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ONELIFE





Explosive, creative and entirely natural: such is the long-term partnership commitment undertaken between Zenith and Land Rover.

LEGENDARY FORM

An iconic silhouette, charisma, technical refinement and remarkable performance: in addition to their birth year (1969), the iconic El Primero and Range Rover share a number of other key assets. To celebrate their partnership, Manufacture Zenith is unveiling an El Primero Range Rover Special edition.



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iCandy
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of Defender fanatic and Instagrammer Jack Dobson as he sets out to visit Uluru, the most iconic of all Australian landmarks

MATERIAL WORLD

Amy Frascella, Land Rover's Chief Designer for Color and Materials, on the challenge of hitting the right aesthetic notes for the New Range Rover Velar



Continued evolution driven by an ongoing, relentless focus on creating desirable products that our customers will love for life is at the core of everything we do. Every new vehicle we launch is a celebration of our creative endeavors; if it excites and delights the customer, then the designers and engineers have achieved their aim.

The New Range Rover Velar model brings a new dimension of glamor and elegance to the Range Rover family: a new type of Range Rover for a new type of customer. The Velar is a product of a well-considered design strategy combined with an intensive, creative, intellectual process. When the essence of the vehicle has been defined, Land Rover designers work in conjunction with many other teams within the business to craft a new vehicle that is focused and congruent with the original vision.

There is an infectious, positive energy at play when we work on a project like this. It's the kind of energy that leads us to many of the creative solutions you'll end up seeing on the finished car.

My work on color and materials is no exception to this, as it works as the essential, harmonious link between the exterior and interior design of the vehicle. A rare blend of art and science, this is a unique discipline. As designers we need to understand both the technical specifications and physical make-up of materials in order to push the boundaries of innovation, functionality and design.

Traditionally a course in textile design leads to work in the fashion or architectural industry. However, my career followed a very different path. Our material and color inspirations are driven from within Land Rover and what is relevant to our design ethos, but particularly in Color and Materials Design we often also seek inspiration from

beyond the brand in the worlds of fashion, furniture and other areas of design – we can tap into fresh thinking. It is crucial we always look further and understand how the landscape is shifting. One of the shifts we are beginning to see is the desire for curated choice and personalization. Most luxury brands only offer leather in their top models, but Velar challenges this and the traditional conventions of automotive luxury materials.

To do this, we have developed a high-end, premium wool blend textile as an alternative to leather. We collaborated with one of Europe's leading manufacturers of premium textiles, Kvadrat, whose luxury wool blends are used in high-end furniture. This is an automotive industry-first use of premium textile materials that are beautiful in their own right, as well as durable and sustainable. However, we had to ensure it met all of Land Rover's durability standards, as our technical specifications are different to the furniture industry. Exhaustive testing and experimentation with different fiber blends and weave structures followed until we achieved the perfect mix.

The Premium Textile is just one of the new material developments for the New Range Rover Velar. However, this one option reflects the principles of the Velar project as a whole: compelling design, tailored technology and relevant innovation coming together to create a vehicle of timeless modernity.

Amy Frascella is Land Rover's Chief Designer for Color and Materials

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01

DESIGN

MODERN EXPLORERS

In December 1971, two Range Rover crews set out on a formidable 18,000-mile journey across the Americas that would become part of Land Rover history. Departing from Anchorage in Alaska and ending their journey at the most southerly point in Argentina, the now iconic British Trans-Americas Expedition was led by British officer, explorer and author Colonel John Nicholas Blashford-Snell, who steered his two first-generation Range Rover vehicles across the continents. Halfway down, they faced the Darién Gap, a large swathe of undeveloped swampland and rainforest connecting the two Americas at the border between Panama and Colombia. Thanks to Blashford-Snell's legendary grit and the two Range Rover vehicles' peerless capabilities, the expedition made it across to become the first vehicle-based expedition to traverse both American continents through the Darién Gap.

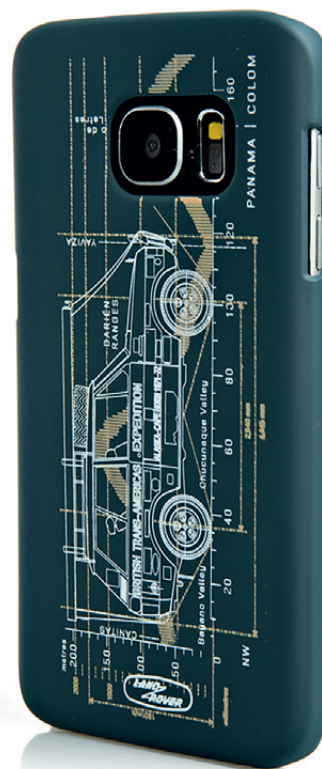
Fast-forward to 2017, and this classic Land Rover moment now lives again, thanks to the 2017 Land Rover Heritage Collection: a premium range of clothing, gifts and accessories inspired by that all-conquering spirit of perseverance.

In it you'll see the inspiration from the original Range Rover vehicles' navy and gold finish, while technical graphics and route map designs help bring the legend of the British Trans-Americas Expedition back to life.



FIND OUT MORE

To see the full range of products, visit shop.landroverusa.com



HERITAGE DARIÉN GAP IPHONE® COVER

The blue Heritage Darién Gap hard case cover for the iPhone® captures the mood of the original expedition with a modern twist, featuring Range Rover technical drawings and the original Heritage logo. The cover is compatible with wireless charging and is available for iPhone® 6, 6 Plus, 7 and 7 Plus (also available for the Samsung Galaxy range).

shop.landroverusa.com





The Land Rover Heritage Collection 2017 celebrates the original spirit of the British Trans-Americas Expedition and features a full range of clothing and accessories for both men and women





GEARED UP

The Darién Gap has been conquered, as have most of the world's highest summits and deepest oceans. But the pioneering spirit lives on, as new outdoor gadgets, accessories and hi-tech gear hit the market. For those who continue to seek what lies beyond the daily rat race, we offer a selection of contemporary must-haves, built for the next generation of modern explorers.



GARMIN MONTANA 680T

The Garmin Montana 680t is a GPS for the future. Equipped with a 4-inch, glove-friendly touchscreen display, a barometric altimeter, a compass, an 8 MP camera and preloaded TOPO U.S. 100K maps, it tracks both GPS and GLONASS satellites – all running on good old AA batteries.

garmin.com

MEN'S HERITAGE LEATHER JACKET

A classic style statement celebrating the ultimate Land Rover adventure, this brown leather jacket features four front pockets and an adjustable waist belt. Inside, you'll find a panel recounting the historic Trans-Americas expedition, with a lining inspired by the topography of the Darién Gap. Available in sizes XS to XXXXL.

shop.landroverusa.com



ORU FOLDABLE KAYAK

Originally launched on Kickstarter, the Oru foldable kayak has taken outdoors fans by storm and has even secured a spot in the permanent collection at the San Francisco Museum of Modern Art.

Stable enough for beginners to use, while still fast and sporty enough to satisfy the demands of expert kayakers, the

Oru offers easy handling and enough storage room for full day trips or camping excursions. And for those who are in a hurry, transforming it from box to boat takes only a couple of minutes.





OUTDOOR TECH RHINOS

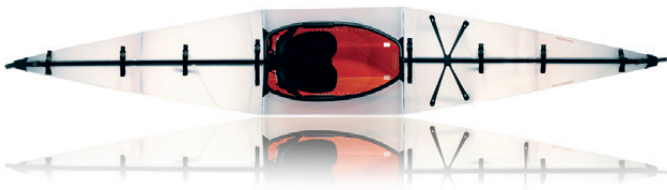
Outdoor Tech's new Rhinos over-ear headphones are as rugged as they are smart. These durable headphones stream wirelessly over Bluetooth 4.1 and have a certified IPX6 water-resistance rating. Thanks to a built-in mic, they can even operate as a walkie-talkie when using the ODT's own app.

outdoortechology.com

LEICA ULTRAVID 42 BLACKLINE BINOCULARS

Weighing in at less than 1.5lb, Leica's Ultravid Blackline 1.7-inch binoculars are a stylish and powerful choice. Crafted in the classic Leica design language, the Ultravid 42 Blackline are built for heavy handling while still being among the lightest binoculars in their class. And all, of course, with Leica's heralded first-class optics and timeless retro finish.

leica-camera.com



HUE 166 A6 NOTEBOOK

Part of the Land Rover Heritage Collection, the HUE 166-branded A6 notebook offers true Land Rover fans a handy way of keeping track of thoughts and plans. Designed with explorers in mind, the book features off-white waterproof stone paper pages for keeping your field notes dry and tidy in all conditions.

shop.landroverusa.com



Ever thought about getting away from the city bustle and taking in scenery like this, driving through the unblemished terrains of southern Africa? You'll soon be able to do just that from behind the wheel of an All-New Land Rover Discovery in the stunning surroundings of Namibia.

"Land Rover is known for its 'go anywhere, do anything' spirit," explains Verena Kirchner, Brand Manager of Land Rover Experience. So it was obvious that Namibia, one of the hottest travel destinations in the world right now, would be the next stop in Land Rover Experience's plan to open five travel hubs for those in whom the fire of adventure burns brightly.

For years Land Rover vehicles have criss-crossed this great continent, building a strong heritage for reliability and endurance that remains unparalleled today. Land Rover is keen to continue nurturing this relationship, keeping up its connection with the continent and its incomparable beauty.

Guests to this new adventure experience will follow in the tire tracks of this part of Land Rover history, taking in wonders of nature that can't be seen elsewhere. Those who have already witnessed the thrill of a visit to the Jaguar Land Rover Ice Academy in Sweden will know the unique combination of cultural insight and premium drive experiences that epitomizes a Land Rover Experience.

The planned multi-day trip around Namibia's famed national parks and game reserves will offer guests a plethora of these trademark experiences, all connected to the country's stunning nature: visitors will be able to wend their way through the domain of large zebra and antelope herds behind the wheel during the day, and to sleep in five-star lodge accommodation at night. A drive through the famed red dust will offer the opportunity to marvel at big cats as they pad their way around the desert. Driving through the world-renowned Khomarib Canyon along the path of the meandering Hoanib River will be the highlight of another day trip, while visiting one of the world's largest seal populations – situated at Swakopmund – will reconnect visitors with the beauty of the African Atlantic coast in all its riotous glory.

"Namibia is a land full of contrast and variety with spectacular landscapes, and while driving through the country it might happen that you will see more wildlife than people," says Kirchner.

"The fiery red dunes, the winding dirt roads, the extraordinary wildlife or stargazing under the dark skies – it's really gorgeous no matter which way you look."

**FIND OUT MORE**

For more information, please visit landrover.com/AdventuresNamibia

PHOTOGRAPHY: NEELA SANGHRAJKA / GETTY IMAGES





03

TECHNOLOGY

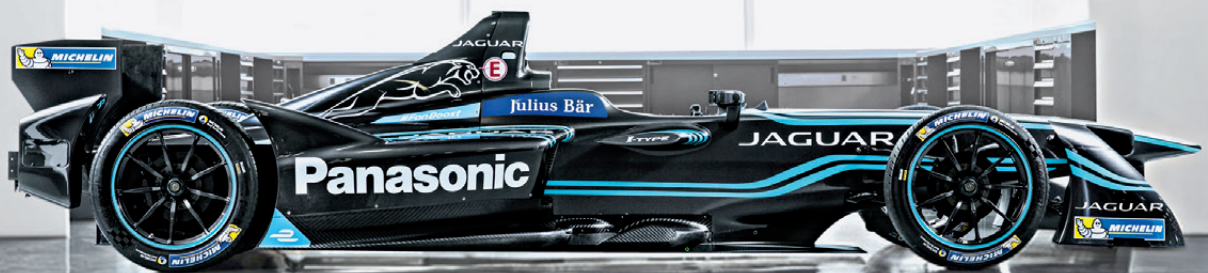
CHARGING UP THE FUTURE

Internal combustion engines have powered cars for more than a century, but car companies all across the world, including Land Rover's sister brand Jaguar, are starting to answer customer demands for vehicles driven by alternative fuels. Finding and developing alternative fuel sources is crucial to ensure a sustainable and environmentally responsible future for the automotive industry as a whole – and Jaguar Land Rover is dedicated to this challenge, heart and soul.

The most visible demonstration of this is the return of the proud heritage of the Jaguar marque to racing through the company's Formula E team. The traditional internal combustion engine has been replaced by the new 200kW Jaguar I-TYPE electric motors, capable of accelerating from 0 to 60 mph in just 2.9 seconds.

Panasonic Jaguar Racing drivers Mitch Evans and Adam Carroll are following in the footsteps of racing luminaries Mark Webber and Eddie Irvine – who both competed for Jaguar from 2000 to 2004 – by representing the team in its first Formula E season. The reason behind entering the championship is simple, according to Jaguar Land Rover's Group Engineering Director Nick Rogers: "Electrification is the future."

