

TUESDAY,
FEBRUARY 11, 2020

Auto watch

SUMMER ADVENTURE



COVER
VEHICLE
PG. 2



Driving pleasure there and back

by John Jones

NISSAN'S large family SUV, the Pathfinder, has redefined the family adventure.

With its large seven seats, the powerful but fuel-efficient Pathfinder V6 3.5-litre petrol engine will take you and the family there and back wherever you are going on these summer extensions.

The STL model featured is a joy to drive. Its 202kW engine will comfortably carry those seven occupants while towing up to 2.7 tonnes braked.

The 18-inch alloy wheels not only look smart but give great cushioning between the Pathfinder and the road once out of the city limits and on to the open road where you can engage the intelligent cruise control, then sit back and let the Pathfinder do the thinking.

The intelligent cruise control will automatically slow the vehicle down as you catch up with a slower vehicle and bring you to a sudden stop if the vehicle in front stops unexpectedly.

When you combine the roof rails with crossbars you are ready to carry everything from surfboards to kayaks as part of your

adventure.

And the powerful LED daytime running lights mean that oncoming vehicles know you are there and you are coming.

Another biggie is the Tri Zone climate control which enables the occupants to control their individual temperature from left to right in the front and also in the middle and back seats.

Plush leather seats not only look stylish but are perfect for cleaning up after the kids if they spill their ice creams.

The reversing camera, with its predictive pathway technology, will help you back up to your trailer and an all-round camera will stop you from running something or someone over.

The 13-speaker BOSE audio system will allow you and your family to listen to your favourite music through a premium sound system, making a long journey more of an entertainment event than a tiring road trip.

Once there you will be able to launch the boat with the intelligent all-wheel drive system and really get into your summer adventure.

The Nissan Pathfinder really does take all the places you want to go.



Ebay replica a crude tribute to Aventador



FOR 95 percent of the population, owning a supercar is a dream that will never come to fruition unless you decide to fork out mid-size SUV money on a questionable Lamborghini replica like the one above.

Over the past few years, there have been a couple that have been done well, but like the majority of the V8-powered Lamborghini replicas on the market, this isn't one of those.

Listed on eBay is this "Lamborghini Aventador" that does a crude job of hiding its American-built origins.

Those familiar with GM's products might recognise the Pontiac GTO (or Holden Monaro) hiding beneath the fibreglass panels.

In the listing, the seller describes this car as "the cleanest, most beautiful tribute... replica... Lamborghini Aventador/Huracan".

Unfortunately the only thing remotely Italian about this is the eBay-spec badge at the front.

Performance-wise, the stock Pontiac

powertrain would have trouble keeping up with the Aventador's V12 so the seller has reportedly fixed this issue. A supercharged "LS V8" sits beneath the hood and thanks to a bottle of "NOZ" is good for 900hp.

If true, this is around 220hp more than a standard Aventador and more than enough power to send the GTO's standard four-speed auto into orbit.

Despite the fact the seller has included a title for a 2016 Lamborghini Aventador in the gallery, the seller later notes that this is a real Lamborghini's title, and not the one that will be included in the sale.

Sourcing your own title for this fiasco may be a better bet considering this one has four owners listed and details a crash back in 2018. Alongside this, the odometer reads just 225km, something that's hard to believe in a mid-2000s car.

As it sits, this Lamborghini is listed for \$51,000.

The seller claims it has cost around \$125,000 to build.



Mobile phone-using driver learns lesson the hard way

USING a mobile phone while driving is one of the most dangerous things that one can do behind the wheel, as it puts everyone on the road around in danger, including the person behind the wheel.

A Chrysler 300 driver in the United States learned this the hard way when they didn't notice a parked ute sitting in the lane ahead and proceeded to get launched into orbit after hitting the ramp on the back.

To be fair, the parked ute (pictured left) only had one small cone to signal it and wasn't using its hazard lights while parked in the active lane.

Nonetheless, this driver should have been

paying attention to their surroundings.

As a result of the collision, the ute's cabin was flattened and the Chrysler was left a wreck after landing on its side, and sliding a further 50 metres before coming to a stop.

Miraculously no one was sitting in the ute at the time of the collision and the driver of the Chrysler managed to avoid injury.

