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Highlands

EXPERIENCE THE EXCEPTIONAL



POWERBASE EVENTS '26

The annual Vynco National Stableford Golf Tournament was held at Millbrook Resort on 27 March 2026. All six Powerbase companies were represented with 24 teams playing in the tournament. The Powerbase Chairman's four this year included Phil Badger Powerbase chairman, Simon Vale from Vynco, Christian Cullen and Tawera Nikau who was our guest speaker for the prize giving dinner.

The winning team for the day was Telfer Electrical Team 1, congratulations to Sam Bateman, Rex Prebble, Zach Inglis & Cassidy Kelway for taking out the Powerbase Trophy.

Second place went to IES Team 1, and third place went to Scott Electrical Team 3 – congratulations to all the winners!!

Jared Colligan won the "Beat the Pro", Mahal Pearce on hole 6.



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Marketplace Magazine is published by Powerbase Limited. Powerbase is made up of six independent NZ owned and operated electrical wholesalers.

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Let us know if you have an industry topic or product install case study that we could feature in Marketplace. Email your submission to national.office@powerbase.co.nz

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1. Pixory travel photobooks 2. UGG Australian Merino Wool Check Scarf II 3. Kōura by David Trubridge 4. Nick Von K Pastel Pink Sapphire Kiss Kiss Ring 5. J'aime les Macarons 6. Versace I Love Baroque Bathrobe 7. Indie and Mae Face Clay Mask 8. Whistle & Pop Vow Valley x Mini Gate Chain Necklace Gold 9. Bennetto Raspberries in Dark Chocolate 10. Boh Runga Mini Feather Kisses Studs 11. Birkenstock Boston EVA Fondant Pink 12. Lyttelton Lights Sweetpea and Jasmine Candle 13. Coach Rowan Bucket Bag In Signature Canvas With Charms

FDG SUPPLY MARINE GRADE CABLE CONTAINMENT



for Auckland's electric ferry infrastructure

The Downtown Ferry Terminal in Auckland is undergoing a major upgrade to support electric public transport ferry operations.

While the ferries and charging systems attract the headlines, the shift to electric ferries relies heavily on durable electrical infrastructure beneath the wharf. FDG was selected to be a key partner in this project, supplying a marine grade cable containment system tailored specifically for Queens Wharf.

At Queens Wharf, the electrical infrastructure is located beneath a live, working wharf, an environment defined by salt exposure, tidal movement, restricted access and continuous activity.

FDG was engaged to fabricate and supply the entire cable containment system, including support bracketry and seismic bracing solutions, developed specifically for a harsh marine environment and the constraints associated with working beneath a central city wharf.

A demanding project environment

Electrical infrastructure beneath a working wharf presents challenges that extend well beyond a typical commercial or industrial site. Space is limited, access is controlled, and environmental exposure is constant.

At Queens Wharf, additional constraints included:

- A busy CBD location with constant pedestrian, vehicle and marine traffic
- Limited access windows, due to tidal conditions
- A working cruise ship berth, particularly active during peak season
- Multiple trades and stakeholders operating concurrently

These conditions required solutions that were fully designed upfront, fabricated accurately, and delivered in a sequence that supported efficient installation.

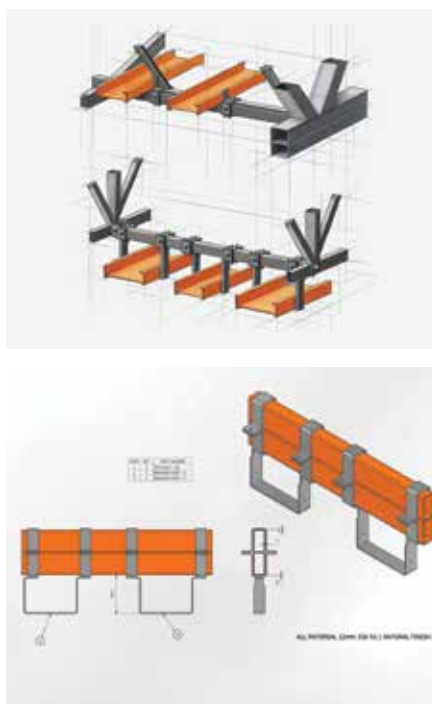
Material selection and custom design

From the outset, it was clear that standard cable containment systems would not provide the durability required for this environment. Exposure to salt air and moisture, combined with limited long-term access for maintenance, meant that material selection was a critical design consideration.

FDG assisted with the design of an appropriate cable containment system and supplied a range of **custom cable containment products**, including:

- Stainless Steel Cable Ladder, Strut Channel and Bracketry and SHS Support Frame
- Large radius custom bends for the Cable Ladder, including bends with a 1,750 mm radius (far bigger than the standard 300mm)
- Stainless Steel General Fasteners and Site Consumables

The custom large radius bends were particularly important for routing high-capacity electrical cabling beneath the wharf while maintaining suitable bend radii and reducing stress on cables during installation.



All components were custom designed for the project rather than adapted from standard catalogue items. This reduced the need for onsite modification and helped ensure compatibility with the existing structure and services beneath the wharf.

Where stainless steel components interfaced with aluminium elements within the wider containment system, isolation between dissimilar metals was incorporated into the design to support long term performance in a marine environment.

Early Engagement and Project Support

FDG's proactive involvement was instrumental in ensuring the cable containment system met the unique requirements of Queens Wharf and the New Zealand Building Code. Through early engagement with stakeholders, including Auckland Transport and head contractor Brian Perry Civil, FDG provided design support, addressed seismic compliance, and limited the risk of redesigns and delays on site.

FDG's support included:

- Input into installation methodology planning from a product and access perspective
- Completion of detailed planning takeoffs to align fabrication with programme sequencing
- Identification of value engineering opportunities without compromising durability or performance
- Early identification of constraints and risks associated with working beneath the wharf

For projects with restricted access and high logistical complexity, this level of early planning and coordination played a significant role in reducing project risk and avoiding costly changes later in the project.

Logistics and delivery coordination

Fabrication and delivery were carefully managed to work within site constraints, tidal access windows, and cruise ship activity.

Components were supplied ready for installation, reducing onsite handling and the need for cutting or adjustments in challenging conditions.

Supporting electric ferry infrastructure

The Downtown Ferry Terminal charging project is a critical enabler of Auckland Transport's move toward electric ferry services, and the supporting electrical infrastructure beneath the wharf is fundamental to reliable operation.

