 110km/h in the past six months as part of an overtaking maneuver. On average Members set about 115km/h as an upper limit for overtaking. They also strongly believe Police should allow a 10km/h tolerance on passing lanes and multi-lane motorways.

To better understand speed selection, we showed respondents images of roads and asked them to estimate the speed they would drive them. We found that roads that required more attention to steering got lower nominated speeds than wide, straight roads – an effect already explored in on-road studies. This is why many slower drivers speed up at passing lanes.

Interestingly, Members were willing to concede lower speed limits (averaging 70-80km/h) on winding or narrow country roads, especially if cyclists or pedestrians were present.

Ministry of Transport surveys have found half the cars in 50km/h areas exceed the limit. Part of the reason for this is to do with the different type of urban driving environments. Members nominated 60km/h as an appropriate limit for wide, straight roads but could accept 40km/h for narrow roads or roads around schools when children were travelling. In short: give people a clear reason to slow down and they will.

Speed limits themselves are not a clear reason. Over two-thirds recalled driving in the past six

months when they were not sure what the limit was. A similar number recalled ignoring 30km/h temporary speed limits on abandoned road works; those unnecessary limits were scored as an annoyance greater than getting a parking ticket.

One thing that became clear from our research is that male and female attitudes to speed and risk are very different. In general, women are more risk averse and tend to support more speed restrictions than men. However, on some issues, such as a 10km/h motorway tolerance, there is no difference between the sexes' attitudes.

When it comes to speed cameras there is significant support for the technology and even more (80%)

support for signs warning drivers of where fixed speed cameras are. There are mixed views on whether drivers should be given demerit points as well as fines for speed camera infringements, although if the tolerance was 20km/h almost two-thirds would be supportive.

In general, AA Members support Police speed enforcement, including the reduction of tolerances during the holidays. However, the recent summer's safer speed campaign with mention of a zero tolerance resulted in a notable increase in the number of Members who believed revenue rather than safety concerns was the motivation behind it (from 33% up to 38%).

After swimming in oceans of data we concluded that AA Members are perfectly reasonable people trying to drive safety and sensibly, with clear expectations informed by years of

driving experience. But many are unprepared for emergencies. A third don't feel confident they know how to use ABS brakes, half are unsure what to do if they start aquaplaning and two-thirds don't know how to recover from fishtailing when towing a trailer. And while Members can spot very risky roads and very safe ones, they have a lot more difficulty distinguishing borderline risky roads, and don't change their nominated speed options in response. All of this suggests that many Members are oblivious to the risks they actually run.

The fact that not all roads are as safe as others is clearly something that needs to be better understood. A road with a ditch, trees or power poles near its edge is much higher risk than a divided motorway but may have the same speed limit. Motorists should, of course, slow

down and increase their following distances on roads that are less safe. But even the suggestion that because speed makes crashes worse we ought to slow down does not resonate, because most AA Members have never experienced a crash and don't intend to have one.

What this research shows is that where there is a genuine need to reduce speeds, changing speed limits will be far more effective if we also make change to the perceived driving environment – and that is the subject of an ongoing research collaboration between the AA, NZ Transport Agency (NZTA), and Waikato University. 📍



FURTHER INFORMATION

For more on the AA's advocacy work, see aa.co.nz/drivers



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UNLOCKING THE SOLUTION TO DRINK DRIVING

Dylan Thomsen explains how alcohol interlocks can prevent drink driving

THIS YEAR thousands of repeat drink drivers will be caught on our roads again, putting lives at risk. These are people who have been caught driving drunk at least once before – some many times – have gone through the court system and then got back behind the wheel after drinking. Losing their licence, being fined and even imprisonment hasn't stopped them from drinking and driving. So what more can be done?

Alcohol interlocks are the best weapon there is to fight drink driving but unfortunately New Zealand is leaving them sitting in the holster.

What is an alcohol interlock?

INTERLOCKS are like an in-car breathalyser. To start a vehicle the driver blows into the device. If they are sober the car will start as normal, but if they have any alcohol in their system the interlock prevents the car from starting. They are equipped with several features that prevent a drunk driver from getting someone sober to blow into it for them and have reduced drink driving reoffending by up to 90% in some countries.

In 2012 interlocks were introduced as a sentencing option for repeat drink drivers or a driver caught at double the then legal alcohol limit. The AA had been urging the Government to introduce interlocks so welcomed this move but, when the AA Research Foundation recently investigated how many eligible offenders were being sentenced to an interlock, the results were shocking.

In the first year interlocks were available, nearly 12,000 repeat or high level drink drivers could have been sentenced to use the device. But of those near 12,000, just over 200 drink drivers were sentenced to an interlock.

"We have a device that has been proven to dramatically reduce drink driving reoffending but almost no one is being sentenced to them," says AA Motoring Affairs General Manager Mike Noon. "Meanwhile, innocent people keep being hurt and killed on our roads by crashes involving repeat drink drivers."

A Government review of the interlock programme is currently

underway and the AA hopes this will lead to a much greater use of the devices.

Why are so few drink drivers being sentenced to an interlock?

GAVIN FOSTER, the manager of Smart Start Interlocks, believes a key issue is that there are several sentence options available for drink drivers and the interlock is more severe than the others. Having an interlock means the driver is firstly disqualified for three months, then pays to have an interlock for at least a year. In contrast, a non-interlock sentence might mean a drink driver loses their licence for six months or more plus pays a fine usually less than the cost of having an interlock.

Gavin says this means that defence lawyers will generally avoid an interlock sentence as it is a harsher penalty for their client.

Cost is another issue. The current scheme requires the drink driver to pay for having an interlock installed and monitored, which is about \$2000

CLOCKWISE FROM TOP: A car equipped with an alcohol interlock; the driver blows into the mouthpiece and if any alcohol is detected the interlock prevents the car from starting.

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a year. This is unaffordable for some people – although the AA believes there are plenty of drink drivers who could find this money if they had to.

Gerald Waters, who conducted the AA Research Foundation report into interlocks, says options like means-testing or a sliding scale depending on income could be considered to help people who genuinely can't afford the cost. He also believes the cost savings to the country from interlocks through fewer drink driving crashes, arrests, and court cases would far outweigh the government providing more funding to increase their usage.

Perhaps the biggest obstacle to get past is a mental one, though. A lot of the public, and people in the justice system, see interlocks as letting a drink driver off lightly. This could not be further from the truth say those involved with the programme.

2369 drink driving attempts prevented

TALKING to some of the people that have had an interlock is a surprising experience. In many cases they are entirely ordinary, average New Zealanders with a job and family. In fact, when they are sober, many would never want to drive drunk but the problem is that when they drink they lose the ability to control themselves.

The proof of this is shown in a simple statistic: there are currently just 270 interlocks in use in New Zealand but interlocks have prevented 2369 attempts to drink and drive since they were introduced. Even though the driver knew they had an interlock and there were consequences for a failed test, they still tried to drive after drinking.

At a meeting about interlocks last year, a user told transport authorities how it had forced her to change her life. Because you can't have any alcohol in your system to drive and most people drive every day, it means many interlock users have to stop drinking altogether. This is the complete opposite of a soft option

for someone with an alcohol issue. Ultimately, what really matters is that interlock users tell a similar story: they have been caught and gone through the courts before, but this is the only thing that has stopped them drinking and driving.

"You can forbid someone to drive, but unless there is an interlock in their car, there is nothing physically stopping them from driving drunk," says Mike Noon. "If it wasn't for interlocks in their vehicles, there would have been 2300 times someone drove drunk out on our roads. Imagine what a difference interlocks would make if all those 12,000 eligible drink drivers got one."


So what needs to change?

THE AA wants interlocks to become a mandatory sentence for repeat drink drivers and people caught at double the criminal alcohol limit.

Some people will say that repeat drink drivers should just be locked up, but the figures on doing this do not stack up. The current New Zealand prison population is about 8000 people. Imprisoning every repeat drink driver could add about another 5000 prisoners a year to this, which would come at a huge cost to the taxpayer. Each individual imprisoned costs the country close to \$8000 a month.

At the other end of the spectrum, we can continue with the current 'catch and release' approach where people lose their licence but are then left with nothing physically stopping them getting back behind the wheel and driving drunk.

"How many crashes would be prevented if we could stop 90% of drink drivers reoffending?" asks Mike. "Well, that is what interlocks have done overseas.

"We can do the same thing here but only if we actually start having more than a handful of interlocks being used." 

MORE INFORMATION

For more visit aa.co.nz/drivers

Lower alcohol limit making a difference.

There has been a substantial drop in drink driving offences since the adult alcohol limit was lowered in December, 2014.

In the four months after the limit was lowered, there were **17% fewer drink drivers** caught above the criminal limit compared to the same period the year before.

Ideally, the AA advises people to avoid alcohol altogether if they are going to be driving.

However, if you are going to have a drink, the new limit means most adults should have **no more than two standard alcoholic drinks** within a couple of hours.

People with small builds may need to limit themselves to even less and drivers aged under 20 have a zero alcohol limit.

A standard drink is one 330ml beer or 100ml glass of wine.





easy rider

Chris van Ryn zips through the history of the scooter and looks to its future

S EMBRA UNA VESPA!" – "It resembles a wasp," declared Enrico Piaggio, while considering the rear end of a new two wheeler.

On April 23, 1946, a patent was issued for the Wasp and from that moment on powered mobility would never be the same. The Vespa was to become a vehicle that changed lives, moving millions of people across the globe, from India to Italy. It ushered in a new Italian verb – 'vespare', meaning 'to go somewhere on a Vespa'. More than 16 million Vespa scooters have been made to date, manufactured in 13 countries.

This scooter had pleasing aesthetics, was cheap, reliable and easy to ride. The step-through meant that women wearing skirts could ride without fuss, and the single side fork meant that a flat tyre was easily changed.

In the 50s the Vespa became (and remains to this day) a cultural icon, immortalized in Hollywood movies such as *Roman Holiday* with Audrey Hepburn.

A Vespa scooter became my first form of transport in the 70s. Together with my girlfriend, a long overcoat and some winklepicker shoes, I scooted around Auckland, emulating the mods in England who rode scooters in flocks and embellished them with multiple mirrors, lights and chrome storage racks.

I purchased my second Vespa in my late 40s.

Mid life crisis? Nope. Congestion crisis. Although I can't deny the thrill of zipping through central Auckland and the simple pleasure of gliding past a traffic snarl.

Inspiration for the original Vespa came from a small skeletal green motorcycle that was parachuted down by the American military during WW2. It was called the Cushman Airborne M53 and was based on earlier models that responded to the need to move people during the Great Depression of 1936.

Vespa was not the only company to be influenced by the Cushman Airborne. At around the same time,



the Italian company Innocenti started manufacturing the Lambretta. Keeping to the original intent of the scooter, the idea was to create a model that was low cost and could be used by the masses in post-war Europe.

Later, the government in India, also seeking a cost-effective form of transport for people in poverty, purchased the Innocenti brand and imported the Italian manufacturing

"There are currently over 200 million scooters worldwide."

factory including all its equipment lock, stock and barrel, recreating the exact same manufacturing facility in India. With increased mobility came new opportunities and economic growth. In a sense, the scooter was a cornerstone for India's development.

The scooter was – and still is – the dominant form of transport for developing countries from South America to China.

Less well-known than the Italian

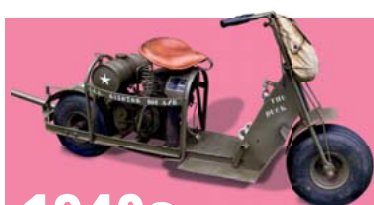
CLOCKWISE FROM LEFT: Audrey Hepburn, Gregory Peck and Eddie Albert in *Roman Holiday*; England's Mod movement adopted the scooter. They were also really into lights.

scooters, in Japan, six months before the Vespa began manufacture, production began on the Fuji Rabbit, which again borrowed from the Cushman Airborne. It was enormously successful and is credited as one of the landmarks in Japanese vehicle manufacturing. Like the Vespa, the Fuji Rabbit made its way onto the screen and entered Japanese pop culture.

Today the scooter has a growing importance for society's mobility, as it did in post-war Europe and developing countries, albeit for slightly different reasons.

Over 80% of the world's population is living in cities which are becoming denser. In the quest to reduce congestion, planners have encouraged walking, cycling and better use of public transport. There is no denying that in the battle to reduce traffic jams these are potent mechanisms – but so too is the use of scooters.

It makes sense that planners start to cater for them – and other powered two wheelers (PTWs).



1940s

Cushman Airborne M53



1950s

Innocenti Lambretta



1960s

Fuji Rabbit



1980s

Honda Cub



2015

Gogoro Scooter

Scooters can be dangerous, and, reasonably, policy makers view PTWs through the prism of safety. Proper road planning and policies to cater for PTWs can increase safety, with flow-on environmental and congestion benefits, not to mention better utilisation of the physical space allotted to car parks: turning grey spaces into green spaces.

Modern scooters don't need the same kind of power as motorcycles. The largest selling two wheeler in history, selling more than 60 million units and growing, is the 50cc Honda Cub, still in manufacture today. It is the little engine that could, epitomising reliability and economy.

There are currently over 200 million scooters worldwide and their aforementioned benefits will ensure their increasing popularity in the years to come, especially with one other consideration in mind; the future scooter can help reform our use of energy.

On a trip to Beijing, China, a few years ago, I became aware of the hundreds of electric scooters zooming past me. I was astonished to learn that there were around


65 million electric PTWs in China, many of them scooters. Today, one in three inhabitants in China is going electric. Electric scooters are literally powering ahead.

Founded by Horace Luke, one-time Chief Innovation Officer at the HTC Phone Company and funded by Taiwanese billionaires, 'Gogoro' is an all-new scooter revolution. It promises not just an electric powered scooter, but a whole new infrastructure and mindset around the utilisation of energy. What the Double A battery did for consumer electronics, propose the manufacturers, the Gogoro battery will do for motorised transport.

For Gogoro to work effectively, a network infrastructure has to be established in each city, with ubiquitous stations the size of a small kiosk storing interchangeable Gogoro smart batteries.