If anything, this collision should be used as a reminder not to use your phone while driving and, for that matter, don't attempt to recreate any of the stunts that you've seen on television as cars are not meant to fly.



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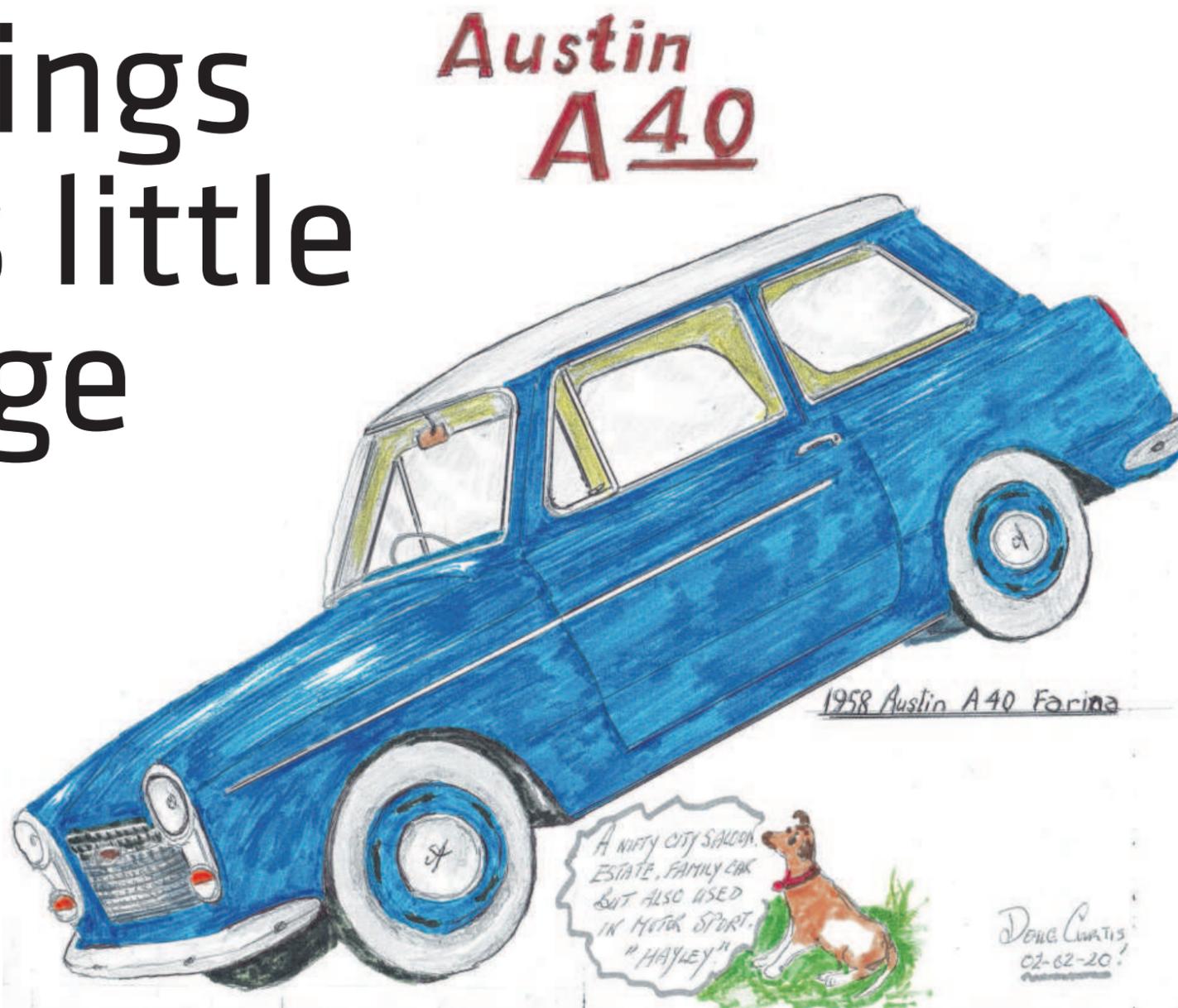
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Gis. American Car Club

Various Events
Colin 868 1454; Rick 027 490 1373

Tairawhiti Aviation Museum

Open Tuesday 9am-4pm and
Sunday 9am-4pm Gisborne Airport

Ulysses Motorcycle Club

Monthly meeting held on the first
Thursday of the month.
7.30pm at the Tatapouri Sports
Fishing Club

Illustration and story by Doug Curtis

AUSTIN of England made wide use of Farina in the design of its cars.