PHOTOGRAPHY: PR



The excitement and energy of the Formula E track isn't happening in a vacuum. When you're working at the frontier of new technology, timing splits and chicanes have real-world resonance. What happens out on the racetrack helps spark development in another area of transport: electric road cars. Here, too, everything points toward an electrified future: in the Netherlands one in 10 cars on the road is electric powered; in Norway one in four. Indeed, on a global scale, things are moving quickly, with the number of electric cars across the globe increasing by a factor of 100 from 2010 to 2015 and the International Energy Agency hoping to have 20 million electric vehicles traversing the world's highways by 2020.

In late 2016, the characteristic curves of the new Jaguar I-PACE Concept* joined those ground-breaking cars. The electric sports SUV concept car stems from Jaguar's first forays into electrification and is a way of bringing the lessons learned from Formula E to the daily commute. Its expansive battery has a targeted range of approximately 220 miles on EPA test cycles on a single charge. Removing the combustion engine found in traditional cars and replacing it with a compact electric drivetrain allows the I-PACE Concept to

combine a sports silhouette with the space of an SUV, seating five comfortably. The concept car is a pure Jaguar and a true driver's car thanks to the twin electric motors producing 516 lb-ft of torque instantly, allowing the car to reach 60 mph in approximately four seconds*. No wonder that Ian Callum, Jaguar's Director of Design, has called the I-PACE Concept "a whole new vehicle that takes Jaguar design to the next level."

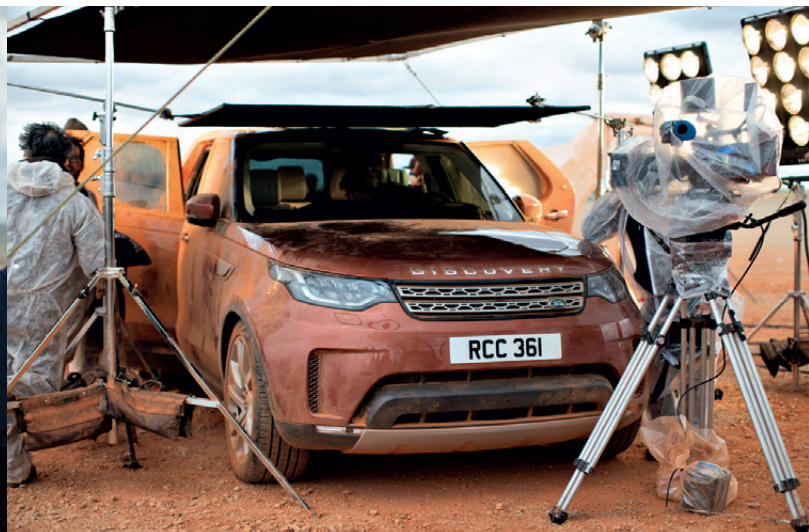
The I-PACE Concept will soon take the leap from the drawing board to the production line, as a road-ready I-PACE will be arriving in the second half of 2018. The world of cars is changing fast – and Jaguar Land Rover is at the forefront, right where it matters.

*All illustrations, photographs and specifications shown here are based on the Jaguar I-PACE Concept vehicle. Final U.S. specifications, design, equipment and accessories have not been determined. Therefore, U.S. production vehicles will differ from the one shown.

All pricing and figures for acceleration, power, speed, range and charging are the manufacturer's estimates based on best information available at time of publication. Jaguar I-PACE production vehicles will be tested and certified prior to release, with official figures available prior to any customer delivery.

Common grounds: the I-TYPE (left) and the I-PACE Concept (below) represent Jaguar Land Rover's first steps into electrification, with ambitions spanning from the racetrack to everyday use





Director Jake Scott (above, left) passes his instructions on to the production team. Above, center and right: the Discovery in close contact with the ARRI ALEXA camera and Sir Ben Ainslie behind the wheel during the shoot





EYE OF THE STORM

04

INSIGHT

An ARRI ALEXA camera is a pretty precious object, and in the making of the new Land Rover Discovery commercial starring Land Rover BAR team skipper Sir Ben Ainslie, which aired on our televisions and computer screens in early February, it almost was ruined.

Ainslie performed his own stunts for the 60-second film, directed by award-winning commercial director Jake Scott, the son of seminal director Sir Ridley Scott, maneuvering the All-New Land Rover Discovery through swirling sand in a desert location outside Valencia in Spain.

"You get these massive sandstorms, and we wanted to put the Discovery right in the heart of one," says Matt Statham, Creative Director for the spot.

It was the culmination of a five-day shoot first thought of months earlier and designed to announce to the world the arrival of the new Discovery – a reveal that represents a quantum leap forward for one of Land Rover's most recognizable vehicles.

"The vehicle has been revolutionized in terms of both design and technology. It's a significant advance from anything they've done previously," says Statham. "So we wanted to create a bit of drama."

And drama they got. In the spot, while the sandstorm rages outside, Ainslie drives through the chaos in peace and quiet, thanks to the car's composed capability and serene interior, to rescue his teammates. The sportsman reveled in taking the wheel. "He's a professional sailor, so he's pretty adept at adapting to different conditions and he loved the vehicle from the moment he saw it," explains Statham.

Perhaps too much. For one shot, Ainslie was required to race through the storm, hampering his visibility, and come as close to the camera as possible. He was a little too close for comfort, ending up two inches from the camera lens.

"He knew what he was doing, and the cameraman was ready to get out of the way if needs be," says Statham – "but it was pretty close."



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A M A S T E R C L A S S

I N R E D U C T I O N

Four years in the making, the New Range Rover Velar is the next step in the transformation of the Land Rover brand and represents a rigorously defined approach to creating vehicles that connect on an emotional level

WORDS · BEN OLIVER
PHOTOGRAPHY · ALEX HOWE



"With a 'white space' vehicle you have more creative freedom, particularly when you're going into a segment of the market where you currently don't have a vehicle. It frees you up."

Land Rover's Chief Design Officer Gerry McGovern and his team have clearly pushed the boundaries with the New Range Rover Velar model. Gerry has been looking at sketches and models of the Velar for four years, as this radical new addition to the Range Rover family has been continuously refined. But he says that it has stayed true to the themes presented in the very first visuals – "more car-like, lower to the ground, a continued march on modernity, and very characterful." And Gerry hasn't forgotten what it's like to see the Velar for the first time.

"It's a head-turner. It's a very modern vehicle. You just wouldn't expect it from us. You'll think it's like no Range Rover you've seen before, but at the same time you can still instantly tell it's a Range Rover."

So how should we view the Velar? In size, it bridges the gap between the Range Rover Evoque and the Range Rover Sport. It will appeal to buyers new to the brand and those upsizing from the Range Rover Evoque.

"It will still be a hugely capable vehicle on road and off, with its air suspension and lightweight aluminum construction," says Gerry. "Range Rover vehicles have always been hugely capable."

"But," he continues, "the Range Rover Evoque resonated with people through its bold new design. That's something that we as a brand never previously had. We've never had a vehicle that's sold chiefly on its great design. Everything we have done since the Range Rover Evoque has design at its core, and the Velar is no exception. It's modern, elegant and compelling. It's glamorous."

Glancing at the Velar for the first time, its design does come across as beautifully balanced, from the powerful forms of its clamshell hood, through its continuous waistline, to the taut tapered lines of the rear. Its generous wheelbase contributes significantly to its elegance while helping to provide a spacious interior. The 22-inch wheels help optimize the vehicle's stunning silhouette, while enhancing its dramatic presence. It's clean, reductive, sculptured – and the most aerodynamic Range Rover thus far. New, innovative features on the exterior include super-slim LED headlamps, flush deployable door handles and burnished copper detailing. As is often the case with premium design, its details are subtle, but impactful.

"Details are very important," says Gerry. "However, optimized volumes and proportions are crucial as they are the very foundation of great vehicle design. The Velar has great proportions. It's planted. It's purposeful. It has a solid stance combined with a unique balance of formality and sleek muscularity."


Technology, it becomes immediately clear, has played a leading role in the development of the Velar and has been fully engaged in its interior, too: the 'Land Rover InControl® 'Touch Pro Duo' system is the centerpiece – design-enabling technological innovation that has allowed the incorporation of two high-definition 10-inch touchscreens, integrated seamlessly behind hidden-until-lit surfaces. These slim, intuitive displays work in perfect harmony with the cabin architecture, while adding an overall sense of modernity congruent with the vehicle's exterior design. The upper screen deploys toward the driver and controls the primary functions: navigation, audio and phone. The lower screen replaces all the controls that would usually be clustered around and ahead of the gear lever, controlling the ventilation and driving systems*. Instead, just two rotary controllers →

**"EVERYTHING WE HAVE
DONE SINCE THE EVOQUE
HAS DESIGN AT ITS CORE,
AND THE VELAR IS NO
EXCEPTION. IT'S MODERN,
ELEGANT AND COMPELLING.
IT'S GLAMOROUS"**

GERRY MCGOVERN

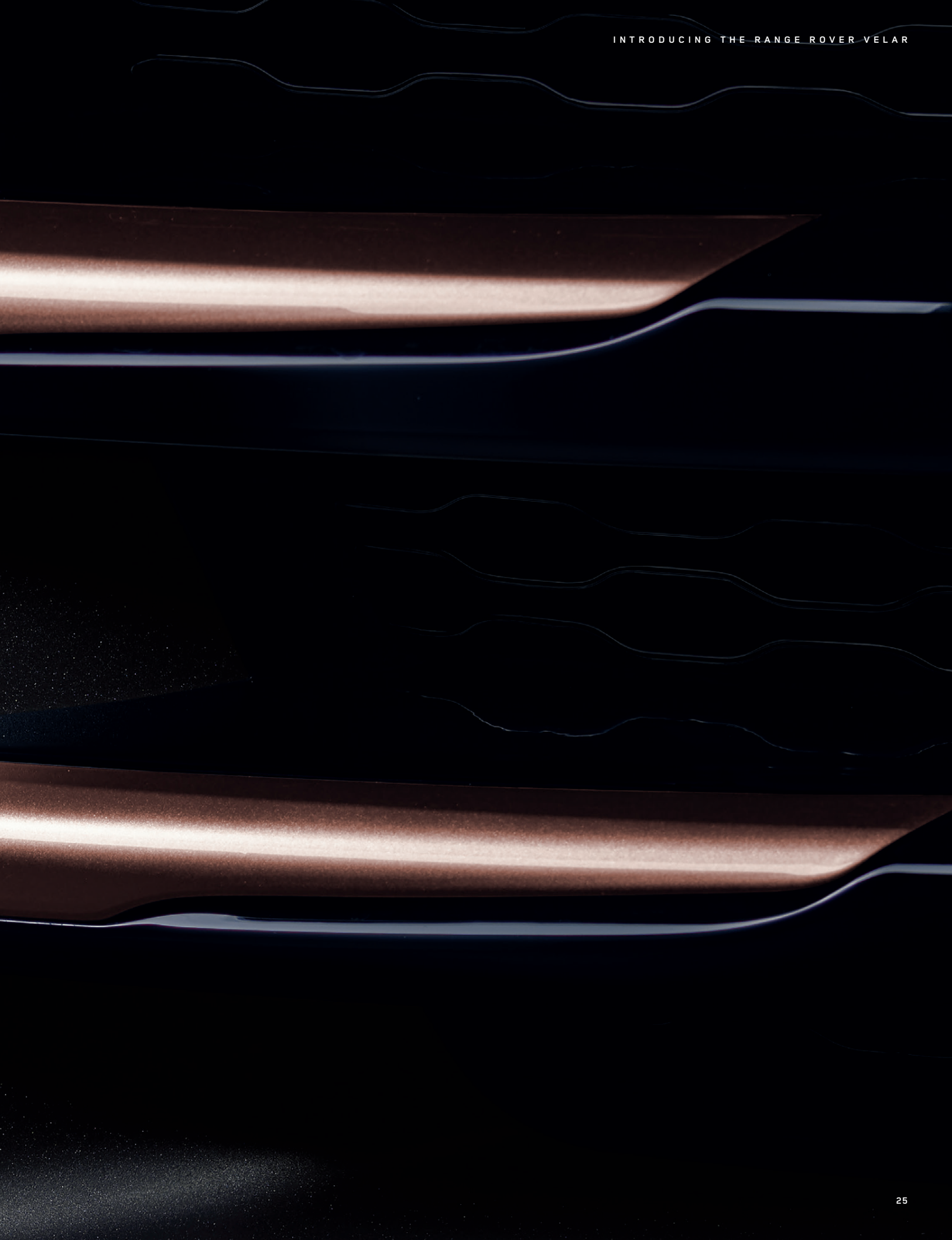
Finely cut: the Velar model's jewel-like LED lights are the result of new LED technology, giving designers and engineers the freedom to completely reconfigure the look of the lights

*Do not use Land Rover InControl® features under conditions that will affect your safety or the safety of others. Driving while distracted can result in loss of vehicle control.

