

il tridente

ISSUE #30 WINTER

Maserati Australia & New Zealand

A silver Maserati sports car is parked in a courtyard with brick arches. The car is positioned in the lower left foreground, facing right. The background features a multi-story brick building with several large arches. A hanging lantern is visible in the middle arch. The scene is lit with warm, golden light, suggesting late afternoon or early morning. The overall atmosphere is classic and elegant.

ENTER
THE
ICON

GRANTURISMO
GOES RURAL

FOLGORE AT
FULL POWER

BEST ROOMS
IN ROME



GUCCI

MASERATI MC20

THE FIRST OF ITS KIND.



THE MASERATI SUPER SPORTS CAR THAT PUSHES THE BOUNDARIES OF TIME.
EVERY INCH OF THE MC20 IS CRAFTED FOR A ONE-OF-A-KIND DRIVING EXPERIENCE.



WELCOME



BORN OUT OF racing and founded in Bologna, Italy, in 1914 by the Maserati brothers, Maserati is renowned for its rich history and heritage. In 1920, one of the brothers, Mario, designed the iconic Maserati emblem, modelled on the trident seen on the Fountain of Neptune in Bologna's Piazza Maggiore. It stands as a symbol of power and majesty, and is synonymous with our brand.

Maserati is powered by passion, innovative by nature and unique by design. It is a true icon of Italian elegance and creativity.

Furthermore, with performance in our DNA, we were thrilled to celebrate an amazing victory in June by Max Günther and the Maserati MSG Racing team at the ABB FIA Formula E World Championship in Jakarta. This was Maserati's first single-seater win in 66 years after Fangio's triumph at Nürburgring back in 1957. Now, that's exciting!

Maserati's performance credentials are further strengthened by a reinvigorated product line-up led by the amazing launch of the MC20 super sports car in 2022 and now the arrival of the one-of-a-kind MC20 Cielo, to be followed by the much-anticipated GranTurismo due mid-2024. Maserati is proudly the first Italian luxury manufacturer to offer fully electric vehicles, starting early in 2024 with the Grecale Folgore, followed by the GranTurismo Folgore.

Recently, Maserati announced the official cessation of production of the V8 engine: the Levante, Ghibli and Quattroporte Trofeo will therefore become objects of desire for collectors all over the world. The Trofeo badge will now reside proudly on the all-new V6 twin-turbo "Nettuno"-powered Grecale already turning heads and arriving in showrooms now. The Grecale Trofeo will complement the Grecale GT and Grecale Modena, expected to be our volume-selling models in the luxury SUV market. The future of Maserati has never looked better.

We hope you enjoy this issue of Il Tridente.

Stay safe and well.

Sincerely,

GRANT BARLING
General Manager, Maserati
Australia and New Zealand



*The new Grecale Trofeo.
Everyday Exceptional*



DISCOVER THE NEW MASERATI GRECALE TROFEO.

The Grecale embraces a new luxury paradigm made of tradition, innovation, and concrete vision. Every detail has a purpose.

Every function expresses emotion.

Scan the QR code to register your interest.



STYLISH LIFESTYLE ZONES



our cover

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Shock of the New

THE LATEST MEMBER OF THE TRIDENT BRAND FAMILY HAS LANDED IN AUSTRALIA, INSTANTLY BECOMING THE MOST DESIRABLE LUXURY MID-SIZE SUV MONEY CAN BUY.

BY JOHN MAHONEY

THE NEW MASERATI has finally landed in Australia and New Zealand — and if you're in the market for a mid-size SUV, this exceptional design will surely rocket to the top of your shopping list.

The Grecale is offered in GT, Modena and flagship Trofeo trims, and each design comes loaded with kit. The entry-level GT bags large 19-inch alloy wheels, LED headlights and tail lights, dual-zone climate control, a huge 12.3-inch infotainment screen and another 12.3-inch digital instrument panel, plus keyless entry and start, and a powerful 14-speaker sound system. It also comes powered by a punchy turbocharged 2.0-litre mild-hybrid engine that pushes out 221kW and 450Nm of torque.

The mid-range Modena, meanwhile, gets even more power from the same 2.0-litre turbo, mustering as much as 242kW with the same amount of torque. It also adds to that tally by introducing

20-inch Etere black alloy wheels, 14-way adjustable sport seats with heating and driver-position memory function, full premium leather upholstery, tri-zone air conditioning, an infotainment screen for those in the second row and a useful powered tailgate.

All Grecales come with a smooth-shifting eight-speed automatic transmission and standard all-wheel drive, although the Modena gets an agility-boosting limited-slip rear differential.

For performance junkies, there's only one option: the top-spec Grecale Trofeo, which pinches its twin-turbocharged 3.0-litre V6 from the Maserati MC20 supercar to produce 390kW and 620Nm of torque. Opt for one of the fastest SUVs money can buy and the flagship Grecale comes with the biggest alloy wheels (21-inch), the sportiest interior and a cool 3D carbon-fibre trim. •



The new Grecale is named after the strong, cool Mediterranean wind. •

History in the Making

MILAN DESIGN WEEK WELCOMED THREE ONE-OF-A-KIND VERSIONS OF THE NEW GRANTURISMO. BY CHRISTINE PIPER

IT'S HARD TO imagine a better place to debut three unique iterations of Maserati's new GranTurismo than at April's Milan Design Week — the annual celebration of style, innovation and creativity in the design world.

Brand ambassador David Beckham, legendary streetwear designer Hiroshi Fujiwara and a host of other creative luminaries gathered at the new Maserati retail store in the heart of the Italian capital to celebrate the unveiling of the three stylistic masterpieces.

Designed through the Fuoriserie customisation program, GranTurismo One Off Prisma and GranTurismo One

Off Luce are two sides of the same coin, with one nodding to the past and the other to the future. Prisma's exterior features 14 handpainted colours — 12 of which have been selected from the hues of popular GranTurismo models of the past, such as "Amaranto" from the 1947 A6 1.500 and "Oro Longchamps" from the 1973 Maserati Khamsin. The bodywork also features subtle detailing in the form of 8,500 letters that make up the names of various Maserati cars. A Nettuno V6 internal combustion engine completes the bold design.

GranTurismo One Off Luce sports a futuristic chromatic mirror exterior

bearing a laser-etched pattern. The interiors are swathed in Econyl, a regenerated nylon yarn. Rendered in monochromatic blue, it conjures the sea from which the sustainable material was sourced. A fully electric Folgore engine completes the car's dynamic configuration.

From the physical to the digital, GranTurismo One Off Ouroboros is an NFT conceived by Hiroshi Fujiwara. Inspired by the ouroboros — the symbol of a serpent biting its own tail, expressing the unity of all things and the eternal cycle of destruction and recreation — the design is Fujiwara's creative interpretation of the GranTurismo Folgore. The virtual car combines the elegant front grille from the A6GCS Berlinetta Pinin Farina and the side vents of the 3500 GT of the 1950s, the covered round headlights of 1960s racers and forged wheels inspired by the Bora of the 1970s.

All three releases are one-of-a-kind, so you won't find them at your local dealer. But with rumours they're setting off on a world tour, you may yet have your chance to experience them. •



The GranTurismo One Off Prisma (left) and One Off Luce.

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A Cirrus SR22 in the hangar with an MC20. BELOW: a barista makes Illy coffees at the event.

High Flyers

DOZENS OF LUCKY CUSTOMERS TOOK TO THE AIR IN A MASERATI X CIRRUS AIRCRAFT COLLABORATION. BY **CHRISTINE PIPER**



FANCY A JOYRIDE in the latest-generation light aircraft, taking in views of the sparkling Sunshine Coast and the sweep of hinterland beyond? In March, Maserati customers from Brisbane and the Gold Coast did just that, taking off from Gold Coast Airport in the single-engine Cirrus SR22, as part of a collaboration between Maserati and the renowned aircraft manufacturer.

In a reciprocal arrangement, Cirrus customers were treated to a spin in Maserati's fleet of luxury vehicles — including the Ghibli and the Grecale SUV — doing what these machines do best: hurtling down the highway and carving through the countryside.

Back in the hangar, there was time to relax, have a bite to eat, enjoy live music, drink barista-made Illy coffee and peruse bespoke jewellery from Calleija, which specialises in Argyle pink diamond creations.

The day highlighted the synergies between Maserati and Cirrus: two brands that share a passion for innovation and craftsmanship. For if life is about the journey, not the destination, why not travel in comfort and style? •

Best in Show

FEATURING RARE CLASSIC CARS ALONGSIDE MODERN MARVELS, THE SYDNEY HARBOUR CONCOURS D'ELEGANCE SALUTES GREAT DESIGN. BY **CHRISTINE PIPER**



IN MARCH, PRESTIGE car enthusiasts gathered at the fifth annual Sydney Harbour Concours d'Elegance — a curated showcase of the finest classic and modern cars in Australia. *Concours d'elegance* is a French term meaning "competition of elegance". It dates back to the 17th century, when French aristocrats paraded horse-drawn carriages around Parisian parks in summer. Over time, it evolved into a competition in which cars were judged on their appearance.

Many of these events are held around the world, including the Pebble Beach Concours d'Elegance in

ABOVE: a drone view of Sydney Harbour Concours d'Elegance at Hyde Park Barracks.

California, Concorso d'Eleganza Villa d'Este in Italy and Salon Privé London. The Sydney competition is one of the newest, yet it punches above its weight in the breadth of its offerings, featuring rare luxury cars spanning a century.

The grounds of the UNESCO World Heritage-listed Hyde Park Barracks (completed in 1819) in Sydney's CBD provided the perfect backdrop for the occasion, with guests sipping

champagne while admiring the 50-odd cars on display. British dealer and motoring commentator Simon Kidston was a special guest, who noted the "friendly and approachable" atmosphere all round.

As a major sponsor of Sydney Harbour Concours d'Elegance, Maserati Australia displayed a trio of modern machines: the new MC20, the Ghibli Trofeo and the Levante GT. Alongside a beautifully preserved 1965 Maserati Sebring — which took out the Swissvax award for "best restoration" — these cars proved that exquisite design and craftsmanship endures. •



WE'RE WILLING TO bet you've never thought too much about your computer keyboard. Regardless of whether you type on a sleek Apple number or something chunkier, there's a ubiquity to the design that is largely unexamined. As long as you know where "SHIFT" and "ENTER" are, one keyboard is much like any other. If this sort of keyboard were a car, it would get you from A to B. Practical, but unexciting.