One notable example was the rectangular body of the A40 Farina, which was launched at the 1958 Paris motor show.

It continued in production until 1967 when by this time 342,280 units had been made.

The engine was just a 948cc four-cylinder overhead valve one that produced 35bhp at

4250rpm and achieved a top speed of 69 miles an hour (110 kilometres an hour).

The car was a hatchback with a collapsible rear seat that offered a great deal of space in the back.

The rear-drive car used a four-speed synchromesh gearbox with floor change and a Borg and Beck single dry plate clutch.

The front independent suspension used coil springs and the top control arms were from a double-acting Armstrong-designed hydraulic shock absorber. Hydraulic operated drum brakes were fitted front and rear.

These wee cars were incredible with what they did and the loads they carried.

My elder sister and her husband had one and when they left Napier with the family aboard there was little space left for their dachshund . . . but they always made their destination and the car was very economical.

Another of these Austin A40 cars I had a bit to do with belonged to the late John Ward, a car salesman for John Lysaght Motors in Gladstone Road.

John spent a lot of money having the Austin prepared for racing events in Wellington.

It was special car that he enjoyed success with at hill climbs and rallies.

Most people who owned these A40s loved them as a they were good to drive and handled well.

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THE GOOD OIL



AS the world looks to alternative fuel sources in the face of depleting oil fields, electric and hydrogen power are the two front runners, but what about that waste oil left over after using the deep fryer?

Usually you would be laughed at for pouring it into the fuel tank of your workhorse but Ford has officially given the green light on hydrotreated vegetable oils (HVO) being used in Transit vans.

Hydrotreated vegetable oils is a fuel based on waste oils like cooking oils and any other concoctions that are left after the cooking process in restaurants and kitchens around the world.

According to recent reports, HVO are said to produce 90 percent fewer greenhouse gasses and a significant amount less nitrogen oxide than regular diesel.

This is down to the fact that no sulphur or oxygen is used throughout the process.

Alongside this, due to the waste animal fats and fish oil in the HVOs, diesel engines start easier in colder climates.

Arguably the biggest benefit of using HVOs is that the fuels can be switched at any point.

So if HVO isn't available, it can be substituted for diesel without any modification and vice-versa.

Numerous companies around the world have been collecting these used oils from businesses and households in order to prepare for the switch from diesel to HVO. In Europe, many fleet operators have adopted HVO, increasing their environment-friendly initiatives.

Unfortunately, the fuel alternative isn't offered in New Zealand just yet but truck brands such as Scania are understood to be looking into it.

Right now, Ford's 2.0-litre diesel EcoBlue engine in the Transit is the only vehicle in the line-up capable of running on HVO. It will be interesting to see if the brand decides to bring the same capabilities to the popular diesel utes on the market as well.

Ramping up SUV production as Tesla's shares rise again

DETROIT — Record electric vehicle sales in the fourth quarter helped push Tesla, Inc. to its second-straight quarterly profit, giving bullish investors optimism that sustained black ink lies ahead.

The Palo Alto (California) company said it made a \$US105 million net profit from October through December, or 56 cents per share, but still posted an annual loss of \$862 million.

The fourth-quarter earnings continued Tesla's meteoric stock appreciation. Shares rose nearly 12 percent in after-hours trading last Thursday (NZ time) to \$648.50.

The company said in its quarterly investor letter that it is starting to ramp up production of the Model Y small SUV in Fremont, California.

The Model Y is a key product for Tesla's future because consumers are buying smaller utility vehicles. Deliveries are to start by the end of March.

The Model Y will be able to go up to 315 miles (507 kilometres) each charge, an increase over Tesla's previous estimate of 280 miles (451km), according to the letter.

Tesla also expects to "comfortably" exceed production of 500,000 vehicles this year at its factories in Fremont and Shanghai. Model Y production in Shanghai will start in 2021.

The company plans to start producing limited numbers of its electric semi truck this year.