The Gogoro scooter is 'smart', taking advantage of what has been on the drawing board for a long time. Smart phones connecting with smart scooters feed a continual 'cloud loop' of information streamed live to a Gogoro scooter, enhancing performance in every way: such as the closest battery change station, the quickest route to a destination, if there's road works ahead and what parking is available once there.

Modern cities combine residential living with commerce. Planners for New Zealand cities are encouraging this trend. Noise pollution is becoming an increasing problem in cities, where residents contend with everything from noisy buses to leaf blowers. Electric scooters offer a reduction in air pollution as well as noise pollution.

Increasing house prices, climate change, depleting fossil fuels, urban intensification and forecasted population growth are indicators that every country in the world could benefit from the scooter commuter. 

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Fuel Myths Busted!

Andrew Bayliss looks closely at car manufacturer fuel claims

AS CONSUMERS OF any product in the 21st century, we expect the information provided by the retailer, printed in the brochure and advertised on sales material to be truthful and accurate. If not, we assume that consumer laws will protect us and come down hard on the retailer.

And when such claims are backed up by a government body and subject to international standards sanctioned by the United Nations, (UN), amongst others, we feel we can rely on them implicitly.

So, when we walk into a showroom shopping for a new car and a window sticker issued by the Energy Efficiency and Conservation Authority (EECA), claims in the sales brochure, and the salesperson's spiel all tell us the fuel consumption of the shiny new model we're keen on is, say 6.5 litres per 100km, it's only natural to assume that's the economy we'll get. Not seven or eight litres or more, but six and a half.

It's a legal requirement for New Zealand new car distributors to provide fuel economy data to the New Zealand Transport Agency (NZTA). This data is available to the public via EECA's website and dealers are required to display economy labels on any vehicle manufactured after 2000, with the exception of electric cars.

Where does the data originate?

Most countries that New Zealand sources new vehicles from are signed up to UN agreements. Generally, European and Japanese cars which dominate our new car market are independently tested to UN test methods. Japan also has a domestic test regime which used Japanese imports in our market will have been tested to.

Australian cars are tested to Australian Design Rules which use the same test regime as specified



in the UN regulations; the US test is carried out by the Environmental Protection Agency and follows a very similar procedure. While there are some slight variables, it's reasonable to assume that wherever the vehicle originated from, a relatively level playing field exists for comparison purposes.

How do these tests work?

The European test method which applies to most new cars sold in New Zealand has two parts to it: an urban test cycle and an extra-urban cycle. The tests are carried out in a laboratory at an ambient

distance of seven kilometres at an average speed of 63km/h with a maximum of 120km/h.

The fuel consumption figure quoted is always the combined cycle figure. This is the average of the two tests, weighted by the distance covered in each part of the test.

Why don't most cars live up to their fuel claims?

There has been criticism of claimed fuel consumption figures, as very few drivers achieve them in real-world, everyday conditions. Critics claim that the test regime is out of date, having been first introduced in the 1970s and not updated since 1997. Also, cars have higher power today, with the average 0-100km/h

measures will have an impact in reducing the fuel consumption.

However, the biggest anomaly is the human element. Having conducted fuel economy testing in the past (see *AA Directions*, Autumn 2010), we found that while air-conditioning, roof racks and tyre pressures all contributed to fuel consumption, an aggressive driving style had the biggest impact on fuel use, easily adding 20% or more.

Conversely, we know that if we drive smoothly, accelerate gently, coast downhill and drive with economy in mind, we can save quite a bit. In the AA Energywise Rally, an event that used to be conducted annually to find New Zealand's most economical car by drivers focused on driving economically, manufacturers' claims were commonly bettered by over 20%, with improvements of close to 40% for some.

So, because the claimed figures are achievable, no consumer law is being contravened.

Currently, under UN guidance, a new global test procedure is being developed. In the meantime, and in the absence of a perfect model, current standards at least provide a means for buyers to make comparisons between vehicles.

But for most drivers, unless you feather-foot it, you can reckon on your car slurping a bit more fuel than the brochure, EECA or salesperson tells you. ☒

"Conversely, we know that if we drive ... with economy in mind, we can save quite a bit."

temperature typically of 25° C, they're conducted on a rolling road from a cold start, and all cars tested have been run-in, having been driven for at least 3,000kms.

The urban test cycle simulates driving in traffic. It consists of a series of accelerating, steady driving, decelerating and idling modes. It is conducted over a distance of four kilometres, with a maximum speed of 50km/h and an average of 19km/h. It is repeated four times.

The extra-urban cycle, designed to simulate open road conditions, is conducted immediately after the urban test. It's conducted over a

time dropping from 14 seconds in 1981 to nine seconds in 2007. Perhaps we're just using all that power and accelerating harder today?

Other factors are that the test is allowed to be carried out with ancillary features such as air-conditioning and heated rear windows switched off, and there is an allowance for minor variations to speed. With no regulations relating to bodywork projections, roof rails and mirrors can be removed.

Furthermore, there's no stipulation governing tyre pressures, so tyres are allowed to be set at higher than recommended pressure. All these

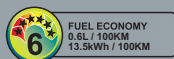


FURTHER INFORMATION

Car running costs are available to AA Members at a discounted price. See aa.co.nz/cars

New to Market

BMW i3



Skoda Fabia

Mazda CX-3



SKODA FABIA

Skoda hopes the sharply styled Fabia will take them into the mainstream. There are two levels of output from the 1.2 litre TSI engine depending on which of the 5 speed manual or 7 speed DSG automatic transmissions are chosen. Manuals get 66kW/160Nm and autos 81kW/175Nm. Both are lively and provide a decent level of comfort. Excellent value package upgrades can be added: a \$1,200 Tech Package for the manual while the autos can be optioned with a Dynamic Sport Package and Colour Sport Package at \$2,000 each. The manual is \$19,990 and the auto is \$24,990.

Good: A great little driver's car.

Bad: Auto a bit pricey for the younger target market.

BMW i3

BMW's i3 takes sustainable motoring to a new level. Its radical design and cutting-edge green technology saw it win both the 2014 World Green Car of the Year and 2014 World Car Design of the Year. In electric mode, the claimed range is 130km-160km but with the 647cc petrol powered range extender charging the lithium-ion battery pack, a 340km range is possible. Performance is brisk: 0-100km/h in 7.9 seconds. This is within 0.3 of a second of the turbo-charged BMW 320d or 320i. Amazing. Priced from \$83,500.

Good: Magnificent design. Well suited to NZ's clean-power generation.

Bad: Styling won't appeal to all.

There are a lot of very good 'normal' cars at this price.

MAZDA CX-3

Mazda's new compact SUV, the CX-3, is an ideal car for both modern city environments and open road cruising. Ride quality, driving dynamics, noise level, handling and build quality are all of the highest order. There's a 2.0 litre 109kW/192Nm SKYACTIV-G petrol engine or a 1.5 litre 77kW/270Nm SKYACTIV-D diesel unit to pick from, with choices of Front Wheel Drive or All Wheel Drive and three grades of specification (GLX, GSX and Limited). All use a six speed automatic transmission. Priced from \$31,194 through to \$42,595, there's a five-year warranty and three years' free servicing.

Good: Great build quality, styling and refinement.

Bad: Limited boot space.

SUZUKI CELERIO

Suzuki are masters of building little city cars. Their new Celerio replaces the outgoing Alto and is equipped with a 1.0 litre 3 cylinder engine that produces 50kW/90Nm. It's 100mm longer than the Alto, but at just 830kg, it's 25kg lighter. With lower fuel consumption it's more economical too: 4.7L/100km for 5 speed manual versions and 4.8L/100km for CVT autos. There's no escaping the rumble of a triple pot powerplant, but the Celerio provides adequate performance for a city car. Interior trim materials are low budget and creature comforts somewhat sparse, but at just \$15,990 for manual and \$17,500 for auto, pricing is keen.

Good: Economical and easy to park.

Bad: 4-star safety rating is disappointing. Lacks wow factor.

AUDI TT

Audi's new TT has sharper, more aggressive lines which now demand it to be taken seriously as the true sports car that it is. A 169kW/370Nm 2.0 litre TFSI engine drives the front wheels through a six speed S Tronic transmission, reaching 100km/h in just 5.3 seconds, with a claimed consumption of 6.3L/100km. The interior is a standout, particularly the 'virtual cockpit' high-res LCD digital display with traditional round dials or digital readouts, the sat-nav screen and other info presented directly in front of the driver. It's \$91,800 for the base model; an S-Line package adds \$4,000. A high-performance TTs arrives soon, at \$122,900.

Good: Striking styling.

Bad: No reverse camera makes parking difficult.

MERCEDES-BENZ CLS SHOOTING BRAKE

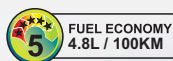
Refined, exquisitely finished and loaded with advanced safety features. For a large vehicle, handling is superb and ride quality on the 19inch rims is firm but comfy. There are two versions: a 2.1 litre 150kW/500Nm direct injected diesel powered CLS 250 CDI with a seven speed auto transmission, and a grunty petrol powered bi-turbo V8 CLS 500 producing 300kW/600Nm. The 4.7litre V8 drives the rear wheels through a nine speed transmission. Fuel consumption is claimed at 5.6L/100km for the CLS 250 CDI; 8.9L/100km for the CLS 500. The diesel is \$134,000; \$184,000 for a V8 CLS 500.

Good: Tech-packed and head-turning.

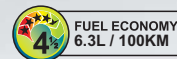
Bad: Its audacious looks won't suit shrinking violets.



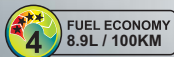
Suzuki Celerio



Audi TT



Mercedes-Benz CLS Shooting Brake



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**EECA
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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

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ANCAP Chief Executive Officer



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Giulietta QV	7.6	1.75	173	-	59,990
Audi audi.co.nz					
A1 1.4 TFSI S Tronic •	5.3	1.4	90	-	40,800
S1 Sportback Quattro	7.1	2.0	170	59,900	-
A3 1.4 Sportback TFSI •	5.8	1.4	92	-	49,500
A4 1.8 TFSI	5.8	1.8	125	-	69,900
A4 2.0 TFSI Quattro S Tron Sed •	7.1	2.0	132	-	75,400
A4 3.0 TDI Quattro Tip Sed •	7.0	3.0	176	-	104,500
A4 2.0 TDI Quattro Avant	6.0	2.0	103	-	79,400
A4 2.0 TDI Quattro Avant	7.1	2.0	132	-	83,900
S4 3.0 TFSI Quattro S-Tronic	9.4	3.0	245	-	118,900
RS4 4.2 FSI Quattro S-Tr.Avant10.7	4.2	331	331	158,500	-
A4 Allroad 2.0 TDI	6.0	2.0	130	-	83,900
A5 2.0 Sportback TFSI Quattro	7.0	2.0	155	-	86,300
A5 3.0 TDI Quattro	7.2	3.0	176	-	109,500
S5 3.0 Sportback TFSI Quattro	9.4	3.0	245	-	119,900
RS5 4.2FSI Quattro S-Tr.Cabri	10.8	4.2	331	-	179,900
A6 3.0 TDI Quattro Sedan	8.3	3.0	160	-	121,400
A6 3.0 BITDI Quattro Avant	6.0	3.0	235	-	144,900
A6 Allroad 3.0 BITDI	6.4	3.0	230	-	147,900
A7 Sportback 3.0 BITDI Quattro	6.1	3.0	235	-	157,900
S7 Sportback 4.0 TFSI Quattro	9.6	4.0	331	-	174,100
Q3 2.0 TDI Quattro •	5.9	2.0	130	-	72,500
Q5 2.0 TDI Quattro •	6.7	2.0	125	-	91,900
Q5 3.0 TDI Quattro •	7.5	3.0	176	-	111,500
Q7 4.2 TDI Quattro S Line	13.6	4.2	240	-	143,900
A8 4.2 TDI Quattro	9.4	4.2	240	-	225,000
TT Coupe 2.0 TFSI	-	2.0	169	-	91,800
BMW bmw.co.nz					
118i •	7.3	1.6	100	-	48,500
125i Hatch	6.3	2.0	160	-	59,900
220i Coupe	6.3	2.0	135	-	69,800
218i Active Tourer 3cyl.	5.2	1.5	100	-	51,900
218d Active Tourer	4.2	2.0	110	-	62,900
320i	7.9	2.0	115	-	75,000
320d •	5.6	2.0	130	-	75,600
320i Touring xDrive	6.5	2.0	135	-	84,500
320d Touring xDrive	4.5	2.0	120	-	85,100
428i Convertible	6.6	2.0	180	-	120,600
435 Gran Coupe	7.6	3.0	225	-	128,700
535i	8.4	3.0	225	-	133,500
530d •	5.1	3.0	190	-	134,100
M5 7-speed M dual-clutch	9.9	4.4	423	-	121,400
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	-	94,400
X4 xDrive 20d SE	5.2	2.0	140	-	99,500
X5 xDrive 30d SE	8.7	3.0	173	-	130,500
X6 xDrive 30d SE	7.5	3.0	225	-	144,000
X4 sDrive20i Roadster	6.8	2.0	135	-	87,750
i3 + Range Extender	0.6	0.6	25	-	83,500
i8	2.1	1.5	170	-	278,000
Chery cheryauto.co.nz					
J3	8.9	1.6	87	14,990	16,990
J11 •	8.9	2.0	102	17,990	19,990
Chrysler chrysler.co.nz					
300S	9.7	3.6	210	-	62,990
Citroen citroen.co.nz					
C3 1.6 VTI Seduction •	6.9	1.6	88	-	24,990
DS3 DSTYLE •	6.9	1.6	88	-	36,990
DS3 DSPORT turbo •	6.7	1.6	115	38,990	-
C4 Exclusive VTI	7.0	1.6	88	-	31,490
C4 Grand Picasso 2.0 BlueHDI •	4.5	2.0	110	-	42,990
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 Exclusive	6.0	2.0	120	-	54,990
C5 2.0 HDi Tourer Exclusive	6.0	2.0	120	-	57,990
Dodge dodge.co.nz					
Journey SXT	10.4	3.6	206	-	39,990
Journey R/T	10.4	3.6	206	-	46,990
Fiat fiat.co.nz					
500 Hatch Pop	5.1/5	1.2	51	19,990	21,990
500 Sport	6.1/5.8	1.4	74	24,990	26,990
500 Cabriolet Sport	6.3	1.4	74	-	29,990
500 Hatch Abarth •	6.5	1.4	118	42,990	-
Panda Easy	4.2	0.9	63	-	14,990
Panda Lounge	4.1	0.9	57	-	16,990
Punto Pop	5.4	1.4	57	-	17,490
Punto Lounge	5.4	1.4	57	-	22,990
Ford ford.co.nz					
New Fiesta Trend Hatch •	6.1	1.5	89	23,990	25,490
New Fiesta ST EcoBoost Hatch •	5.9	1.6	134	34,990	-
Focus Ambient Petr.Wagon •	6.4	1.6	92	-	33,840
Focus Trend Diesel Wagon •	5.4	2.0	120	-	40,840
Focus Trend Petrol •	6.6	2.0	125	-	36,340
Focus Sport Petrol •	6.7	2.0	125	-	42,340
Focus Titanium Petrol •	6.6	2.0	125	-	47,340
Focus ST EcoBoost Hatch •	7.2	2.0	184	52,840	-