Some people, however, want a little more from their typing experience, and this is where mechanical keyboards come in. Typically built to much higher standards, using physical switches for each individual key, this type of peripheral has, historically, been the domain of prolific typists, concerned with speed and accuracy, or gamers, concerned with speed, accuracy and the ability to run a seemingly endless array of RGB backlights under the keys. However, as home offices become more common, the user profile of high-end keyboards is changing, with aesthetics and individual expression becoming increasingly prevalent.

Keyboard streamer Alexotos, who has more than 100,000 subscribers across YouTube and Twitch, notes that while the Covid period saw an explosion in the popularity of keyboards, the space is becoming increasingly accessible and attractive to an array of users, and at the more premium end of the market (about \$500 and up), you're looking at "higher-quality materials, anodisation, well-designed internals and more sophisticated design". All of this translates to a user experience miles away from the tinny click-clack of an off-the-shelf keyboard. There's a weight, a pleasing solidity, to a mechanical keyboard that makes typing feel more important (even if the email you're typing out isn't). It's this tactility that's at the core of this style of premium keyboard.

COURTESY OF HIBI

THERE'S A WEIGHT, A PLEASING SOLIDITY, TO A MECHANICAL KEYBOARD THAT MAKES TYPING FEEL MORE IMPORTANT

THIS PAGE: Hibi's Hibiki keyboard in Choc. **OPPOSITE:** June keyboard in Very Hibi.



Kate Hou, the founder of Hibi, is a Melbourne-based veteran of the keyboard industry with a strong design philosophy behind her products that exemplifies this new wave. Hou explains, "My design style has evolved over the years into something 'softer' — though the focus is still on clean lines and material breaks — so lots of colours, especially pastels in soft materials. I feel the darker colours, materials and finishes are suited to heavier metal keyboards. I try to showcase local artists and, where possible, interesting designs."

Hou formerly worked in medical technology, so has extensive design experience blending different materials such as silicone, polycarbonate and aluminium. This approach is very much in evidence with Hibi's Hibiki board, which evokes early-2000s computer design with its softly curving aluminium top, available in a range of on-trend hues, and thick, translucent polycarbonate base. The result is an exceptionally designed functional object that looks, sounds and feels as good as it types. So if your home office set-up needs an upgrade, you know where to start. •

More Your Type

THE BOOM IN HIGH-END MECHANICAL KEYBOARDS BRINGS CUSTOM DESIGN INTO AN OFTEN-OVERLOOKED AREA OF OUR LIVES. BY **FELIX SCHOLZ**

Champions League

THE TRIDENT-BRANDED MC20 SUPERCAR CLAIMED TOP HONOURS IN THE WORLD'S MOST RESPECTED PERFORMANCE CAR AWARDS. BY JOHN MAHONEY

MASERATI'S FIRST SUPERCAR in a generation has taken home Evo magazine's prestigious Car of the Year prize, one of the most coveted accolades in the performance car world. In what must be one of the toughest challenges facing any new performance car, the MC20 stood out among eight of the most impressive shortlisted sports cars, GTs and supercars launched in 2022. After four days of gruelling testing on some of the finest roads the UK has to offer, the MC20 beat the likes of the latest Ferrari 296 GTB, the McLaren Artura and the hardcore Porsche Cayman GT4 RS.

The MC20 instantly won fans among Evo's team of expert judges, being praised for its "classy" and "seductive"

Italian looks. Ultimately, however, it was features including its advanced ultra-lightweight carbon-fibre monocoque construction and the fact it manages to hide all its trick aerodynamics underneath that wowed the highly experienced band of road-testers, while its all-new 90-degree 463kW V6 Nettuno 3.0-litre engine, with its F1-style pre-chamber combustion, stole their hearts.

"Any notion that the MC20 is going to be as smoothly rounded as a pebble on a beach is shattered when the V6 fires into life," enthused judge Adam Towler. "It's not a typically anodyne V6 burr but deep-chested, snarly and only just on the right side of raucous."

The testing took place in Scotland, where the cold, wet, bumpy roads soon



LEFT AND ABOVE: the Maserati MC20 has taken out the Evo Car of the Year trophy.

JAMES LIPMAN

exposed rivals' flaws while revealing just how competent and composed the big Maserati's double wishbone suspension and all-round adaptive dampers are at dealing with less-than-perfect surfaces. With that in mind, it's no wonder the Evo judges loved how the MC20's angrier side can be unlocked in either "Sport" or "Corsa" mode, while the damper firmness can be dialled back to "GT" mode to soak up the bumps.

Providing yet more confidence, said the judges, was the light but accurate steering that allows the MC20 to indulge in its more playful nature, with some reporting how easy it was during

testing to tease the supercar into small controlled slides. Explained Towler, "The beauty of the MC20 offering is clear. Here is a more elegant sort of Italian mid-engined supercar that melds genuine GT ability with all the outright performance you might hope for, yet in a particularly usable, friendly and involving way."

The British magazine's editor, Stuart Gallagher, was equally full of compliments. "It's a remarkable car that ignites a passion in the driver that Maserati is famed for," he said. "It oozes character, rewards the driver in everything it does and leaves you

aching for another drive every time you step out of it. Throw in an exotic piece of Italian automotive design and you have the perfect recipe for both a brilliant driver's car and eCoty [Evo Car of the Year] champion."

With similar levels of acclaim heaped on the Maserati MC20 Cielo droptop, the Evo judging team are already preparing themselves for what's coming next from the Trident brand. "Will the MC20 Folgore prove to be the first truly engaging electric car?" wondered Towler. "Having an eCoty-winning twin is about the best starting point we can think of, so bring it on!" •

Precision Meets Style

THE SWISS MAY MAKE THE WATCHES, BUT THE ITALIANS MAKE THEM COOL. BY FELIX SCHOLZ

Few products have a geographical connection as strong as the luxury watch. These objects are so inextricably linked with the small country of Switzerland that the words “Swiss made” alone have become a potent marker of quality and prestige.

There’s no argument with the fact that the quiet villages and valleys of the Swiss countryside have, for centuries, been producing some of the world’s finest and most desirable timepieces. But they haven’t done it alone. It might pain proudly patriotic Swiss watchmakers to admit it, but their products aren’t created in isolation; styles and material trends from around the globe all go into making the Swiss watch great.

One of the biggest influences on Swiss watchmaking is its close neighbour Italy. While the Italians seem content to leave the nuts and bolts (or gears and screws) of the actual watchmaking to the Swiss, they have exercised some serious cultural clout when it comes to what we consider cool to wear on the wrist. It was the Italians who helped turn an obscure chronograph into one of the most in-demand watches of the modern era, with a little help from Hollywood.

Today, the Rolex Daytona is considered by many to be the purest expression of chronographic style, but that was not always the case. Launched in 1963, the Daytona was a specialised sports timer. Unfortunately, it didn’t prove to be a particularly popular model at first, with anecdotal evidence suggesting sluggish sales and languishing stock. However, one fan of the model was Hollywood heart-throb Paul Newman, who was gifted a reference 6239 Daytona with a distinctive “Panda” dial by his wife. This exact watch was sold by Phillips auction house in 2017 for



just shy of \$US18 million (\$AU27 million). Italy, or rather the Italian watch-collecting establishment, played a small but pivotal role in the Daytona’s remarkable reversal of fortune.

The story goes that at some point, an Italian watch magazine ran an image of Paul Newman wearing his now-famous watch on the cover, seeding its gradual rise to superstardom. The reality, as ever,

is a little more complex. Italy is known for having an influential network of serious watch collectors and dealers who were ahead of the curve when it came to recognising the value in vintage watches. This influence can be seen in the descriptive nicknames given to popular models and styles. For example, “Tre Tacche” (“three notches”) refers to a triple-notched case design used by a range of makers; “Freccione”, Italian for “big arrow”, is synonymous with a rare Rolex reference that sported a large arrow-like orange hand; and the list goes on. It isn’t just informal names, either: Girard-Perregaux’s ’70s-era integrated sports watch, the Laureato, means the “graduate” in Italian, a name apparently bestowed upon it by Italian dealers impressed by its style and accuracy. It’s no coincidence that the name was formally adopted by Girard-Perregaux under the ownership of Italian-born Luigi Macaluso, who was responsible for revitalising the prestigious Swiss brand.

So where does this Italian appreciation for timekeeping elegance come from? There’s no simple answer, but the concept of “sprezzatura” plays a big role. This is the Italian notion of graceful nonchalance and unstudied cool. Paul Newman embodied it, and the countless young men preening at menswear mecca Pitti Uomo are attempting to capture the spirit with varying levels of success. The term is closely tied to fashion, which is where the watches come in. Wearing a factory-fresh hype watch does not embody sprezzatura; donning your dad’s well-loved old Cartier Tank is.

When we’re talking about watches worn with this level of nonchalance, it’s hard to look past Gianni Agnelli. He was a man of many facets: billionaire industrialist, businessman, noble, senator, sailor, playboy and patron of the arts. It should come as no surprise that he also sported an impressive array of watches. But it isn’t the type of watches he wore that’s remarkable, but rather *how* he wore them. Agnelli strapped them on over his shirt cuff, the cuffs being too well fitted to easily accommodate a

watch underneath. The resulting look was unusual, but when you’re the richest man in Italy, unusual isn’t a problem.

There is perhaps no better example of this intersection of Swiss precision and Italian style than Panerai. The brand started out making specialised diving instruments for the Italian Navy — large, blocky watches with a distinctive aesthetic. In 1993, the engineer Dino Zei relaunched the brand under precisely the right conditions. With its built-in Italian backstory, Panerai was perfectly placed to capture the attention of Italians, who appreciated the vintage aesthetic and could identify with the brand. The timing couldn’t have been better either, as the large, tool-like watch caught the attention of actor Sylvester Stallone, who, in turn, ensured that it became the go-to brand for the Hollywood elite and set the trend for oversized watches that would dominate the industry for decades.