This project demonstrates the value of early technical input, careful material selection and close coordination between client, contractor and specialist suppliers. In environments where access is restricted and conditions are unforgiving; well planned, custom-designed solutions can significantly reduce risk and support successful delivery.

FDG's involvement to date reflects the importance of collaboration and engineered solutions tailored to one of Auckland's most demanding marine environments.

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SIR COLIN GILTRAP RACEWAY

Where Future Champions Start Their Engines

If you've ever wondered where New Zealand's next global racing superstar will turn their first laps, then the answer has just been revealed at Colin Dale Park.



Images: Giltrap Group

The Sir Colin Giltrap Raceway is a purpose-built launchpad for the next Scott Dixon, Mitch Evans, or Jonny Reid, crafted with the kind of ambition usually reserved for full-blown international circuits.

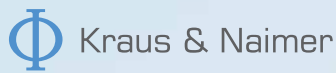
The project was years in the making, driven by the Colin Dale Park Kartsport Development Charitable Trust and the KartSport Mt Wellington Committee, who transformed a long-standing dream into a world-class reality. Their mission wasn't simply to create a track, it was to build a proving ground that meets and in fact, exceeds global karting standards. With leaders like Bob Cunningham, Vaughan Crang, Ross Reid Construction, and Anita Kinsman steering the ship, the venue is a showcase of deep community commitment and dogged persistence.

The opening-day guest list proved just how important this place is. Six-time IndyCar champion Scott Dixon and former karting stars Mitch Evans and Jonny Reid all gathered to celebrate a circuit that mirrors the very one that once shaped their early careers. As Evans put it, investing in grassroots motorsport gives young Kiwis the chance to dream big, something that the late Sir Colin Giltrap passionately believed in.

Designed to international standards, the track promises the kind of safe, flexible, and professional environment where young drivers can sharpen real racing skills, from race craft to resilience. The venue's modern karting essentials, (multiple track configurations, proper runoff zones, and professional-grade timing), all help position this impressive Auckland track as a future host for major national and possibly international events.

The upcoming amalgamation of KartSport Mt Wellington and KartSport Auckland will only strengthen this momentum too, creating a unified hub for grassroots motorsport and driver development. The new facility is poised to become the home base for aspiring racers looking to take their first steps (or first flying laps) toward professional motorsport careers.

At its core, Sir Colin Giltrap Raceway is much more than asphalt and kerbing. It's a belief system, one that says Kiwi motorsport dreams matter, and that even the greatest champions start small.



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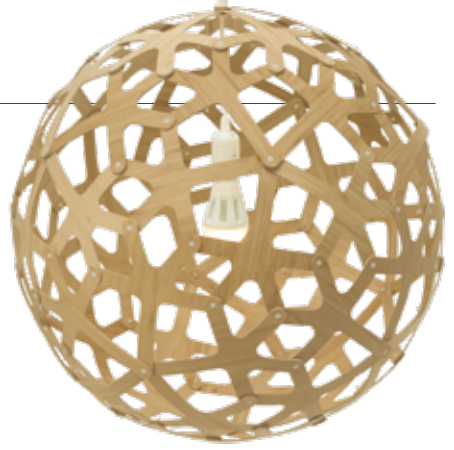
Find out more



LIGHTBULB MOMENT

Cuts freight costs and emissions

Transitioning to a kit set design increased production, reduced freight costs, and boosted turnover for a lighting company.



David Trubridge is a pioneer in environmentally conscious design. His designer lighting company in Hawke's Bay exports to more than 50 countries.

Originally lights were transported fully assembled. However, a Life Cycle Assessment of one light in the product range revealed freight was a key area for emissions. In response, the business changed its designs to be transported in kit set form.

This had several positive outcomes. A kit set design takes up about 1/30th of the volume compared to an assembled version. This has a big impact on reducing freight emissions. It also makes freight much cheaper. An assembled light used to cost hundreds of dollars to ship overseas. Now it can be sent for less than \$50. That saving has been passed on to customers.

The change to producing lights as a kit set rather than fully assembled was good for business. It was less labour-intensive which made it easy to increase production. And the cost of products was reduced thanks to the savings on freight. As a result, turnover quadrupled in just three years.

Since then, the business has registered an Environmental Product Declaration (EPD) covering 56 lighting products in six finishes. It became a registered B-Corp in August 2023.





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FIVE MINUTES TO PAIN-FREE GOLF

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You arrive at the course, rush to check in, pull the trolley from the boot, and walk straight to the first tee. Sound familiar? Then you wonder why your lower back aches on the third hole and you're stiff as a board the next morning.

Here's the truth: hitting balls is not warming up. Swinging a driver at full speed on a cold body is like flooring a car in first gear on a freezing morning. Something will break.

Spend five minutes before you play. That's all. Two exercises, one club, no excuses. Your body will thank you on the back nine and again tomorrow.

Method: The Torso Twist (Lower Back & Hips)

Photo 1. Hold the club across your shoulders, resting on your trapezius—not your neck. Feet are shoulder-width apart. Keep your hips facing forward and rotate your upper body left and right. **Photo 2**

Easy rhythm, no bouncing. Ten each side.

This oils the spine and wakes up the oblique muscles. You're not testing flexibility; you're telling your torso it's about to work.

Method: The Behind-the-Back Stretch (Chest & Shoulders)

Photo 3. Hold the club behind your back with both hands, arms straight, palms facing backward. Grip lightly. Slowly raise the club away from your body until you feel a stretch across your chest. **Photo 4.**

Hold two seconds. Lower. Repeat ten times.

Golfers are chronically tight in the chest from hunching over screens and steering wheels. This opens the front shoulder and lets you complete your backswing without contorting your spine.

The Payoff

Cold muscles tear. Warm muscles swing faster and hurt less. These two exercises take five minutes—the same amount of time you'll spend staring at your Driver waiting for the group ahead to clear the fairway.

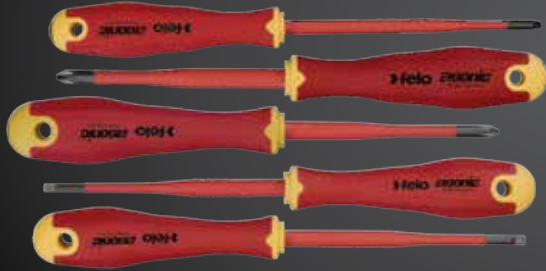
Put the club down between each exercise. Breathe. Then step onto the first tee actually ready to play.