A close-up, low-angle shot of the front of a car. The image focuses on the front fenders, which are painted a metallic copper or bronze color. The car is positioned against a dark, textured background, likely the front grille or hood, which is a dark charcoal or black color. A circular air vent or sensor is visible in the center of the dark area. The lighting is dramatic, highlighting the smooth curves and metallic sheen of the fenders.

"DETAILS ARE VERY IMPORTANT.
HOWEVER, OPTIMIZED VOLUMES
AND PROPORTIONS ARE CRUCIAL
AS THEY ARE THE VERY FOUNDATION
OF GREAT VEHICLE DESIGN"

GERRY MCGOVERN



float on the piano-black finish of the lower screen. They can control anything – volume, temperature or driving settings – with the screen around them and their center changing accordingly.

“Land Rover has been using touchscreens for a long time,” says Damian Krupiński, the Jaguar Land Rover Infotainment Project Manager, “so it was natural to expand touch control to the climate, seats and Terrain Response®*. Yes, it’s an innovation, but we’re going to be compared with smartphones and tablets. They’re all getting smarter and more intuitive. We need to move that way with our vehicles, too. We have learned how to interact with our devices, and we don’t expect our customers to learn again just because they’re in one of our vehicles.”

The reasoning behind this echoes a fundamentally smarter approach to vehicle design, present in all the Velar model’s details and features. As a car designed for a new market, it needs to look and feel in line with other technologies we have already come to love.

“The big difference is that you look at your smartphone while you’re using it, so you don’t need physical feedback. However, when you’re driving, you will need to know that you’ve changed a setting without looking down. But we still

wanted to keep the physical controls to a minimum. This is why we came up with these rotary controls, which give feedback and can be utilized without looking, but which we can still configure any way we may want,” Damian says. “Elegant simplicity, sophistication, refinement and an unwavering belief in reductionism have been fully employed, with switches being kept to an absolute minimum to help create a calm sanctuary. This puts more emphasis on getting the proportions of the interior architecture right.”

Novel details abound in this calm but striking cabin. Exclusively developed for Velar, wool trim from Danish design-textile maker Kvadrat will sit alongside the highest-grade leather on the options list. Noiseless

and surprisingly cool to sit on, wool was once seen as the most luxurious material in which to trim car seats. It is still used on the rear seats of the state limousines of the British Royal family and the Japanese Imperial household. The Velar is bringing it back to slightly more accessible luxury cars.

“Velar brings a lot of ideas that challenge traditional preconceptions of luxury, and this is one of them,” says Amy Frascella, Land Rover’s Chief Designer for Color and Materials. “It was an exciting project. Yes, it needs to be a Range Rover. But as Gerry said, we could be freer in our thinking because we were going into a new segment of the market. We want to lead in car material design; we also want to offer a wider choice than just leather. Wool has properties that leather doesn’t. Some people find it more comfortable. They might choose it for a cultural or personal reason, or for the climate in which they live. And of course, some of our design-conscious buyers will already have Kvadrat in their home or office.”

Aesthetics, however, include a number of elements coming together in symphony, and looks in this regard is just one of these notes that need to be hit just right. “Of course design is about creating something beautiful, but to bring all the elements together, designers must also consider something as →

Less is more: from the outside, the Velar model’s exquisite proportions and finely drawn lines achieve a unique balance of formality and sleek muscularity

“FOR ME, THE BIG THEME WITH THE RANGE ROVER VELAR IS HOW TECHNOLOGY ENABLES DESIGN”

GERRY MCGOVERN

*Driving while distracted can result in loss of vehicle control. Do not operate, adjust or view the navigation or multimedia systems under conditions that will affect your safety or the safety of others. Only use cell phones and other devices, even with voice commands, when it is safe to do so.







Illuminated innovation: new technologies have paved the way for the Velar model's modernist approach to detailing. From the ultra-slim LED lights (left) to the smart haptics of the central console (above), everything is transformed through technology, yet still is profoundly purposeful

elementary as 'feel'," Amy says. "Color and materials are what you see, what you feel, what you experience. It's all the senses coming together. So tactility is something we think about when we develop our materials. We know when we've got it right because it feels just as refined as it looks."

You'll also notice the 'cut diamond' pattern that features on the speaker covers, the leather seat perforations and some of the cabin materials, where it's used to draw your eye to some of the key architectural details. When tessellated, the 'cut diamond' graphic looks a little like the Union Jack. Is it a cheeky nod to the Velar car's British heritage?

"Actually, it was never intended to be that way," says Amy. "It came as we started working on how we would repeat the pattern. We call it a 'secondary read,' something you might only notice on second glance. The Velar is full of beautiful details like these. We have created some surprise and delight with this car."

That key element of surprise, Gerry says, is profoundly informed by the technological advances that have made the new features possible.

"For me, the big theme with the Velar is how technology enables design," says Gerry. "You see that most clearly in the cabin. That calmness, that simplicity, is enabled by the new infotainment system. The technology enhances the feeling of luxury; it adds to that sense of elevation you get in a Range Rover. It's not just technology for the sake of it. But you see it in the exterior design, too, when you know where to look. We couldn't make the lights that shape without LEDs. We wouldn't be able to get the precision in our feature lines or our panel gaps without the latest manufacturing technology. Land Rover's Engineering Director Nick Rogers and I are absolutely aligned on our vision. He's as fanatical about using engineering and technology to deliver great design as I am about ensuring there's no compromise to the engineering."

"The Range Rover Velar model's abundance of innovative technologies contributes to making this vehicle a joy to drive and be driven in. The Velar alludes to the levels of modernity that will come in future models, too, with its integrated technology, its beautiful surfacing and its modernist approach to detailing. We're on a journey of transformation. And this is a transformational car." □



"WE ARE ON A JOURNEY OF
TRANSFORMATION. AND THIS
IS A TRANSFORMATIONAL CAR"

GERRY MCGOVERN



FIND OUT MORE

To get even closer and learn more about the
New Range Rover Velar, please visit landroverusa.com

W I N D O W T O T H E W O R L D

The outermost fringes of the planet inspire us to seek out the extraordinary things in life. For today's architects, too, the edges of the world represent an opportunity to explore

WORDS CHRIS STOKEL-WALKER



Studio MK27's Jungle House was built to connect its visitors with the surrounding jungle as an organic extension of the wilderness. Still, there is nothing basic about the house, with its sleek design, wooden decking and even a luxurious rooftop pool



"THE PIONEER SPIRIT BURNS BRIGHTLY IN ALL OF US"

Constantly riding that fine line on the frontier of discovery isn't just a Land Rover driver's dream. Many people want to expand their horizons and push the boundaries of imagination, delving deeper into the underground to connect with nature and escape the everyday. The pioneer spirit burns brightly in all of us, whether we're explorers, tourists looking for a temporary escape or simply individuals looking to immerse ourselves in luxury living while at the very ends of the inhabited Earth.

Rows of uniform residential houses just aren't enough for some people; the sense of adventure sits too strongly rooted in their souls to be happy with a standard home. So contemporary architects and interior designers have been put to work, commissioned to build stunning homes that combine supreme luxury with a sense of

all-encompassing wanderlust, and connecting humans with nature just as we once lived, open to the elements and under the stars. Some of the most stunning and inspiring of these homes can be found on the ends of the Earth, providing a window between our lived world and the vast expanses of our planet that are still untouched and unspoiled by humankind.

São Paulo-based Studio MK27's Jungle House is one of these spaces that exist at the edge of the planet. Tucked under the awesome green canopies of Brazil's Atlantic Forest, it marks the frontier between man-made and nature, combining the two in harmony.

Built by the architects Marcio Kogan and Samanta Cafardo, with interior design by Diana Radomysler, the sleek concrete building rests on a wooden decking that echoes the forest floor. Marcio describes the house as "an organic interaction between nature and architectural elements, designed to quite literally project itself out from the mountain." →



**"SECOND HOMES ARE ABOUT
ADVENTURE. THEY ARE
THE HOMES THAT LEAVE THE
MOST INDELIBLE MEMORIES"**

Above: built to bring out the very best of the surrounding northwest American vistas, Olson Kundig Architects' Studhorse emanates understated luxury. A key feature of this elegant residential complex is the floor-to-ceiling windows that double as natural movie screens

Embedding itself in its surroundings, the property oozes refined luxury with a rooftop terrace that allows the inhabitants to see over the trees and shrubs that surround them, stone staircases that wind their way around corners and edges and even an illuminated artwork built directly into the house's frame.

Giving a window onto the world that's not normally seen from houses is what makes these homes unique: the ability to live like a pioneer on the very fringes of nature, seeing all its glory before you is what attracts people to buy these.

An angular, wood-and-glass construction, is perched on the edge of the North Cascades in Washington State and provides that portal into nature. Designed for a family for whom nature runs wild in their hearts, this exclusive complex of buildings in the middle of 20 acres of wildflower scrubland sits in the Methow Valley, a popular recreation destination in the north-western-most corner of the state of Washington.

Floor-to-ceiling windows on the whole lantern-like property give the impression that the majestic vista outside runs right up to the front door, acting as a movie screen for the wildlife with whom the human occupants share their habitat. Steel, glass, concrete and reclaimed timber comprise most of the property, which has an enormous concrete fireplace at its center, with living accommodation in one block, bedrooms in another, a garage and storage facilities in the third outpost and a sauna in the fourth, which sits in a nearby meadow. "Second homes are about adventure," Tom says. "And they are the homes that leave the most indelible memories. The best way to do that is to make them unconventional."

Rejuvenating traditional or classic construction techniques for the modern world is certainly unconventional, but it's a method that Italian architect Alfredo Vanotti decided to adopt for his Casa VI in Piaveda, a house perched on the Orobic Alps 3,280 feet above sea level. Taking an existing ruin and transforming it into a home worthy of any pioneersman, Alfredo used concrete bricks to build a home

that overlooks the snow-strewn valley from the heights of the Alps. Reclaimed stones encase the outer walls, bringing the property in line with its alpine surroundings, while the interior makes good use of local materials and craftsmanship.

"We were asked to transform the existing ruin into a residence with emphasis on the natural sunlight in the valley," Alfredo says. "We did a careful analysis of the exposure and sunlight during the different phases of the year and opted for a roof with a single layer and large windows so that we could have the sun shine

through all the year. And thanks to a reinterpretation of modern construction techniques and materials taken from the past, almost all of the interior, fireplace, tables, chairs, stairs, bidet, sink, is handmade."

From within the Casa VI, exposed wood beams contrast with the stark white walls that bring to mind the first squint as you take a step out onto the mountain and snow blindness momentarily hits; a contemporary shallow set of stairs takes a 180-degree turn partway up before bending back on itself, drawing the eye up to the first floor, where unvarnished timber clads the walls and floors of two bedrooms and a studio mezzanine. But it is the surroundings of this remote Italian valley that provide Casa VI's most striking feature. Fitted straight into walls of the master bedroom sits a large landscape window perfectly framing a snow-topped peak across the way and acting as a natural canvas of the outside world, inviting exploration and discovery.

Too often we accept our present surroundings, cooped up in identikit homes on suburban streets. But for the modern frontiersmen of the world, there are innovative architects building homes in which to broaden one's horizons, whether deep in the Brazilian jungle, in a sunny Italian valley or anywhere nature invites us to follow our innate pioneering spirit. Their message is to remind us that we can still recapture that discoverer spirit and enjoy the luxury of beautiful design – even on the very fringes of the world. □



CONTINUE EXPLORING

Land Rover is working with some of the world's best Magnum Photographers to showcase the most dramatic landscapes and vistas on Earth. To discover more stunning frontiers and breathtaking architecture, please search *Land Rover Ultimate Vistas*



Italian architect Alfredo Vanotti's Casa VI sits solemnly in a sunny valley in the Orobic Alps in northern Italy. A recurring theme in its design is the natural sunlight, which beams through every opening all year round thanks to its open structure. Most impressive, however, is the master bedroom's portal-like main window, which overlooks the valley and nearby mountain ridges



P U R E



P O W E R

Land Rover BAR is leading the challenge to become the first British team to win the America's Cup in 166 years. As part of their preparations, the team is undergoing hundreds of hours of excruciating physical training, taking them above and beyond the normal limits of human endurance in order to bring the Cup home

WORDS ANDY RICE
PHOTOGRAPHY NICK LAHAM



As a grinder, Ed Powys needs both physical strength and endurance. His task: to help pump power into the hydraulic system to maximize the crew's control when maneuvering on the water

Your biceps, your forearms, are screaming for mercy.

As you push to keep turning those brutal handles on the unyielding grinding pedestal, you allow yourself the briefest of glances across at your opponent. You try to remind yourself that they're hurting just as much as you are. Suddenly the dreadnought bows of their foiling, carbon-fiber catamaran drop down and spear into the Bermudian waters in twin plumes of blue and white spray. From 40 knots to zero in a second, and your rival's unexpected moment of crash-and-burn has earned your muscles the briefest of reprieves.