From Paul Newman’s Rolex to Panerai and Gianni Agnelli’s laidback cuff, the cultural capital of Italy has been a consistently significant factor in defining the style of modern watches. ●

BELOW: a Rolex Cosmograph Daytona with a “Paul Newman” dial. **OPPOSITE, FROM TOP:** the Girard-Perregaux Laureato 38mm Copper, \$23,300; the Panerai Radiomir California, \$18,700.



FROM TOP: COURTESY OF GIRARD-PERREGAUX; PANERAI. OPPOSITE: COURTESY OF PHILLIPS WATCHES



W H E N

IN ROME

WHERE TO SLEEP IN STYLE IN THE
ETERNAL CITY. BY **UTE JUNKER**

Rome never goes out of style, but some of the world's most stylish hotel brands have decided the time is right to focus on this timeless city. With a clutch of new properties either just opened or about to launch, here are our picks.

BULGARI HOTEL ROMA

Some things are worth waiting for. Bulgari launched its first hotel almost 20 years ago, but it has taken until now for the brand to open a property in its home town. As you might expect, this is a hotel that revels in all things Italian, from the use of ochre travertine marble and burnt-red brick to the food of Niko Romito — he of the seven Michelin stars, who oversees all five of the dining options. Some of the sleekly appointed rooms, the majority of which are suites, feature made-to-measure tapestries inspired by Bulgari motifs, while the Bulgari Bar glows with the light reflected from dozens of Murano crystal cones. bulgarihotels.com

CLOCKWISE FROM LEFT: FRANCESCO LUCIANI; COURTESY OF THE FIRST MUSICA (X2)

ABOVE: the spa at Bulgari Hotel Roma. BELOW: The First Musica's facade. RIGHT: Alto restaurant.



THE FIRST MUSICA

Sometimes it's the small things that make a big difference. Just 10 minutes from both the Spanish Steps and Piazza Navona, The First Musica's location is undeniably central, but it sits on the far side of the River Tiber, and what a difference that makes. Just a few extra steps give you glorious city views from the floor-to-ceiling windows in your suite (including from the shower; staff promise it's a one-way window) as well as easy access to the hip Prati district. The hotel's Alto restaurant — a three-level space that includes a rooftop for the warmer months — is also excellent. pavilionshotels.com





A corner suite in Six Senses Rome.

SIX SENSES ROME

Six Senses' latest urban outpost revels in the creative tension between old and new. It's there in the fabric of the building — where restored 600-year-old columns and a monumental staircase sit alongside the contemporary interiors courtesy of in-demand designer Patricia Urquiola — and also in the wellness menu that is the heart of any Six Senses experience. You can sign up for the latest biohacks including athlete-approved techniques such as hypox training, along with other of-the-moment treatments such as sound healing and breathwork, or enjoy some hot and cold therapy courtesy of old-school Roman baths. sixsenses.com

ROMEO ROMA

Don't let the facade fool you. The owners may have chosen a palazzo with a severe stone exterior to house their new hotel, but when Romeo Roma opens in October it will be a playground for grown-ups. Think fluid contemporary forms courtesy of Zaha Hadid Architects, food by the inimitable Alain Ducasse and an entire wellness precinct centred on a Sisley Spa. Most notable of all, perhaps, is the outstanding selection of art. Sister property Romeo Napoli has long dazzled guests with a collection that ranges from Chagall to Warhol, and Romeo Roma promises an equally impressive display. theromeocollection.com



A rendering of Romeo Roma.

COURTESY OF SIX SENSES. OPPOSITE, FROM TOP: COURTESY OF ROMEO ROMA; EDITION HOTELS



A rendering of The Rome Edition.

THE ROME EDITION

There's a particular type of traveller who gets hooked on The Edition hotels, and they're looking for more than just a chic stay. The promise of The Edition is that after a busy day sightseeing you can head back to your hotel and kick on in some of the city's coolest bars and restaurants, knowing that when you're ready to call it a night, your room is mere steps away. The new Rome Edition will deliver on that promise with a rooftop bar-restaurant specialising in seafood and locavore cocktails flavoured with the region's best citrus and herbs, as well as the speakeasy-style Punch Room Bar and the urban jungle of The Garden. Throw in a rooftop pool and this Edition is a guaranteed hit. editionhotels.com

BELOW AND OPPOSITE:
Maserati's Barbie
Grecale is a bravura
display of Fuoriserie's
flair for customisation.



**THE BARBIE GRECALE'S
STUNNING PINK HUE IS SEALED
WITH A UNIQUE IRIDESCENT
TOPCOAT THAT PROVIDES A
MESMERISING RAINBOW EFFECT
IN DIRECT SUNLIGHT.**

helping owners express their individual passions and creativity — although perhaps usually with less pink — so they couldn't wait to get their teeth into creating a Barbie-fied Maserati SUV. And they left no stone unturned in creating a design that would fit right into Gerwig's Barbie Land.

Far from a simple repaint, the Barbie Grecale's stunning pink hue is actually sealed with a unique iridescent topcoat that provides a mesmerising rainbow effect in direct sunlight. Look closer and you'll also spot fine acid-yellow lines that draw inspiration from the Trident brand's racing heritage while also adding more glorious detail to the flawless paint job.

Inside, the black leather seats, dash, carpets and doors all come with pink stitching, while the headrests sport Barbie's signature "B" branding. Factor in a few extra flashes of pink here and there, and the result is both a fun and refined tribute to the film.

One of the ultra-limited-edition Barbie Grecales will be sold by the luxury department store Neiman Marcus in the US, with part proceeds going to the Barbie Dream Gap Project, which aims to remove barriers and provide equal opportunities for girls. •

PRETTY IN PINK

MASERATI'S BESPOKE DIVISION HAS CREATED AN ULTRA-LIMITED-EDITION FOR THE RELEASE OF GRETA GERWIG'S "BARBIE". BY **JOHN MAHONEY**

APPARENTLY, SO MUCH pink paint was used to create the set for Greta Gerwig's latest movie, "Barbie", that it contributed to a global shortage of the beloved fleshy hue. Watch the Oscar-nominated director's film, with its spectacular fluorescent pink Barbie Land, and you'll soon understand why there wasn't a litre of paint to spare. From the doll's life-sized "Dreamhouse" to the lampposts to the roads themselves, pink dominates the movie and, at times, even threatens to overshadow the performances of Barbie herself, played by Margot Robbie, and her co-stars Ryan Gosling and Will Ferrell.

To celebrate the arrival of the feature-length film about the plastic-fantastic doll — and to raise money for a good cause — Maserati teamed up with Barbie creator Mattel to release two very special Grecales. The Trident brand's Fuoriserie customisation team, which works on bespoke vehicles for clients, was commissioned with the task. As you would expect, Fuoriserie's talented designers and craftspeople are experts in





THE SICILIAN

AS MEMORABLE AS IT IS VERSATILE, THE ITALIAN GRAPE NERO D'AVOLA IS HAVING A MOMENT WITH AUSTRALIAN WINEMAKERS AND DRINKERS.
BY **JENI PORT**

That first sip. The winemaker Stephanie Toole remembers it well. The year was 2003. The place? A wine bar in Rome. Someone ordered a nero d'Avola, a red wine varietal from Sicily. It was love at first taste. "I was impressed by the brightness and juiciness," she remembers. Her next stop was the island of Panarea, off the coast of Sicily, where she sought out and tasted as much nero as possible. Back home at her Mount Horrocks vineyard in South Australia's Clare Valley, Toole planted her first nero in 2008.

Paul Dahlenburg, a winemaker from Victoria, knows that nero feeling well. "Nero had an instant impact on me," he says. "I had nero at a tasting in the Barossa and was immediately taken by its perfume, flavour, freshness and savoury tannin profile." He returned to his family's Eldorado Road vineyard, outside the town of Beechworth in North East Victoria, did his research and planted his first nero in 2009. Two years later he persuaded the owners of Baileys of Glenrowan, where he is chief winemaker, to also plant the grape.

Italophiles are well-acquainted with the Sicilian grape with its big flavourful heart. Australian wine drinkers, too, are fast coming around to its significant charms. One of the rising stars of the Australian wine industry, it is also one of its most versatile at the table: a wine for summer through to winter. But perhaps especially winter. The grape's great cool-weather

COURTESY OF FIELD DAY WINE CO.



Nero d'Avola grapes picked from Vasarelli's Blue Lagoon vineyard in Currency Creek, South Australia. OPPOSITE: nero d'Avola fermenting.

THE GRAPE BEHIND THE NAME

- Nero d’Avola is the most planted red grape variety of Sicily.
- Pronunciation: “*nair-oh da-vo-la*”. Translation: black of Avola.
- Place of origin: believed to be the city of Avola. According to the encyclopaedic “Wine Grapes” (HarperCollins, 2012) it was first described in 1696 by the name *Calavrisi*, the local dialect word for Calabrese (“from Calabria”). This strongly suggests the grape was originally from that region. There is also a theory that Calavrisi could derive from *Calaulisi*, which became *Caia-Avola*, meaning “grape from Avola”.
- The Australian connection: nero d’Avola was introduced to Australia by the Chalmers nursery in 2002. Chalmers made the first Aussie nero in 2009, with the first vines sold to Brown Brothers’ Heathcote vineyard. Since then, Chalmers has sold some 364,000 nero vines across Australia. The Chalmers family estimates that some nurseries and growers have shared their material and so undoubtedly there are more plantings out there.



Field Day winemaker Daniel Zuzolo conducting a “pump-over” to oxygenate the ferment. INSET: Colab and Bloom Nero d’Avola.

COURTESY OF FIELD DAY WINE CO.

partners are dishes such as oxtail soup, and beef and barley stew; the kinds of food that are earthy, spicy or rich in Mediterranean flavours.

A versatile grape, nero d’Avola may, depending on the style, display a range of notes. Ripe blueberry, cherry, black plum, liquorice, earth and spice can all meld seamlessly in medium-bodied, well-defined wines that are also sometimes delivered with a dash of Italian savouriness. It tends not to see a lot of oak (why challenge those delicious flavours with too much oak?) and is also a natural in a blending role — often with shiraz in this country, or sometimes with fellow Sicilian frappato in its homeland.

The Italians, who have been growing the grape for some 500 years, celebrate its boldness and its sweet fruit and dark spice flavours. But Australians are discovering some additional facets to the variety, which can only broaden its appeal. “I think of nero as shiraz wound back a few notches,” explains Nick Whiteway, co-owner of South Australian wine producer Colab and Bloom. “In the glass I find exotic and lifted perfume, juicy berry fruit and often crunchy acidity to finish.”