	L/100km*	Engine	kW	Manual	Auto
Mondeo Ambiente EcoBoost Hatch 8.2					
Mondeo Ambiente Diesel Wagon	5.3	2.0	132	-	46,990
Mondeo Trend Diesel Hatch	5.1	2.0	132	-	50,490
Mondeo Titanium EcoBoost Hatch	8.5	2.0	177	-	53,390
Kuga Ambiente EcoBoost FWD	7	1.5	134	-	36,690
Kuga Trend Diesel AWD	5.4	2.0	132	-	45,990
Kuga Titanium EcoBoost	7.7	1.5	134	-	52,990
Kuga Titanium Diesel	8.8	2.0	132	-	54,990
Territory TX AWD Diesel	8.8	2.7	140	-	59,990
Territory TS Diesel AWD •	9	2.7	140	-	64,990
Territory Titanium AWD Diesel •	9	2.7	140	-	69,990
Falcon MkII XR6 •	9.9	4.0	195	-	54,340
Falcon MkII G6E •	9.9	4.0	195	-	54,340
Mustang 2.3L EcoBoost Fastback	-	2.3	233	-	56,900
Mustang 2.3L EcoBoost Convertible	-	2.3	233	-	61,900
Mustang 5.0L GT Fastback	-	5.0	303	-	71,990
EcoSport Trend •	6.5	1.5	82	-	29,990
EcoSport Titanium •	6.5	1.5	82	-	32,990
Great Wall greatwall.co.nz					
X-240 4WD Petrol	10.3	2.4	100	22,990	-
X-200 AWD Diesel	7.6	2.0	105	27,990	29,990
Holden holden.co.nz					
Barina CD Hatch Sdr •	7.0	1.6	77	22,490	23,990
Barina Turbo RS Hatch •	6.5	1.4	103	26,490	27,990
Barina Spark Hatch CD •	5.6	1.2	59	16,990	18,490
Trax LS •	7.6	1.8	103	-	32,990
Trax LTZ •	7.6	1.8	103	-	35,490
Cruze Equipe Hatch/ Sedan •	7.4	1.8	104	-	30,990
Cruze CDX Sedan	7.4	1.8	104	-	33,990
Cruze SRI-V Turbo Hatch/Sedan	7.9	1.6	132	38,490	39,490
Cruze CD Sportwagon	7.4	1.8	104	-	32,490
Astra Turbo GTC Hatch	-	1.6	-	38,490	39,990
Astra Turbo VXR Hatch	-	2.0	-	49,990	-
Cascada Turbo Convertible	-	1.6	-	-	43,990
Malibu CD Petrol •	8.0	2.4	123	-	42,900
Malibu CD Diesel •	6.4	2.0	117	-	45,490
Malibu CDX Petrol •	8.0	2.4	123	-	46,490
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
Insignia Turbo VXR Sedan	-	2.8	239	-	69,990
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 LT 2WD •	9.1	2.4	123	-	40,490
Captiva 7 LX V6 AWD	11.3	3.0	190	-	54,490
Captiva 7 LS Diesel 2WD •	8.1	2.2	135	-	44,490
Captiva 7 LTZ Diesel AWD	8.3	2.2	135	-	56,490
Honda honda.co.nz					
Jazz S •	5.1	1.3	73	-	23,700
Jazz RS •	5.3	1.5	97	25,500	26,900
Civic S •	6.7	1.8	104	-	33,900
Civic LN •	7.5	2.0	114	-	39,990
Euro Civic S	6.4	1.8	104	31,900	34,900
Euro Civic L	6.6	1.8	104	-	38,900
Insight SN Hybrid •	4.6	1.3	72	-	36,900
CRZ LN •	5.0	5/4.7	100	42,000	42,000
Accord Euro SN •	8.5	2.4	148	43,700	47,200
Accord Euro Tourer LN	8.5	2.4	148	-	53,200
Accord S •	7.9	2.4	129	-	45,900
Accord NT •	8.1	2.4	129	-	55,000
Accord V6 NT •	9.2	3.5	206	-	60,000
Odyssey S •	7.6	2.4	129	-	45,900
CRV S 2WD •	6.9	2.0	114	-	38,900
CRV 4WD N •	8.7	2.4	140	-	42,900
CRV 4WD Sport NT •	8.7	2.4	140	-	54,900
Hyundai hyundai.co.nz					
i20 GL •	5.3/5.9	1.4	73	24,990	25,990
i20 GLS •	5.3/5.9	1.4	73	25,990	26,990
Accent Hatch 1.6 •	6.1/6.5	1.6	91	28,990	31,990
Accent 1.6 GDI Elite	6.6	1.6	91	-	35,990
i30 1.8 •	6.5/6.9	1.8	110	31,990	35,990
i30 1.6 CRDI Elite •	5.6	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 Series II •	7.1	1.8	110	-	35,990
Elantra Elite Series II •	7.1	1.8	110	-	39,990
Veloster Elite 1.6 GDI •	6.4	1.6	103	-	44,990
Veloster GDI Turbo •	6.8/7.6	1.6	150	49,990	51,490
Sonata •	8.3	2.4	138	-	45,990
Sonata Elite •	8.3	2.4	138	-	49,990
Sonata 2.0 Turbo Elite Ltd •	9.2	2.0	180	-	55,990
i40 Sedan 1.7 CRDI •	5.6	1.7	100	-	46,990
i40 Wagon 2.0 Elite •	7.7	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
Genesis	11.2	3.8	232	-	99,990
ix35 2.0 2WD •	8.5	2.0	122	-	39,990
ix35 2.4 •	9.0	2.4	130	-	44,990

	L/100km*	Engine	kW	Manual	Auto
ix35 2.0R CRDI Elite •					
ix35 2.0R CRDI Elite Limited	7.5	2.0	135	-	54,990
Santa Fe 2.4 7Seat •	9.0	2.4	141	-	59,990
Santa Fe 2.2R CRDI 7Seat •	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 CRDI Elite Ltd 7Seat	7.3	2.2	145	-	79,990
H1 iMax Van Elite 8 Seat	8.5	2.4	128	-	



FUEL ECONOMY
9.9L / 100KM

Annual fuel cost of \$2,770



FUEL ECONOMY
8.2L / 100KM

Annual fuel cost of \$2,300



FUEL ECONOMY
7.4L / 100KM

Annual fuel cost of \$2,070



FUEL ECONOMY
5.8L / 100KM

Annual fuel cost of \$1,620

Whatever type of car you're looking to buy, the fuel economy label tells you how thirsty it is.

When you're shopping for a new or used car, look for the Fuel Economy Label. It helps you compare fuel costs which can vary greatly, even between similar cars – the more stars it has, the less fuel it uses. You could save thousands of dollars on fuel and reduce your emissions.

Visit www.energywise.govt.nz/fuel-economy-tool to compare models.

➔ For a full, up-to-date list of new car prices, see aa.co.nz

	L/100km*	Engine	kW	Manual	Auto
2 Hatch Limited	5.2	1.5	81	24,245	25,995
3 GLX Hatch	5.7	2.0	114	-	32,795
3 GSX Hatch/Sedan	5.7	2.0	114	-	35,595
3 SP25 Hatch/Sedan	6	2.5	138	38,395	39,895
3 SP25 Hatch Limited	6	2.5	138	-	47,495
3 SP22 Limited Diesel	5	2.2	129	49,195	50,695
6 GLX Wagon	6	2.0	114	-	43,795
6 GSX Sedan/Wagon	6.6	2.5	138	-	46,795
6 2.5 Limited Sedan/Wagon	6.6	2.5	138	-	58,295
6 2.2 Limited Sedan/Wagon Diesel	5.4	2.2	129	-	58,245
6 Wagon 2.0 GLX	6.0	2.0	114	-	45,495
MX-5 Roadster Leather	8.5	2.0	118	51,100	-
MX-5 Coupe Leather	8.5	2.0	118	55,190	57,240
CX-3 GLX FWD	6.1	2.0	109	-	31,195
CX-3 GSX FWD	6.1	2.0	109	-	34,695
CX-3 GSX AWD	6.7	2.0	109	-	36,695
CX-3 LTD FWD	6.9	2.0	109	-	38,595
CX-3 LTD AWD Diesel	5.1	1.5	77	-	42,595
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 Limited Diesel AWD	5.7	2.2	129	-	56,495
CX-9 Limited AWD	11.3	3.7	204	-	58,490

Mercedes-Benz	mercedes-benz.co.nz
A180	5.8 1.6 90 - 46,900
A200	6.1 1.6 115 - 54,900
A250 Sport	6.6 2.0 155 - 65,400
A45 AMG	6.9 2.0 265 - 95,400
B180	5.5 1.6 90 - 53,200
B200	5.5 1.6 115 - 63,500
B250 4MATIC	6.8 2.0 155 - 71,900
C200 Saloon	6.0 2.0 135 - 71,900
C250 Saloon	6.0 2.0 155 - 86,900
C250 BlueTEC	4.5 2.1 150 - 88,400
C300 BlueTEC Hybrid	4 2.1 150 - 94,500
AMG C 63 S	8.6 4.0 375 - 164,900
CLA200	5.7 1.6 115 - 65,900
CLA250 Sport 4MATIC	6.6 2.0 155 - 80,400
CLA45 AMG	7.0 2.0 265 - 108,400
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
GLA200 CDI	4.6 2.1 100 - 64,900
GLA250 4MATIC	7.0 2.0 155 - 77,400
GLA 45 AMG	7.6 2.0 265 - 99,900
ML250 BlueTEC	6.4 2.1 150 - 99,900
ML350 BlueTEC	7.3 3.0 190 - 121,900
ML400	9.4 3.0 245 - 125,900
ML63 AMG	11.8 5.4 386 - 197,900
GL350 BlueTEC	7.7 3.0 190 - 153,900

Mini	mini.co.nz
Mini Hatch Cooper 5dr	5.4 1.6 100 37,200 -
Mini Hatch Cooper S 3dr	5.8 1.6 141 44,200 -
Mini Cooper Countryman	6.0 1.6 90 44,500 -
Mini Countryman Cooper S	6.1 1.6 140 52,500 -
Cooper Countryman S All4 AWD	7.3 1.6 140 55,500 -
Mini Paceman Cooper S	7.6 1.6 135 52,500 -

Mitsubishi	mitsubishi-motors.co.nz
Mirage XLS	4.6 1.2 58 - 19,990
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 XLS 2WD	8.1 2.0 112 - 36,690
ASX XLS 4WD Diesel A/T	5.8 2.2 112 - 41,990
ASX VRX 4WD Diesel A/T	5.8 2.2 112 - 45,990
Outlander 2WD 5 Seat	7.5 2.4 126 - 39,990
Outlander VRX 2.4 7 Seat	7.5 2.4 126 - 54,490
Outlander VRX 2.2D 4WD	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 Exceed 4WD 7seat	9.8 2.5 133 - 63,990
Pajero LWB 3.2 DIDC GLS	9.2 3.2 150 - 77,090
Pajero LWB 3.2 DIDC Exceed	9.2 3.2 150 - 87,590

Nissan	nissan.co.nz
Micra ST	6.5 1.2 56 - 19,750
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	6.3 1.6 86 - 31,990
Juke turbo	6.3 1.6 86 - 39,990
Qashqai ST	6.9 2.0 106 - 35,990
Qashqai TS Diesel	4.9 1.6 96 - 42,990
Qashqai Ti	6.9 2.0 106 - 43,990
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 - 39,990
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 7Seats	8.1 2.5 126 - 39,990
New X-Trail ST 4WD Pet 5Seats	8.3 2.5 126 - 42,490
New X-Trail Ti 4WD Pet 5Seats	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

	L/100km*	Engine	kW	Manual	Auto
Patrol	14.5	5.6	198	-	115,000
Peugeot					peugeot.co.nz
208 Active	4.5	1.2	60	21,990	-
208 Allure 5dr	6.7	1.6	88	-	28,990
208 GTI	5.9	1.6	147	38,990	-
2008 Active	6.5	1.6	88	-	31,990
308 Access	4.6	1.2	96	30,990	32,990
308 Allure	6.5	1.6	110	-	38,990
308 Allure Diesel	4.1	2.0	110	-	42,990
3008 Active	7.6	1.6	115	-	37,990
3008 Allure Hdi	5.5	2.0	120	-	45,990
3008 Hybrid Diesel 4WD	4.2	2.0	120	-	59,990
4008 Active 2WD CVT	7.9	2.0	110	-	37,990
4008 Feline 4WD CVT	8.1	2.0	110	-	45,990
508 HDI Allure	5.7	2.0	120	-	54,990
508 SW HDI GT	5.9	2.2	150	-	68,990
508 RXH Hybrid Diesel SW 4WD	4.1	2.0	120	-	74,990
Partner HDi	5.5	1.6	66	29,990	-
RCZ	7.3	1.6	115	59,990	59,990