In such moments will the 35th America's Cup be decided this summer on the azure blue waters of Bermuda, the small tropical island situated more than 600 miles off the USA's Atlantic coastline. 'The America's Cup' is the most prized trophy in the sailing world, one that has attracted Sir Ben Ainslie to pit his wits and his team at Land Rover BAR against five other strong international crews this May and June.

Sailing has mostly been a thinking man's sport, where mental agility trumps physical fitness. But the modern America's Cup places a huge emphasis on physical fitness like never before. Over the 166-year history of the Cup, there's always been a need for immensely strong sailors

to turn the winches to pull in the enormous sails and maneuver the boat more quickly and efficiently than their rivals. But up to 2007, the event used to take place in heavy keelboats on long courses where races could last more than an hour and there might be more than a five-minute break between each maneuver. Strength was useful, cardiovascular fitness less so. In the past five years, however, this has changed profoundly. The keelboats have given way to lightweight carbon fiber catamarans that hydrofoil above the surface, racing around much smaller, tighter courses. These 'foiling' America's Cup Class multihulls don't fly themselves though. They're inherently unstable beasts and, left to their own devices, would careen out of control in a matter of seconds. Above the water is the 79 ft tall wing mast that captures the wind and provides the power. Below the surface are some

precision-built slick hydrofoils, sometimes referred to as 'dagger foils'. Both the control of the wing and the hydrofoils require hydraulic power, and the only engine to power up the hydraulic systems is what the four 'grinders' can provide through sheer muscle power and cardiovascular fitness.

The key to winning races in Bermuda this summer will be for the crew to achieve continuous stable 'flight' from the start to the finish some 15 to 20 minutes later. Keeping these 50 ft catamarans flying in a straight line is hard enough, and then you've got the maneuvers, the tacks (a 90-degree turn heading into the wind) and the gybes (a 90-degree turn with the wind behind you), when there are simply too many tasks for the six-man crew to manage everything effectively. But the more power the athletes can pump into the hydraulic system, the more control they will ultimately have over the success of these maneuvers. More control = more speed.

If the rules didn't forbid it, these America's Cup Class catamarans would be equipped with state-of-the-art, fly-by-wire electronics of the kind seen in a modern military jet. Stable flight would then become a digital doddle. But without the electronic aids, it's down to the mental and physical skills of the six sailors (one helmsman, one wing-sail trimmer and four grinders) to get the boat around the course as best they can. So the limiting factor in the system really is the physical output that the sailors can push through the handles. On the waters of today's America's Cup, being in shape makes all the difference between glory or potential defeat.

The person tasked with making that weakest link as strong as possible is Ben Williams, who comes to sailing from a military background and a passion for ultra-endurance sports such as competing in the Marathon des Sables across the Sahara Desert. Williams has built the bespoke Land Rover BAR training program from the ground up, and it's no walk in the park.

"When I looked at the old-style racing in keelboats, there was a 1:6 work-to-rest ratio, whereas now it's more like 6:1. It's full on pretty much from the start of the race to the finish," he says.


Thanks to his program, week by week the Land Rover BAR team is getting better and better at learning how to keep their unstable America's Cup Class boats in the air. The common belief is that by May, when the competition begins, winning races will require you to keep your boat foiling from the very moment you cross the start line right up until the moment you →

12-15 HOURSPHYSICAL TRAINING
PER WEEK**24-40 YEARS**

SQUAD AGE RANGE



Fully focused: Land Rover
BAR Team Principal and
Skipper Sir Ben Ainslie works
closely with the crew to
make winning split-second
decisions on the water



finish. Any moments of touchdown, when the speed drops dramatically, will probably mean you've handed victory to your opponent.

Williams' task is to ensure his squad of 12 sailors is as good if not better than its counterparts on the other five crews. Aside from putting in up to five or six hours on the water during a typical training and testing day, the athletes are also turning up for between 12 and 15 hours of full-on gym work every week. "My mission statement in the gym is all about delivering a fit and healthy athlete," says Williams. "The more I can deliver athletes to the boat who are fit, healthy, hydrated and fueled, the better they become emotionally, physically and tactically. They are under a massive load, physically and mentally, and it's

my job to make sure they can tolerate that load."

Giles Scott should be able to tolerate the load. This 6'5" giant is an immensely talented and gifted athlete who dominated the Finn singlehanded class to win gold last summer. Sailing the Finn is extremely physical, so Scott's used to living with pain, although now the pain is in a different place.

"For me personally, it's gone from being very leg-dominated in the Finn to very upper-body-dominated. I mean these boats are more physically demanding than arguably any boat, ever. Obviously we've got to up our game, and the way we are training is pretty relentless."

With such an enormous emphasis on creating all-out power machines who are mostly turning handles as hard as they can, I wonder why Land Rover BAR hasn't just recruited from outside the sailing world, maybe from power sports like rowing or canoeing for example. "Because they can't sail boats, Andy!" shouts Scott, sounding like he's answered this question once too often.

Actually, as Williams points out, in the early days of the campaign a couple of years ago, Land Rover BAR did trial some non-sailing specialists but found

that the learning curve of getting to grips with this complex sport was simply too great. Scott's colleague, Nick Hutton, offers his own take on why sailing skills still matter.

"It's understanding the things that you don't talk about, the things that you know instinctively are about to happen because you've done it so many times before. And if something random happens or something breaks or goes wrong, you just know what to do without having to think about it. With these boats going so quickly, if you do have to think about it, you're already too late."

Thinking on your feet, thinking under pressure, is vital. As well as turning the handles to put power into the system, Hutton's job is to control the hydrofoils with push-buttons and he needs a clear head to do it right. Get it wrong and the boat could crash down into the water and it's game over. As the tactician calling the shots around the race course, Scott's attention is also split between the physical task of grinding and the mental chess game of outwitting his opponent and handing the winning decisions to his boss steering at the back, Sir Ben Ainslie.

"It's a bit of a balancing act," says Scott. "There'll be times where I'll be completely head down because the priority is powering up the systems and making sure that we can move the boat once we get there, the rig and the sails in and out. And then there are other times where I'll be backing off a little bit and letting the other guys take on the brunt of the physical work, and I'll be looking around and making sure that we're going the right way."

Even the mighty Scott is wincing at the prospect of the torture Williams has in store for them this particular afternoon at their base in Bermuda.

"Looking at what's written down on this whiteboard, and the numbers that we have to achieve for an hour, the thought of having to do that this afternoon is a bit daunting, if I'm honest."

The old military motto 'Train hard, fight easy' comes to mind. Except that if the training feels hard, the battle to win the Cup will be much harder. After all, Great Britain has been trying to win this trophy without success since 1851. That's the history, the motivation that keeps the crew at Land Rover BAR working themselves to near-exhaustion in their brutal but necessary gym regime. □

56,217 POUNDS
AVERAGE WEIGHT LIFTED
BY A SAILOR IN A WEEK

**UP TO
35,000 KCAL/WEEK**
EXPENDITURE PER PERSON
FROM PHYSICAL TRAINING
AND SAILING



OCEANS OF DATA

A dedicated team of experts is collaborating behind the scenes to lead the Land Rover BAR team to victory in the 35th America's Cup. Their tools: advanced computer science, massive data sets, sophisticated algorithms and real-time feedback loops

WORDS CHRIS STOKEL-WALKER

The battle for the America's Cup is as turbulent now as any time since the first competition was held around the Isle of Wight in 1851. Over the intervening 166 years, there have been battles on sea, on paper and in the courts, to win what's affectionately known as 'the Auld Mug' by those who strive to hold it. But now – as Land Rover BAR prepares its final sprint to bring home one of the most coveted trophies in sporting history – the fight is on a new, more advanced frontier: big data.

The full effect of this will be seen in June, when Sir Ben Ainslie and the Land Rover BAR team set sail on the Bermudian waters for the competition's 35th iteration with the aim of bringing the title back to Britain. To help them underway, Jaguar Land Rover experts and engineers have been tasked with harnessing the power of big data with artificial intelligence in a one-of-a-kind partnership using the very latest sensor technologies and advances in data science to improve boating performance and put the team in front.

"We're working flat out," admits Jim Johnston, who heads the innovation acceleration team at Jaguar Land Rover. Jim is in charge of finding smart solutions that can help push the Land Rover BAR team to the very front of their field, off and on the water.

To help create these smart connections, Jim is supported by people like Jaguar Land Rover engineer Mauricio Muñoz. Mauricio, a former MIT student, is embedded directly with the Land Rover BAR team, spending half his working week at their sleek state-of-the-art dockside headquarters on the serene Portsmouth sea front, in the UK. His role is to analyze data received from the Land Rover BAR's America's Cup Class boat using powerful machine learning techniques that can find patterns across everything the sailing team does during their pre-America's Cup training.

The data comes from close to 300 channels, including fiber optic sensors on the boat that log data at an astonishing 500 times per second. They then feed it back to the team in Portsmouth led by Mauricio, helping him to better understand how improved performance on the water has been achieved. Next, the information is looped back to the design and concept teams in order to validate their theoretical models of how the boat should behave with actual, observed data, allowing them to use the information to improve and adapt their boat designs.

Spotting minute differences between modeling concepts and data insights is crucial because the performance differences between boat components aren't between one to five knots, but rather in the 0.1-0.5 knot range. By logging performance parameters like lift, drag and side force as well as total airflow, the team can calculate what is required to achieve for example optimum straight-line performance, perfect tack and gybe maneuverability or component weight; in other words those elements that make the difference between winning and losing the America's Cup.

"We've got sensors logging everything, from which buttons were pressed to the wind speed at the top of the mast. It all adds up," says Richard Hopkirk, Engineering Manager at Land Rover BAR. Richard joined the team following time at McLaren Racing – where the split-second differences between pole position and a non-podium finish are derived from harnessing on-track feedback from data streamed back to the paddock by the cars. "A human might spot the odd pattern on screen," he says. "But they'd have to look pretty hard. Massive data sets combined with machine →

80 MILLION

COMPUTATIONAL CELLS
ANALYZED PER TEST RUN

56 PER SECOND

RECORDINGS LOGGED
FROM BOATING MANEUVERS

learning – which is basically advanced statistics – can find those patterns in a much more systematic and logical way.”

“It’s about trying to fill in information where there is none,” says Mauricio. “We use this real-time data to identify causes for failures and then piece this together to get a bigger overall picture.”

To maximize input and output and gain that bigger picture, the analysis stretches far beyond what happens on the boat during a single training session, Mauricio explains. “We’re looking beyond the traditional day-to-day performance analysis approach,” he says. “So we crunch not only today’s data, but compare it to what we generated a few months ago, hoping that seeing the trends over time can lead to a more informed decision-making process in the development of the boat.”

But it’s not as simple as it sounds. “One of the fundamental things that you have to understand about sailing is that unlike car racing, the problem is very ill-defined,” says Mauricio. “The boat’s performance can potentially differ quite dramatically from day to day, even if all the variables you can control on the boat remain the same.”

Indeed, these variables force the very best out of the Portsmouth team and the algorithms they use as they work to cover a growing range of scenarios and influences in their analyses; what’s defined as a 10-knot wind whipping across the sea surface can actually vary between seven and 13 knots; underwater currents constantly shift; and things tend to move fast on an America’s Cup Class boat. Combine that with the variables the racing team can control – like switching out different hydrofoils – and it becomes complicated.

“If you modify or change a component on the boat, you’re trying to understand the impact of that specific change and remove the background noise,” says Jim.

“The sheer wealth of information being generated by the boat’s sensors makes a huge difference. The machine learning techniques we have designed help filter through this morass of information to find and monitor elements



The Land Rover BAR data team is based in Portsmouth, UK, and has been created to boost performance on the waters. Pictured here are Jim Johnston (left), Richard Hopkirk (below left) and Mauricio Muñoz (below right)



“THE FIGHT TO WIN THE AMERICA’S CUP IS ON A NEW, MORE ADVANCED, FRONTIER: BIG DATA”

that are constantly changing.”

By using these ongoing miniscule tweaks to improve the boat’s design, the team based in Portsmouth and their counterparts training in Bermuda have, as such, been working in harmony and aligning their findings with the common goal of optimizing the R1 Land Rover BAR America’s Cup

Class boat as far as possible ahead of the competition.

The effort comes from a relatively young team competing against opposition with decades of experience. Still, the Portsmouth crew has been able to benefit from the technologies developed by Jaguar Land Rover derived from car design and research. This helps accelerate the learning curve and, ultimately, progress.

Jim adds: “It was Jaguar Land Rover’s experience in managing and analyzing data for our self-learning car technology that helped us create an expert team able to understand and develop algorithms to disseminate the data. This includes aerodynamics, control systems and of course the machine learning power, combined with work streams we developed.”

“We’ve got a definitive end goal,” Richard says.

“In Bermuda, we have to get everything spot on.

Though there’s no way of knowing what other teams are focusing on, the large-scale analysis of performance data is potentially a world first in the racing world and it is our goal to show just how effective this can be. We are constantly looking for new ways of harnessing that all-important data to feed the algorithms and generate new insights.”