The grape’s floral and aromatic beauty and crunchy raspberry and cherry fruits are often a talking point in Australian nero d’Avola, together with its versatility. Margaret River winemaker Brad Wehr first made nero d’Avola (using grapes from a grower in South Australia) in 2012, discovering a “lighter, crunchy side” to the variety courtesy of young vines. “It opened my eyes and experience to a whole bunch of exotic grapes that very few had played with in Australia,” he says.

Nero d’Avola joins a coterie of new grape names to appear on Australian wine bottles. Many hail from Mediterranean climates, flourish in warm to hot temperatures and use significantly less water to grow. They tend to hold natural acidity and freshness well in the heat. In other words, these grapes, which are often labelled “alternative”, are perfect for a warming climate, which Australia is destined to experience due to climate change. “In the hottest days in the Riverland, varieties like nero d’Avola and fiano appear to be thriving, which is very distinct from the more traditional varieties such as chardonnay and shiraz, which can really struggle in the heat,” notes Laura Carter, managing director at Unico Zelo in the Adelaide Hills, who sources grapes from across South Australia.

Being at its happiest in hot, dry places, nero d’Avola is emerging as a must-have in Australian regions such as McLaren Vale, Riverland, Heathcote and Clare Valley. North East Victoria is also ideal for the grape, as Dahlenburg found when planting it there. The Glenrowan climate, he discovered, compared favourably to the southern regions of Italy, including Sicily. He met with noted Sicilian producer Alessio Planeta, of Planeta Wine, on several

WHERE TO DRINK IT

VICTORIA

Agostino

Match Alessandro di Camporeale Donnata Nero d’Avola 2019 with fusilli and sausage ragu. agostinowine.com

Grossi Fiorentino

Match Occhipinti Siccagno Nero d’Avola 2020 with agnello arrotolato (lamb saddle, spinach, rosemary, anchovy). fiorentino.com.au

NEW SOUTH WALES

Ormeggio at The Spit

Match Barraco Terre Siciliane Nero d’Avola 2018 with seafood lasagne alla bolognese. ormeggio.com.au

Pilu at Freshwater

Match Donnafugata Mille e Una Notte Nero d’Avola 2017 with slow-roasted suckling pig. pilu.com.au

SOUTH AUSTRALIA

Coriole, McLaren Vale

Match Coriole Nero 2022 with scotch fillet. coriole.com

QUEENSLAND

Gemelli

Match Tenuta di Castellaro Nero Ossidiana 2016 with risotto ai funghi. gemelliitalian.com.au

WESTERN AUSTRALIA

Lalla Rookh

Match Feudo Montoni Vrucara Nero d’Avola 2016 with wild boar shoulder. lallarookh.com.au

ACT

Mezzalira

Match Cos Cerasuolo di Vittoria Classico Nero d’Avola/Frappato 2019 with wood-baked eggplant parmigiana. mezzalira.com.au



occasions for advice. “He was most gracious, encouraging and terrific at sharing his knowledge,” Dahlenburg says.

The Sicilians have also helped other Australian makers with the variety. Brad Hickey at Brash Higgins in McLaren Vale sourced a particular kind of nero d’Avola — Matura 1 clone — from the Matura family in Sicily, and agreed to pay a royalty and to not propagate the cuttings. The contract gave him permission to freely use the name of the grape.

Today, Hickey and other Australian growers of nero d’Avola are surprised, to say the least, by Italy’s exception to the use of the grape’s name on Australian wines. It follows a similar disagreement over usage of the name prosecco, with the European Union claiming that the term should not be permitted for use by Australian producers. Italy is now eyeing nero d’Avola, arguing that the name references the Sicilian city of Avola and

CLOCKWISE FROM TOP: Coriole winemaker Duncan Lloyd; Coriole 2022 Nero; Brash Higgins NDV Nero d’Avola. **OPPOSITE:** Brad Wehr, founder of Amato Vino.



LAUREN TRICKETT. OPPOSITE, FROM TOP: COURTESY OF AMATO VINO; COURTESY OF CORIOLE; BRASH HIGGINS

should not be used on Australian wine. It has asked UK wine merchants to stop selling Australian wines carrying the name on their labels. Italy has also moved to protect Avola as a geographical indication (GI) within Australia. In response, Wine Australia has said that it “does not consider that use of the grape variety nero d’Avola constitutes a GI claim. Rather ... Wine Australia’s position is that nero d’Avola is a common internationally recognised grape variety produced in Australia and internationally.”

Winemaker Duncan Lloyd from McLaren Vale’s Coriole — an early adopter of the grape in Australia — says the variety is here to stay, but he is also keen to acknowledge where the grape hails from. “We have always endeavoured to respect the idea of variety versus place,” he says. “We made the decision, from the 2015 vintage, to label our wines as ‘nero’ in place of nero d’Avola for that reason. It is important to highlight that we are making nero from McLaren Vale that speaks to both the variety and region in which it is grown. We also enjoy drinking the nero d’Avola of Sicily.”

And that, perhaps, is how it should be — so we can enjoy both that Australian and Sicilian kind of nero (d’Avola) feeling. •



10 GREAT AUSSIE NERO D’AVOLA WINES

01

Coriole Nero
McLaren Vale

02

Eldorado Road Quasimodo
Nero d’Avola, Durif, Shiraz
Beechworth

03

Mount Horrocks Nero d’Avola
Clare Valley

04

Unico Zelo Pipe Dream
Nero d’Avola
Adelaide Hills

05

Ricca Terra Nero d’Avola
Riverland

06

Tellurian Nero d’Avola
Heathcote

07

Chalmers Nero d’Avola
Heathcote

08

Brash Higgins NDV
Nero d’Avola
McLaren Vale

09

Colab and Bloom Nero d’Avola
Fleurieu Peninsula

10

Seppeltsfield Barossa
Nero d’Avola
Barossa Valley

~ classic design ~



FINE VINTAGE

BOLD, UNIQUE AND SUPREMELY COLLECTABLE, 20TH-CENTURY ITALIAN FURNISHINGS HOLD ENDURING APPEAL. BY **HELEN HAWKES**



CLOCKWISE FROM FAR LEFT: Demetrio side tables by Vico Magistretti for Artemide, POA, angelucci.net.au; a 1940s Murano chandelier by Barovier&Toso, POA, thevaultsydney.com; suede and chrome chairs by Gastone Rinaldi, circa 1970, \$3,980 for set of four, angelucci.net.au.

Investing in collectable Italian furniture and other homewares is a multidimensional pleasure. On one level, you get a piece that, if chosen wisely, will appreciate over time. On another, you acquire an object of beauty made with masterful craftsmanship that will never fail to surprise or delight. Finally, you have something to relax on — or around or under — in the home.

Take the unique aesthetic and innovative construction of the Scultura lounge chair by Vittorio Introini for Saporiti in the 1970s. “It not only provides a comfortable seating experience, but also serves as a statement piece in interior spaces,” say Ugo Cocchis and Patrizia Castorina of Castorina & Co in Fitzroy, Melbourne. “It is also frequently sought after by collectors and design enthusiasts alike, showcasing the lasting influence of the architect and designer’s sculptural approach.”

OPPOSITE, FROM TOP: Balla screen by Dino Gavina x Giacomo Balla, \$22,000, castorina.com.au; Scultura lounge chair by Vittorio Introini for Saporiti, \$40,000, castorina.com.au; Venetian sconces with Murano glass, attributed to Mazzega, \$1,595, angelucci.net.au.

FROM TOP: COURTESY OF ANGELUCCI; THE VAULT; ANGELUCCI. OPPOSITE, FROM TOP: COURTESY OF CASTORINA (X2); ANGELUCCI



12 TO COLLECT

Pieces by these 20th-century Italian designers can be found in collections across the US and Europe

GIOVANNI "GIO" PONTI, a master who collaborated with Murano, Fornasetti, FontanaArte and more

ETTORE SOTTASS, an architect and furniture, lighting and jewellery designer who helped start the Memphis design movement of the '80s

MARIO BELLINI, who designed the Camaleonda modular sofa set (1970) and whose Cab chair for Cassina has sold more than 400,000 copies since 1977

GIACOMO BALLA, a painter, sculptor and designer who was behind the Futurist movement in 1909

VICO MAGISTRETTI, whose Maralunga sofa (1973) was so avant-garde that Cassina patented it

WILLY RIZZO, a photographer and furniture designer who deftly blended neoclassicism with modern styles

FRANCO ALBINI, who collaborated with design manufacturers including Arflex in the '50s and Arteluce in the '60s



VITTORIO INTROINI, an architect and designer productive in the '60s-'80s who focused on spatiality and architectural elements

GAETANA "GAE" AULENTI, whose Giova lamp (1964), Tavolo Con Ruote table (1980) and April folding chair (1964) shout postmodernism

GASTONE RINALDI, who designed the Arianna armchair and the Dafne folding chair in the late '70s

AFRA & TOBIA SCARPA, whose Soriana sofa (1969) featured a revolutionary wire support structure

GIANNI BRUNO MAZZEGA, a leading midcentury designer of luxury and artistic lighting

Cocchis and Castorina have been importing immaculately restored, original 20th-century Italian design pieces since 2016 when they had difficulty acquiring things they wanted for their own home. "On a simple level, we buy a piece if it is something we would put in our own house. In reality, we focus on the exclusivity, innovation and workmanship of the piece with a particular focus on the 1960s and '70s ... It was a time when designers enjoyed few restraints and new materials and colours created a revolution in a little way."

The appeal of Italian design pieces is their "wild, emotional beauty", says Dean Angelucci of Angelucci 20th Century store in Brunswick, Melbourne, who has been sourcing, restoring and dealing in mid-20th-century furnishings for more than 25 years. "They sit beautifully in a grand home or an apartment and, combined with other pieces, create a much more visually interesting interior," continues Angelucci.

FROM TOP: ruched leather chairs, circa 1970, \$4,950 for pair, angelucci.net.au; an Africa chair by Afra & Tobia Scarpa for Maxalto, 1975, POA, castorina.com.au. **OPPOSITE:** an Asteroid lamp by Ettore Sottsass, manufactured by Francesconi for Design Centre Italy, 1968, POA, castorina.com.au.