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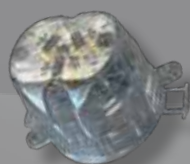
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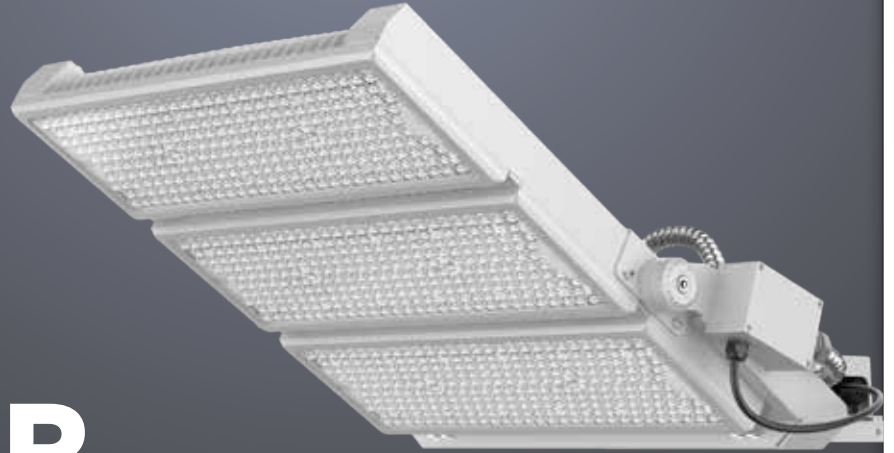
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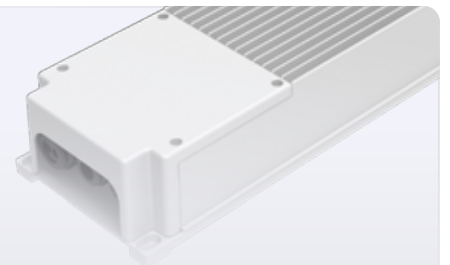
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ELECTRICIANS WILL POWER NZ'S FUTURE

But Our System is Stuck in the Past



New Zealand is racing into an electrified future. EV charging is scaling. Solar and battery systems are becoming mainstream. Smart buildings, automation, digital controls and AI-enabled energy systems are no longer futuristic concepts — they are being installed in homes and businesses right now. At the centre of all of it is one profession: electricians. But our training, credentialling and regulatory settings still reflect a 1990s view of the trade. That disconnect is becoming a national risk.

A Trade That Has Become a High-Tech Profession

The public image of an electrician often lags reality.

Today's electrotechnology workforce spans:

- Distributed energy systems
- EV infrastructure
- Smart grid interaction
- Battery energy storage
- Automation and control systems
- Data networks and cyber resilience
- Building management and IoT integration

The broader electrotechnology sector now employs over 156,000 people and contributes more than \$30 billion to GDP — over 7 percent of the New Zealand economy. It is more productive per worker than the national average and continues to grow faster than the economy as a whole.

Nearly 70 percent of forecast job openings in the coming years will require degree-level capability.

And yet the core apprenticeship pathway remains anchored at Level 4.

We are signalling to school leavers that becoming an electrician is a mid-level vocational pathway — while asking that same workforce to deliver the infrastructure that underpins the energy transition and digital economy. It no longer stacks up.

The Energy Transition Demands Higher Capability

Electrification is not simply about wiring buildings.

It is about systems integration. It is about software interacting with physical infrastructure. It is about risk management in a distributed, digitised energy environment.

Other jurisdictions are modernising electrical training to reflect this. Australia and parts of Europe are embedding renewables, EV integration, automation and digital systems into advanced vocational and degree-level pathways. New Zealand risks falling behind if we do not do the same.

We are already short thousands of electricians. Without lifting the status and depth of the pathway, we will struggle to attract high-performing STEM students — and we will struggle to retain them. This is why moving from a Level 4 endpoint to a Level 5 core qualification and a genuine degree apprenticeship option is not credential inflation. It is structural alignment with economic reality.

But First — Let's Be Clear About the Regulator

There is another issue we need to clarify in this conversation: the role of the Electrical Workers Registration Board (EWRB). There is a widespread assumption that the EWRB exists to advocate for electricians or to shape the profession's development. It does not. The EWRB is an occupational regulator. It was established under the Electricity Act to register electrical workers and ensure their competence in order to protect public safety. That purpose matters.

The EWRB was never set up to “benefit licence holders.” It was set up to manage risk. Its legal mandate centres on prescribed electrical work (PEW) and ensuring that those undertaking that work are competent to protect life and property. It is not a trade board. It is not an industry development agency.

It is not responsible for workforce planning. And it does not have jurisdiction over many of the emerging technical capabilities that now define modern electrotechnology. Expecting it to carry that burden creates confusion and frustration.

Competence in Law Is About Safety — Not the Entire Skills Ecosystem

The EWRB's remit is rightly focused on electrical safety competence. But modern electrotechnology extends well beyond traditional PEW licensing boundaries. Automation systems, renewable integration, smart buildings, battery management, energy analytics, data integration and cyber resilience all sit at the convergence of electrical and digital systems. Much of that capability sits outside what the EWRB can realistically regulate. That is not a flaw in the regulator. It is a structural reality of its legal mandate.

Which is precisely why industry must lead in building the broader capability framework — and why the vocational system must evolve.

Industry Is the Primary Educator — And Should Be Treated Like It

In electrotechnology, employers are not passive consumers of training. They are, in practice, primary educators. Apprentices learn judgement, safety discipline and applied competence on worksites. Employers supervise, mentor and assess daily practice. Industry feedback consistently highlights that better training outcomes require better support for employers, clearer pathways and stronger industry-led governance. The industry already carries significant responsibility. It should also have structured influence.

Where the Opportunity Lies

If we accept that the EWRB's core purpose is public safety competence, then the path forward becomes clearer:

- Refocus the EWRB firmly on establishing and maintaining competence in managing electrical safety risk.
- Enable industry to drive credentialing in the broader electrotechnology capability areas where the regulator has no jurisdiction.
- Allow the EWRB to recognise credible industry-developed credentials where they strengthen licensed practice.

That creates alignment rather than tension. It also modernises the system without distorting the regulator's mandate.