Tesla chief executive Elon Musk said it was making progress on a full self-driving feature to be deployed this year.

But the company still has a long way to go before its vehicles can travel without humans taking the wheel.

Last year, Musk said he expected to start converting Teslas to self-driving in 2020 as part of a plan to create a network of robotic taxis to compete against ride-hailing services.

Critics have said Tesla does not have the sensors or proper technology to offer fully self-driving vehicles.

The coronavirus outbreak in China could temporarily delay production at the company's new Shanghai factory, chief financial officer Zachary Kirkhorn said, and that may have a small impact on Tesla's first-quarter profitability.

The company had not seen any parts-supply disruptions due to the outbreak but was monitoring the situation, he said.

"This is an evolving story."

Musk said demand for the company's angular Cybertruck pickup had been high but gave no numbers.

"The demand is just far more than we could reasonably make in the space of three or four years."

Tesla also said in its investor letter that it is moving ahead with preparations for a factory near Berlin and the first deliveries from the factory are expected next year.

Tesla shares have more than tripled in value since May of last year, pushing the company's market value above giant German automaker Volkswagen as well as the combined values of General Motors and Ford.



TURBO TRACTOR

TRACTOR racing is a concept Kiwis aren't too familiar with.

There's tractor pulling at the Fieldays each year but it doesn't compare to what the Scandinavians are up to.

Instead of just drag racing, a creative motorsport bunch have invented a hybrid of motocross and tractor racing called traktorcross.

Group of high-powered farm machines compete on a dirt circuit complete with berms and jumps.

One such driver is Emil Sjødahl, who competes in a turbo-charged, VR6-swapped 1958 Massey Ferguson 35 that makes around 200kW more than it did from factory.

A 1992 Golf was the donor car for the 2.8-litre lump, to which a turbocharger was strapped before hitting the dyno. According to Sjødahl, his tractor managed to make 210kW with the rear wheels spinning, so in reality, it was a lot more than that.

As a fan favourite, a lot of VR6 engines have wound up turbocharged and swapped

into various vehicles, but this one is easily the more individual types come across on the internet.

Surprisingly, footage from the traktorcross semifinals shows this Massey Ferguson possesses the handling to match its straight line performance, and has no trouble boosting around the track.

Sjødahl notes he had steering issues, as well as a dragging clutch during this event, and has since ironed these out in preparation for the next event. Suspension and brake upgrades are also on the to-do list.

Armed with a decent suspension system, Sjødahl's boosted tractor should put power down a lot easier, and reduce the bone-rattling shake that's obvious in the race footage.

Unfortunately, it doesn't look like traktorcross is coming to New Zealand any time soon, but no doubt it would be a welcome addition to the field days either way.

To view the footage, go to www.facebook.com/vrsociety/videos/159813455454099/



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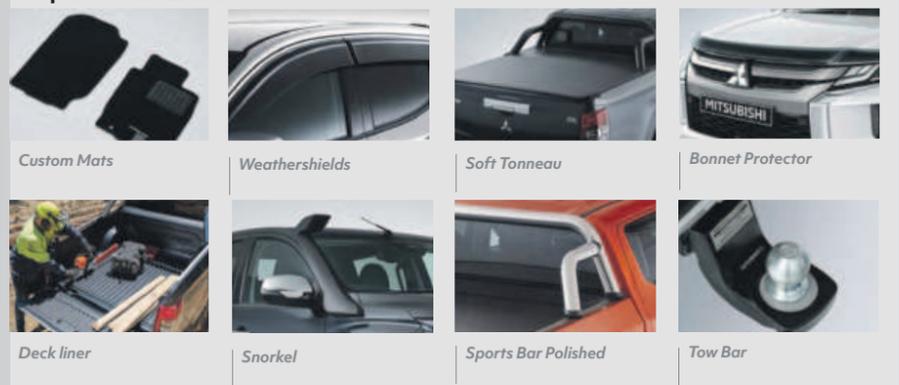
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Clash turns to crash at NASCAR exhibition race



DAYTONA BEACH, Florida — The first race of the NASCAR season was a demolition derby that turned Daytona International Speedway into a giant junkyard.

The Busch Clash? More like the Busch Crash.