While a vintage item by architect and craftsman Gio Ponti, for example, may be hard to find (although you can buy a new Superleggera chair designed by Ponti from Cassina in Italy or stores such as Mobilia in Australia), Angelucci says there is a swathe of middle-tier designers who also produced striking pieces and would be worthy investments for new collectors.

Browsing in other centuries may also elicit a piece that contrasts perfectly with new or vintage furniture. At The Vault in Sydney, it is 18th- and 19th-century Italian design that draws the eye of owners Phoebe Nicol, an interior architect, and Jeremy Bowker, who was introduced to the world of fine arts by antiques dealer Martyn Cooke. "We do buy some more modern pieces, but we also buy a lot of provincial Italian antiques that are made from solid materials such as chestnut or oak that has slowly patinated and softened over time, exposing its beauty," says Bowker. "They are not as ornate or heavily carved as high Roman furniture and are easier to live with in the Australian lifestyle." •



FROM TOP: COURTESY OF ANGELUCCI; CASTORINA. OPPOSITE, FROM LEFT: COURTESY OF CASTORINA; HÄSTENS AUSTRALIA. HÄSTENS TEXT BY TOM LAZARUS

Sleeper Hit

It's official: Australians can now sleep like kings and queens. Fifth-generation Swedish bed-maker Hästens, which has supplied the Swedish royal court since 1962, is launching nationally through retailer Great Dane.

Appropriately for a company celebrating its 171st anniversary, Hästens heroes timeless, sustainable and ethically sourced materials in its mission to improve nightly rest and, by extension, the world. In the sleepy town of Köping, craftspeople build the beds from the finest FSC-certified northern Swedish pine, wool,

flax and horsehair. The latter is the secret ingredient, prized for its natural springiness, non-allergenic, antibacterial, anti-fungal and anti-mite properties and the strands' unique ventilatory benefits.

The beds, instantly recognisable by their signature equine check pattern, all have at least two different co-operating


spring systems: soft, flexible springs to give relaxing surface softness, and a firmer layer below for deep support. The result is a sleeping platform that both aids good posture and wicks away excess heat and moisture — a boon for those desperate for deeper sleep during sticky summers. The full range includes headboards, bedlinen, pillows, robes and sleep masks, all available from Great Dane showrooms from late July. greatdanefurniture.com/hastens •





THE GREAT ESCAPE

IL TRIDENTE FLEES THE
HECTIC ITALIAN CAPITAL FOR
THE QUIETER LIFE IN THE
NEW GRANTURISMO TROFEO.
BY **JOHN MAHONEY**



The design of the new
GranTurismo Trofeo
reveals a clear throughline
from the MC20 supercar.



The GranTurismo Trofeo goes from 0 to 100km/h in 3.5 seconds and reaches a top speed of 320km/h.



Rome, the once beating heart of the Roman Empire, where within a five-minute walk it can chart the past near-3,000 years of humanity. A city where every column, dome, church, flagstone and painting symbolises either a glorious triumph or bloody disaster for its inhabitants. A culture culture's and foodie's paradise that's impossible to tire of; it's little wonder millions flock to the Italian capital every year.

What the Eternal City isn't is a great location for a car launch, but that's where we find the all-new Maserati GranTurismo Trofeo basking in the golden early-morning sunshine. In the flesh, the car is even more striking than in pictures, whatever shade it's painted. Drawing a clear link with the Maserati MC20 that preceded it, the two-door GT looks every inch the supercar, even behind the wheel, where there's the evocative view of the top of those front arches, which reminds me of driving something from the '60s.

With little time to spend admiring the new-generation GT's even more luxurious cabin, we punch in the destination into the clear and intuitive 12.3-inch touchscreen, crank up the aircon using the lower 8.8-inch comfort touchscreen that sits below, and steer the Maserati's shapely snout away from the city.

Received wisdom says Rome is best avoided at all costs when you're behind the wheel — but not for the reasons you might think. Sure, it's congested, infested with angry Vespas and aggressive taxi drivers who punish even the slightest hesitation with wild gesticulations and loud honking. Pedestrians, too, must never be trusted. Usually on their phone and looking the wrong way, they'll stumble in front of you with what seems like little care for life or limb. But despite all that, if you're up to speed with the frenetic pace, Rome can, in fact, be a fun place to drive and always seems far quicker to get around than other European capitals.

What kills it for me are the dreaded Zona Traffico Limitato (ZTL) that plague the city. Introduced as far back as 1989, these zones prohibit access by private vehicles and now blanket almost the entire city, not just its historic centre. They operate 8am–8pm or 7.30am–4pm, or perhaps 10pm–10.10pm — there's seemingly little logic to when or where they're applied. A wrong turn can be financially fatal, costing you anything from €84 to €335 (\$AU134 to \$AU534), or whatever the local dignitary is charging that day. All are denoted by heavily graffitied and otherwise obscured signs, and enforced by cameras. Even locals and taxis get caught.

Today's destination is the area of Sabina, nestled in the hilly, rural landscape only an hour's drive north-east of Rome. Comprising a string of quiet medieval villages usually perched on hilltops for commanding views, Sabina is famed for its numerous olive groves that hide hundreds of Roman ruins, indicating that even a couple of millennia ago this was the perfect place to escape the hustle and bustle. Nothing's changed today, with many Romans actually preferring the region to neighbouring Tuscany, although an Italian friend suggested it was mainly because that area is now "full to the brim with Brits and Germans".

Sabina is also famed for its castles, frescoed churches and, among outdoor types, hiking, truffle hunting and horseriding tours. For us, its ancient roads are also proving the perfect place to begin to scratch the surface of the GranTurismo's talents. As detailed in "New Tricks" (p44), this car is fresh from the ground up, its designers and engineers having given it an all-new aluminium-rich platform that's both lighter and stiffer than its predecessor. The no-expenses-spared approach continues with the race car-like double wishbone suspension up front and a sophisticated multi-link set-up at the rear. Air springs and adaptive dampers and an electronically controlled rear differential are further highlights.

Under the bonnet, the connection with the MC20 supercar continues as, mounted ahead of the wheels (front midship) is the very same twin-turbocharged 3.0-litre V6 Nettuno engine that pumps out a mighty 410kW and 650Nm of torque. The new V6 engine features the pre-chamber that until recently had only ever been successfully used in F1 engines. It effectively works as a flamethrower for a bigger, cleaner, more potent burn within the cylinder.

Against the clock, the new Maserati GT launches from 0 to 100km/h in just 3.5 seconds, before eventually topping out at



Like the MC20 supercar, the GT Trofeo boasts a twin-turbo V6 Nettuno engine with technology formerly exclusive to F1 cars.

THIS CAR IS FRESH FROM THE GROUND UP, WITH AN ALL-NEW ALUMINIUM-RICH PLATFORM THAT'S LIGHTER AND STIFFER THAN ITS PREDECESSOR.



The second-gen coupé has more space for backseat passengers and an enlarged boot.

320km/h — both of those figures I can well believe as we hurtle past another dawdling tractor hauling a long trailer. Earlier on the highway, the new turbo V6 had revealed another useful feature: while cruising at a legal 120km/h, or on light throttle, the 3.0-litre can shut down its right bank of cylinders to improve efficiency and cut emissions. Maserati claims it can average about 10.2L/100km on the strict WLTP test cycle.

Not that saving fuel is at the top of our agenda today, as we rocket out of a slow hairpin bend using the paddles for rapid gear changes. Another huge benefit of the new powertrain is that all-wheel drive is standard — and there's none of that embarrassing wheelspin the old car could generate in cold or damp conditions. Now, not a single kilowatt is in vain. With quicker steering, less weight and a fractionally shorter wheelbase, the new GranTurismo is both more alert and engaging compared to its predecessor, with impressive agility. It sounds wonderful as well, growling like a true thoroughbred Maserati engine. The turbo rush past 5,000rpm is borderline addictive, with both the soundtrack and sweet-spinning V6 urging you to push on.

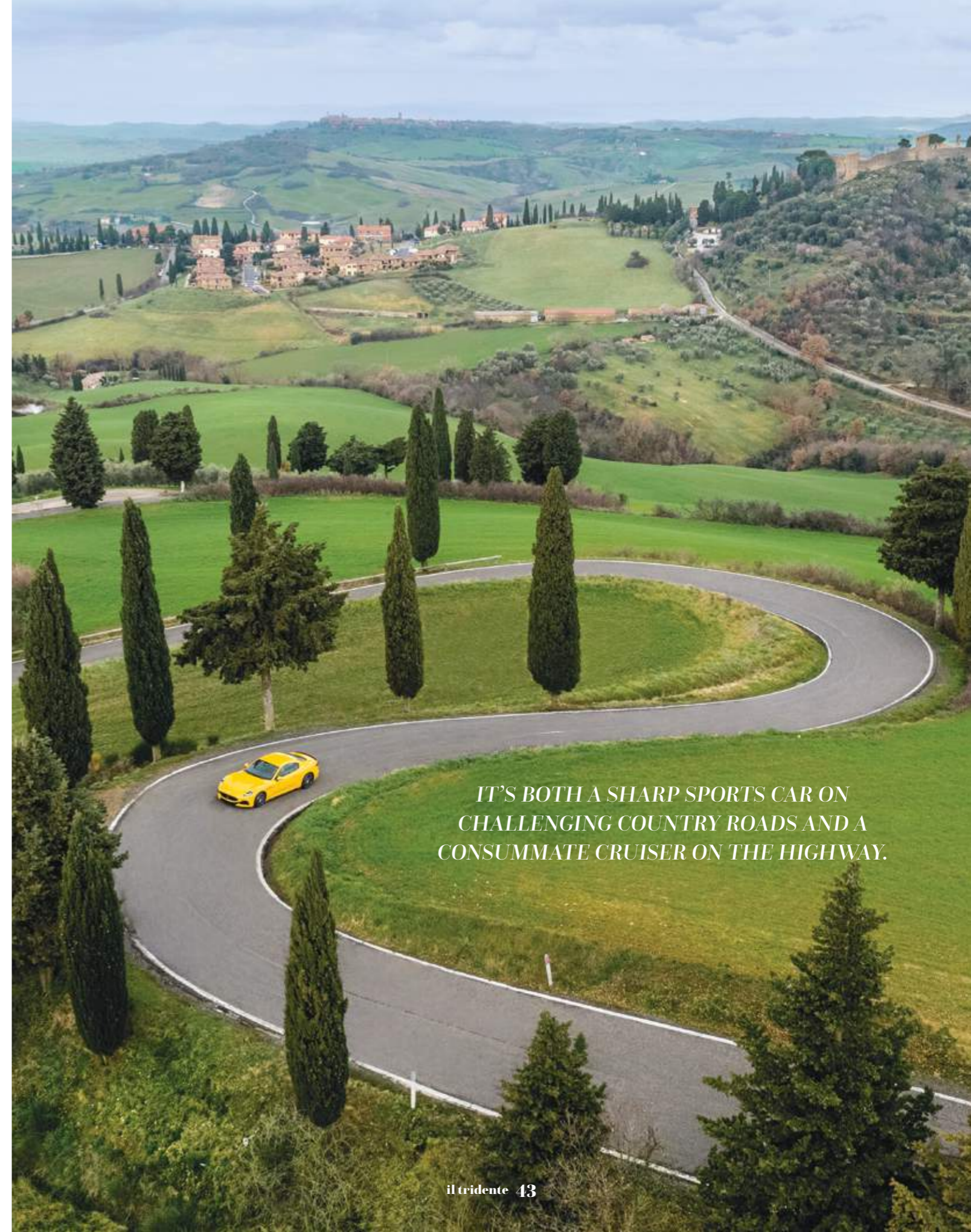
We stop for lunch at a villa run by former Italian royalty, and feast on some of the local delicacies that, as well as olives, include lentils, green beans, salamis, grilled lamb, cheeses and pastas such as *pici*, *cecamariti*, fettuccine and gnocchi, and some particularly fine wine — although we have to pass on the latter.