The Missing Piece: An Industry Skills Board That Can Deliver Both Safety and Tech Capability

This is where an Electrotechnology Industry Skills Board (ISB) becomes essential. An ISB can:

- Set training standards that deliver electrical safety competence.
- Design pathways that incorporate advanced technology capability.
- Integrate Level 5 and degree apprenticeship models.
- Keep qualifications aligned with the pace of industry change.
- Work with schools to build clear pathways into high-skill electrotechnology careers.

Critically, it can ensure that safety competencies — which go beyond simply knowing the clauses of AS/NZS 3000 — are embedded in training, alongside the technology skills the market demands. Standards describe what compliant work looks like. Training must teach how to achieve it safely, repeatedly and defensibly. Those are not identical tasks.

The Compliance Regime Is Evolving — Industry Must Help Shape It

Since reforms to electricity safety regulations in the early 2010s, the compliance regime has increasingly relied on clearer certification and verification processes. That shift was positive. It created more defensible procedures and greater clarity for electricians and inspectors. But compliance cannot stand still while technology transforms. Industry organisations should play a constructive role in the continued evolution of the compliance regime — ensuring it remains practical, proportionate and aligned to modern risk. Public safety remains paramount. But safety frameworks must evolve with systems complexity.

The Real Question

We are asking electricians to:

- Deliver electrification at scale.
- Integrate smart systems.
- Manage cyber-physical infrastructure.
- Maintain rigorous safety compliance.
- Support decarbonisation and productivity.

And yet we still define the core pathway as Level 4. The qualification signal does not match the economic signal. If we want a modern, productive, electrified New Zealand, we need a modern electrotechnology profession — with a training system that reflects reality. That means:

- Lifting the core pathway to Level 5.
- Creating degree apprenticeship options.
- Clarifying the regulator's role.
- Empowering industry to drive broader capability.
- Aligning the compliance regime with modern risk.

Electricians are not just tradespeople. They are system integrators. Energy technologists. Digital infrastructure enablers. Safety professionals. Our system should recognise that. Because the future of electrification — and a large part of New Zealand's economic future — depends on it.



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5089 600g

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- Zinc-rich coatings that provide strong galvanic rust protection, with options ranging from bright zinc to black enamel-finish formulas for durable, long-lasting metal corrosion resistance.
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2085 350g



2089 400ml



2087 400ml

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PEN CONDUCTOR SWITCHING

and the Electricity (Safety) Amendment Regulations 2025



New Zealand Electrical Inspectors Association | March 2026

The Electricity (Safety) Amendment Regulations 2025 (ESAR25), effective 13 November 2025, removed clauses 2.3.2.1.2(b) and (c) from AS/NZS 3000:2018 (the Wiring Rules) as they apply in New Zealand. Those clauses previously prohibited the installation of switches or fuses in a protective earth (PE) conductor or a protective earth neutral (PEN) conductor. The removal of these prohibitions has generated serious concern within the New Zealand electrical industry, and NZEIA urges electrical workers to exercise extreme caution.

There are two types of neutral, one being the “mains PEN” or main neutral coming into an installation pre the MEN connection in that installation (also a MEN submain) and a neutral with a PEC (protective earth conductor, where the earth conductor and neutral are not connected downstream via a link) post the MEN connection, like circuits to socket outlets, heating, and EV chargers etc. It is the “mains PEN” that NZEIA is most concerned about, this is because when that is open circuit the active being live now comes through the MEN connection and livens the main earth bar up and livens all things connected to that earth bar, like the oven, hot water cylinder, and any earth bonded equipment.

Because our Earth electrode is now ineffectual (being over 100 ohms typically) to trip most MCB/fuse protection within the installation or the service fuse, the earthed equipment stays live at lethal voltages.

Being the first country in the world to allow the one conductor that keeps the multiple earth neutral (MEN) installations at the same voltage as the rest of New Zealand (aka ‘body of earth’) to be switched caused industry uproar over the new “lethal” electrocution risk created. Although WorkSafe defended the change was to “improve EV charging and disaster resilience”, they initiated a review due to safety concerns from the New Zealand Electrical Inspectors Association, Master Electricians and Engineering New Zealand. Discussions are ongoing.

WorkSafe advises electrical practitioners not to install a switch, or other device that has a switching function, into a protective earth conductor or a PEN conductor unless they are following a document, issued or cited pursuant to the Electricity Act, which explicitly provides details on when particular switching is appropriate.



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THE ULTIMATE BARBECUE SKILLET BROWNIE

...Featuring Oreo Crunch &
Butterscotch-Whisky Sauce



So you have impressed your guests with a traditional low 'n' slow barbecue feast, but if you really want to send them home raving, this recipe will be the true pièce de résistance of the experience.

I am talking about a smoky, rich, fudgy brownie that is packed with Oreos, baked until the edges turn into a crispy, caramelised crust, and then drowned in a molten pool of whisky-spiked butterscotch sauce. It's smoky, boozy, and dangerously indulgent, the ultimate in decadence for any gathering.

The Setup

- **Prep time:** 15 mins
- **Cook time:** 30 mins
- **Equipment:** 10-inch cast-iron skillet, charcoal barbecue, cherry or apple wood for smoke.

Ingredients

- 1 cup Butter (225g, 2 sticks), unsalted and melted
- 2 cups granulated sugar
- 4 large eggs, room temperature
- 2 tsp pure vanilla extract
- 1 cup unsweetened cocoa powder (Dutch-process preferred for a darker, richer flavour)
- 1 cup all-purpose flour
- 1/2 tsp salt
- 15-20 Oreo cookies

Instructions

1. In a large bowl, whisk together the melted butter and sugar until smooth.
2. Add the eggs one at a time, beating well after each addition. Stir in the vanilla.
3. Sift in the cocoa powder, flour, and salt. Fold gently with a spatula just until the dry streaks disappear. DO NOT overmix, or your brownies will turn cakey instead of fudgy.
4. Generously grease your 10-inch cast-iron skillet with butter.
5. Pour half the batter into the skillet,

smooth out, place half of the Oreos on top of the batter, pour out the remaining batter, smooth out and add broken Oreos to the top.

6. Add some smoking wood to the coals.
7. Place the skillet on the indirect-heat zone of your 175C (350F) barbecue.
8. Close the lid and bake for 25 - 35 minutes.

The Test: At the 25min mark insert a toothpick into the centre; it should come out with a few moist, fudgy crumbs attached. If it's coated in wet batter, give it another 5 minutes. If it comes out clean, it's likely already overbaked, pull it immediately!