Erik Jones won yesterday's race that left a multi-million dollar trail of destruction and masked the fact the Clash was a made-for-TV exhibition race. Only 18 cars were entered and only six were on track when the chequered flag flew at the end of a third overtime.

Jones crossed the finish line in a Toyota with a crumpled hood after a huge push from Joe Gibbs Racing teammate and defending Daytona 500 winner Denny Hamlin.

"I've got to give a huge thanks to Denny there. He stuck with us there that whole last lap," Jones said. "It wasn't the fastest car I don't think left in the race but we brought it home. I owe him one for that one, for sure."

Hamlin was a lap down after a blown tyre on the previous overtime attempt caused him to crash half the cars remaining on track, but he had enough speed to push Jones along the outside and give Gibbs yet another win.

The Gibbs organisation won 19 races last year, went 1-2-3 in the Daytona 500 and won the Cup Series title.

Joe Gibbs is now the all-time winningest owner in Busch Clash history with nine victories.

Brad Keselowski was among those incensed by the aggressive late blocking. The race was fairly anti-climactic until two wrecks in the final nine laps sent it into

overtime, and as Keselowski railed against the racing that ended his day, Hamlin got a flat tyre as the leader on a restart and collected most of the cars on track.

"Dumb, dumb racing," said Keselowski, who slapped the side of an ambulance with both hands in frustration. "We shouldn't be wrecking all these cars. You'd think these guys would be smarter than that. It's the same thing over and over, somebody throws a stupid block that's never going to work and wrecks half the field."

"I don't know. Maybe we need to take the helmets out of these cars and the seat belts out. Somebody will get hurt, and then we'll stop driving like sh#%\$."

Kyle Busch, collected in the accident that ended Keselowski's day when teammate Joey Logano tried to block Busch, said the crashes were a product of superspeedway racing.

"Either you can race or you can wreck," Busch said. "The reason why we ride in single file early in the race is because we don't know how to race. Just a product of a few bad decisions there and we're all crashed."

The cars raced in Sunday's exhibition event are back-ups for the February 16 season-opening Daytona 500.

The 75-lap event ended up going 88 laps because of the late crashes, making it the longest in history.

Austin Dillon was second in the new Chevrolet Camaro and followed by Clint Bowyer in a Ford for Stewart-Haas Racing. Kyle Larson was fourth for Chip Ganassi Racing and Ryan Newman, in a Roush Fenway Racing Ford, was fifth and the last car on the lead lap. — AP



No longer the bridesmaid

AFTER years of trying and positioning as motorsport bridesmaids, Bentley's M-Sport team have won the 2020 Liqui-Moly Bathurst 12-hour with drivers Maxime Soulet, Jules Gounon, and Jordan Pepper.

Gounon guided the team's No.7 entry home in tricky, nail-biting conditions. The final hour was underlined by the threat of rains and storms all around Bathurst's surrounding cities.

It had been a difficult build-up to the race for Bentley, having had a large crash with its No.8 sister car earlier in the weekend (that car then crashing while in contention during the race).

In the end Gounon coasted to a deserved win with a 37-second margin in hand — the heavens finally opening as the rest of the field crossed the line. The 314 completed laps is also a new race-length record.

Raffaella Marciello took second as the first Mercedes-AMG across the line with co-drivers Felipe Fraga and Maximilian Buhk. But the No.999 AMG's result was later handed a penalty following debate around legitimacy of the team's last pit-stop.

Third place, upgraded post-race to second, went to Kiwi-bred driver Tom Blomqvist.

He and 59Racing McLaren teammates Ben Barnicoat and Alvaro Parente were in the mix to win all race long, and held second with the end of the race in sight until Blomqvist was suddenly caught and passed by an energised Marciello before those positions were reversed.

Another Kiwi — Shane van Gisbergen — also benefited from the penalty. The 2016 Supercars champ initially finished fourth with co-drivers Jamie Whincup and

Maximilian Gotz after a fascinating late dice with Porsche's Matt Campbell. They were then promoted to the third step of the final podium.

Campbell/Patrick Pilet/Mathieu Jaminet (Porsche) and Maro Engel/Luca Stolz/Yelmer Buurman (Mercedes) rounded out the top five — the latter having fallen off the podium with a late puncture.