After overindulging on the cheese, I forgo the homemade panna cotta and *millefoglie*, opting wisely for a double espresso. We learn from the owner that many of the trees dotted on her land are closely related to the very same trees that grew when the Romans ruled millions of square kilometres.

Back in the car, there's time at last to appreciate both the sporty Trofeo's appealing mix of black leather, red stitching and a cabin that swaps out timber for cool carbon fibre. From its fit-out and finish to the quality of materials used, the GranTurismo Trofeo just feels special — and spacious. Despite having broadly the same footprint as the outgoing model, the second-gen Maserati coupé has space for real adults in the second row — passengers back there also have their own air vent and two USB chargers — while the boot has been enlarged by 20 per cent.

We finally settle on the perfect chassis and powertrain settings using the simple rotary *manettino* to select "Sport" for the engine and transmission, and the softer "GT" mode for the dampers to soak up the worst of the Roman roads' imperfections. As we head fast cross-country to our hotel for the night, we once again appreciate the GranTurismo's broader range of dynamic talents: it's now both a sharper sports car when it needs to be on challenging country roads, and a consummate cruiser on the highway — a GT for every occasion.

As the sun begins to set, I concede that I was wrong about Rome. It is the perfect place for a car launch, after all. ●



IT'S BOTH A SHARP SPORTS CAR ON CHALLENGING COUNTRY ROADS AND A CONSUMMATE CRUISER ON THE HIGHWAY.

~ driving ~



NEW TRICKS

LIGHTER, SLEEKER, FASTER AND WITH THE OPTION TO GO FULLY ELECTRIC, THE NEW GENERATION GRANTURISMO COUPE SOMEHOW STILL CAPTURES THE SOUL OF GRAND TOURING AT ITS FINEST. BY **JOHN MAHONEY**



The new GranTurismo Folgore — Maserati's first ever EV — in Copper Glimmer paint.



“WE ASKED OUR OWNERS HOW COULD WE IMPROVE IT, ASKED THEM WHAT NEEDED TO BE CHANGED AND THEY SIMPLY REPLIED, “NOTHING.”

The last GranTurismo was as fast as it was beautiful, a car that managed to make every journey an event. Drivers savoured time spent behind the wheel of this luxurious large coupe; its owners absolutely adored it.

“When we went to replace the GranTurismo we had a unique problem,” admits Maserati’s Davide Danesin. “We asked our owners how could we improve it, asked them what needed to be changed and they simply replied, ‘Nothing. Don’t change a thing.’”

You’d think that might have made the job of the Trident brand’s GT Line boss easier, but the opposite was true. And worse was to come when, after an admirable 12 years of sales, the hard decision was made to finally pension off the old GT. “Suddenly we had calls from owners asking us to restart production,” says Danesin. “I got calls, my boss got calls.” It was then that Maserati fully realised what a true icon the outgoing model had become.

The temptation was to simply deliver more of the same, perhaps with a minor facelift. But Maserati decided to get radical and start again from scratch. The aim was to create an all-new car from the ground up that would appeal to not only GranTurismo’s traditional fan-base but also a younger, more tech-obsessed buyer. This explains why the GT Line head stresses that nothing is shared with the past model.

The new GranTurismo sits on an all-new platform, gets all-wheel drive for the first time and includes the option of either an advanced twin-turbo V6 from the MC20 supercar or Maserati’s next-generation all-electric powertrain. Whichever you choose, performance is in another league to the car it replaces. Driving the engineers was a desire to exaggerate the loveable long-distance cruising qualities of the old version while gifting it with the dynamic abilities of some of the best sports cars money can buy — all without compromising the comfort and levels of luxury expected from Maserati.

They took a less-is-more approach. The new shape, for example, delivers less drag, enhancing efficiency while providing for a higher top speed, but its advanced air bending — using know-how from the MC20 — ensures there’s also more downforce for greater stability, all without resorting to ugly, attention-seeking spoilers. Next, the platform itself is lighter, made as it is from an exotic blend of aluminium (65 per cent) and magnesium. The GranTurismo’s kilo-cutting has been combined with a huge increase in rigidity for better handling and agility. More remarkable still is the fact that the same platform is modular, with the entire centre section able to be swapped out for the all-electric Folgore’s battery pack.

The Folgore in Copper Glance. OPPOSITE: The GranTurismo’s new silhouette reduces drag in service of efficiency and speed.

Despite the new car having an almost identical footprint to the one it replaces, engineers chose to shorten the wheelbase by a few millimetres while fractionally increasing the front and rear track. Mimicking more extreme sports cars, there’s also a staggered wheel set-up with 265/30 20-inch rims on the front axle and 295/30 21-inch wheels at the rear for better turn-in.

As far as suspension goes, there’s a double wishbone front axle and multi-link rear-end with single-chamber air springs and adaptive dampers. The Modena version has a standard mechanical rear differential, while the sportier Trofeo gets an electronic rear-locking diff for extra precision.

A far faster steering rack was also added, which might seem at odds with its GT character but is carefully calibrated to enhance the feeling of agility. Four-wheel steering was considered but ultimately ruled out once the development drivers tested the early prototypes — the lighter GranTurismo just didn’t need an extra pair of steerable wheels, being agile enough. What was necessary was all-wheel drive, explains Danesin: “People who buy GranTurismos want to use them every day, and with the new engine’s significantly boosted power and torque, we wanted the coupe to be relaxing to drive in all weather.”

Finally, the icing on the dynamic cake is the fact that Maserati worked with tyre specialist Pirelli to develop a bespoke P Zero summer tyre that complements the GranTurismo’s newfound athleticism.

As you might expect following on from the advanced MC20 supercar, the new chassis tech incorporated into the GranTurismo is nothing short of mind-blowing. All controlled via the Vehicle Domain Control Module (VDCM), the new hard- and software can make near





CLIMBING ABOARD, THERE'S LITTLE TO SUGGEST YOU'RE IN AN ELECTRIC MASERATI UNTIL YOU FIRE IT UP

infinite adjustments to the suspension and damping as well as managing which axle to best deploy torque to.

With a longer drive of the combustion-powered V6 lined up for later, Maserati foolishly entrusted us to drive a very late-stage prototype version of the cutting-edge GranTurismo Folgore on some quiet country roads on the outskirts of Rome. Like the V6 twin-turbo, the zero-emission coupe is all-wheel-drive but, unlike the combustion car, is driven by no less than three electric motors that generate a terrifying 900kW. Thankfully the production versions will be wound back to (a still ludicrous) 560kW and 1350Nm of torque. Off the line, that provides for a luxurious, comfortable coupe that can scorch from 0–100km/h in just 2.7 seconds. The pace barely lets up, with 0–200km/h taking an even more remarkable 8.8 seconds, while its top speed is limited to 325km/h.

You might think this level of performance comes at the expense of range, but Danesin's team doesn't seem to understand the word "compromise". The large 92kWh battery allows the supercar-humbling coupe to cover 450 kilometres between top-ups. Speaking of which, the GranTurismo Folgore can be recharged at up to 270kW, which means a 20–80 per cent charge takes a remarkably short 18 minutes, with a brief five-minute plug-in adding as much as 100 kilometres of range. Those figures see the Maserati rank alongside the very best, most technologically advanced EVs currently on sale — but the GranTurismo Folgore also features some pioneering innovation.

Instead of placing the batteries beneath the floor, the engineers arranged the power pack modules in a T-shape, with the majority of the cells placed behind the second row of seats. This clever move allows the driver to sit lower than in any other standard EV, providing the full sports car experience. It also means the cabin space is identical to that of the combustion version. Finally, engineers discovered the unique formation provides better handling and a perfect 50:50 front-to-rear weight distribution.

Climbing aboard, there's little to suggest you're in an electric Maserati until you fire it up and experience the new digital soundscape the engineers created for it. Select "Drive" and the

FROM LEFT: the Copper Glance colour rewards lingering looks; the infotainment touchscreen is augmented by a comfort display; the interior trim.

GranTurismo silently creeps off the line. Despite a full driver's brief, we rashly set off in full "Corsa" driving mode, which is usually reserved for the racetrack. As we pull onto an empty road and flatten the throttle, any illusions that we're driving a lesser, tamer take on a Maserati are shattered. Deploying the full 560kW, all four wheels instantly spool up, providing the most dramatic of unintentional burnouts. Switching back to "Sport" sensibly restores all the electronic safety nets needed for public-road driving and from then on we're only able to scratch the surface of the levels of performance on tap. The best word to describe the flagship is "effortless". A slow tractor, a big rig — even the shortest of straights is all that's needed to dispatch slow traffic. Better still, the steering wheel paddles allow you to vary regenerative braking on the move, meaning not only are you fast, you're also smooth.