Tip: Because the cast-iron skillet retains heat so well, the brownie will continue to "carry-over" cook for a few minutes after you pull it off the grill. Resting it for at least 10 minutes is essential for that perfect, sliceable fudge texture.

The Butterscotch-Whisky Sauce Ingredients (Makes about 1 cup)

- 4 tablespoons (55g) unsalted butter
- 1 cup (approx. 200g) brown sugar (the darker, the deeper the flavour gets)
- 1/2 cup (125ml) heavy cream
- 1/2 teaspoon sea salt
- 1 teaspoon vanilla extract
- 2 tablespoons whisky (scotch or bourbon)

Instructions

1. In a medium-heavy saucepan, melt the butter over medium heat.
2. Whisk in the brown sugar, heavy cream, and salt. Bring the mixture to a gentle boil, stirring frequently.
3. Reduce the heat to low-medium. Let it simmer gently for about 3-5 minutes while stirring. The sauce will transition from looking slightly grainy to a smooth, thick, "brownie batter" consistency. Note: It will thicken

significantly as it cools, so don't over-reduce it or it may turn into candy.

4. Remove from heat. Immediately stir in the vanilla and the whisky.
5. Let it cool for at least 10-15 minutes before serving.

Serve The Ultimate BBQ Skillet Brownie warm, with a drizzle of the butterscotch-whisky sauce, some French Vanilla ice cream and perhaps a tumbler or two of any remaining whisky.

There you have it, a barbecue desert that will surely impress.

UNTIL NEXT TIME KEEP THE COALS GLOWING



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The Mini Mariner series balances architectural form with purposeful function, ideal for discerning landscapes and exterior spaces.

Crafted from marine-grade 316 stainless steel or solid brass, these surface mounted compact fittings are also IP65 weatherproof for year-round performance.

A 2700K warm tone creates inviting ambience, while high CRI ensures true-to-life colour in landscapes and architectural features.

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X983
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FRESH HOPS ON THE HORIZON



With the last of the summer festivals winding down, and big judging competitions not kicking off until mid-year, the craft beer scene goes into something of a hibernation during these early months.

That is until now, when a very special event rouses excitement and creativity, along with no small amount of risk, up and down the brewing nation.

The hop harvest provides brewers (and drinkers in kind) access to a brief window to capture the once in a year magic of raw, un-processed hops. While these beers can display an incredible array of otherwise impossible flavours, they are amongst the hardest to consistently brew. As the season begins, the pressure is immediate. These whole cones, freshly picked from the bines, are critically vulnerable to spoilage and must be rushed to breweries (ideally) within a day. Every hour beyond that mounts a greater risk that the entire volume will be compromised.

Recently however, this logistical challenge has been made profoundly simpler, at least for producers in the South Island. With hop growing now established in Southland and (just last year) Canterbury, local producers have better, closer access to hops than ever before. Not only does this lessen the urgency of the transport window, it gives local brewers the opportunity to designate a portion of their desired crop and delay

picking until the cones are displaying the perfect level of development for their needs. To appropriate some wine terminology, it's almost a 'single vineyard' approach to brewing.

The diversification growing from a solely Nelson affair has also demonstrated the otherwise largely unexplored effect of hop 'terroir', with identical varieties presenting vastly different flavour and aroma profiles in the new regions compared to their traditional Nelson grown counterparts. As much as this is an incredibly exciting development for producers, this broadening of an already broad spectrum of unpredictable flavour elements has not made the task of consistent brewing any easier.

While these challenges are daunting, when they are met, the resulting beer has the potential to be the very best of the year's output. At the time of writing, this growing season is still underway, but as this issue is released the first of the fresh hop offerings will be appearing on shelves and tap. Here are some recommended recurring releases that I've found to have the most promise and consistency year to year.

8 Wired: Hopwired (Fresh Edition) 7.3%abv

The fresh hopped edition of 8-Wired's foundational NZIPA is due to make a return after many years of hiatus. With a conventionally hopped counterpart, it's the perfect beer to contrast exactly what the fresh element changes.

SPRIG + FERN: Harvest Pilsner 5%abv

One of the longest running fresh hop releases that's still available year to year. A simply constructed but effortlessly poised expression of pure Nelson character.

EDDYLINE: Hoptimus Prime 5.9%abv

A relative newcomer to the scene, this West Coast styled IPA has been consistently excellent since it appeared. Doubly impressive as it's usually one of the very first to market, with that first wave often containing some of the wonkier releases.



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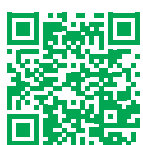
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RENNIE THE RIGHT MAN

Former Manu Samoa No 10 and freelance rugby scribe Campbell Burnes fully endorses Dave Rennie's promotion as All Blacks head coach.

This piece is being written less than 24 hours after Dave Rennie was named as the ninth All Blacks head coach of the professional era.

New Zealand Rugby went early with the sensational sacking of Scott Robertson on January 15, and then went early, a day earlier than most pundits were tipping, in announcing the new man on March 4.

For the second time, Jamie Joseph has been knocked back, after being overlooked for Robertson in March 2023, the last time applications were called. I would have been happy with either Joseph or Rennie, both seasoned coaches with strong cases for the big job.

Joseph was the early favourite, but Rennie has a compelling coaching CV that stretches back the thick end of 30 years. He's 62. Sir Graham Henry, who also had a 30-year apprenticeship, was 57 when he first took the All Blacks. This is not a job for one in their 30s, John Mitchell being the last of that age group to win the nod.

Rennie took the long and correct route to the All Blacks, starting at club level with the Upper Hutt Rams and then NPC with Wellington and Manawatu.

I first encountered him in 2006 at an IRANZ course in Palmerston North. Murray

Mexted spoke highly of him. I was mightily impressed with his knowledge and ability to impart that on coaches and players alike. He was very open with the media, never a given in this day and age. Let's hope that continues.

His champion Chiefs team in 2012-13 often played stirring rugby. They knew who they were playing for, Rennie having set the tone on and off the field. After a two-year stint at the Glasgow Warriors, which expanded his horizons, he might have been in line for the All Blacks' position, with Steve Hansen stepping down in 2019. But NZR made the costly decision to not advertise until after Rugby World Cup, by which time Rennie had been snapped up by the Wallabies. He was making progress, and the playing and management group by all accounts love him, but that was not backed up by enough positive results, so he was jettisoned, disastrously, by RA, in early 2023. Since later that year, he's been at the helm of Japanese club Kobelco Kobe Steelers and will finish his contract there in late May or early June.