Porsche	porsche.co.nz
Boxster	7.9 2.7 195 117,600 122,900
Cayman S	8.2 3.4 239 145,600 150,900
Cayman GTS	9 3.4 250 168,200 174,800
911 Carrera	9 3.4 257 199,500 205,500
911 Carrera S	9.5 3.8 294 228,500 234,500
911 Carrera 4S	9.9 3.8 294 241,300 247,300
911 Carrera 4S Cabriolet	10 3.8 294 254,500 260,500
911 Turbo S Coupe	9.7 3.8 412 - 406,000
Macan S	9 3.0 250 - 124,400
Macan S Diesel	6.1 3.0 190 - 121,400
Macan Turbo	9.2 3.6 294 - 160,200
Panamera S	8.7 3.0 309 - 262,100
Panamera Diesel (300HP)	6.4 3.0 221 - 203,800
Panamera S E-Hybrid	3.1 3.0 245 - 264,300
Panamera Turbo	10.2 4.8 382 - 351,400
Cayenne	9.2 3.6 220 - 136,800
Cayenne Diesel	6.3 3.0 190 - 139,000
Cayenne S	9.8 3.6 309 - 172,000
Cayenne Turbo	11.5 4.8 382 - 254,100

Renault	renault.co.nz
Megane Hatch	8.2 2.0 102 31,990 34,990
Megane Coupe - Cabriolet	7.9 2.0 103 - 54,990
Megane Renault Sport 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	skoda.co.nz
Fabia Hatch TSI 66	4.7 1.2 66 19,990 -
Fabia Hatch TSI 81 DSG	4.7 1.2 81 - 24,990
Rapid TSI 90 Liftback	5.8 1.4 90 - 29,900
Rapid TSI 90 Spaceback	5.8 1.4 90 - 29,700
Yeti City TSI 90	6.6 1.4 90 - 34,200
Yeti City TDI 4X4	6.3 2.0 103 38,800 40,800
Octavia Liftback TSI 103	5.4 2.0 103 - 34,900
Octavia Liftback TDI 77	3.9 1.6 77 - 36,500
Octavia Liftback TSI 132	5.7 1.8 132 - 39,900
Octavia Wagon TDI 110	4.5 2.0 110 - 40,100
Octavia Wagon 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 Elegance	5.3 2.0 125 - 53,900
Superb Wagon TDI 103	5.2 2.0 103 - 48,900
Superb Wagon TDI 125 Elegance	6.1 2.0 125 - 56,900
Superb Wagon V6 4X4 Elegance	9.3 3.6 191 - 62,900

SsangYong	ssangyong.co.nz
Korando Sport 4X2	7.3 2.0 110 27,990 27,990
Korando SPR 4X4 TDI	7.5 2.0 129 - 38,990
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 25,990 29,120
Actyon Workmate 4X4 TDI	7.3 2.0 114 28,686 31,294
Actyon Sports 4X4 Tdi	7.6/8.1 2.0 114 39,990 41,990
Stavic 2WD Tdi	7.8 2.0 114 - 39,990
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Tivoli Ltd	5.7 1.6 94 - 30,990

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WRX	8.6 2.0 197 48,990 49,990
WRX Premium	8.6 2.0 197 53,990 54,990
WRX STi Premium	10.4 2.5 221 64,900 -
XV	7.0/7.3 2.0 110 38,990 40,990
XV 2.0i-L	7.0 2.0 110 - 44,990
XV 2.0i-S	7.0 2.0 110 - 48,990
Forester 2.0 Diesel	5.7 2.0 110 - 46,990
Forester 2.5i	8.1 2.5 126 - 39,990
Forester Sport	9.6 2.5 126 - 44,990
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Legacy 2.5i Sport Sedan	8.9 2.5 123 - 39,990
Legacy 3.6R-S Sedan	9.9 3.6 191 - 49,990
Outback 2.0 Diesel	5.8 2.0 110 - 47,990
Outback 2.0 Diesel Premium	6.3 2.0 110 - 54,990
Outback 2.5i Sport	8.9 2.5 123 - 44,990

	L/100km*	Engine	kW	Manual	Auto
Outback 3.6R Premium	9.9	3.6	191	-	59,990
Suzuki					suzuki.co.nz
Celerio GLX	4.8	1.0	50	15,990	17,500
Swift GL	5.5	1.4	70	18,990	19,990
Swift GLX	5.5	1.4	70	22,500	23,990
Swift RS	6.2	1.4	70	-	26,500
Swift Sport	6.5	1.6	100	27,500	28,990
S-Cross GLX 2WD	5.8	1.6	86	27,990	29,990
S-Cross Ltd 2WD	5.8	1.6	86	-	32,990
S-Cross GLX AWD	5.8	1.6	86	30,990	32,990
S-Cross Ltd AWD	6.2	1.6	86	-	35,990
Kizashi GLX Sport	7.9	2.4	131	-	37,990
Kizashi Ltd Sport	7.9	2.4	131	-	44,990
Jimny JX	7.2	1.3	63	19,990	-
Jimny Sierra	7.2	1.3	63	22,990	24,500
Grand Vitara J1X 3dr 4WD	8.8	2.4	122	31,690	33,190
Grand Vitara J1X 5dr 4WD	9.9	2.4	122	37,500	38,990
Grand Vitara Ltd 5dr 4WD	9.9	2.4	122	-	39,990
Grand Vitara 2WD 5dr	9.5	2.4	122	-	29,990

Toyota	toyota.co.nz
Yaris G1 3.1 3dr Hatch	6.5 1.3 64 21,990 23,990
Yaris SX 1.5 5dr Hatch	6.7 1.5 80 - 25,990
Yaris ZR 1.5 5dr Hatch	6.7 1.5 80 - 27,990
Corolla GLX Hatch/Sedan	7.1/6.6 1.8 103 33,490 34,990
Corolla GLX Hatch/Sedan	6.6 1.8 103 - 37,490
Corolla Levin ZR	6.6 1.8 103 - 43,690
Corolla GX Wagon	5.8 1.5 80 28,990 30,990
86 Sports Coupe	7.8/7.1 2.0 147 42,586 43,586
GT86	7.8/7.1 2.0 147 47,486 48,486
Prius C	3.9 1.5 73.6 - 30,830
Prius C S-Tech	3.9 1.5 73.6 - 34,830
Prius Hybrid	3.9 1.8 73.6/100 - 46,630
Avenis Tourer	8.0 2.0 110 - 47,990
Camry GL	7.8 2.5 133 - 44,990
Camry Atara S Sedan	7.8 2.5 133 - 48,890
Camry Hybrid	6.0 2.4/110/140 - 50,990
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Aurion V6 Sportivo SX6 Sedan	9.9 3.5 204 - 51,790
Aurion V6 Touring Sedan	9.9 3.5 204 - 52,090
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RAV4 2WD GX	7.4 2.0 107 - 36,340
RAV4 2WD GXL	7.4 2.0 107 - 40,840
RAV4 AWD GXL	8.5 2.5 132 - 47,840
RAV4 AWD Ltd	8.5 2.5 132 - 57,140
RAV4 AWD GXL Diesel	6.5 2.2 110 - 49,840
Highlander V6 7S 2WD	1.01 3.5 201 - 61,990
Highlander V6 7S 4WD GX	11.6 3.5 201 - 59,990
Highlander V6 LTD 7S 4WD	11.6 3.5 201 - 76,490
FJ Cruiser V6 Petrol	11.4 4.0 200 - 66,930
Prado 3.0 GX Diesel	8.5 3.0 127 - 79,545
Prado 3.0 VX Ltd	8.5 3.0 127 - 105,130
Land Cruiser 200 Wagon VX 4.5	10.3 4.5 195 - 118,540

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Golf VII TDI BMT Comfortline	5.0 2.0 118 - 37,990
Golf VII TSI BMT Highline	5.0 2.0 118 - 41,490
Golf VII TDI BMT Highline	4.4 2.0 103 - 37,990
Golf GTI	6.4 2.0 162 58,990 61,490
Golf R	7.1 2.0 221 69,490 71,990
Golf Wagon TSI Comfortline	5.1 1.4 90 - 37,490
Golf Wagon TDI Comfortline	4 2.0 103 - 39,990
Golf Cabriolet TSI 90kW	6.3 1.4 90 - 46,500
Beetle TSI	6.2 1.4 118 - 46,500
Passat TSI 118kW	7.1 1.8 118 - 48,750
Passat TDI 130kW	5.3 2.0 130 - 53,750
Passat Wagon TSI 118kW	7.1 1.8 118 - 49,990
Passat Wagon TDI 130kW	5.2 2.0 130 - 54,990
Passat Alltrack	7.5 2.0 125 - 59,990
Passat CC TDI 125kW	9.3 2.0 125 - 62,990
Passat CC V6 TSI	9.3 3.6 220 - 74,000
Touareg TDI V6	7.4 3.0 150 - 89,900
Touareg TDI V8	9.1 4.1 250 - 135,000
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Mrs C., Southport

"I received my two **Smart Ear** sets just in time for my 88th Birthday. I gave one to my son who was as amazed as I was. I have an expensive hearing amplifier which cost me many hundreds of dollars but the **Smart Ear** is far better. I will spread the word to anyone needing help with their hearing. Thank you for your help and keep up the good work."

Basil D., Port Talbot

"Thank you for **Smart Ear** – it arrived and is all it claims to be"

P. L. Valuta, London

"Thanks to **Smart Ear**, I now hear TV without needing it to be at full blast! So the rest of the family can watch and listen in comfort too. Also on my walks I hear birds I have not heard for years"

J. Harper, Windsor



Traveller



Melodie Robinson

Sky Sport commentator and former rugby player

MY HUSBAND MARCUS and I took the kids to Mimiwhangata last December. It's a DOC park near Whangarei and it was the

first time Marcus and I had been camping in 16 years. I forgot the cutlery and plates, so it was a disaster in the making. Other families had to help us put up our tent. But it was a beautiful spot with massive pohutukawa trees. Bright greens and reds stood against a gentle blue coastal beach verging on aqua. It was peaceful and idyllic and all my

work stresses washed away. We played touch rugby with other families and a game called Octopus which is like Bull Rush, and the kids loved that. It was an awesome break and we'll do it again. I'll make sure to take cutlery and plates next time.

■ Melodie will present Sky Sport coverage of the 2015 Rugby World Cup which kicks off September 18.

AN EASY ESCAPE

Kathryn Webster packs art, markets and coastal treasures into a weekend

ABOVE ANCHOR BAY we set up our picnic: bread, hummus, salad greens, avocados, feijoas – all bought from Matakana Farmers' Market. Out there lie Great and Little Barrier Islands. Above us, clouds gather and darken and threaten. Down at the beach, people walk or stand knee deep in froth or perch on rocks. Kids play in the shallows, parents photograph them. It's way past summer but people still enjoy the water, dressed in wetsuits. A few surfers are out, stretched

along their boards, watching over their shoulders for secret signs in the endless rolling run. Waves touch the shore one by one by one, tugging patterns around sand-rooted rocks.

We watch a man teach two young boys to surf. In turns they clamber up onto their boards and stand, knees bent, arms outstretched, and their father shoves at just the right moment to send them riding. They hoot and yell, triumphant.

This is day two of our easy escape from Auckland city, a short run up the motorway, through the tunnel,



ABOVE: A picnic spot with views in all directions at Tawharanui Regional Park; lunch ingredients from Matakana's market.

east at Warkworth. It's rolling country, with vineyards, well-tended gardens, farms with high hedges and glimpses of the sea. In the midst of it all is Matakana village, once a support town for the surrounding rural lifestyles, but these days it's more than that. It adds value to those holidaying at nearby beaches, with glamorous dining and boutique cinemas – who cares if it's a wet weekend? And some of Matakana's shops, specifically a craft gallery, a book store and a shoe shop, are destinations in themselves.

On Saturday morning, it's all about the markets. We order coffees within two minutes of walking into the busy courtyard and stand watching the mingling masses, getting our bearings as we wait for them. Sweet smoke rises from a corner barbecue. A guitarist and singer serenade with Fleetwood Mac and Eagles covers. At the core of the market are sellers of feijoa wine, locally made cheeses and olive oil, organic vegetables and breads. Around the edges, free range eggs are bagged up, dukkah is spooned into bags, passionfruit exchanged for gold coins, smoked salmon and parcels of sausage are handed over counters. Sizzling fritters are flipped and delivered, pizzas are built, juice is squeezed out of fresh fruit on the spot.

Families meander, sipping and nibbling. Locals chose bunches of flowers, handfuls of fresh herbs, bottles of chutney. They exchange news and pat each other's dogs. A couple collects ingredients for a picnic at Tawharanui.

We head out, systems full of bite-size samples, full-size Vietnamese rolls and flat whites but before leaving town, we wander up to another smaller market where second-hand stuff vies with craft for the passing dollar. We contemplate the options, move on.

Just out of Matakana we're distracted again and turn right down Tongue Farm Rd to visit Morris & James pottery. Bright, jewel-coloured, glossy pots crowd the gallery and the garden surrounding the café.



CLOCKWISE FROM TOP LEFT: Matakana Farmers' Market is a hive of action; the pie man; fresh seafood is a hit; outside Morris & James' café; a rainbow selection of pots at Morris & James; the Mazda CX-3; Tawharanui's Anchor Bay; our colourful breakfast.



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Visitors who time it right can tour the workshop, and even those who don't can get an understanding of how the platters and plates, the fat round bowls, the slender garden columns and fancy-glazed wall plaques are made, thanks to descriptive panels and a video. It's a fascinating place.

We're in picnic mode though so we don't linger long. Off the main road again, we head on to Tawharanui

“
..leaving seal at
the far end with
sunlight through
bush dappling
the road.
”

Peninsula and wind up its length, leaving the seal at the far end with sunlight through bush dappling the road. At the entrance of the regional park, the road dips down to the sea and follows the coast to a gate in a fence built to keep predators out. It knows we're coming; it lets us in. Pukeko dance away from the track.

Surprised to find the car park full, we brace ourselves for a crowded beach but up on the headland above Anchor Bay we find the peace and calm we are hankering for. Flax and tussock fringe the knoll; the grass is picnic-perfect soft and spongy.

The plan was to walk one of several trails in the Tawharanui Open Sanctuary, including some that reveal the successful eco mission to encourage native birds back to the area, but busy clouds move their threat up a notch. We scoop up the scraps and head for the car.

With more time, we'd have driven to Leigh, Goat Island and Pakiri and we head that way, but we veer off at Omaha Valley Road, to check out The Vivian, a gallery just up the road on the right. It's a beautifully crafted, modern space with thoughtfully curated contemporary shows. We catch the tail end of a figurative exhibition featuring many artists working in many different styles, collectively providing insight and happy diversion.