“It’s all about winning and bringing the cup home,” Jim says. “That’s the key driver.” “Though that won’t be the end of it,” Richard adds. “We’ll be using the insights we are gathering all through this Cup into the next competition, and far beyond.” □

THE 35TH AMERICA’S CUP

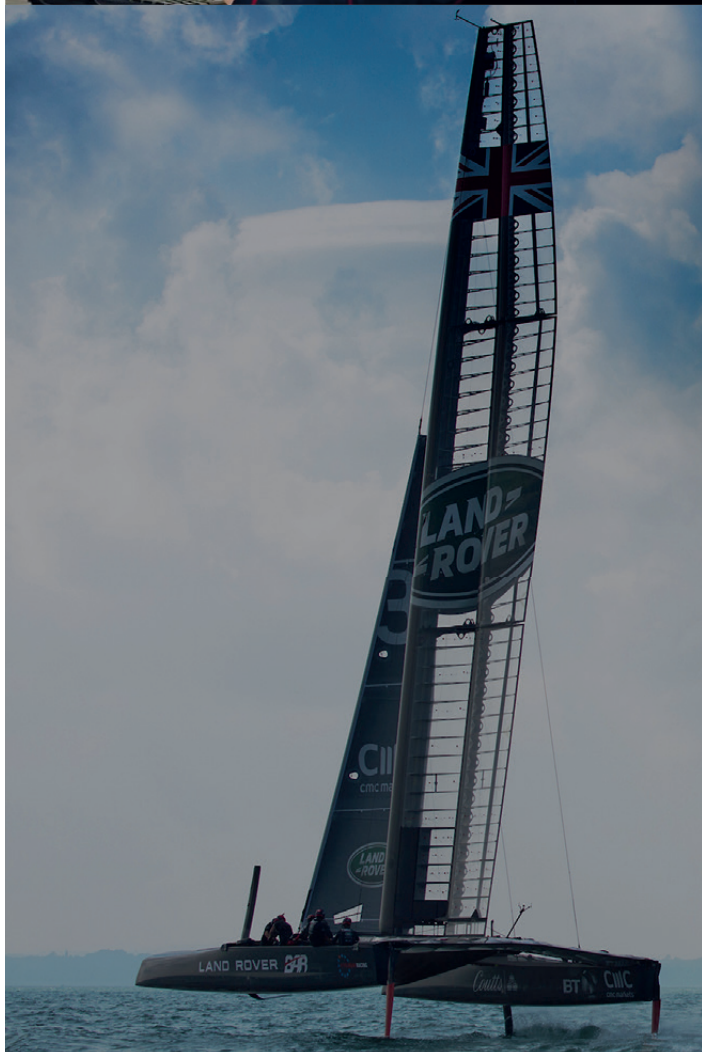
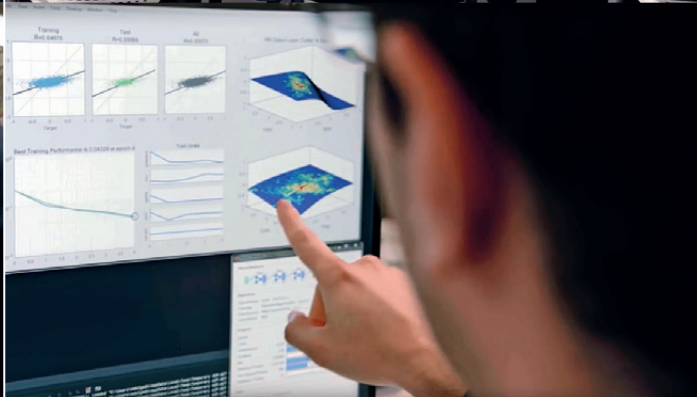
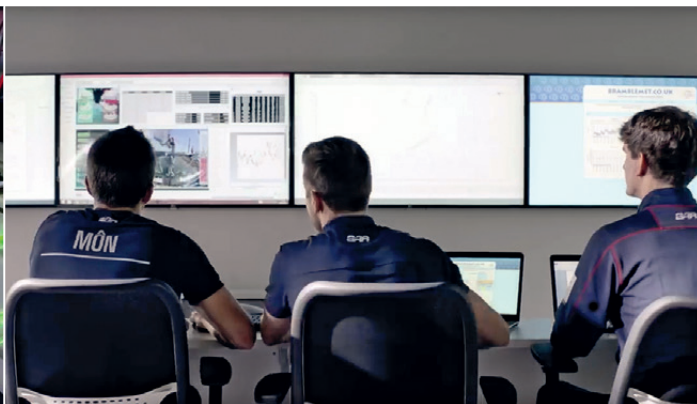
Dates: May 26 to June 27

Location: Bermuda

Number of teams: Six
(one defender and five challengers)

Defending Champion: ORACLE
TEAM USA (Skipper: Jimmy Spithill)

Boat Class: All America’s Cup boats are subject to specific design rules, the so-called ‘Class Rules’. All teams must adhere to these specific design rules and present their own boats built specially for the race.



300 CHANNELS
TO HELP GATHER REAL-TIME
INSIGHTS FROM THE BOAT

175 GIGABYTES
OF RAW DATA GATHERED
PER SIMULATION

T H E
K I N G
O F
T R A D E S

The age-old craft of traditional boatbuilding is alive and well
at Portsmouth's Historic Dockyard, in the UK.
And in its own way, it is helping shape the future of the America's Cup

WORDS NAT HANDY
PHOTOGRAPHY MARTIN CROOK





The lessons of early boatbuilding are instrumental to understanding how today's America's Cup boats are designed, says Head of Operations at IBTC Portsmouth, Jim Brooke-Jones

A few feet from the seawater of Portsmouth Harbour sits Boathouse 4 of Portsmouth's Historic Dockyard. It's the site of the International Boatbuilding Training College (IBTC) Portsmouth. A gull sitting atop the dockyard hangar would be able to make out the sleek new white wraparound structure of the Land Rover BAR headquarters – the collaboration between Ben Ainslie Racing (BAR) and Land Rover that aims to win the America's Cup for Britain. At first glance, the dockyard's trainee shipwrights working at wooden joints can appear a world away from the carbon fiber engineering of Sir Ben's team. Yet their fortunes are intimately linked.

"We teach craftsmanship. The medium is wood, but craftsmanship covers all disciplines. It's incredibly transferable," says Jim Brooke-Jones, Head of Operations at IBTC Portsmouth. "We do a traditional boatbuilding course because this is the king of all trades. If you can learn how to work with wood using hand tools and machinery, you can drop onto any other form of boatbuilding."

Opened 18 months ago, the IBTC Portsmouth is housed in a striking piece of 1930s military industrial architecture. It's serrated hangar roofline covers four gantry cranes over a tidal wet dock and a canal. The canal links the dockyard to the inland Mast Pond where smaller vessels were once taken for repair. The dockyard was hurriedly constructed in the build-up to World War II, and was originally intended to be double the size, a plan curtailed by war. "They put this temporary corrugated iron end wall up and it's still here," says Brooke-Jones. "The cranes are also original to the building and have early, basic tram controls that work really well."

Inside, the scene is one of intense industry. The low hum of men at work is interspersed with the occasional series of loud reports as hammer hits metal. It must once have been the sound of every British industrial city. Its re-emergence speaks for itself.

"There are nearly 40 boats in here," explains Brooke-Jones. "All traditionally built – be it carvel, clinker or double-diagonal with copper nails and roves." Trainee shipwrights from teenage to retirees move at their work on a sea of wood shavings. Some boats are part of the collection of the Property Trust, but many are privately owned and being repaired to their owners' specifications.

"We have 37 trainees at present with a new intake every three months," says Brooke-Jones. "It's a real, bustling working yard. We also work with six local schools and recently launched two big rowing boats that the kids made themselves. We are a registered charity and we rely on donations – both financial and in terms of materials."

The Portsmouth college joins Lowestoft, where boatbuilding has been taught on a broadly similar course for 40 years, and the British Boatbuilding Academy (BBA) in Lyme Regis. "We have, to date, a 100 percent employment rate for our students," says Brooke-Jones. "Industry laps them up because they are well trained. We take students from a wide range of backgrounds and train everyone based on their own skills."

In a formidable storeroom, two toolmakers are at work with boxes of donated tools, repairing and oiling. "A well-refurbished old tool is always better than a new one," says Brooke-Jones. "And we teach our trainees how to make their own. Their first three months are in joinery, where they start by making a beechwood mallet and end with their own dovetail shipbuilder's toolbox."

Such resourceful craftsmanship is reminiscent of the work at Land Rover Reborn in Solihull, where Series I Land Rover vehicles are being painstakingly restored part by part to their former glory. Brooke-Jones points out the ribbed hulls of a pair of Dartmouth rigs. "The trainees are learning to take the lines off a boat, prepare a full-size lofting and build a replica," he explains. "Taking the lines off a boat is a skill in itself. The hull shape is critical. It is a similar process to vintage ash-framed cars – working in the round. They are preserving the timber where they can on the old gig and adding new around it. They have even kept the original boat number and inlaid it into the new transom [the surface at the stern of the vessel]."

It is a blending of old and new that is at the heart of true craftsmanship. "We are a maritime nation with a huge sailing heritage," Brooke-Jones enthuses. "Ben Ainslie is the latest link in that chain. He is as important as what we are doing. But don't forget the past, because it informs the future." □




FIND OUT MORE

about how Land Rover is restoring its own original icons, the Series I, to their former glory, and search *Land Rover Reborn*



"IT IS A BLENDING
OF OLD AND NEW
THAT IS AT THE
HEART OF TRUE
CRAFTSMANSHIP"



A yellow Land Rover Velar is shown from the rear three-quarter view, parked on a rocky, uneven surface. The background features a vast, open landscape with rolling hills and mountains under a cloudy sky. The foreground is filled with tall, dry grass and reeds.

With the introduction of the New Range Rover Velar, Land Rover pays homage to the very first Range Rover from 1970. Now, these first models are being brought back to life, adding a new chapter to the story of a vehicle that came to define a class of its own

WORDS BEN OLIVER

M O D E R N C L A S S I C

Land Rover is bringing back the original Range Rover vehicles with the new Range Rover Reborn program. The first vehicle to be fully restored to its original glory is this 1978 model, nicknamed 'Car Zero'



BUILDING A LEGACY

The four first Range Rover vehicles each represent a chapter in the making of a modern classic. It's a journey that has seen the iconic vehicle evolve from revolutionary off-roader to refined luxury SUV without ever compromising on its trademark all-terrain capabilities

VELAR



CLASSIC



P38A



L322



L405



1969-1970: VELAR

The vehicle that started it all. Veiled in secrecy from the beginning, this special pre-production model was built and tested with the aim of developing a capable luxury off-roader with the same level of comfort normally offered by a high-end sedan. Only 26 of these incredibly rare Velar models were ever built, making them highly sought after by collectors all over the world.

1970: RANGE ROVER CLASSIC

The original. First introduced in June 1970, with the first four-door following in 1981. The first vehicles were exported to the United States in 1987. The model would become immensely popular and would overlap its successor by a couple of years.

1994: RANGE ROVER P38A

Named after the building in which it was designed, this was the first ground-up rethink of the Range Rover, 24 years after the launch of the original. Luxury reached new heights with the P38A 'Linley', developed by designer and HM The Queen's nephew, David Linley. It sold for \$125,000: then unheard of for an off-roader.

2001: RANGE ROVER L322

The third-generation Range Rover was sold as having "the greatest breadth of ability of any vehicle, ever." Few would disagree. It was a masterful and relentlessly modern redesign. The body moved to monocoque construction, and the cabin in particular is clever, original and elegantly beautiful.

2012: RANGE ROVER L405

Another revelation. The switch to aluminum construction cut the weight of at least four adult occupants from the car. Less mass and greater stiffness transformed the Range Rover vehicle's performance, handling, refinement, and its fuel economy and emissions.

The Range Rover was one of the first luxury SUVs, and the Velar was the first Range Rover. That name now bookends the extraordinary 47-year history of the Range Rover: it describes both the very first Range Rover vehicles to roll out of Solihull, UK, in the early 1970s, and now also the very latest addition to the Range Rover family. But the name that now celebrates the heritage of the Range Rover was originally intended to disguise its importance.

The story behind the Velar name is a curious one: it now seems hard to believe that the genuinely iconic shape of the original Range Rover could ever have been mistaken for anything else. But when the first prototype and pre-production Range Rover vehicles emerged from the gates of Solihull for road testing in advance of the vehicle's public unveiling in 1970, the world simply hadn't seen anything like it before, and might not guess that it was from Land Rover. So to maintain the surprise, those early prototypes bore the Velar name on their nose. It was even registered as a company in a suburb of south London so that 'Velar,' and not 'Land Rover,' would appear on the vehicles' tax and registration documents. The name means 'to guard' in Spanish and 'to veil' in Italian and was originally a clever joke by the engineers. But with its mellifluous sound and hint at 'velocity,' it is still poignantly fitting and curiously catchy for today's quick, subtle Velar; a vehicle Land Rover's Design Director Gerry McGovern describes as both "elegant" and "compelling" (see pages 20-31).