At the time of writing, he still had to nail down his assistants, which will be crucial, and then sort out just why the All Blacks backline has spluttered and often been out of synch for two years. The advent of Richie Mo'unga will help no end, but there is much work to do and that is more than just selecting the correct 'cattle,' to coin a favourite phrase of Rennie.

We wish him well. He has just 18 months to get the All Blacks back on track.

Image: Photosport
Dave Rennie has much work to do with the All Blacks, but is the right man for the job.





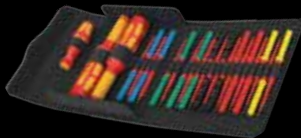
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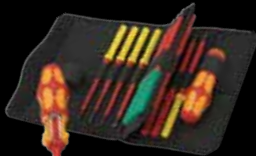
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Safe-Torque Speed Control
cabinet Set 1, 23pcs
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Wera 7508 VDE Kraftform
Safe-Torque Speed Torque
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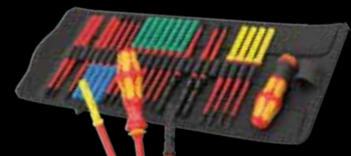
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5006617001



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Wera Kraftform Kompakt 60
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JOB SAFETY ANALYSIS (JSA)

The smartest tool for small business health and safety



Tips provided Working Wise - a Health Safety and Wellbeing [HSW] consultancy that power NZ's most trusted online health, safety and wellbeing system, GOSH.

workingwise

ENGAGING YOU IN HEALTH + SAFETY + WELLBEING



If you're a small business contracting to larger businesses or to clients with more mature business systems, you've probably been asked to provide health and safety documentation. Should you provide a JSA, SWMS, SSSP, SOPs, or a task analysis? It can be confusing if the client doesn't ask for a specific type of documentation.

For most small contractors, a Job Safety Analysis (JSA) is the most practical and effective core health and safety risk management document. Working Wise is so committed to this we've built an AI generated tool to instantly build a JSA for most work situations. It's been thoroughly tested with a range of trade and other types of businesses.

It works across industries

Whether you're an electrician, plumber, landscaper or a roofer, a JSA can adapt to most work situations. This is because a JSA assesses the risks related to tasks and it is versatile enough to be a dependable health and safety tool.

It's built around the actual job

A JSA breaks the work tasks down into clear steps, identifies the hazards at each stage, and sets out the controls you'll use. It's task-focused, not theory-focused and provides information on exactly how to manage the risks on the specific job.

A JSA sits in the middle of other types of health and safety documentation. It's practical, job-specific, and widely accepted, while other documents often serve different purposes. A SWMS (Safe Work Method Statement) is typically required for high-risk construction work,

SSSPs (Site-Specific Safety Plan) apply at a project or site level, and SOPs (Standard Operating Procedure) outline how you usually perform a task.

A solid JSA can act as a strong foundation for other documentation and even can expand into a SSSP or align with SWMS requirements.

It covers what clients care about

When a client asks for health and safety information, they're looking for reassurance that you are professional, and you can do the job safely. A well put together document gives the client confidence that you will do a good job for them.

A JSA can demonstrate that you:

- Understand your responsibilities
- Have identified hazards and risks
- Have put control measures in place that are practical
- Have briefed your workers properly
- And will do the work in a professional way.

A well-prepared JSA ticks all of those boxes without overwhelming you or the client with unnecessary paperwork. That flexibility makes it ideal for small businesses juggling multiple clients and job types.

It also creates clarity for your team as your workers don't need five different documents to understand a job. If a JSA is well structured, it becomes a working document — not something that sits in a folder untouched.

Improve your safety with better paperwork

For the businesses we work with, the goal is always to enhance their health, safety, and wellbeing while minimising hassle. It's not about adding more paperwork, it's about having the right paperwork.

So, if you want to stop drowning in ineffective processes and documentation, and start managing your risk, protecting your team, and winning more work, try our JSA builder now.




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200W 30600 lumens
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LUMEN SELECT
COLOUR SELECT

ECO BATTEN

Selectable lumen and colour 4000K/5000K/6500K, flicker free, insect proof removable LED module for easy installation, 5 year warranty.

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5ft
50W 7100 lumens
45W 6200 lumens
35W 5300 lumens
30W 4500 lumens

ECOBAT404ECSLG4

4ft
36W 4300 lumens
30W 3800 lumens
25W 3300 lumens
20W 2800 lumens



COLOUR SELECT

PIERLUX SECURITY LIGHT

Selectable colour 3000K/4000K/5700K, removeable and replaceable sensor, Aluminium adjustable twin heads, UV protected polycarbonate housing, 5 year warranty.

PSL24BCSPT

Black 24W 1800 lumens

PSL24WCSPT

White 24W 1800 lumens



COLOUR SELECT

SLIMLINE OYSTER

Selectable colour 3000K/4000K/5700K, 36mm low profile with back light halo feature, Dimmable, IP54 rated, easy to install with push-to-lock base, 5 year warranty.

SL17W3/4/57KDG3

Ø300mm
17W 1800 lumens

SL24W3/4/57KDG3

Ø400mm
LUMEN SELECT
24W 2500 lumens
17W 1800 lumens



LEDSMART DIMMER

MEDM-KIT

Adjustment for minimum or maximum brightness level, 'Two wire' design - no neutral connection required, 2W - 400W load.

Compatible with PDL Iconic (1 & 2 Gang), PDL 600, PDL Saturn Zen, Legrand Excel Life, Clipsal C2000, HPM Excel and Vynco Home switch plates.

Partner with ATT

Find out how we can work for you.



Group Apprenticeship Scheme

We employ the apprentice. You get the benefits.

- ✓ Zero cost for all apprentice leave and block course training time
- ✓ No employment liability
- ✓ Simplified admin and compliance
- ✓ High-quality apprentice support
- ✓ Flexibility to return apprentices if needed

Managed Apprenticeship Programme

You employ. We support.

- ✓ Retain full employment control
- ✓ Boost apprentice performance and retention
- ✓ Access ATT's expert support without full outsourcing

Labour Hire

Skilled workers, when you need them.

- ✓ Flexible labour solutions (minimum 3-week term)
- ✓ Competitive hourly rates
- ✓ No long-term commitment
- ✓ Fully managed payroll and compliance

Contact us
today.