With art on our mind, it's an easy decision to make another stop on the way home – at Brick Bay Sculpture Trail, off the road to Snell's Beach. The Glass House, a stunning, airy dining room on the edge of a small lake, is busy with wine tasters and afternoon-tea takers, but we bypass that and make straight for the track. Past shiny stainless steel gnomes, wind-blown hoops and spoons, intricately wrought over-size leaves and drums pierced with multi-coloured arrows, we meander a blissful hour or so in suspended belief. Designed to showcase and share large, ambitious outdoor art by around 50 artists at a time, the Brick Bay experience is extraordinary and generous.

Reluctant to submit to the city quite yet, we leave SH1 one more time, heading over Johnstone's Hill instead of taking the tunnel. It's a glorious piece of road with the Puhoi River meandering its snaky way toward Wenderholm and views expanding wider and wider as you go. Our car, a shiny new joy to drive, sweeps up the hill. At Waiwera we hook around toward the pools, park up, pay up. A steamy soak, the soundtrack of family chatter and squeals, is a grounding counterpoint to our two days of calm, cultural reflection and easy, rural escape. 📍



3 TOP TIPS FOR MATAKANA

3

1 See a movie at the boutique Matakana Cinemas.

2

Stock up at the top quality Matakana Farmers' Market on Saturday mornings.

3

Buy New Zealand craft at Matakana Craft Co-op, Morris & James Pottery, Piece Gallery or direct from several studios.

IN THE AREA



Take a glass bottom boat tour at Goat Island Marine Reserve.



Volunteer for a planting day at Tawharanui Regional Park.



Enjoy an evening stroll along Omaha Beach.



Catch a band at Leigh Sawmill Café.



VISITOR INFORMATION

Thanks to Mazda for the loan of a Mazda CX-3. Our motoring expert reviews the CX-3 on p.50.

AA Traveller

Book accommodation at aa.co.nz/traveller



TRAIL TALES

Mary de Ruyter takes a closer look at Hawke's Bay

WE ARE MOVING slowly, enjoying the scritch-scratch of tyres on limestone, feeling connected to the surroundings. At this pace, we are able to discover the detail: on this first day of our Hawke's Bay Cycle Trail trip, we learn that the land we are on was once underwater.

Before the 1931 earthquake, Napier's small centre was hemmed in by Ahuriri Lagoon, rich with all manner of seafood. When the quake hit, the lagoon was pushed up nearly two metres, leaving fish to rot: apparently the smell was

quite something. The land has been gradually reclaimed and now has housing, farmland and pockets of wetlands on it.

High tide on a cloudless day and all is quiet. There's more chance of seeing birds at low tide and first thing in the morning, so we engage in competitive ornithology, searching for black swans, pied stilts and royal spoonbills but actually spotting shags and

white-faced herons. A murmur of starlings rises from the sedge, swarming in a curving, sinuous mass.

Hawke's Bay is top cycling country: four themed trails are wonderfully wide, mostly off-road and well signposted. Locals use them enthusiastically and help visitors enjoy them, too. One truck driver stops his rig to jump out and set us right.

We wind through Taradale to Otatara Pa Historic Reserve, one of New Zealand's largest pa complexes. Settled more than 500 years ago, the steep slopes were coveted for their defensive value and the access to wetlands for food, water, weaving materials and transport. Many died here, so the reserve is tapu, though you can still explore various trails.

It's very hot. We head up Tutaekuri River towards Puketapu, on top of a stopbank and exposed to relentless sunshine. I'm wearing a long-sleeved cycling top to avoid sunburn, but it's making me overheat. The path goes on forever. The chocolate in my pannier is melting.

Soon after we turn to ride back along the river's south side we find a swimming hole, where a family has set up a picnic and portable stereo. Teenagers clamber up the bank to jump, turn flips and bomb.

I collapse into the cool water, speechless with relief. We drift, half-listening to divers egging each other on and teenage chatter: "nah, he's not that cool; d'you know what he did last week?". *What's the Time, Mister Wolf?* by Southside of Bombay comes on the stereo and in that moment we enjoy a happy sense of being Kiwi, of belonging here.

Day two's goal is the vineyards of Gimblett Gravels and the Bridge Pa Triangle. Overnight rain has dampened the sunbaked hills; we pass orchards laden with apples, pears, stone fruit. There are also furrows and furrows of uprooted onions:

“
We turn to ride back along the river's south side and find a swimming hole.
”

New Zealand's highest-value export vegetable perfumes the air with an unexpected sweetness.

Through a mile-long avenue of oak trees, through Flaxmere, the wine tastings draw nearer. The first cellar door on Ngatarawa Road is...closed.

"Que sera, sera," I warble.

Better luck at Salvare Estate: "Let me guess – one-dayers?" co-owner Steve Nathan asks, referring to our cycle trip.

"Nope, day two of three," I say. My tired legs manage to carry me inside.

"Well, I figured you weren't five-dayers," he says. "They usually look totally over it by the time they turn up here."

At a picnic table by the vines we demolish a platter with Salvare olive oil and dukkah, and sample frozen wine cocktail mix. Golden retriever Zoe hangs around, quietly hoping we'll share. We don't.

The pop, pop of scareguns echo as we cruise on.

Our final day dawns cloudy; we head out from Havelock North atop the Tuki Tuki River's stopbanks. At the coast the path winds through wetlands, home to pied stilts, black swans and herons. On the beach, horses stretch their legs; Cape Kidnappers stretches out to sea.

At Zeppelin Café in Clive one of the kitchen staff pops his head out the window: "We'll keep an eye on your bikes." Another joins in: "Oh, but we nick all the good ones!"

Everyone seems very happy to be here. We meet 'refugees' from Auckland and locals who visit big cities just often enough to remind them how much they prefer it here.

The final stretch heads along Marine Parade into Napier, past the port and back to where we began. 📷



TAKARO TRAILS

Takaro Trails (takarotrails.co.nz) offers self-guided tours, from 1-7 days, with maps, directions, pre-booked accommodation and daily bag transfers.



Traveller

For more about Nga Haeranga – the New Zealand Cycle Trails see aatravel.co.nz/cycletrail.



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YOUNG LOVE

Jo Percival takes a small passenger skiing for a day



A **S SOON AS** a young child is zipped into multi-layered snow clothes and onto a mountain, he will inevitably need to use the toilet.

We just reach the bottom of our first chairlift ride into Mount Ruapehu's Happy Valley, laden with skis, snow gear and anticipation, when a small voice chirps: "Mum? I need a wee."

Still, the day of our first family trip to Whakapapa ski field is pretty close to perfect. A bluebird day: cloudless, windless, and busy without being unpleasantly crowded.

I learned to ski as a child – younger, even, than my five-year-old Gus – and I was hopeful to instil in him the same enthusiasm and pleasure during his first snow experience.

Tucked safely inside the V of my skis, Gus and I glide slowly over dry, powdery snow. He hangs like a dead weight by his elbows, limp-kneed but grinning and exclaiming at how much fun it is: "wheel!"

At the bottom I manhandle him through the short queue for the chairlift, where we don't have to wait much longer than a few minutes. The ticketing system bleeps us through automated gates on reading our passes, wherever they may be buried beneath layers of clothing.

At the lift, a smiling attendant cheerfully lumps Gus into the seat next to me and we lower the safety bar, skis swinging under us, for the ride back up. "Mum, why is it so quiet?" he whispers. I try to explain about the muffling effect of the snow, but he's right – I get the strange sensation that my ears have been stuffed with cotton wool. And even though I can see people not far below us laughing and shouting and squealing in the snow, they sound oddly distant in the sheltered valley.

As we reach the top of the chairlift I push up the safety bar nervously, clutching a tight handful of Gus's jacket as we prepare to dismount, but he surprises me by sliding smoothly off to the side like a pro. This, it turns out, is the only bit of solo skiing he does all day; it seems he'd much prefer to let me do all the work. After a couple more runs my back is aching and sweat is trickling uncomfortably beneath my thermals, despite the icy temperature. It's a relief when Gus declares that he's had enough skiing for the day.

Along with Ben, my non-skiing husband, we catch the Rock Garden and then Waterfall chairlifts to the upper mountain for lunch.



CLOCKWISE FROM LEFT: The writer doing all the work; Gus taking charge on the toboggan; chairlifts busy with thrill seekers; Gus, right at home in an igloo made with his dad.

I can't help smiling at Gus's amazement at the expanse of the ski fields. He is mesmerised by the huge machines puffing out clouds of fresh snow over the slopes; throngs of brightly-coloured skiers and snowboarders whooshing along groomed trails; the backdrop of the soaring Pinnacle cliffs. "Ahh," he breathes in awe, "you know, very deep views are the most beautiful."

Lunch means hobbling awkwardly with laden plastic trays through the packed café dining area, where everyone suffers the indignity of flattened, sweaty hat-hair. It is a relief to unclamp the vice-like ski boots from around my bruised ankles.

Replenished, I steal in some runs on the upper mountain. "Hissssch", whisper my skis as they skim the smoothed snow;

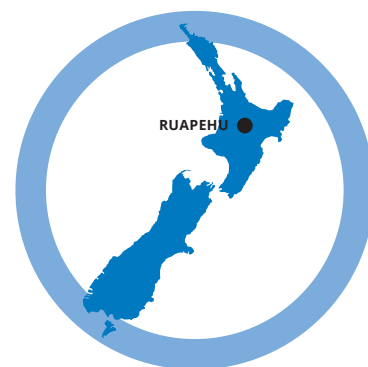
"krrrrraw" as the metal edges cut into a turn. It makes a satisfying rhythm, repeating down the hill. Near the bottom of the Waterfall chairlift, I teeter briefly on the fulcrum between fear and thrill before hurtling down the end-of-run

chute, skis parallel, poles tucked in my armpits and praying for no lumps or rogue rocks to hit at full speed.

Happy, but with aching legs and numb toes I return to the beginner slopes to find Ben and Gus putting the finishing touches on a kid-sized igloo.

Despite having skied for years, I had never been on a toboggan before. Gus, who has spent the afternoon mastering the art with Ben, has his turn to teach me. He sits in front, steering confidently and we whizz down the track, with sprays of fresh snow flying into my mouth as I laugh. 📷

“We whizz down the track, with sprays of fresh snow flying into my mouth...”



5

WINTER DRIVING

- 1 Allow greater following distances as it takes longer to stop on slippery roads. Avoid towing.
- 2 Carry warm clothes and keep a survival kit in your vehicle in case you get stuck.
- 3 Keep at least half a tank of petrol in your vehicle in case you get diverted onto another route.
- 4 Carry tyre chains that you know how to use and fit.
- 5 When travelling in fog, rain or snow, drive with your lights dipped.



LOCAL FAVOURITES

- Take a photo with the iconic big carrot (hard to miss driving into Ohakune).
- Enjoy a walk through Mangawhero Forest, a three kilometre loop through native forest. (Suitable for wheelchairs and pushchairs).
- Indulge in a cup of hot chocolate and cake at an Ohakune cafe.
- Take a dip at Tokaanu hot pools, about an hour drive from Ohakune.
- Enjoy a meal at the Chateau Tongariro Hotel, near Whakapapa skifield.
- Visit the National Army Museum at Waiouru.



Traveller

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THE DEFINITION OF COOL

Alice Galletly spends a happy weekend in an old haunt

DUNEDIN WAS MY home for four years when I was a student, and I'm regularly telling people it's the coolest city in New Zealand. But is it really? Or do you have to be 19 and full of Speights to fall in love with it? Armed with a wool coat and my boyfriend Tom, who's never been, I've returned for a weekend in winter to find out.

It's midday when we arrive, so the first thing on the agenda is lunch. I've been dreaming about the lamb's

fry at Café Nova and, as testament to its excellence, we find it still on the menu. The crispy bacon, tender liver and sweet gingerbeer sauce is as good as I remember, while the gigantic cream donut for dessert is a welcome new addition.

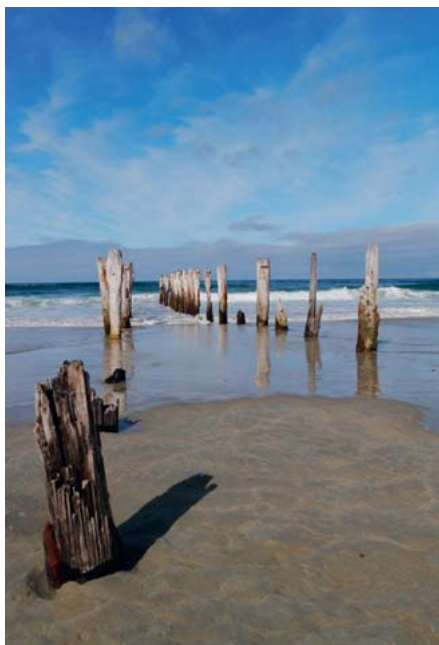
After a mosey around the Dunedin Public Art Gallery next door, we button our coats and head out for a chilly wander through town.

It's hard to say what gives a town character exactly, but you know it when you see it and you see it in

Dunedin. It's in the crumbly Victorian flats that tumble down the steep, sloping streets, in the neo-gothic church spires that pierce the sky, and in the colourful street art (council approved and otherwise) splashed across brick alleyway walls.

Perhaps it's this character, combined with cheap rent, that attracts so many artists, fashion and jewellery designers to the city.

ABOVE: A winter walk along St Clair Beach reminds the wind-blown writer she once swam, with difficulty, in the tumbling surf.



CLOCKWISE FROM TOP: Photogenic St Clair; Dunedin's vintage fashion shops are legendary; The very cool Plume; St Clair boulevard; artisan bread; First Church of Otago; foodie fun at the market.

Whatever the reason I'm glad they're here because it means Dunedin is blessed with some of the country's best shops. I waste no time dragging Tom into Plume – home of local label Nom*D and racks of achingly cool European designers – where, sadly, the only thing I can afford is a pair of socks. At Preservation Society (formerly Modern Miss), vintage beaded dresses, silk kimonos and Moroccan cowboy boots all suddenly feel like wardrobe essentials and, in Slick Willy's, my heart is stolen by a pair of gold leather brogues.