Sixth was where Marciello/Fraga/Buhk wound up following the penalty.

Among the other New Zealanders to star was Dominic Storey. The McLaren 720S pilot and co-drivers Fraser Ross and Martin Kodric finished eighth overall, and first in the Silver class.

Kodric in particular hurtled to the chequered flag at an alarming rate of knots, having held the lap record for a period of time in the dying laps with 2:03.3958 (pipped eventually by a 2:03.2789 from Audi's Kelvin van der Linde).

It was a rough day for some of the other Kiwi contenders. Earl Bamber's Porsche squad (co-drivers Laurens Vanthoor and Craig Lowndes) were in the picture early but lost laps with a brake issue, eventually finishing ninth. The high-profile Castrol Aston Martin Vantage shared between Scott Dixon, Rick Kelly, and Jake Dennis struggled in the early stages before also getting dogged by mechanical issues. They ended up being classified as 16th.

After the previous day of carnage, there was less crashing on race day. Among the few big incidents was an early crash that claimed the Audi R8 of Garth Tander. The former Supercars champ was navigating his Valvoline sister car at McPhillamy Park, only to snap sideways as he crested the hill and lose control at high speed into the tyre wall — narrowly missing the team's other car.

Rumours quashed: Team Sydney all go for Supercars

FORMER Supercars series champion James Courtney says he never doubted his new outfit Team Sydney would be ready for 2020 despite keeping a low profile ahead of the season's official launch.

The Jonathan Webb-led venture had been plagued by rumours about their future since making the bold call last October to relocate from Gold Coast to Sydney and become a two-car outfit spearheaded by Courtney in 2020.

Team Sydney had provided few details about the rest of their set-up since their announcement at Bathurst 1000, prompting speculation the outfit may fall over after one of their backers, businessman Rod Salmon, departed.

But the Supercars' first Sydney-based team in 15 years ended months of uncertainty by unveiling Courtney's new Coca-Cola-emblazoned Holden Commodore at the 2020 season launch last week — although some of the public got a sneak preview as it was spotted on the back of a truck in Sydney

ahead of the launch (as pictured).

While the second driver (believed to be Kiwi Chris Pither), engineers and backer for their second entry is yet to be confirmed ahead of the season-opener in Adelaide starting on February 20, Courtney said Team Sydney were always going to take their place on the 2020 grid.

"I think because we've been quiet, everyone just made up their own stories as to how things were going to play out," Courtney told speedcafe website.

"Obviously there was a little bit of a change when Rod was involved and then he stepped aside, but as for if it was ever going to happen or not, there were no concerns."

Webb's outfit — formerly Tekno Autosports — is yet to officially move to Sydney. They will relocate from the Gold Coast to a temporary facility at Sydney Motorsport Park after the season-opening Adelaide 500.

"It's good to finally come out and show everyone stage one of what Team Sydney is going to look like." —AAP



No flying under the radar for this head-turning three-wheeler



WHAT is it?

That's the question from most people as any Can-Am Ryker pulls up to the pump.

A loaded question for sure and, if a rider decides to answer, he or she will surely spend the next five minutes explaining just what this three-wheeled wonder is.

Because, if there is one thing people need to know about the Can-Am Ryker, it's that it doesn't fly under the radar.

Neither a car nor a motorcycle, the Ryker sits at an interesting crossroads within the automotive industry.

It offers open-air freedom — normally associated only with a motorcycle — combined with the ease of use of a car.

It is one of the most innovative vehicles in recent years, thanks to a few clever features built into the design.

Can-Am has been rolling to this different take on the three-wheeler for a while. It entered the market with the Can-Am Spyder in 2007 from a history in snowmobiles.

This is apparent when you look at the Ryker's wheels. Unlike traditional three-wheeled motorcycles, the Ryker features a solo rear wheel with two front wheels riding outset on double-wishbone suspension.

Wheels are turned with a handlebar that is adjustable for reach with an easy clamp system. This allows the rider to shift it forward or backwards on its sliding mount. Just like a more conventional trike, there is no counter-steering involved in steering the Ryker. Handlebars are pointed in the direction the rider wants to go — and he or she will want to hold on tight.