The reveal of the 2017 namesake, however, by no means signals the end of the era that first saw the Range Rover introduced to the world. On the contrary, interest in these early Range Rover vehicles has steadily increased, as the vehicle has earned its historical significance and taken on a leading role of its own in Land Rover history.

If you want an all-original, first-generation Velar to go with your new one you'll need deep pockets. Values of all classic Range Rover vehicles have spiked recently, but the earliest have seen the greatest inflation. This is often the case. With time and a little perspective, classic car collectors realize the significance of landmark models in automotive history, then scramble to find a good one to add to their collection. They like cars that were benchmarks or turning points, and the original Range Rover was both. They also like the first and the rarest. Just two prototypes are thought to have survived of the seven made, and only 26 pre-production vehicles that might have worn the original Velar badge were ever built. It's not easy finding one and if you do, you are likely to face fierce competition. The first pre-production Range Rover sold at auction three years ago for \$165,000; it would fetch far more now. →

**“COLLECTORS LIKE
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ORIGINAL RANGE
ROVER WAS BOTH”**

An easier option is to buy an original, two-door 1970s Range Rover fresh from the factory. You won't need a time machine, nor is there a stock of unsold ones around the back: as part of Land Rover Classic's work to revive these historic vehicles, Land Rover engineers can now restore one, true to its original state, right where it all started in 1970 in Solihull in the UK.

Land Rover's Classic division has already built over 60 Reborn Series I vehicles, each restored to as-new condition by the company that first made it, in the same city and using the original drawings. Now, it is extending the Reborn program to the early, two-door Range Rover models.

The first vehicle to be restored, a UK-supplied 1978 model in Bahama Gold, has just been completed and was revealed at the classic car show in Paris. Its rebuilding included putting a range of parts and panels back into production to factory standards. Some have been unavailable for years, but the realization of these vehicles' importance means the parts are now being brought back to life for restoration purposes.

Mike Bishop is the engineering manager for the project. He drove his first Land Rover on his family's 2,500-acre farm in Australia aged 14, and has been obsessed with them ever since. He's a lifelong enthusiast, collector and now a restorer of Solihull's finest. He understands his customers well because if he wasn't running this project, he'd be one of them.

“Our customers have a real emotional attachment to this place, and there's real value for them in having a car that has been returned to factory condition, by the factory,” he says. “We're just continuing the work started by Spen King and the other legendary engineers who made those first vehicles. There's a level

of authenticity that comes from having a Range Rover restored here using the original engineering drawings and technical blueprints. We even have guys working on the project who built the later Classic models back when they were new.”

Mike won't talk numbers. But he reveals that demand for the Reborn Series I vehicles exceeded all expectations. He knows he's likely to be deluged, and will now have to scour the globe for Range Rover vehicles suitable for rebirth as the program continues.

The early vehicles he'll be restoring were an instant success and an automotive design classic. But not everything about them was right. Their 'luxury' came from their car-like performance, road-holding and mechanical refinement, none of which compromised their agility off-road. But their cabins were sparse: the earliest Range Rover vehicles had plastic seats because its maker believed that gentlemen farmers would use them to transport livestock and need to hose them out afterwards. Perhaps some did, but more were to be found in cities, or in the fast lane of highways, or parked outside Britain's great country homes.

Those early plastic interiors are ironically now the most sought after by collectors and the most difficult for Mike to restore.

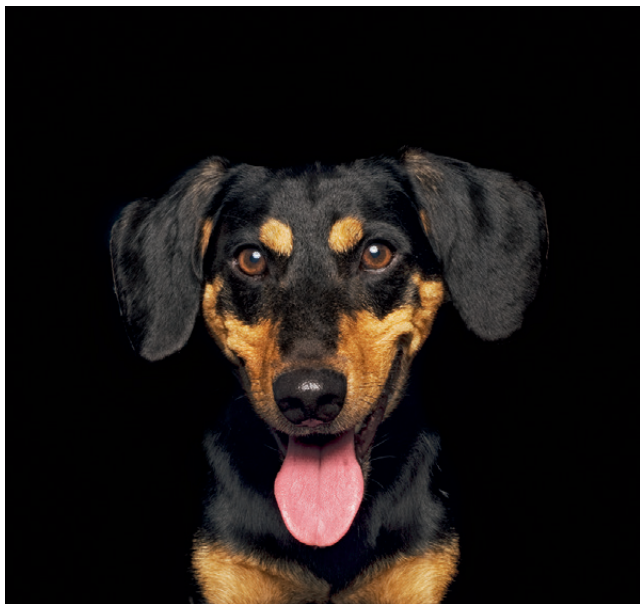
In the end, this is what it's all about: the story of the Range Rover from the first Velar to the latest revolves around the addition of luxury to match its refinement, without diluting its design DNA or diminishing its huge capability. Those early plastic interiors have evolved into cabins that are a benchmark for many luxury cars today; not just luxury SUVs. Range Rover vehicles now boast power outputs many times that of the original 3.5-liter V8, and all-terrain ability that has been stretched by intelligent technology truly unimaginable in 1970.

“The original Range Rover must have looked like a spaceship when it first arrived,” says Mike. “Imagine it parked next to a Beetle, or whatever else you could buy in 1970. The New Range Rover Velar will have the same impact. It is an incredible design, so I think it's fitting that we've made that link with the Range Rover Reborn program.” □



The first Velar models were built in secrecy and road-tested around the world. While incredibly rare, some still travel the globe, like the Velar below, parked next to its sibling – a Range Rover SVAutobiography – at the Djemaa el Fna market in Marrakech, Morocco

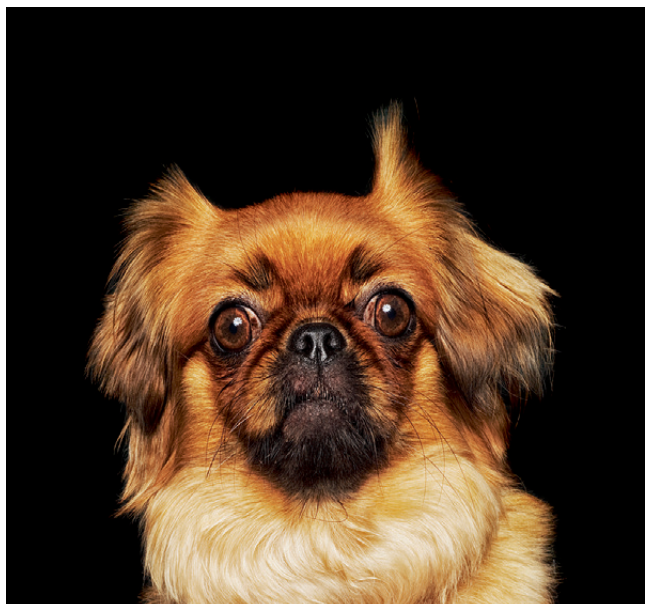




A DOG'S LIFE

From prehistoric partnerships to the thrill of the ride: our relationship with man's best friend may be as old as civilization itself, but the joy it gives us is truly timeless

WORDS CAROLINE COILE
PHOTOGRAPHY JENS HEILMANN



**“DOGS SHARE
OUR SENSE OF
ADVENTURE,
ALWAYS
READY
TO JUMP
IN THE BACK”**

It's a scene most dog owners will know and love: car all revved up, tank full, schedule cleared, and your loyal friend roaming around your feet in blissful circles, eagerly anticipating that familiar nod to signal the start of a new journey. Going for a ride with your dog is one of those hard-to-put-your-finger-on everyday events that bring out the very best of the age-old relationship between man and pet.

A recent discovery at the Blick Mead excavation site near the prehistoric Stonehenge monument in southern England has helped shed light on just how unique – and ancient – that bond really is. Buried between burnt stones, ancient wooden tools and fossilized aurochs' bones, a single dog's tooth was unearthed by excavators working in the site's muddy pits. The fossil, they found out, came from a dog roughly of the same size as a German Shepherd, likely to have found its last resting place at Stonehenge some 7,500 years ago. What is more, analysis showed that the mystery canine had drunk water from the Vale of York area 250 miles away – meaning that it would have had to have made one of the earliest recorded journeys in Britain to end up in the dugouts of Blick Mead. This made the researchers offer an extraordinary conclusion: the dog was likely to have made the arduous journey from York to Stonehenge as a hunting dog, wagging its tail at its prehistoric owner's side as the pair moved south. The Stonehenge tooth, they said, was the earliest proof in British history of a human going for a walk with a domesticated dog.

That first bonding journey between man and animal is likely to have served a purely practical purpose. Early domesticated dogs, researchers say, served as watchdogs and hunting partners, lending primitive societies a paw by seeking out game and guarding territories against predators and enemies. Fast-forward several thousand years, and that relationship has now changed profoundly. As society has matured, the bond between man and his best friend has evolved with it. 'Walking the dog' is no longer just a means to survival, but a staple ingredient in the healthy lifestyle of hundreds of millions of happy dog owners – and dogs – all across the globe.

In recent years, researchers have come to understand just how beneficial that relationship is. Studies have shown that dog owners enjoy various health and social benefits from dog walking, including improved fitness, lower blood pressure and lower stress levels. As non-judgmental partners roaming the streets, open land or forests by our side, the affection dogs show us when being offered a walk has been shown to have considerable mental health benefits for owners, including

improved self-esteem. Dog owners are less likely to suffer from depression than non-dog owners and from a sociological point of view, people who walk dogs are seen by other people as friendly and approachable.

Today, of course, we not only walk the lands, but also drive them. This offers us and our dogs the spectacle of 'the ride,' a joyful highlight for both dog and owner,

where the trivialities of the daily grind are replaced with a taste of thrill and adventure, even if just for a moment. While not all dog breeds are adventurous by nature, going for a ride triggers most dogs' curiosity and love for discovery, allowing them to indulge in all things new and unpredictable. A car ride is a sensory feast for any four-legged friend. Some dog breeds have more than 200 million olfactory receptors in their noses compared to the human's five million, so cracking open the car window literally offers a dog a smorgasbord of wonderful new passing impressions to marvel at as you bump down the roads.

The same goes for some of the instincts that your dog may still share with its Stonehenge ancestor. Some researchers theorize that riding in the cabin of a roving, bouncing car offers dogs a sensation of being 'back in the pack,' moving at high speed in synchronized movement with its favorite pack member of all (that would be you), as passing objects trigger age-old instincts of chasing or hunting. Jumping into the car becomes more than just an opportunity for the two of you to get away – it may actually be a chance for your dog to experience a momentary return to a deep-rooted primal state of bliss.

Whether at the end of a leash, chasing tennis balls at the park or riding along next to us on the open roads, dogs have a natural, inherent talent for making us happy. And it's a gift they have evolved to

perfection as the millennia have passed. They make every homecoming a celebration fitting a returning world traveler. They urge us out of bed, cold nose shoved to bare skin, tail wagging gleefully as we crack one eye open. "Ready to get going?" they manage to convey, and so we are. They whirl in a frenzy of excitement at the prospect of a ride, whether around the block or into the wilds. Whether asleep at our side, running far afield or playing co-pilot on our next journey, dogs share our sense of adventure, always ready to jump in the back, oblivious of mud-caked paws, just hoping the satellite navigation is turned off because as with us, adventure is in their DNA. □

THERE IS NO BETTER VEHICLE
THAN A LAND ROVER
TO GET THE BEST OUT OF
LIFE WITH YOUR DOG.

Land Rover engineers and designers are constantly looking at new features specifically aimed at dog owners and exciting developments are on the way. To see the latest range of genuine Land Rover Gear accessories, search 'Land Rover Accessories.'



"STUDIES HAVE SHOWN THAT DOG OWNERS ENJOY
VARIOUS HEALTH AND SOCIAL BENEFITS FROM DOG WALKING,
INCLUDING IMPROVED FITNESS, LOWER
BLOOD PRESSURE AND LOWER STRESS LEVELS"

T H E D E F E N D E R
O F T H E S K I E S



The Beechcraft Bonanza has been in production longer than any other airplane in history. *Onelife* pays a visit to the Beechcraft factory in Wichita, Kansas, to experience the legendary aircraft up close

WORDS COLIN GOODWIN
PHOTOGRAPHY DANIEL MÅNSSON





"DEMAND FOR THE
BONANZA HAS
NEVER WANED"



The Beechcraft factory in Wichita, Kansas, has been the home of the Bonanza since 1947. Today, workers like Becky Doerfler and her rivet gun (below, left) make sure that legacy lives on

Brandishing her rivet gun, Becky Doerfler stands next to a Beechcraft Bonanza's partly finished fuselage with its rows of golden rivet heads standing proud from the olive green primer paint on its flanks. How many millions of rivets, I wonder, has Becky set over her 40-year career at the Beechcraft factory in Wichita, Kansas? A long working life on a remarkable airplane. Remarkable because when Becky Doerfler fired her first rivet into an airframe when she started working at the Beechcraft Corporation in 1976, the Bonanza was already 30 years old. This year it celebrates its 70th birthday.