A quest to see an old flat takes us south of the Octagon, to the historic warehouse precinct. It always used to feel a bit sad around here – lots of charming but decrepit old buildings with cracked and boarded up windows – but recently, a band of enthusiastic investors have been showing it some love. Apartments and offices are moving in to newly earthquake-strengthened spaces, and buildings that once seemed destined for demolition are now gleaming proudly under fresh coats of paint.

One of the most impressive new shops we call into is the joyously named Wine Freedom, a bright and airy wine store with exposed brick walls and polished concrete floors. We find owner Paul moving between



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Full Size 4WD (Toyota Highlander or similar)	\$129	42%

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the customers like cupid, expertly matching each one up with their perfect bottle.

For dinner, a local recommends Plato Cafe, which is down near the docks in the old Seafarers Building. Getting there involves walking over a concrete overpass surrounded by dark, deserted streets, so it's a relief to step into the boxy '60s building and to find it warm and full of life. Surrounded by Plato's retro kitsch decor (shelves crammed with vintage teapots, Kiwiana and toys) we feast on paua fritters and pan-fried salmon, washed down with Otago Pinot Noir.

Saturday is one of those blue-sky Dunedin days that in recent years have acquired their own Instagram hashtag: #dunnerstunner. By 9am we're at the farmers' market, shuffling indecisively past artisan chocolates, fresh sourdough and cured meats, settling eventually on crepes filled with delicious stewed French lentils. I'm about to give my change to a busker whose sign reads: "Need money to rebuild the Death Star" (nothing like a good cause), when he puts his guitar down mid-verse and wanders off to get a coffee.

We do the same, heading up the road to a new café called Morning Magpie. As we wait for our cold brew coffee, I note the barista's carefully waxed moustache and leather apron, the range of specialty single-origin coffee beans on offer and the stylish, minimalist interiors, and it strikes me that Dunedin has got a whole lot hipper while I've been away.

'Dunners stunners' are not to be wasted, so we jump in the car and head to Port Chalmers for lunch. The half-hour drive is a heartbreaker; meandering past hilly farms and under lush, leafy canopies, while the long blue arm of the Otago Harbour glitters to our right. In the sleepy

logging port we find a craft beer pub called The Portsider and settle down at a sunny table for a long ploughman's lunch.

"How do you like Dunedin so far?" I ask Tom, between mouthfuls of pork rillettes and pickles.

"It's cool," he tells me. "Sorta like Wellington but more laid back. And with better weather."

I'm not sure that last observation is strictly correct but I don't want to spoil the impression. Instead I take him to St Clair Beach, where surfers bob like seals on the unfolding blue surf. I remember swimming here once – it was like being a sock inside a washing machine – but it's a lovely beach for a walk. We trudge along the creamy fine sand around the bay, while kids hoon, shrieking, down the steep dunes on boogie boards.

“It strikes me that Dunedin has got a whole lot hipper while I've been away.”

That night, after a cheerful pizza dinner at Zucchini Bros, I insist on leading Tom down a dark, sketchy-looking alley near the Octagon. He looks nervous until I push open a door to reveal one of my more sophisticated student haunts:

Pequenos, a cosy cocktail bar with a crackling fire and leather armchairs. The lighting is low and the Negronis are strong, just the way I remember them.

The next morning, heads slightly foggy from the cocktails, we make our way to the quietest, most serene spot that Dunedin has to offer on a Sunday morning: the university. Nothing moves but the gentle Leith River, ambling under weeping willow and cherry blossom past the imposing stone university buildings. Eventually a few students mooch past with laptops and water bottles, no doubt pained at the prospect of having to study on the weekend.

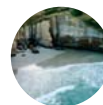
Call it nostalgia, but I can't help but feel envious of them. There could be no better place to be trapped in a library than in New Zealand's coolest city. 📖



DUNEDIN ESSENTIALS



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olveston.co.nz



Take a picnic to Tunnel Beach
dunedinnz.com



Spend time in the Botanic Gardens
dunedinbotanicgarden.co.nz



Check out Larnach Castle
larnachcastle.co.nz



WEATHER WISE

Dunedin's four seasons each has its own distinct beauty. In winter there's often frost and occasional snowfall as well as those gorgeous 'Dunners stunners'.



WHAT TO WEAR

Layers in summer, autumn and spring as it can be crisp in the morning and evenings and hot during the day. A warm coat, hat, scarf and gloves in winter. If snow is forecast, a water- and wind-proof coat and footwear with good tread.



MORE INFO

Visit dunedinnz.com for details on winter events and travel ideas.



Traveller

See aatraveller.co.nz to book accommodation.



FAST TIMES IN CROMWELL

Karl Puschmann goes full rock star down South

WITH AN ALMIGHTY roar the jetboat lurches suddenly forward and Queenstown's majestic landscape disappears behind a blur of grey. Blitzing up the canyon the great wide open is quickly replaced by looming cliff faces that stand resolutely stationary and shoot past uncomfortably close. Their deadly stillness highlights our reckless speed.

The woman on my left shrieks. On my right the cold blue of the Shotover River splashes up into my face. I think

I'm having fun but we're going so fast it's hard to tell.

Most people come to Queenstown for the skiing. I've come to leave. Once I've dried off I'll be heading to nearby Cromwell.

It used to be that this small town was only famous for its proximity to the playground of the South. Rather than fighting that concept, Cromwell's embraced it, capitalising on the fact that it's only 45 minutes away and fast becoming a destination in its own right.

Positioning itself at the boutique end of the market, Cromwell offers an escape from the crowded

Queenstown streets and their accompanying raucous party vibes. If partying's what you're after, there's nothing for you in Cromwell.

It's quiet, peaceful, slow. Well, it is as long as you're not strapping yourself into the front seat of a tricked-out Porsche Cayenne at the Highlands Motorsport Park. Then Cromwell is a very different place indeed: it's loud, aggressive, fast.

We're tearing around the racetrack doing what's known as a 'hot lap'. This mainly involves sitting in the car and trying to keep your composure as one of Highland's pro-drivers hoons

it around the bendy four kilometre racetrack at stupendous speed.

The needles on the rev counter and speedometer oscillate wildly, manically jerking from zero to max constantly, as we clinically tear down long straights and get expertly thrown around corners and turns. Each bend sends the view sliding giddily in front of us, generating violent protest from the screeching tyres as they battle against the overwhelming momentum to keep us locked on the track.

After that, it's our turn... sort of. Pulling on a racing helmet I climb into a go-kart that's humming patiently on the starting grid of the park's dedicated kart track. When the green flag drops I put pedal to the metal and zoom off. Bobbing and weaving through the mob of fellow racers I eventually end up in a fierce fight for first place. However, my rival shows serious skills, swatting away all my overtaking manoeuvres and leaving me to sail into second place. I feel robbed until I learn that he's a semi-pro local jetboat racer.

Even though skiing is not on the agenda, you can't come all this way and not spend any time playing in the snow. So after a morning's motorsport, I take to the sky.

In what will no doubt end up being one of my life's more rock star moments, a helicopter picks me up from the splendid Mt Difficulty Winery where I'm having lunch.

Making my way to the waiting chopper I notice a hushed chatter as the other diners try to sneak a peek and work out if I'm anyone notable. I'm not, but lifting off it's certainly hard not to feel a million dollars.

Soaring over the manmade splendour of Lake Dunstan towards the craggy marvel of nature's hard forged, snow-capped ranges is a privilege for the eyes.

The snow at our landing spot on

the Pisa Range is only accessible by 'copter and is absolutely pristine, blindingly white against the sharp blue of the day. We mooch about up there for a bit, taking photos and gaping at the picture-perfect vistas that stretch out endlessly in all directions. I throw a snowball at a fellow passenger.

Shortly after, a nice walk is ruined by my repeated attempts to hit a very small ball into a series of

very small holes. Displaying a natural flair for sending my ball flying haphazardly off the fairway and an innate ability to putt around the hole, my time at Cromwell Golf Club course is mostly spent wandering around looking for my ball.

Another big positive of

Cromwell is the proliferation of quality restaurants. It's been a big day and as I'm extremely keen to sample the local reds, we choose to dine at The Moorings, which is right on Lake Dunstan and a part of the Boutique Heritage Lake Resort where we are staying. This way, no one has to drive.

Unlike Queenstown which stays lit up and bustling until the wee small hours, the cold night drops quick and black in Cromwell. But tucking into a hearty steak, quaffing a delicious Pinot from the local Mt Michael winery and being warmly ensconced in the cosy pub atmosphere there's absolutely no incentive to leave. So we don't.

Eventually last orders are called and we leave on wobbly legs to walk the short few steps to the room, where a warm bed and heavy eyes bring an end to my adventures in Cromwell. 📍

“
In a rock star moment, a helicopter picks me up from the restaurant.
”



THINGS TO DO

1. Skiing is extremely popular.
2. Play Queenstown's 3D interactive Darkride; it's a cross between a movie and a videogame and is great fun.
3. Visit the unique Alan Waters Art Gallery.
4. Pan for gold at Goldfields Mining Centre.
5. Take a bumpy 4WD tour to famous movie locations with Nomad Safari of the Scenes.



MORE INFO

Karl Puschmann was a guest of Heritage Queenstown and Heritage Boutique Lake Resort Cromwell.



Traveller

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Short and Sweet

Alice Galletly laughs off a weekend at sea



FROM ABOVE: Getting a whiff of White Island; a rare moment of solitude on the Pacific Pearl.

WHEN I WAS invited to spend three days aboard a cruise ship called Pacific Pearl, the word that came to mind was “luxury”. I pictured eccentric elderly ladies dripping in diamonds and furs; white-gloved waiters lifting lids from silver platters; Leonardo DiCaprio painting me like one of his French girls.

The vision was smashed within my first four minutes at sea.

This is the time it took for ‘90s club anthem *Absolutely Everybody* to play from the deck’s speakers, while a dozen dancers in hot pants performed a hula-hoop routine around the pool. Beside them, a meringue-like bride

with ‘Scallywag’ tattooed down her arm gyrated on her new husband, while her maid of honour (with matching tattoo) held up her train. Despite the grey skies and chilly wind, all the guests were drinking tropical cocktails from fluorescent plastic cups – and most people looked to be on their second, third, or fifth rounds.

It turns out you don’t need to be old or rich to go cruising these days, thanks to affordable short-break packages like the one my boyfriend and I were on. This was a three-day, comedy-themed cruise, where the focus was less on the destination (we started and finished in Auckland) and more on the onboard entertainment and bar facilities. Most of the guests

still had all their teeth, and were celebrating birthdays, anniversaries, or in the case of the scallywags, an actual wedding. Absolutely everybody was there for a good time.

I had planned to spend my hours aboard the Pacific Pearl staring contemplatively out to sea, but there were much more exciting things to do. The timetable delivered to my room each morning showed at least five activities happening simultaneously at all times, the majority of which were free. I could learn to line dance before lunch, play bridge in the afternoon, and become an expert at making cocktails before dinner. I was intrigued and tempted by something called a ‘free champagne botox party’, but



CLOCKWISE FROM LEFT: Acing cocktail class; hula action out by the pool on our first day.

opted instead to smooth my fine lines with a facial in the ship's spa.

Of course, all this was just filler for the main events: the daily comedy shows, which were held in the ship's impressive tiered theatre.

We started with mind reader Anthony Laye, who coaxed audience members from their seats and subjected them to embarrassing psychological tricks. Then there was self-described 'smoking, drinking, farting' comedian Bev Killick, who used the F-word with real finesse. Self-deprecating Tommy Dean, a long-haired, slacker dude with a deep Arizonian accent, was the funniest by far, while the guy who sang parody rock songs about toilets

and foreign taxi drivers was too bad to mention by name.

The audience, who were very merry by the time the 11pm show times rolled round, roared and hollered through all of the sets, but never so loudly as during Bitchin' Bingo. Host Mistress Viv wore a towering red beehive, fishnet tights and hot pants, and had a Westie-themed rhyme – "twenty-two, honeymoon in Manawatu!" – for every number. At one point she asked us, "Is anyone here from West Auckland?" and the cheers were so thunderous you might have heard them from land. Like the comedy, the food on board was of varying quality, but even the

“With so many distractions it was easy to forget we were on the ocean.”



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fussiest of foodies (me included) were catered for at the Salt Grill. This was an intimate little restaurant with white tablecloths and dim lighting, where I gorged on marbled scotch steak, truffle fries and licorice parfait. I can tell you, it was hard to go back to the buffet after that.

Saturday was formal night aboard the Pearl and I was hoping this was the time to glimpse some old-world cruising glamour. Sadly, it wasn't to be. Interpretations of the term 'formal' varied wildly, and on the way to the restaurant I saw everything from short, sparkly cocktail dresses to stubbies worn with rubber jandals. My hopes lifted briefly when I spotted what looked like a tuxedo from afar, but on closer inspection turned out to be a tuxedo printed on to a felt onesie.

With so many distractions it was easy to forget we were on the ocean, but then, on the third day, we sailed past something more thrilling than anything on the programme. I was busy losing a game of bingo and might have missed White Island entirely, were it not for the intense smell of sulphur that stunk up the ship. I rushed on to the deck – pausing to adjust to the natural light – just as we passed the island's gaping, steaming crater. Maybe it was because I had essentially spent three days indoors, but nature never looked so impressive.

By the last day at sea we were pro's of the Pacific Pearl. We knew where to sit at the comedy shows (as far back as possible, so as not to be picked on), and at what times of day the

café would be converted into a laser disco. We had managed to locate the ship's only stash of English Breakfast tea bags and had very nearly got the hang of finding our cabin.

I had a sense, by the end of it, that this wasn't quite the right cruise for me, but that there had to be one out there. Were there any wine-themed cruises, I wondered? Or cruises where we just lie around reading our books in the sun? Throw in a few rounds of bingo, I thought, and I could definitely go for that. 🍷

VISITOR INFORMATION

The writer travelled as a guest of P&O. For details on 2016-17 season short-break cruises on Pacific Pearl, visit pocruires.co.nz.



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Monica Tischler travels solo through South Australia

ACROSS THE DUSTY PLANES

SEEING A HUMAN skeleton for the first time brings a torrent of questions. What was the person like? How old were they when they died? How did it happen?

I stand beside brittle white bones cocooned in fine grains of yellow sand and a shiver runs through me despite the intensity of heat in a cloudless sky.