STAY FLEXIBLE:

Keep your qualified sparkies on the tools with ATT labour hire

You might have been gearing up for a lift, but the last few months have been a reminder that global events can change the mood quickly.

The pipeline still points to activity lifting from 2026 after bottoming in 2025, but for many businesses the focus right now is staying nimble as start dates move, customers pause, and costs stay hard to pin down. In that kind of run, it's normal to want extra hands without locking in permanent headcount or a new apprentice. Labour hire gives you that flexibility.

What ATT brings to site

ATT supplies motivated, pre-vetted electrical trade assistants and pre-trade hands on minimum three week placements, at competitive rates. We handle the recruitment, screening and payroll and all the admin that comes with employing people. You run the job day to day and direct the work on site. And because we've spent over 30 years recruiting, employing and supporting apprentices, we understand what good looks like in an electrical team and what support helps people stay productive and on track.

Where it pays off fast

- Protect margin by keeping senior electricians on commissioning, fault

finding, compliance testing, and client walk-throughs, while trade assistants take care of the practical set-up and flow under your direction.

- Recover programmes quickly when dates shift. Scale electrical trade assistants for a few weeks to clear containment, pulls and site prep, then taper when the workload normalises.
- Lift client confidence by saying yes to extras and variations because you can add hands quickly without adding permanent overhead.

How it works with ATT

- Simple setup: We source and screen, including reference checks and a basic health and safety questionnaire, then place people who fit how you run your jobs.
- Fully managed: We take care of payroll, tax, leave and ongoing placement support, so your office is not tied up in admin.

Proof it works

Electrical contractors have used ATT placements to keep major programmes moving, then extended support as



workloads stayed firm. The model is built for real jobs and shifting calendars.

If you want extra capacity without adding permanent staff, we are ready to help.

ATT electrical labour hire

info@att.org.nz | 0800 187 878
att.org.nz/labour-hire

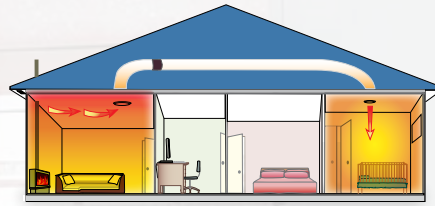


Transfer excess heat to other rooms in the home

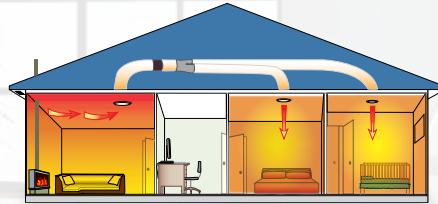
Keep Homes Warmer This Winter

Is your lounge hot but your bedroom not? HeatTrans is an energy-efficient solution for redistributing warmth throughout the home. Ideal for maintaining a cosy environment.

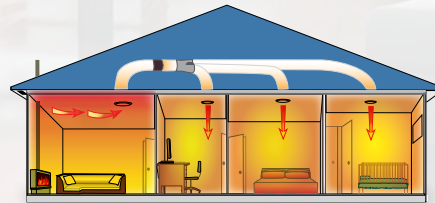
- **R0.6 Thermally Rated Ducts:** Effective heat retention with whisper-quiet operation.
- **Automated Touchscreen Control:** Effortless adjustments for fan speed and timing.
- **Adjustable Diffusers:** Easily direct warm air to where it's needed most.
- **Energy-Efficient Fans:** Deliver excellent airflow with minimal power use.
- **Comfortable Living:** HeatTrans ensures homes stay warm, and comfortable all winter long.



1 Room Kit
FAN0325



2 Room Kit
FAN0337



3 Room Kit
FAN0338



Tutoko Up/Down Light 2 x 6W

- LED colour: 3000K - 950 lm
- 38° Beam spread
- Powder-coated cast alloy with tempered glass
- IP65

LHT1146 Anthracite
LHT1180 Black



Ruapehu Up/Down Light 2 x 6W

- LED colour: 3000K - 950 lm
- 38° Beam spread
- Powder-coated cast alloy with tempered glass
- IP65

LHT1131 Anthracite
LHT1177 Black



SMART SENSE PRO

180° PIR SENSOR IP55

- Zero cross switching
- PIR or dusk to dawn operation
- Auto sensor, manual and pulse mode

400W LED SWITCHING MAXIMUM	180° DETECTION	12M DETECTION RANGE
TIME ON ADJUSTMENT 2 SEC - 15 MIN	2-1000 LUX ADJUST	IP55

LHT1205 Black
LHT1206 White



Ecospot Select Security Spotlight

- Select your LED colour temperature to suit
- Innovative reflector restricts backlight spill
- Mount to wall or ceiling
- Built for coastal conditions

3000K 4000K 5000K COLOUR SELECT 2000 LUMENS	150° DETECTION	10M DETECTION RANGE
TIME ON ADJUSTMENT 30 SEC - 4 MIN	DUSK TO DAWN 2-2000 LUX ADJUST	IP54

LHT1054 Black
LHT1055 White





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FIAT 124 BC COUPE:



Italian Underdog

Isn't it funny when things in life come around a second time? A number of years ago, I was able to drive and write a story about a Fiat 124 BC thanks to its previous lady owner.

Having collected it from her place and set off about my favourite Canterbury back roads, it made all the right noises and provided all the grin a minute fun a twin cam Italian coupe can give you.

However, despite the fun, the wee Fiat was quite rough around the edges. There was significant surface rust, it would pop out of third gear on occasion, and upon helming it around the rolling Port Hills above Christchurch, I started to feel rather faint as petrol fumes were being channeled from the carburettor, through the air vents, and into the cabin. After 10 minutes or so of this treatment, I had to stop and breathe some clean Canterbury air, otherwise I would have surely passed out.

It was obvious there were some things which needed to be addressed for an otherwise lovely and rare Fiat. Fast forward to 2020, I get a call from Lyn Parlane, Secretary of the Canterbury Fiat and Lancia Club, and she told me her son Michael has owned the Fiat which nearly rendered me unconscious years ago for a while now, has restored it to like new, and would I be interested in driving it again? Filled to the brim with curiosity, I responded with a resounding yes, and boy was a treat in store.

The Fiat 124 Sport Coupe was first launched in 1967. Based on the 124 saloon, the coupe featured a twin cam four cylinder engine designed by Aurelio Lampredi. Latin car fanatics would recognise Lampredi as the creator of Ferrari's first large displacement V12 used in the Type 375 F1 car of 1951 along with other mechanical beating hearts from Maranello. It started as a 1.5 litre unit in the first generation 124 Sport Coupe known as the AC, and grew to 1.6 in the second gen BC, before topping out at the 1.8 litre CC by the time production finished in 1975.