And what a remarkable seven decades it has been. The story of the now legendary aircraft took its first steps during World War II, as thousands of military aircraft were pouring out of the Beech Aircraft Corporation's factories. In these tumultuous times, founder Walter Beech was dreaming about a plane for peacetime and wanted to satisfy a demand for a fast yet easy-to-fly light aircraft that he was sure would come from businessmen, professionals and the thousands of pilots who had been trained for war. The aircraft that chief designer Ralph Harmon and his team came up with was the Bonanza, with a first prototype leaving the tarmac in December 1945. Production started in 1947 – exactly one year before the Series I Land Rover started rolling out of Rover's Solihull factory. The rest, as they say, is history.

Tom Turner is the editor of the official Bonanza enthusiasts' magazine *ABS Magazine* and has been flying these aircraft for more than 30 years. The whoosh of exhilaration that he experienced the first time he took off in a Bonanza has never left him. "I was a young instructor at the time and one of my students who owned a 1950s model took me for a short ride. I was so impressed with the solid feel, the excellent visibility, the ergonomic simplicity of the cockpit, well, I've been flying them ever since."

To really understand the Bonanza's success one must first look at its revolutionary design. Built in the flurry of post-war light aircraft designs that sought to capitalize on the huge developments in aerospace technology during the war years, the Bonanza offered something new, Tom explains. "Ergonomics probably didn't even

exist as a concept back in the 1940s," says Tom, "but that's what Ralph Harmon and his colleagues did really well with the Bonanza, much better than any of the other small aircraft of that time. They realized that people didn't just want an airplane, they wanted it to be ergonomic, to look good and to be comfortable and pleasant to fly." According to Tom, the Bonanza's interior borrowed many ideas from the advances in post-war automobile design, and it was that feeling of luxury and comfort that really appealed to the peacetime customer.

Like the Series I Land Rover of the same era, the Bonanza's construction method was ahead of its day, too. When the Bonanza went on sale, most light aircraft were still being constructed from a steel tube frame →



THE LEGACY LIVES ON

The last of the current Land Rover Defender vehicles rolled off the production line in Solihull on January 29, 2016, bringing an end to a continuous production run that had stretched almost seven decades. Soon, however, the legacy of the iconic vehicle will be revived and an authentic successor to the Land Rover Defender launched before the end of the decade.



"THE ONLY THING THAT REALLY TELLS YOU HOW FAST WE'RE GOING IS WATCHING THE ENDLESS FIELDS SPEED PAST 2,000 FEET BELOW"

with a fabric covering, whereas the new Beechcraft adopted lessons and skills learnt from building riveted aluminum airframes during the latter years of the war. Lessons that were also learnt on the other side of the Atlantic that led to the Land Rover featuring an aluminum body riveted together just like an airframe. Light, strong and easy to assemble.

Both the Land Rover and the Bonanza have a distinct look and feel that have remained largely unchanged throughout their long lives, yet both have gone through significant evolutions over the decades. The original design, the Model 35, featured a 'ruddervator,' a very distinctive V-tail that combined the rudder, fin and elevators into one simple and weight-saving unit. Later editions of the Bonanza veered away from the ruddervator (eventually phased out in 1982) in favor of a conventional tail. Another significant modification came in the late 1960s when Beechcraft launched the Model 36, a 'stretch' version that added an extra 10 inches to the fuselage, a simple-enough modification that enabled seating for six, up from the Model 35's four. In similar 'stretch' fashion, over a decade earlier Land Rover had extended the Series I vehicle's chassis from 80 inches to 86 inches and developed a 107-inch version, first as a pick-up, and two years later as the first four-door model.

Since day one, however, it was the Bonanza's interior comfort that set it apart from the competition, and today's model is more equal of a Range Rover: beautifully stitched leather, fine carpet and impeccable fit and finish. Customers today are encouraged to come and see their aircraft being built and to get fully involved in choosing the interior specification from a huge array of materials and colors.

Arriving at the Beechcraft Delivery Center to take off in your shiny new Bonanza is an emotional experience. Not least as you're also following in the footsteps of astronauts, adventurers and the like. While other planes have come and gone, demand for the Bonanza has never waned. At the end of the day, its winning recipe is simple, yet lasting: a reliable, comfortable plane that does its job steadily and without fanfare and, like the Land Rover Defender, its solid reputation has earned it a huge and deservedly enthusiastic following. While 18,000 planes may not sound like much, it's a very big number for the aerospace industry and comparable to the two million Land Rover Defender vehicles that have rolled off the Solihull production line.

While my own two-hour flight aboard the factory demonstrator was never going to break any records, it still set the pulse racing as in-house demo pilot Will Klein opens up the throttle and sends our Beechcraft hurtling down the 8,000-foot runway. As the airspeed nudges 75 knots and our wheels leave the tarmac, we immediately retract the undercarriage and head east.

Without the magic of GPS navigation it would be very easy to get lost here. Kansas is flat and stretches out almost to infinity, the landscape only broken by the occasional wind farm. Will points out an old roadhouse, once a busy stopping-off point in the days before the Interstates started to criss-cross the great expanse of nothingness beneath us. It's still a popular destination for local pilots who fancy an excuse for a fly.

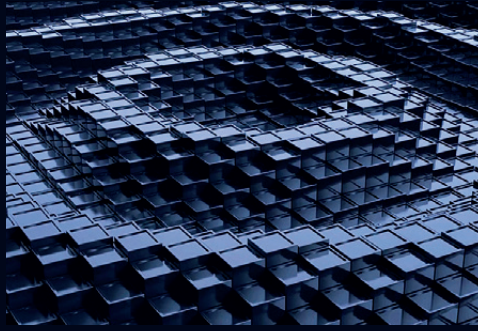
Smooth, quiet and stable, the Bonanza's powerful 9.0-liter engine sounds relaxed as we cruise along at 165 knots. The only thing that really tells us how fast we're going is watching the endless fields speed past, 2,000 feet below.

The sun has slipped away and we enjoy gazing down at the twinkling lights of downtown Wichita on our way back to Beech Field. Flying at night in a small aircraft is a magical, almost mystical experience. All too soon, our two hours are over. In the blink of an eye, Will turns on the runway's lights by tapping the radio's transmit button a few times. Flaps extended, wheels down and the Bonanza descends at a steady 75 knots for a reassuringly smooth landing.

It's easy to see why the Beechcraft Bonanza has endured. Just like the Land Rover Defender, the Bonanza's ground-breaking design and solid construction gave it real heritage and soul – and a life far longer than its creators could ever have imagined. □

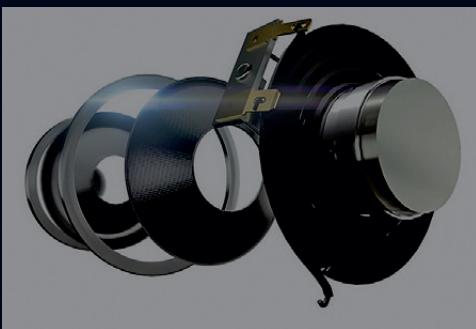


Author Colin Goodwin (right) and Beechcraft demo pilot Will Klein (left) take the Bonanza to where it belongs: roaming the endless Wichita skies



B R E A K I N G T H E S O U N D B A R R I E R

Inspired by how humans process sound, Meridian's Signature Sound System
has revolutionized intelligent audio design



Artificial intelligence is the buzzword of the future, but intelligent audio design is just as exciting a concept. For most people the intelligence in 'intelligent audio' starts and ends with the choice of radio station, source device or album track we'd like to listen to. But for Meridian™ Audio, brand partner of Land Rover, that's just where intelligent audio begins.

"It's there in the science, the unique engineering excellence and the craftsmanship that combine to make your listening experience as pristine, immersive and as effortlessly enjoyable as it really possibly can be," says Rayner Sheridan, Meridian's Director of Marketing. "It's truly exciting to witness just how advanced intelligent audio technology has become."

In his job, Rayner witnesses first-hand how Meridian today applies its intelligent technology to a broad range of products, from connected home systems to private yachts and luxury cars. But ensuring the best possible audio experience through digital intelligence has been the focus of Meridian since the 1980s. Back then, the company carried out cutting-edge research into the benefits of a totally digital signal path for audio. The audio expertise gleaned from that research would later result in the world's very first digital loudspeaker for the home, the D600 – a landmark achievement in the industry that hit the market in 1989.

The company has led the way with its intelligent approach to digital audio technology ever since. Using Digital Signal Processing (DSP), today's Meridian loudspeakers deliver levels of accuracy, precision and performance that are impossible to achieve in analogue models. DSP loudspeakers embody all the elements that, in a conventional sound system, are in separate places: crossover, conversion, power amplifiers and the loudspeaker drivers themselves. This allows the company's DSP technology to create a pure and accurate reproduction of the sound, just as the artists in the recording studio intended, and fit to match the spread of high-resolution audio bolstered by high-bandwidth broadband connections and online streaming services. The result is a definably clearer, more authentic sound, intelligently packaged for a truly digital audience.

For Meridian's work to enhance the driving and listening experience of Range Rover owners, its intelligent approach to audio technology is mirrored in its Signature Sound System. The technology is used for Meridian's in-car solutions and is powered by its exclusive Trifield 3D technology. Trifield 3D technology is a world first and is inspired by how humans naturally process sound waves and audio input. It features dedicated height channels that add a sense of true scale between, for example, musical instruments, ensuring that audio is consistent and concert-like for everyone in the vehicle, no matter where they are seated. The listening experience is further perfected with Cabin Correction technology, which intelligently

optimizes bass notes to the interior specifics of any car cabin, as well as Digital Dither Shaping, which makes sure that quality is always kept at its very best, regardless of whether audio is streamed from radio, USB or Bluetooth® devices.

One of the cars equipped with Meridian intelligence and innovation is the new Range Rover Velar model (see pages 20–31), which can be equipped with the Meridian Signature System, delivering a full 1,600 watts of power. The system consists of 23 high-quality speakers including a subwoofer strategically positioned within the cabin, each carefully calibrated to create a luxurious yet completely natural soundstage for each passenger. To achieve the perfectly integrated listening experience, Meridian worked with Land Rover designers and engineers on every detail of its in-car audio systems to create a unique, elegantly engineered, holistic-system approach where all elements work seamlessly and aesthetically together, thus offering the ultimate audio performance while on the move. This level of performance is only possible as a result of Meridian's detailed knowledge of DSP coupled with the company's extensive research in psychoacoustics and how we as humans perceive sound, which in turn has formed the base for all of its exclusive technologies.

"The introduction of the D600 loudspeaker marked the beginning of a new approach to sound processing and design," Rayner says.

"Since then it has greatly widened our understanding of what is possible when we think about intelligent audio technology." □

The clarity of the Range Rover Velar cabin is matched by the seamless perfection of Meridian's Signature Sound System





C H A S I N G



S H A D O W S

The best moments in life involve commitment. When landscape photographer Julian Calverley drives the All-New Land Rover Discovery into the pre-dawn darkness of a Scottish night, he is looking for one of those moments

WORDS **NATHANIEL HANDY**
PHOTOGRAPHY **JULIAN CALVERLEY**



“SPENDING TIME ALONE IN THE LANDSCAPE
IS ESSENTIAL FOR ANYONE, I THINK”

Above: the coast of Elgol shows itself at its windiest best in one of Julian's signature photos. Below: Julian and the Discovery take on one of Skye's many hidden tracks. Right: a look at Julian's carefully selected equipment for his trip to Skye, featuring his bespoke cameras from Swiss manufacturer ALPA



"JMW Turner is said to have strapped himself to the mast of a boat in a storm. It was his way of fully experiencing the conditions." Landscape photographer Julian Calverley is talking about one of the greatest inspirations behind his work. Julian has been returning to north west Scotland, and the Isle of Skye in particular, for the past 11 years in order to capture the essence of what he experiences in this majestic environment. But you won't find his images on boxes of Scottish shortbread.

"I don't want to capture the chocolate box image of Skye," he says. "I chase bad conditions." He's come to the right place. The weather out here can be ferocious. The Isle of Skye is a series of peninsulas stretching like tentacles into the waters of the Minch, interspersed by long sea lochs. When weather comes in off the Atlantic, it is ensnared on the forbidding peaks of the Cuillin mountain range. The serrated gabbro rock edges of the Black Cuillin ridge tear at the clouds as they roll in, leaving strands of vapor to gather on the rounded granite cones of the Red Cuillin to their east. This almost treeless landscape of sweeping glens, clear, rushing rivers and near-vertical rock faces has drawn artists and mountaineers since the dawn of the Romantic age, when people first began to view such places with excitement rather than fear. To Julian, this trip is different than his earlier returns to Skye, as it is his first time driving the All-New Land Rover Discovery through this impressive, humbling Scottish outpost.

"Every time I'd driven the 12-hour trip to this region from my home near London, it's always been in a Discovery," Julian explains. "But this is the first time I've driven the new Discovery, so I'm pretty excited."