Wind the driving mode back to "Max Range" or "GT", which limits power to about 80 per cent, and there's still more performance available than with most super-sports cars. Feeling more rear-wheel-drive than all-wheel-drive, the GranTurismo is engaging and well balanced, with high levels of grip. The steering, meanwhile, is light but precise. Strangely, the battery-powered GranTurismo is also a delight when you slow down. It's then that you can appreciate the peaceful way it goes about crushing distances.

Before we dare to try the newly developed drift mode, we return the first ever Maserati EV back to base (still in one piece). Despite being a prototype, the GranTurismo Folgore is shaping up to be one of the most attractive EVs ever made — and we haven't even mentioned its drop-dead-gorgeous looks. •



~ driving ~



ROOM TO ROAM

A SPIN IN THE STYLISH GRECALE SUV TO BUNDEENA, NEW SOUTH WALES, WITH THE FAMILY IN TOW. BY **KATARINA KROSLAKOVA**
PHOTOGRAPHS BY **DAVID LI**

The author with friends and family — and the new Grecale — at Simpson Cottage in Bundeena, New South Wales.



On the lawn at Simpson Cottage. RIGHT: a spread by Bundeena Picnics.



With its best-in-class interior space, the Grecale can transport guests, groceries and games in a single trip.

Mention Bundeena in conversation and the reaction is either warm, nostalgic enthusiasm or curious envy. If you know, you know. If you don't, plan a short break immediately. Nestled within Sydney's picturesque Royal National Park, less than an hour's drive from the city centre, lies this idyllic coastal village, a well-kept secret among discerning travellers. Bundeena offers that rare seamless blend of understated luxury, pristine nature and a community ambiance perfectly suited to so many of us seeking respite from the urban jungle.

The journey to Bundeena starts with an exhilarating drive along coastal roads. You couldn't ask for a better start to a road

trip than navigating the winding curves in the Maserati Grecale. Combining power and elegance, Maserati's first ever compact SUV has that addictive quality of producing a smile at every turn, not just with its handling but also, of course, with that distinctive Maserati engine roar.

Drawing inspiration from the fierce Mediterranean wind it's named after, the Grecale aims to capture the hearts of driving enthusiasts who crave power, style and versatility. The Grecale commands attention with its striking design, representing a perfect balance between sportiness and sophistication. The signature Maserati grille, flanked by sleek LED headlights, exudes an aura of confidence and dynamism. The sculpted lines and muscular wheel arches contribute to the compact SUV's

commanding presence, while the aerodynamic profile enhances both performance and efficiency. Maserati's attention to detail is evident in every curve, making the Grecale a true head-turner on the road.

The Grecale is not only a showcase of Maserati's performance prowess but also a testament to its commitment to cutting-edge technology. The centrepiece of the dashboard is a large high-resolution infotainment display that provides seamless access to navigation, entertainment and vehicle settings. The integration of Apple CarPlay and Android Auto allows for easy smartphone connectivity, while the premium Italian-crafted Sonus faber audio system fills the cabin with immersive sound.

But upon arriving in Bundeena, the only sound you want to

be immersed in is that of birds, waves and gum leaves rustling in the warm breeze. Our recommended place to stay is Simpson Cottage, a charming, historic abode that comfortably sleeps six but invites more. Insider information from locals suggests the homestead has hosted Hollywood celebrities, multigenerational family get-togethers, weddings, fashion shoots and much more.

For me, the best part about it is that there's no TV. No, parents, do not shudder with fear. The lack of a screen (at least in the main house; there's one in the converted garage if you get desperate) means a lot more connection, adventure and appreciating the simple things in life, such as toasting marshmallows over the firepit, playing cricket on the lawns, flying kites on the sand below and enjoying alfresco meals under fairy lights.

*THE GRECALE IS NOT
ONLY A SHOWCASE
OF MASERATI'S
PERFORMANCE
PROWESS BUT ALSO
A TESTAMENT TO ITS
COMMITMENT TO
CUTTING-EDGE
TECHNOLOGY.*

A short stroll down the garden track leads to pristine Bonnie Vale beach and the other beaches of Bundeena, all with golden sands and crystal-clear waters. Explore the rock formations, find ghost crabs, take a torch for night-time adventures and see spectacular sunsets. During the warmer months, a gentle paddle on kayaks is highly recommended, or, for those less active, a boat charter or a ferry ride will definitely do the trick.

There are countless hikes through Royal National Park, ranging from beach wanders to rewarding and dramatic expeditions to formations such as Wedding Cake Rock (take good care!), its stunning white facade contrasting with the deep blue of the Pacific Ocean. This area has it all — verdant, winding trails, dense bush, rugged sandstone cliffs, diverse ecosystems, vibrant flora. Nature enthusiasts won't be disappointed with nature's artistic prowess on display.

The quaint main village of Bundeena is just a short drive from Simpson Cottage. You'll almost wish it were a longer commute just to fully appreciate the luxurious and meticulously crafted cabin of the Grecale. High-quality materials such as fine leather, carbon fibre and brushed metal accents adorn the interior, creating an atmosphere of opulence. The ergonomically designed seats provide excellent support and comfort, ensuring an enjoyable driving experience during both short and long





The best restaurant in town is right at home at Simpson Cottage, catered by Bundeena Picnics, next to the open firepit.

journeys. The precise and responsive steering, coupled with the well-tuned suspension, delivers a thrilling yet comfortable ride.

The friendly Bundeena locals will happily share their favourite picnic spots and lookouts, and visitors will be spoilt for choice for souvenirs, with high-end boutiques selling curated artisanal goods. Village galleries showcase the work of talented local artisans, who capture the essence of this coastal landscape.

Bundeena's charming cafes offer everything from strong coffee to generous breakfasts, gourmet ice cream, seafood delicacies, burgers, pizza and Asian fusion. Our favourite restaurant, however, was definitely the firepit at Simpson Cottage. A mean Wagyu burger, snags, deliciously charred steak, even cobs of corn and broccolini, garlic bread and sizzling

bacon — the open flame added authentic flavour and brought the family together at mealtimes. No iPads, and the kids even loved setting the table.

A highlight was an indulgent bespoke picnic on site, catered by Donna Gibbeson at Bundeena Picnics, a business born out of restaurant and cafe closures during Covid lockdowns, meeting the need for a little culinary indulgence in the area. Where do I start? The menu spans fresh oysters, prawns and scallops. New Zealand green-lipped mussels in a tomato broth, salt and pepper squid, soft shell crab, beer-battered barramundi, char-grilled salmon, salads, antipasto platters with in-house smoked trout loaf, in-house sun-dried tomatoes and olives, marinated feta, Swiss cheese, double cream camembert,



IL TRIDENTE PAID ITS OWN EXPENSES FOR THIS STORY

chunky bread sticks, dukkah, olive oil, dips, giant pretzels and the world's biggest fresh fruit platter. It was truly a feast for the eyes and the stomach. And I have it on good authority that Hugh Jackman and Deborra-Lee Furness enjoyed a romantic beachside picnic in that very same spot.

Simpson Cottage is more than just a dwelling. It's a testament to the area's rich history, whispering tales of bygone eras with its convict-hewn sandstone, traditional deep verandah and unspoiled setting. It's a portal to an idyllic escape from the chaos of everyday life, a rare and much-needed opportunity to reconnect, slow down, embrace the present. It is quite remarkable that rejuvenation and contentment are just a short drive away for us lucky Sydneysiders. •



NEED TO KNOW

Simpson Cottage
simpsoncottage.com.au

Bundeena Picnics
bundeenapicnics.com.au

David Li Photography
thedavidli.com



CHARGING AHEAD

WITH ITS NEW ZERO-EMISSION LUXURY SUV,
THE TRIDENT BRAND TAKES ANOTHER GIANT
LEAP TOWARDS A FULLY ELECTRIFIED FUTURE.
BY **JOHN MAHONEY**



The Grecale Folgore
boasts a 105 kWh battery
capacity. OPPOSITE:
seats are clad in Econyl,
made from recycled
fishnet, and feature a
laser-cut design inspired
by the movements of
ballerinas.

FROM LEFT: ROSSELLA FERRERO; ALDO FERRERO



AT THIS YEAR'S Shanghai auto show, Maserati unwrapped its second electric car, the Grecale Folgore, paving the way for the Trident brand's transition into a zero-emission Italian luxury carmaker.

Despite looking almost identical to the stunning combustion-powered mid-size luxury Maserati SUV, the Grecale Folgore features huge changes beneath the skin to accommodate its advanced 400-volt electrical architecture. As with the glamorous triple-motor GranTurismo Folgore, the Grecale Folgore showcases Maserati's vision for electric cars that refuse to compromise on performance. The plug-in Grecale blends a big 105kWh battery with dual motors that, combined, pump out an impressive 410kW and 820Nm of torque. With that level of might on tap, the battery-electric Grecale Folgore can launch from 0–100km/h in just 4.1 seconds and rocket on to a top speed of 220km/h.

You might think those figures could jeopardise how far the Maserati can travel on a full charge but, again, no shortcuts have been taken. The Grecale Folgore can cover up to 500 kilometres on a single charge — and that's on the rigorous WLTP test cycle. Better still, a 20–80 per cent top-up using a 150kW DC charger takes just 29 minutes. Perhaps more impressive, up to 100 kilometres of range can be added with just nine minutes of charging — about the time it takes for a quick espresso.

Only the true car geek will spot the cool detailed external changes that highlight the Grecale's extensive revisit to the wind tunnel. They include the more slippery front grille, aero-optimised alloy wheels and wind-cheating redesigned rear diffuser. If you don't clock those, the biggest giveaway is the Rame Folgore hero colour and neat copper badging.

Engineered to be far more than just a traffic grand prix winner, the Grecale Folgore also has a chassis worthy of a thoroughbred sports sedan. There are air springs, trick adaptive dampers and beefy four-piston Brembo front-brake calipers that clamp down hard on large



350mm ventilated front-brake rotors. Four driving modes are available — “Max Range”, “GT”, “Sport” and “Offroad” — with the latter hinting at the Grecale Folgore's genuine abilities in the dirt.