I'm atop Cattle Point along the Coorong River in Goolwa. It's day two of my week-long self-drive following South Australia's Murray River through charming, burnt-amber towns.

Local guide Matt explains the bones belong to someone from the Aboriginal tribe, Narrinduri, and could date back more than 800 years.

Standing on the ancient grounds is fascinating and I imagine women weaving, children watching and men hunting food to fill bellies.

That evening I check in at the beautiful Australasian Hotel. My room in the 1850 former pub is nicknamed 'The Juliet' as it has a quaint balcony similar to the one in Shakespeare's romantic tale.

Following the river north-east towards Mannum the next morning,

green hills blend into vast orange planes stretching for miles without a house in sight. Herds of cattle graze on dry, spindly foliage.

I stop in a small town called Strathalbyn to stretch my legs. I pass a young man walking his puppy which comes bounding up to me for a scratch behind the ears. "What's her name?" I ask.

"This is Shazza," the man replies in a strong southern accent. I suppress a laugh.

For many years the Murray River was a lifeline for residents who hunted and gathered for their



families, explorers who sought new horizons and traders who transported grains, nuts, citrus and other produce on its waterway.

It's obvious that people hold the river close to their hearts; on more than one occasion, locals describe it as South Australia's heartbeat.

I stop for lunch at an old pub perched atop a cliff overlooking the river in Swan Reach, a small town about an hour's drive from Mannum. Kangaroo's on the menu and having never tasted it before, I ask the waitress to describe the flavour. She's not fond of it, but I order it anyway.

There's a sign taped to the window where I sit waiting for my meal. "If your clothes are wet, please take a seat outside" it reads. I smile as an image comes to mind of boaties trudging up the dirt track to quench their thirst or slake their hunger. It reminds me of a message greeting patrons at the door of the Rangiriri Pub back home, in the Waikato and where I sometimes stop on the way south from Auckland. It reads: "Please remove your gumboots before entering."

After enjoying the smoky and rich flavours of kangaroo, I leave to my

final destination for the day: Waikerie. The long, straight and dusty roads get the better of me and I become disoriented. What should have been a straightforward stretch turns into a panicky me flagging down a passing driver, asking if my destination is near. I'm not only told that it's just a few kilometres away but that one hasn't fully experienced South

CLOCKWISE FROM LEFT: Exploring the vast sand dunes along Cattle Point, Goolwa; passing through dusty towns on route to Mannum; the tour boat moors on the river edge in Goolwa; inquisitive emu in Paringa; house boats along the Murray River; the writer out on the river.



CLOCKWISE FROM ABOVE: Seppletsfield Winery; Andrew Young shapes a whiskey barrel; enjoying some downtime at The Louise and Appellation; oak barrels store tawny port at Seppletsfield; grape vines on the roadside; The Woolshed Brewery in Wilkadene.



Australia until they get lost. That makes me feel better.

The next morning I set off to Kingston on Murray, home of the Brancott Estate Winery. Then I follow the river further east to Paringa for an afternoon on the water with Cathy and Rick who grew up around the river and wanted to share their love of it. They built The Frames, studios overlooking the river that are hired out, and also offer cruises through backwater creeks. Chugging upstream, nudges from Cathy indicate creatures to spot. We see a

sleepy koala bear plopped in a gum tree, kangaroos basking in the last hours of sun on the water's edge and several inquisitive emu bobble up to the boat to have a nosey.

We moor the boat and trample up a steep dirt path to The Woolshed Brewery in Wilkadene where I'm told owner Tom has just perfected his alcoholic lemonade. I'm excited to try it. It doesn't disappoint.

Tom also owns a collection of houseboats and we go out for a tiki-tour. The setting sun ignites the rich clay of the cliffs plummeting down to

the river edge. Silhouettes of pelicans and black swans are cast out across the water.

I hear Rustons Rose Garden is a must-see, so the next morning I drive about six kilometres to Renmark. The 85-year-old founder still lives in the family farm house on the 27 acre block. The land was initially used by his father as an orchard. Once a fruit tree died, a rose bush was planted in its place. Needless to say, the soil provided a healthier home for flowers than fruit as 45,000 bushes now make up the largest rose garden in the

southern hemisphere.

This part of the country is particularly impressive with dusty dirt roads weaving in between rows of green vines dripping with pops of purple. I pull over to pick a few delicious grapes from a bunch before calling into boutique winery, 919 Wines.


Driving west across the country towards Adelaide, I didn't think it possible for the land to turn a richer, more beautiful shade of orange – nor for the vines to stretch a greater distance. But the closer I get to Barossa, the more evident it becomes I'm in wine country.

Palm trees line the road to Seppletsfield Winery. I wander through the old homestead built in 1851, still with its original furnishings, and am taken aback by the treasure trove of history there. Seppletsfield is the only winery in the world to

“
Seppletsfield is the only winery in the world to release a 100 year old wine.
”

release a 100 year old wine. I'm lucky to try its sweet and pungent flavours in the form of a tawny port. Taking the fluid to my lips I cast back to the events that unfolded during its vintage. To think the grapes were plucked the same year as New Zealand troops fought at Gallipoli is mind-blowing.

I see flames coming from an old workshop on site. Inside I meet cooper Andrew Young shaping whiskey barrels from oak trees grown on the winery grounds. He explains that by charring the inside of barrels, the wood's natural sugar is caramelised which gives the whiskey its flavour. A sweet, candy scent fills the air. Andrew says he's made thousands of barrels over the 40 years he's been working – one of which was for Russian president Vladimir Putin.

Settling in for the night at The Louise and Appellation, quaint villas overlooking neat lines of grapevines, I reflect on my time spent in a vast and beautifully raw country. I'll treasure the memories. 

AA Traveller

The writer travelled overseas courtesy of Tourism Australia and South Australia Tourism. See australia.com or southaustralia.co.nz for more. See aa.co.nz/travelinsurance to make sure you're covered before setting off.

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Adventure Safari

Karl Puschmann seeks out adventure in Fiji and Los Angeles

IT'S INCREDIBLY RELAXING on the beachfront of Fiji's Denarau Island. White sand stretches out as far as the eye can see in both directions while dark blue water laps at the foreshore in gentle, sing-song rhythm.

Holidaymakers laze everywhere: some sprawled on the sand, some docilely swaying in hammocks. Some have their faces buried in the latest airport blockbuster, some are slurping up outlandishly fruity cocktails.

It's peaceful, tranquil and quiet. I almost feel bad ruining it. Almost...

My jetski is loud. Really loud. Its volume grows in tandem with my confidence, out on the waves. On the shore it's an obnoxiously loud drone that demands your hatred. I know this because earlier in the day a jetskier had ruined my breakfast by zipping back and forth like an amplified mosquito.

But now, out on the ocean, its noise

is fantastic. Its throaty chorus daring me on to keep pushing that little bit harder.

Before hitting the waves, the course was pointed out to me. I was disappointed. My dreams of freewheeling off on an ocean adventure are dashed when I'm given the instructions to go clockwise around a marked out rectangle for 15 minutes, thanks.

The thing with the ocean, as opposed to a racetrack however, is that it's constantly moving and changing. Each lap proved unrecognisable to the previous as the water shifted. As I shot around my bravery grew and, to the growly approval of the engine, I'd rev a little more, holding on as tight as possible while inching the throttle closer to its limit.

Fiji and its surrounding neighbours are all known for their adherence to 'Island Time'. This is an approach to

timekeeping that is best described as 'relaxed'. If you want to get something done it can be frustrating. If you're blasting wildly around a rectangle on a jetski on a fixed time limit then it's pretty much the best thing ever.

I was told I'd be waved in when my time was up. I have no idea how long I was out there for but if I hadn't voluntarily returned to dry land when I did, I'm pretty sure I'd still be out there now, whizzing around the course and hollering like a loon.

I returned to shore to pack my bags and scoot to the airport. I'd spent two days in Fiji, unwinding, and my next stop was Los Angeles. My plan was to maximise my precious holiday leave by hitting two countries in one week. I'd flown out of Christchurch airport around midday on Saturday and would return at roughly the same time a week later. In between I'd squeeze in as much adventure



CLOCKWISE FROM LEFT: Snorkelling in Fiji; the singing crew of Seaspray; off for a snorkel; two boys peer out from their home on the remote Yanuya Island.



tourism as possible.

Even though it was a fleeting visit I still ticked off a lot in Fiji. I spent a full day out on an 80ft schooner sailing around the Mamanuca Islands on the Seaspray sailing adventure. The tour included a scrummy BBQ lunch on the boat and what seemed like an almost endless supply of drink. The crew even had their own enthusiastic drinking song, complete with raucously encouraging ukulele accompaniment, which rang out frequently.

After an hour or so we stopped to snorkel in the clear blue waters off the deserted Modriki Island. I'm told this is where Tom Hanks filmed his shipwreck classic *Cast Away*. From there we sailed over to a traditional Fijian village on the remote island of Yanuya.

This was an eye-opening experience. It was a little run-down, very dusty and sleepy, but the people there were full of smiles and waves. Especially the young 'uns who ran all over themselves to cheerfully throw up rapper hand signals at us and our cameras.

This tourism is essential for the

village, bringing in much needed revenue. It was a cultural experience, to be sure, but I still felt a little uneasy as a big group of us stomped around the small village, snapping photos and pointing as if walking around a zoo.

When we boarded the schooner

“
The beach is peaceful and quiet. I almost feel bad ruining it. Almost...
”

after our visit, the strum of the ukuleles once again rang out as people headed straight for the well-stocked chilly bin.

The rest of my time on Fiji is spent lazing on the beach, stuffing my face with fresh sea food, going for dips in the pool and walking up and down that sensational beach, looking for

its end in either direction but never reaching it.

By the time I jump off the jetski to rush to my airport transfer, I'm well and truly unwound and ready to get back amongst some hustle and bustle.

In L.A I once again find myself touring people's lives, snapping pictures. I'm sitting in an open-top van, winding through the immaculate streets of Beverly Hills. The roads are lined with manicured gardens; properties of gauche excess peek out over towering fences.

I'm on a Startour, getting a glimpse of the lifestyles of the rich and famous. I'd expected to cringe my way through this but some of that old showbiz magic must have been in the air because as we trundle along I find myself getting genuinely excited: I can't wait to find out whose house we'll be stopping at next. We park up outside the mansions of Julia Roberts, Tori Spelling, Ellen DeGeneres, Diane Keaton, the Playboy Mansion and, macabrely, the house where Michael Jackson moonwalked off to heaven. It felt a bit like driving through the



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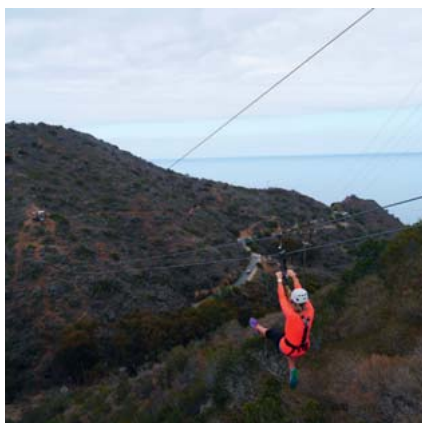
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CLOCKWISE FROM RIGHT: Ziplining on Catalina Island; the terrifying Xcelerator roller coaster; the sun sets on beachgoers at Santa Monica Beach.



pages of *The Woman's Weekly* and was, surprisingly, a lot of fun.

The next day a lady beside me blubs big fat tears. She looks at the thin wire line she is about to clip herself to and the deep gully she is about to fly over. Someone in the group offers her some gung-ho encouragement. Her reply is unprintable.

I'm out on Catalina Island doing a Zip Line Eco Tour. This mashes the adrenaline of ziplining with an oral retelling of the unique natural history of the island. All of which whizzes straight out of my head as soon as I step off the first platform to zoom through the air 91 metres above the canyon floor at a speed of almost 65km/h.

At Anaheim's adventure theme park Knott's Berry Farm it feels like my brains are about to whizz straight out of my head. In a moment of what I can only describe as sheer

lunacy, I quite willingly and of my own free will step onto a ride called the Xcelerator and sit down. The restraints come down and lock me in place. I notice my arms have a slight tremble and the next thing I notice is that I am screaming in sheer terror.

From a complete standstill the rollercoaster shoots me to a speed of 132km/h in a mere 2.3 seconds before launching me 20 storeys vertically up in the air, twisting me round and then flinging me right back down again.

There's barely enough time to register how absolutely terrifying it is.

As is the Boomerang, which makes me feel like I'm in a tumble dryer. This rollercoaster climbs almost 30 metres in the air, sends me spinning through its multiple corkscrews before abruptly stopping and sending me through them again. Backwards. Never has anything felt so, so wrong.

I'm fairly proud of myself for

conquering all of the park's 'coasters, though the Supreme Scream stops me in my tracks. This is the world's tallest turbo drop tower which climbs to a height of almost 80 metres before blasting you straight down at a speed of almost g-force 4. That's a whole lot of 'nope' in my book.

Later that evening I board Fiji Airlines for the return journey to Christchurch. Once I'm comfortable I start crunching the numbers: I'd been away one week, visited two countries, collected countless stories and used up only five of my treasured holiday days.

I'm not much of a mathematician, but even I could see how well those numbers added up. 📊

AA

MORE INFO

Karl Puschmann flew courtesy of Fiji Airways and Christchurch Airport. To arrange travel insurance, visit an AA Centre or go to aa.co.nz/traveller.



ONE NIGHT SPECIAL

Danielle Wright stays overnight at an Australian vineyard

FOR A TOWN of so few, it's surprising to see two caravan parks in Whitfield, Victoria. There are no major attractions or shopping strips in the area, but looking over the fields, it's obvious why people come here. We're in the King Valley, home of Australia's Italian-style wines.

I'm travelling with my husband Gavin in a campervan. We steer away from sharing our night with other campers and opt instead for a night in the Dal Zotto vineyard. It's a much nicer sight than a campground that greets us as we turn down its

leafy entrance and pull up in front of rows of grape vines, underneath a gigantic gum tree.

The Dal Zotto family success is down to extremely hard work, including a busy family life with four sons, taking lessons at night school and changing industries from tobacco to wine.