Much of Julian's time is spent as an advertising photographer, working with large teams. His landscape work is a chance to leave all that behind and go solo. "I like to come here in the winter, between September and March," he says. "The lower light means I can shoot all day. I set out each morning well before dawn, so I can be pretty sure I will be alone. Spending time alone in the landscape is essential for anyone, I think. That solitude plays a big part in the process of making landscape pictures – being alone, feeling perhaps a little vulnerable in these big spaces, witnessing the power of the weather."

ALARM CALL

"My initial impulse was simply to come to Scotland and try to capture this amazing landscape," says Julian. "But I quickly realized I needed to embrace the atmospherics of the place. I've made a commitment. I've made an effort to be here. I'm not going to stay in the hotel just because it's raining and the clouds are down." →



INNOVATIVE ISLANDERS TOM EVELING AND CRAIG STEELE CAFÉ SIA WITH SKYE ROASTERY

"All our produce is local but our theme is Scottish-Italian. I drove a van to Pisa to collect a wood-fired pizza oven and bring it back here. Craig drove to Hampshire, in the UK, to collect his bright red 1984 French Samiac coffee roaster. It's a wonderful vintage piece of technology in which he roasts single origin, specialty grade coffee beans from as far afield as Tanzania, Indonesia and Honduras. We've caused quite a stir on the island." www.cafesia.co.uk



Julian checks over his kit list by flashlight in the pre-dawn: a beautifully crafted, purely manual camera made by the Swiss manufacturer ALPA; a tripod from northern Italian camera accessory experts Gitzo; the precision mechanics and spirit levels of the Swiss-made Arca tripod head; a vented storm umbrella he can hold in one hand to protect his camera while shooting with his free hand; a waterproof covering for the camera ("my least expensive piece of kit, but the one I return to the hotel for if I forget it"); Merino wool base layer and full waterproof outerwear; maps; compass; and to get around, the trusted Land Rover Discovery.

"It's very easy to get gear obsessed," says Julian. "I keep my list of equipment minimal. I don't have an arsenal of lenses. It makes for a far simpler process, allowing me to focus on the moment. The camera I use doesn't have a viewfinder. It means I can view all the different elements in a very natural way. It's about getting under the skin of a place."

FIRST LIGHT

"I might be standing where I have set up for more than an hour," says Julian. "Yet the moment can come and be gone within a minute. That's how quickly the conditions can change out here – and that might just be it for the rest of the day."

In such tough conditions, with the possibility of so little reward, what's the hook? "Bad weather is exciting," says Julian. "It can be scary. It can be intimidating. In these conditions, I get an almost child-like feeling. I call it the 'goose bump moment.' If you're not feeling that excitement, why take a picture?"

Julian points out an image taken on low rocks near Elgol harbor. "The water in this image is actually coming from behind me, not in front of me," he explains. "The waves are coming up and around. You have to brace yourself and you do have to be aware and look around. But I tell you what, if you can pull off a shot, it's really satisfying."

It is also about judging the right moment to pull back to safety. "It got to the point where I thought, okay, I've got it now, I've got to get out of here," he remembers. "It's so loud. The wind is howling. The waves are rushing. Your jacket's flapping around. When it really closes in out there, it's good to know I'm in one of these." He taps the heated steering wheel of the Discovery.

Julian's Discovery has the same attention to detail as the rest of his equipment. Just as he selected the individual blocks of rosewood for the handgrips on his ALPA camera, so too he can select from oak, titanium and aluminum finishers and premium leather and fabric materials, including the finest Windsor leather, finished off with tailored twin-needle stitching for the interior



INNOVATIVE ISLANDERS SHIRLEY SPEAR RESTAURANT OWNER THE THREE CHIMNEYS

"Most crofting cottages are just two chimneys, two dormer windows and a door in the middle. This had an extra third added on because it was the village shop – hence The Three Chimneys. When I first came here there was a peat fire on the hearth and a mud floor. I ate mackerel and chips. Mackerel out of the loch, fried in oatmeal. Today, we use locally reared Highland cattle and Soay sheep, wild deer and hand-dived Sconser scallops on our menu. I've always wanted to promote what is good about Scottish food."

www.threechimneys.co.uk

of the car. It's a nod of acknowledgement to those looking for the same as Julian: quality even in the smallest of details.

"I've always driven Land Rover vehicles," Julian recalls. "I learned to drive in a lightweight ex-military vehicle. The day after I passed my test, I drove from Land's End to John o' Groats. I liked the idea of Land Rover vehicles, the look of them, the utilitarian nature of the vehicle."

As Julian's circumstances have changed, so have his Land Rover vehicles. From the Series I, he graduated to a Defender 90 and then a Defender 110. As his family and photography work grew, he eventually moved to a LR3 and then LR4.

"The design is beautiful," he says simply of the new Discovery's dynamic front end and rising belt line. "And it's comfortable," he says after his first drive. "It's luxurious without being ostentatious."

Comfort, he stresses, is also a question of reliability. The Discovery's versatility and off-road capabilities offer him the freedom to take it where he wants, how he wants it. "It's a vehicle that's at home in all environments. I'd be confident taking this vehicle anywhere," he says.

This efficiency of design, a certain understated confidence and not least performance chime perfectly with Julian's own tastes in camera design. →



The All-New Discovery makes its way across a small bridge in Sligachan as the afternoon light sets in. Below and right: Julian and his beloved ALPA camera





"I HAVE FOUND THAT THE SAME PLACE
CONSTANTLY CHANGES WITH EACH VISIT"





"AND I DIDN'T JUST SEE IT.
I CAPTURED IT. I MADE A PHOTOGRAPH"



LAST LIGHT

Days don't last long on the Isle of Skye in midwinter. Light is fading fast by three and is usually all but gone by four. Yet in these final moments, further mutations can appear as the clouds constantly shift, bathing a distant mountain or expanse of water in sudden, unexpected sunshine.

"I sometimes come back to the hotel afterwards and sit down and wonder what I've just been through," Julian says. "Often it might be weeks or even months before I look at the work. It's a way of detaching yourself from it. I've got work I shot a couple of years ago that I haven't looked at. The detachment means it has to stand up visually when I do come to revisit it."

What Julian captures has a significant following. So much so that he has begun public speaking and leading bespoke tours of the Highlands and islands for just one or two individuals at a time. "Bringing people somewhere like this and showing them how to do something in a new way is really rewarding," he says. "Often it's just about encouraging people to think differently and break habits."

As Julian opens the trunk of the Discovery, he explains how the new Intelligent Seat Fold* fits his life. "When putting together your equipment list as a location photographer, the vehicle is an important part of it," he explains. "This is not simply a seven-seater, it can be whatever you need it to be. The configuration gives me complete freedom to utilize a combination of seats and floorspace depending on the amount of gear I'm carrying."

From advertising shoots to his solo landscape work, and even when not on a job, Julian's Discovery has to serve as a base for people and equipment in every scenario. "It's about flexibility in any situation. I can arrange it to fit the numbers of passengers I am carrying at all times." When alone and on the road, as here on Skye, the cabin also offers a feeling of security and calm that can be helpful in rough conditions, he says.

"In winter, weather conditions can change very quickly. But I know I'm safe in here. I can warm up very quickly." And should the perfect storm come rolling in, offering up that one unique opportunity for capturing the perfect shot, the new optional, waterproof Activity Key wristband gives Julian the confidence that he will be able to get back into the vehicle and take off quickly, without rummaging for keys. Once back in his heated seat, he can rely on the connectivity of the Land Rover InControl® Touch Pro™ 10" Touchscreen display**, the latest generation of Ingenium engines and Terrain Response 2® system designed to monitor the driving conditions and automatically select the best mode to tackle them.***

His love of the Scottish landscape and the Land Rover vehicle reveals an appreciation for a certain kind of enduring solidity and elegance. There is a sense of



INNOVATIVE ISLANDERS ALAN DICKSON RURAL DESIGN ARCHITECTS

"We did the first contemporary wooden build on Skye and this is now the first contemporary metal-clad house. It's inspired by the agricultural buildings of the island. People think of houses on Skye as being little white cottages, but we were interested in all the in-fill buildings. That variety of material – the timber and the metal – gives you much more to play with as a designer. We were also interested in the human scale of the old crofting cottages, with walls as high as a man could reach. I built this house literally myself, from the foundations up."

www.ruraldesign.co.uk

assurance about this monumental land that is present not only in the Land Rover vehicles that tackle this terrain, but also in the other works of engineering that Julian admires – his camera equipment, his tripods, even a simple, elegant wristwatch. "Using equipment I am comfortable with and that I know I can rely on gives me the space and freedom I need to immerse myself in the scenery," he says.

It is this that draws Julian back, often to the same remote places, time and time again. Knowing they will always offer up some new secret. "People think you can visit a spot, take a photograph in 15 minutes, and that's it, you've experienced it," he says. "But I have found that the same place constantly changes with each visit. Capturing those moments gives me real satisfaction. I've seen something no one else will see. And I didn't just see it. I captured it. I made a photograph." □



DISCOVER MORE OF SKYE

Follow Julian on his journey to the Isle of Skye and explore the interactive story at landrover.com/skye-discovery

*Only available with third row seats. Available as part of a package on HSE and standard on HSE Luxury. Not available on SE. **Do not use Land Rover InControl® features under conditions that will affect your safety or the safety of others. Driving while distracted can result in loss of vehicle control. ***These systems are not a substitute for driving safely with due care and attention and will not function under all circumstances, speeds, weather and road conditions, etc. Driver should not assume that these systems will correct errors of judgment in driving. Please consult the owner's manual or your local authorized Land Rover Retailer for more details.



FINDING ULURU



MILESTONE

As one of the most iconic vehicles ever created, the Land Rover Defender continues to be one of the most loved. The enduring nature of the vehicle and the unwavering passion and adventure of its drivers are what make Defender Journeys special – so special that fans have already completed an incredible 500 Defender Journeys all across the globe. To see an interactive map of the first 500 Defender Journeys, please see the link to the right.

Jack Dobson named his Land Rover Defender Bruce. "It seems like an Australian name," says the 35-year-old environmental consultant, who moved from the United Kingdom to Australia six years ago, "and of course there is a famous shark named 'Bruce.' Bit of a tenuous link, but both the shark and our Land Rover Defender are gray and we have sharks."

With the right name in hand, taking the Land Rover Defender on an epic journey through his new homeland seemed like an obvious next step. And so he set out from the suburbs of Sydney with his eyes on the majestic Uluru. With a small window between jobs, Jack and his partner had decided to visit the natural monument that embodies the country he had made his home. It was something he'd never done before, but felt – as an adopted Australian – he should.

Still, as he raced along the dust tracks and byways of the vast Australian desert, he was doing so in a car that tied him inexorably to his past. "My introduction to Land Rover vehicles started when I was 16 and living in the UK," he says. He bought his first 1964 Series 2A Land Rover with his dad, who helped him build it over the course of a year. By the time he was 17 and able to drive, it was his. He passed his test, and traveled to and from school, university and his first job in the classic car. When he moved to the

other side of the world, he bought another Land Rover vehicle – a 1968 Series 2A – then Bruce, a 2012 Land Rover Defender.

"Land Rover vehicles were always a big part of my life, right from the get-go" he says. Just how powerful this connection is can be seen every day on his Instagram account @jackuar_land_rover, where he celebrates Land Rover vehicles in all colors and shapes to the tune of 75,000 followers.

The trip across the Australian Outback to Uluru was organized in less than a week, and involved converting the back of the Land Rover to fold down the rear seats in order to be able to sleep in the back. Once ready for the journey, Bruce rolled out of Sydney heading for Ayers Rock. In the early hours of their first day of adventure, they were a little dazed.

"We hadn't fully woken up until five hours into the trip," Jack admits.

The goal was to make it to Uluru as quickly as possible, and then spend more time on the return journey to savor the scenery and adventure. The pair swapped seats behind the wheel, watching the scenery pass them by. "Getting out of Sydney takes a while," says Jack, "but once you're out it's a huge expanse."

As they rolled along, the earth turned brick red and emus and kangaroos started crossing the road. "For some reason the emus were drawn to the Land Rover," Jack recalls. Soon they were running alongside Bruce as the coast disappeared in his rear-view mirror.

After 1,864 miles and three days of camping out under the stars, contending with kangaroos and replenishing the washer fluid several times to deal with Australia's giant bugs, Uluru loomed large on the horizon. "Suddenly you're staring at this amazing landform. From miles away you can start to see it emerging from the ground," explains Jack. "It's such a bare rock, but it really catches the light."

The transformation from city lanes to endless horizons, the humming of the engine as you see the sun set behind this iconic landmark, the connection you get to the land ahead of you and the dust below, all as part of my own discovery of my new home country – for me, it was exactly what a Defender Journey is all about." □



JOIN THE ADVENTURE

To explore more breathtaking Defender Journeys and to share your own, please visit landrover.com/defenderjourneys



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