A 900cc Rotax three-cylinder engine produces 61.1kW and 71Nm, with drive making its way to the rear wheel via a CVT gearbox and shaft final drive.

Though a manual gearbox might sound appealing for shifting enthusiasts, that

option would vastly overcomplicate the simple riding dynamics.

That's because turning those two front wheels with their car-sized rubber takes a decent amount of heft. Adding a clutch to modulate into the mix adds complexity the rider doesn't need.

As it stands, the CVT has two "gears" with its forward gear and reverse gear accessed by a lever on the left side of the Ryker.

While it may sound paltry power for a 285kg vehicle, it allows for a fun package, with few vehicles giving the same feedback on what the front wheels are doing at any given time.

With a button on the LCD dash providing multiple power modes, the rider can alter how the power is delivered.

The Ryker 900 Rally features an additional rally mode on top of Sports, Standard and Eco modes, which is designed for aggressive off-road riding. Sports Mode, however, provides more than enough fun, with the rear wheel able to lay rubber off stoplights as you slingshot ahead of surrounding traffic.

The Ryker has some big names as competitors — the Harley-Davidson Freewheeler or the modern take Yamaha Niken — but those require a full motorcycle licence.

Riding the Ryker requires only a car licence, skipping a couple of years stuck in the sub-660cc LAMS category in the process.

The Ryker has the market cornered with its low entry point. With a parallel-twin powered base model retailing from \$15,499 the three-model range tops out with the \$19,999 rally version.

So it's accessible, affordable and eye-catching.

Downsides? Its 1509mm width means there's no lane-splitting action to be had in heavy traffic.

And you'll be asked the same question over and over again... "What is it?"

Porsche's first EV has supercars eating its dust



PRIOR to Porsche taking on Tesla with the Taycan, the American brand ruled the electric segment in performance, efficiency, and luxury... and the Germans weren't happy about it.

It may have been marred by EPA efficiency ratings, which left the Taycan as the least efficient EV on the US market, but it turns out the Porsche's first EV is incredibly fast, even faster than a game-changing supercar.

Porsche is yet to release official performance figures about the Taycan line-up, so Car and Driver decided to conduct its own testing of the Taycan Turbo S, and the results were mind-blowing.

It turns out the EV can hit 60 miles an hour (96km/h) in just 2.4 seconds, and can complete a quarter-mile sprint in 10.5 seconds at 209kmh.

Porsche has already revealed an electronically-limited top speed of 260kmh.

This makes the Taycan the third-fastest car that Car and Driver have ever tested, with only the Porsche 918 and the Lamborghini Huracan Performante beating it to 100kmh.

Among the countless supercars that the sedan can beat is the Bugatti Veyron 16.4, which produces a whopping 746kW and can do the same sprint in 2.5 seconds.

Comparing apples to apples, the Tesla Model S Performance is the Taycan's main competitor, and hits 100kmh in 2.7 seconds. On the strip, the Tesla is left for dead with a time of 11.1 seconds at 193kmh.

Unfortunately, the Porsche is set to be significantly more expensive than the Tesla, and the disappointing efficiency ratings aren't going to help the German brand move Taycan units.

But when you compare it to the slower, \$3 million Veyron, the Taycan becomes an absolute bargain.

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FEATURE PACKED

Colorado LTZ



- 3.5 Tonne Towing Capacity
- 2.8L Duramax Diesel Engine
- 18" alloy wheels

ZIPPY PERFORMANCE

Spark LT



- Zippy 1.4L engine
- Rear Park Assist
- Apple CarPlay & Android Auto

TURBO POWERED

Trax LTZ



- 1.4L turbo engine
- Heated front seats
- Blind Spot Alert

3 Years Free Scheduled Servicing

Holden Financial Services provided by Heartland Bank. Lending criteria, T&Cs apply, including a \$262 establishment fee and a \$10.35 PPSR fee. Fixed interest rate of 1% p.a. applies, with a deposit of 10% of the RRP over a maximum term of 36 months. Offer not available in conjunction with any other offer. Offer available until 30.04.2020 at participating Holden Dealers while stocks last. Free scheduled service 3 years/100,000kms (whichever occurs first) for all Holden vehicles sold new in New Zealand by a Holden Dealer. Offer excludes ORC. See Holden.co.nz for details.



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