Patriach Otto built up the vineyard, but it wasn't until sons Christian and Michael took over that the Dal Zotto wine brand was born. Now the wines sell in top restaurants and wine stores as well as from their cellar door.

"The vineyard was once filled with tobacco fields," Christian says.

He remembers black tar would stick to his hands after picking tobacco leaves. "It wasn't glamorous, but it gave immigrant families like us cash to start a better life."

The winery restaurant or 'trattoria' is in the old tobacco kiln, a room with lots of character. It is next to a 1950s-era police building the family saved from a demolition yard.

Crisp prosecco bubbles tingle on our tongues before we're fed slices of The Otto, a thin crust pizza featuring "everything Otto likes on a pizza",

CLOCKWISE FROM TOP: Grazing among the vines; Dal Zotto winery; our home for the night.

including caramelised onion, ham, mushrooms, capers and anchovies. Next, we scoff down fluffy balls of house-made gnocchi dunked in pulled pork ragout.

As we sip Arneis – an Italian white with the scent of a summer flower garden – we look out onto fields filled with grapevines. Cows and sheep graze, the Black Ranges provide a soft sketch on the horizon; it's oil-painting pretty.

We contemplate a walk to nearby Paradise falls, a road-trip to fill up on foods from King Valley's artisan producers, a game of bocce in the garden or a spot of fly-fishing in the nearby King River. But we're invited to have another meal with the family and their guests.

After nibbling on cheeses, olives and chocolate in our Maui Haven package hamper, we head back to the trattoria. Christian and Michael make pizzas,

roasted vegetables and a slow-cooked lamb roast. They tell us about the best way to preserve olives, tricks on how to make salami and about prosecco, an Italian wine the vineyard is famous for, having produced Australia's first example of it a decade ago.

"Celebrating the tenth anniversary of our prosecco was my dad's proudest moment," Christian says. After a short walk in the moonlight back to our campervan, we settle down into country quiet, to be woken early by the long, loud laughter of a kookaburra in the gum tree.

"The Italian philosophy is to kick back and enjoy food and wine with family and friends," Christian says, over coffee in the morning.

"There's nothing pretentious about it, it's all about making everyone feel welcome."

That's exactly the experience we had. 🍷



VISITOR INFORMATION

For more on Australian wine stays, see maui.com.au/winery-havens.

PHOTOGRAPHY: DANIELLE WRIGHT

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My AA

Trevor Follows

AA President

AS I AM now halfway through my term as your President this feels like a good opportunity to give you a quick insight into my focus for the Association and some of the personal aspirations that I would like to see us achieve for our Members and the wider motoring community.

One of my core focuses is to ensure that the Association continues to run on sound business principles with Members' interests at heart.

Our Membership has never been stronger and is growing at unprecedented rates. The AA is in a very strong financial position and does not need to increase its annual subscription fees. My focus is ensuring that we continue to maintain these current subscription rates and that the underlying business principles and commercial elements of the organisation continue to deliver best results.

My second focus is to ensure this strong position is put to good use. Our Members are the primary benefactors from any new initiatives that we take but I would also like to think that we can take initiatives that benefit the entire motoring community and build a strong relationship with every New Zealand motorist.

One of these initiatives is AA Ignition, a programme that provides free professional driving lessons to AA Members and their children. This comes at a cost which is able to be sustained because we are financially robust. We expect to further expand this initiative to ensure every youngster obtains the right skill set and attitude through professional tuition.

My third focus, which is by no means the least important, is my desire to see the AA take an increasing advocacy role around road safety. When I look at New Zealand's fatality and injury statistics it concerns me. It is unfortunate that both alcohol and speed both continue to play a huge »



» role in our current fatal crash and serious injury rates. I have long held the view that more could and should be done to reduce the unnecessary death and injury that occurs on our roads.

For that reason, I have stressed upon the National Council, which is the AA's governing body, my desire to progress positive outcomes around recidivist drink driving, roadside drug testing, promoting the use of alcohol interlocks and continuing to take a strong interest in the reviewing of road speed limits.

I hope Members support the direction that I have pursued as your President for the last 18 months and that you embrace the road safety aspirations I have stressed.

It is my pleasure to be involved in an organisation that, after more than 110 years, is as relevant as it has ever been. The AA may be run as a business, but it beats with the heart of a club. I am proud it services so many New Zealanders and continues to play such an active role in making New Zealand's roads safe and enjoyable to travel.



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Let's Go Shopping

More New Zealand retailers have joined AA Smartfuel online stores.

AA Members can now accumulate AA Smartfuel discounts by shopping online.

Clothing retailers Ezibuy, Glassons and Hallenstein Brothers have now joined up to the scheme which already hosts almost 300 brands, including

ASOS, Strawberry.net.com and Marks and Spencer.

Any purchase over \$50 earns a Smartfuel saving of five cents a litre, which when you put it like that, makes that dress just a little bit more affordable.

➔ Go to shoponline.aasmartfuel.co.nz to get shopping.



EVOLUTION OF THE APPS

With more New Zealanders now using smartphones, the AA Roadservice App is a must-have tool for Members.

As well as being the easiest way to summon help when your car has stopped, the free app now offers helpful road accident assistance.

More than 135,000 AA Members are likely to be involved in a traffic accident this year. It's bound to be a stressful situation and it's not always easy to remember all the sensible steps you should take.

The newly relaunched app takes you through everything you should do if you're involved in an accident:

- Call emergency services if someone is injured and needs medical attention.
- Ensure the site is safe.
- Collect the other driver's details including who they're insured with.
- Note the time and place of the accident.
- Summarise what happened.



- Take photos of the damage and environment if you can. The app stores this information which will come in handy if you need to make an insurance claim.

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*Only available via all mobile fitments provided by AA Motoring Battery Service and AA Roadservice.

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WHO'S YOUR SPORT'S GOOD SORT?



Is there a dedicated sports person in your community who deserves to be recognised for their hard work?

Whether it's the ref, coach, someone who washes uniforms or drives the team bus before cutting the oranges, AA Insurance wants to recognise their time and energy spent helping others.

We're giving AA Members the opportunity to nominate their own 'good sort of sport' with a grand prize of \$10,000 worth of sports gear or equipment for their local school or sports club up for grabs.

NRL referee and former professional rugby league player Henry Perenara is supported by AA Insurance and wants to recognise his first coaches John Cargill and Brian Stevens from the New Lynn Stags.

Henry says the pair helped him get to where he is today.

"John and Brian both made rugby league so enjoyable and taught me so much. To this day, I am learning from

them. Sport in New Zealand simply wouldn't run without volunteers, from the coaches and those running the clubs to the mums in the club cafes.

"I've benefitted so much from volunteers throughout my career, from the very early days as a young boy, to when I started to play professionally. People have been amazing and my family and I have made lifelong friends," he says.

There are 750,000 Kiwi sports volunteers giving more than 50 million hours of their time a year to make grassroots sport happen.

Sport in our schools and local clubs probably wouldn't happen without these dedicated, unsung heroes.

Go to aainsurance.co.nz and tell us how your 'good sort of sport' does such an awesome job. Nominations close July 31, 2015, so get moving!

***Figures from Sport NZ**





Sweet Deals

Indulging in a yummy treat at the movies just got more affordable with the introduction of our new EVENT Cinemas Candy Bar vouchers.

When AA Members pre-purchase their discounted EVENT Cinemas movie vouchers online, there is now the option to also buy a Candy Bar voucher at a reduced price.

Pre-purchased adult movie tickets can save Members up to 40% and are priced from just \$11, so paired with cheap treats there's really no excuse to miss seeing that film everybody's talking about.

And with new EVENT Cinemas in Mount Maunganui and Tauranga, more AA Members can benefit.

Vouchers can be redeemed any time of day, including public holidays, and can be used at any EVENT Cinema, The Embassy Theatre and Rialto (in Auckland and Dunedin only).

*Saving of 40% is based on the maximum standard adult price and applies to adult eSaver tickets. Terms and conditions apply. See aa.co.nz/eventcinemas for full terms and conditions.



**Member
Benefit**

PHOTOGRAPHY: ISTOCKPHOTO

NOT JUST A NUMBERS GAME

Slipping behind a steering wheel for the first time after getting your driver's licence is one of New Zealand's most important rites of passage, especially for a 16-year-old.

In the past 16 years, the AA has helped more than two million learner drivers and 2.1 million people sitting their restricted and full tests to become licenced drivers. But according to AA Government Services General Manager David McLister, it's not just quantity the AA is concerned with, it's the quality of driving.

"When a young person comes in to sit their learner's licence test, 76% not only pass, but they can also walk away with an information pack that gives them the correct tools and techniques to become better drivers," he says. "They also have the opportunity to get practical support with AA's three free driving lessons for new learner drivers."

"With more than 90,000 people visiting an AA Driver Licensing Agent each month to either book a test, convert their overseas licence or renew their existing licence, quality driving is becoming more crucial," he adds.

The AA recently launched a programme called Learn to Drive the AA Way, which provides information and guidance to new drivers through an interactive website that has more than 15,000 new visitors a week.

"With a New Zealand-wide network of AA Centres and licensing agents, the AA is the most accessible provider of driver licensing," David says. "Which is why we can be there for motorists even if they live in remote places like Great Barrier Island."

➡ See aa.co.nz/drivers to participate in the Learn to Drive the AA Way programme or visit your nearest AA Centre or AA Vehicle and Driver Licensing Agent to learn more.





INTRODUCING EDWARD

Meet Edward, a taxi driver who really knows how to make the most out of his AA Smartfuel savings. He'll be popping up on your telly screens and sharing all his tips and tricks to help you save money at the petrol pump.

This nationwide campaign has been designed to help motorists get a good understanding of how AA Smartfuel works and how it can help them save petrol.

Following a day in the life of Edward, the ad documents the nature of his job, the people he meets and the cost realities of car ownership.

AA Smartfuel General Manager Ian Sutcliffe says it's a light-hearted way to explain the AA Smartfuel programme's key benefit.

"Our challenge was to present the value of the fuel savings available

to customers in a way which would create interest. It needed simplicity and personality," he says.

"This style of ad allows us to tell our story. We all put fuel in our cars, so why not show that AA Smartfuel lets us save serious money in the process."

One of Edward's tips is that rather than making one big purchase of \$120 at the pump and redeeming a six cent per litre discount straight away, buy \$40 of fuel at a time and choose to bank the six cent per litre discount three times. This will give you 18 cents per litre that can be redeemed on the next fill at BP or Caltex (50 litres maximum).

➔ For full terms and conditions visit the AA Smartfuel website aa.co.nz/aasmartfuel



STAY SAFE WITH AA AND RED CROSS

The AA and New Zealand Red Cross have both served New Zealanders for over 100 years. They have now joined forces to offer AA Members a new Member benefit, 10% off selected first aid courses.

Receiving quality first aid training means you'll know what to do in an emergency and will teach you the skills that could help you save a life.

- Comprehensive First Aid (usually \$210 per person, \$189 for AA Members).
- Essential First Aid (usually \$150 per person, \$135 for AA Members).
- Revalidation courses (usually \$120 per person, \$108 for AA Members).

The NZQA-recognised courses are available in more than 60 locations nationwide and are valid for two years.

➔ Members can book online at aa.co.nz/firstaid or by calling 0800 Red Cross.



RAM, LAMB, THANK YOU M'AM



AA Life needs your help! We're looking to name our cute ram and lamb buddies from our TV ad but haven't come up with anything better than Rammy and Lamby. We think you can do better.

So why not have a crack? Enter your suggestion and you could win a fantastic Rangitikei farmstay weekend for two adults and two children*. Nestled in the heart of the Rangitikei district, it's the perfect way to enjoy a truly authentic New Zealand farm experience.

Entries close August 2, 2015.

Visit aalive.co.nz/ramandlamb or your nearest AA Centre to enter.

➔ *Terms and conditions apply. Visit aalive.co.nz/ramandlamb for terms and conditions.

AA Life

App, App and Away!

AA Traveller is pleased to announce our new web app for on-the-go access to your travel insurance.

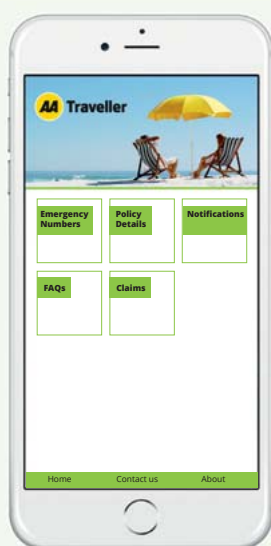
The web app is available on smartphones and allows you to access all your important details within seconds.

Your policy details are available for quick reference, as are your travel dates, travel policy number and all emergency assistance numbers.

You can also check the benefits of your policy and access the claims forms.

Through notifications, the web app will also keep you up to date with any safe travel warnings from the Ministry of Foreign Affairs and Trade.

You can also use your smartphone to buy your policy in four easy steps, even if you're



already at the airport:

- 1) Choose a plan.
- 2) Choose options and extras.
- 3) Enter your details.
- 4) Pay.

➔ Buy a policy, then download the app and make booking your travel insurance policy easier than it's ever been before. Visit aa.co.nz/travelinsurance for more policy information.

AA Traveller



RENEW & WIN

If you renew your AA Membership by the due date you could win a \$2000 Harvey World Travel gift card or \$2000 of free fuel. These are the lucky Members who have recently won:

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 March – D Durey, Rangiora
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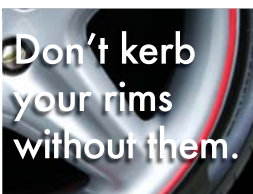
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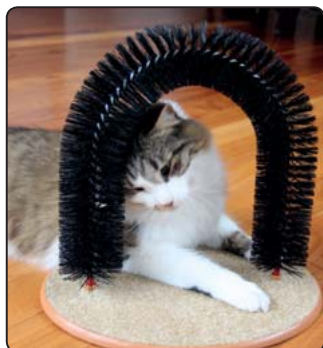
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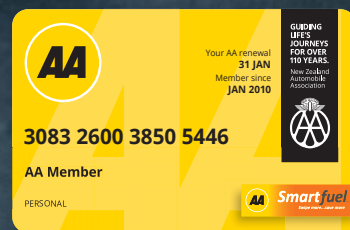
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