Earlier AC models came with a four-speed manual gearbox but the BC featured here features a very slick five speed. The BC also came with disc brakes all round, double wishbone suspension up front, and that twin cam four pot came with a lovely pair of Weber carburettors.

For Michael Parlane, this Fiat 124 BC has been a labour of love. "I just love this car. I wanted something different from the next guy and now I have it. When I purchased it off the previous owner, she made me promise I would come back and visit her when I had tidied it up," Michael says with the biggest grin imaginable.



The orange paint scheme of the original car has been tastefully replaced with a gunmetal grey and period aftermarket alloys. The Abarth badges is also a very nice touch. "I have had people come up to me and say it is not a real Abarth and I shouldn't be having those badges on the wheels, but this doesn't bother me," says Michael. The absence of wing mirrors took this writer by surprise, but as far as Michael was concerned, "what is behind me doesn't matter anyway," he laughed.

Climbing inside, very little has changed from when I last took her for a spin. You still get those handsome white on black original Fiat dials and the lovely two spoke steering wheel feels good in your mitts. If one really wanted to get into character, a pair of string-back driving gloves would suit it no end.

The Fiat does sport the classic Italian driving position, long arms and short legs, meaning you are having to bend your knees and stretch your arms right forward. It is very chimpanzee like but that is part of the charm. The pedal box is also slightly offset and you really need some snug shoes because the box itself is quite small. Definitely leave the Doc Martin's at home before going for a drive.



Turn the key and that peppy four pot burbles into life. A blip of the throttle and that raspy exhaust note becomes all too real, select first gear and with Michael grinning beside me we are off.

With 81kW of grunt and weighing in at a snip over one tonne, the 124 BC is lively to say the least. Not rapid by modern standards, but still faster than fast enough. "Take it right up the redline," Michael commands, and I do so, resulting in a torrent of blissful audible internal combustion. His little tweaks have made all the difference in turning a decent classic Fiat into a proper driving Italian.

I am also happy to report that third gear stayed where it was, and as a bonus, unlike some classics of this era with a manual box, you don't need to double clutch with

each shift. Simply run it through the gears like a modern manual and there is no fuss. Ah, you might be thinking, what about those dastardly petrol fumes capable of turning any sane driver into a light headed moving disaster? Well, thanks to Michael's handiwork at tuning the carbs just so, there wasn't any.

No power steering meant at speed you have more feeling on just what the car is doing at each point of a corner. However, those all-round discs required a firm foot to bring this peppy Latin to stop in quick succession, but then again this is something one gets used to.

The 124 BC is more about handling prowess than grip and go. Heading into a corner at speed, with the merest coaxing left or right means you can set it up for a

great corner with almost pinpoint accuracy every time. The Fiat also sports minimal body roll, allowing you to stay relatively planted in each bend. To be honest, it does get quite addictive as to how much speed you can carry through the twisty stuff.

The Fiat 124 BC is one of the most underrated of all Italian classics. Yes the Alfa GT Junior and Lancia Fulvia HF have the biggest cult following. This is completely understandable as they are terrific cars, but the often-overlooked Fiat still needs its time in the sun. There are less of them around these days due to many examples sadly rusting away, but thanks to passionate enthusiasts like Michael and Lyn, the fire for this sweet Italian sporting coupe is still burning brightly.



1964 ROVER P4 110



1962 MERCEDES 190SL



1967 TRIUMPH TR4A IRS

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34W 4100 lumens
31W 3700 lumens
26W 3400 lumens



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4000K, IP65, IK08, 4kV/4kA surge protection.

BVP151G34K250W
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SmartBright Waterproof Batten WT071

Slim body 90mm, selectable lumen and colour 4000K/5000K/6500K, IP65, IK08, large terminal block for easy installation, 5 year warranty.

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50W 6000 lumens
28W 3640 lumens

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36W 4000 lumens
20W 2400 lumens



SmartBright Waterproof Batten WT072

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50W 6000 lumens
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WT072CW1200CCT 4ft

36W 4000 lumens
20W 2400 lumens



SmartBright Floodlight BVP158

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MODERATE SUDOKU

Fill in the missing boxes so that the numbers 1-9 appear in every row, column and 3x3 square. This one is MODERATE.

		1				5	2	
		8	1	5				6
	7			9			3	
	1	6				9	7	
	3		9					4
	5				6		1	8
	8	3				1		9
1			5	3			8	
		2	8		1	3		

TIME FOR A BREAK



OAMARU PENGUINS, WAITAKI

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Blue penguins swim all-round New Zealand's coasts. From August to March, they come ashore to breed. Visit Ōamaru Penguins, make sure you check opening times, plan your journey, and learn everything you need to know about what to expect.

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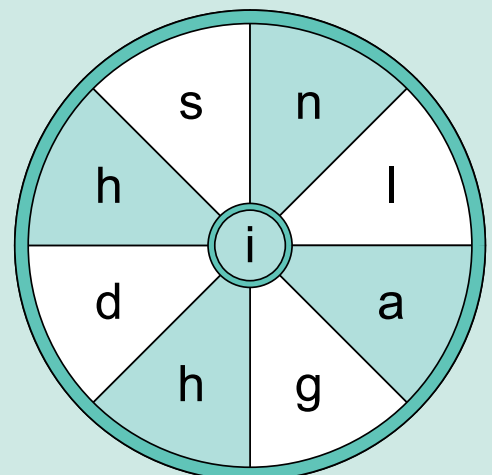
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WORD WHEEL

The goal is to make as many words as you can make from the letters in the word wheel. All the words should contain the letter in the center of the wheel and at least 2 others.

- // 15 words - Good
- // 30 words - Excellent
- // 50 words - Genius



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SUPPLIER	MOVEMENT	CHANGE DATE
4Cabling	+ 0.7%	April 2026
AAP	+ 6.7%	April 2026
AFL	+ 3.8%	April 2026
Bremca	+ 8.9%	April 2026
CRC	+ 3.5%	April 2026
Homershams	+ 3.5%	April 2026
Interserv	+ 7.4%	April 2026
Jean Muller	+ 3.0%	April 2026
Legrand	+ 5.1%	April 2026
Marley	+ 6.6%	April 2026
Nexans	+ 3.4%	April 2026
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