Within, the all-electric Grecale doesn't skimp on luxury, with 14-way power-adjustable sport seats that are heated and ventilated and come clothed in the carmaker's sustainable Econyl alternative to leather. Like the standard Grecale, the Maserati EV comes with the cutting-edge 12.3-inch infotainment system that's joined by a second 8.8-inch “comfort” display. Other highlights include a configurable head-up display, the Trident brand's connected services, a stylish copper 3D touch interior trim and trick ambient lighting.

Maserati CEO Davide Grasso, who was present at the Shanghai unveiling, said the brand was celebrating a “new beginning”, with the Italian carmaker's embrace of its new electrified identity well underway. “We're celebrating Folgore, the electrification plan that has become a reality and is ready to pave the way in this revolutionary era,” he said. ●

ALDO FERRERO



THIS PAGE AND OPPOSITE: the Rame Folgore paint colour is designed to evoke the power of electricity and the audacious nature of Maserati.



~ food ~

**MEZZI PACCHERI
PASTA WITH
CHEESE SAUCE &
ARTICHOKES**

Serves 4

PREPARATION TIME:
15 minutes
COOKING TIME:
20 minutes

WINE SUGGESTION:
Verdicchio dei Castelli di
Jesi classico riserva

- 4 artichokes
- Salt and pepper
- Extra virgin olive oil
- 1 clove garlic, crushed
- 1 cup (250ml) whipping cream
- 1 ¾ cups (150g) grated Formaggio di Fossa di Sogliano DOP (hard or semi-hard cheese produced with whole cow's milk or sheep's milk, or with a mix of the two)
- 1 ½ tablespoons (20g) butter, melted
- 360g mezzi paccheri pasta (or other short, tubular pasta)
- A few chives, to garnish (optional)

Trim the artichokes, discarding the inner chokes, the tougher outermost leaves, and their spiny tips. Cut into even chunks.

Heat a little oil in a frying pan, add the artichokes and garlic, and season with salt and pepper. Cook over medium heat for 3–4 minutes, stirring occasionally, until the artichokes start to brown, then add a few tablespoons of water and cook for 5 minutes more, or until the artichokes are soft.

Meanwhile, heat the cream in a small pan, being careful not to let it boil. Remove from the heat, add the cheese and the melted butter, and use an immersion blender to blend until you have a soft creamy sauce. Keep warm.

Cook the pasta in a large pan of boiling, lightly salted water (the cheese is already quite salty) according to the packet directions until al dente, then drain well.

Transfer the drained pasta to the frying pan with the artichokes and whisk in the cheese sauce. Serve immediately, garnished with a few chives if liked.

PHOTOGRAPHS BY
PIERMICHELE BORRACCIA,
FOOD EDITOR

ITALIAN FOOD IS so beloved, so accessible and so ubiquitous in a neighbourhood-pizzeria way that it's hard to get a clear look at what, exactly, it is. Historically seasonal, fiercely regional and as much a celebration of hyper-local produce and family recipes as it is any famous chef's technique or restaurant, the cuisine has nevertheless found a global fan base so effortlessly as to be almost taken for granted.

All of which makes the success of Eataly seem both unlikely and written in the stars. These supersized one-stop food markets repackage the full spectrum of Italian culinary life, from grocery to deli counter, espresso bar to piazza marketplace, restaurant to wine bar to cooking school. In its words: eat, shop, learn. Founder Oscar Farinetti opened the first one in 2007 in an old vermouth factory in Torino, and the brand has since expanded like focaccia dough to more than 40 locations including Istanbul, São Paulo and Seoul.

Underpinning the scale and spectacle is a minimalist philosophy seemingly at odds with the massive volume of artisanal produce on Eataly's shelves: cooking with as few ingredients as possible. A new cookbook created in collaboration with the brand seeks to spread this gospel, guiding readers beyond the MVP pasta dishes we all know towards a lighter, modern take reflecting contemporary home cooking. The 300 recipes span soups, salads, rice dishes and, yes, pasta with a twist, appended by an illustrated glossary of Italian ingredients from salumi to cheese that's worth the price of admission alone. Get cooking.

INTRO TEXT BY TOM LAZARUS

PANCETTA, CHICKEN & SAUSAGE ROLLS

Serves 4

PREPARATION TIME:

25 minutes

COOKING TIME:

30 minutes

WINE SUGGESTION

Gattinara

300g skinless chicken breast,
cut into 4 thin slices

Salt and pepper

2 thyme sprigs, leaves only

200g long sausage (you can
use whichever type of sausage
you prefer, but try to use one without
herbs or seasoning)

12 thin slices pancetta or bacon

2 zucchini, cut lengthwise
into thin slices

5 tablespoons extra virgin olive oil

$\frac{3}{4}$ cup plus 1 tablespoon
(200ml) white wine

1 clove garlic

3 sage leaves

Seasonal salad, to serve

Arrange the slices of chicken breast on the countertop and gently flatten with a rolling pin. Season the chicken with salt and pepper and sprinkle over half the thyme. Cut the sausage into pieces about the same width as the flattened chicken breast slices.

Lay out the slices of pancetta or bacon in groups of three overlapping on the countertop. Put the slices of zucchini on top of the pancetta, followed by slices of chicken, and finish with a piece of sausage. Roll up each slice of pancetta with its fillings and secure the rolls with cocktail skewers.

Heat the oil in a pan, add the meat rolls and cook over medium heat for 15 minutes or until brown all over. Pour over the wine, add the whole garlic clove, sage and remaining thyme, cover, and cook for an additional 15 minutes, or until cooked through, checking the pan from time to time and adding a little water if necessary. Serve the meat rolls with a seasonal salad.

TIP

For a lighter version of this dish, replace the pancetta or bacon with slices of lean ham and add some champignon mushrooms that have been pan-fried in a little oil, 1 clove garlic and some finely chopped flat-leaf parsley.





BARLEY & CAVOLO NERO SOUP

Serves 4

PREPARATION TIME:

20 minutes

COOKING TIME:

25 minutes

WINE SUGGESTION:

Friuli Grave Refosco dal Peduncolo Rosso

¾ cup (150g) pearl barley

6½ cups (1.5 litres) vegetable stock

Extra virgin olive oil

½ white onion, chopped

100g air-dried pork loin or salami, cut into thin strips

3¾ cups (250g) chopped cavolo nero (Tuscan black cabbage)

Salt and pepper

Rinse the pearl barley under cold running water, then put it into a very large pan with the vegetable stock. Bring to a boil, then cook over medium heat for 20 minutes.

Meanwhile, heat a drizzle of oil in a separate pan, add the onion and cook over low heat for 5 minutes, or until soft. Add the pork loin or salami and cook for a few minutes, then add the cavolo nero and cook gently for about 15 minutes, stirring occasionally, until the cavolo nero is soft and almost falling apart.

Transfer the cavolo nero mixture to the pan with the pearl barley and cook for 5 minutes more. If the soup is too dry, pour in some extra vegetable stock until the desired consistency is reached. Season the soup with salt and serve with a generous grinding of pepper.

NOTE

Cavolo nero is an indispensable ingredient in a traditional Tuscan ribollita soup. It is characterised by its large dark-green leaves whose surfaces are covered in "bubbles", which is why it is also called riccio (curl) in Italy.

RABBIT WITH GRAPES & PORCINI MUSHROOMS

Serves 4

PREPARATION TIME:

25 minutes

COOKING TIME:

50 minutes

WINE SUGGESTION:

Etna rosso

1 (1 kg) rabbit, cut into pieces

Salt and pepper

4 tablespoons extra virgin olive oil

*$\frac{3}{4}$ cup plus 1 tablespoon
(200ml) white wine*

*1 (120g) slice pancetta
or bacon, diced*

2–3 sage leaves

2 bay leaves

*$\frac{3}{4}$ cup plus 1 tablespoon
(200ml) hot vegetable stock*

400g small porcini mushrooms, sliced

1 clove garlic, crushed

*1 tablespoon chopped
flat-leaf parsley*

*2 cups (300g) mixed seedless
green and red grapes*

Season the rabbit with salt and pepper. Heat 2 tablespoons of the oil in a pan, add the rabbit and cook over medium heat for 7–8 minutes until golden all over. Pour over the wine and cook until the wine has evaporated. Lower the heat, add the pancetta or bacon, sage and bay leaves, cover, and cook for 30 minutes, checking from time to time and adding a little vegetable stock if the cooking juices dry up.

Meanwhile, heat the remaining oil in a frying pan, add the mushrooms and garlic, cover and cook over medium heat for a few minutes until brown. Stir in the parsley and season with salt.

Add the mushrooms and grapes to the pan with the rabbit and cook for an additional 10 minutes. Serve hot.

NOTE

An ancient method for breeding rabbits is used on the island of Ischia, near Naples, and this technique has been recognised by the Slow Food Presidium. Caves 3–4 metres deep are dug into the ground and used to breed rabbits. These caves are similar to burrows where the rabbits can move and dig as if they were living in the wild. The small Liparina and a'Paregn rabbit breeds were once common here, but have now disappeared. A few of the caves on Ischia are still in use, but thanks to the Slow Food Presidium, efforts are being made to reinstate this technique — restoring some of the thousand or so caves that still exist — to promote this traditional method of breeding.



PESTO & CHERRY TOMATO PIE

Serves 4–6

PREPARATION TIME:
40 minutes, plus chilling

COOKING TIME:
30 minutes

WINE SUGGESTION:
Etna rosé

For the shortcrust pastry

1 2/3 cups (200g) type 00 flour, plus
extra for dusting

7 tablespoons (100g) cold butter,
cut into small pieces

Pinch of salt

For the filling

50g basil leaves

1/2 cup plus 1 tablespoon
(100ml) extra virgin olive oil

4 tablespoons grated Parmigiano
Reggiano DOP cheese

1 tablespoon hazelnuts

Salt

20 cherry tomatoes (ideally Pachino
cherry tomatoes, from Sicily), halved

2–3 tablespoons fresh breadcrumbs

Sieve the flour into a mound on the countertop, make a well in the centre and put the butter, salt and 2 tablespoons iced water into this. Work the ingredients together quickly with your fingertips and then use your knuckles to make a smooth dough. Wrap the pie dough in cling wrap and chill in the refrigerator for at least 1 hour.

Make the pesto by blending the basil, oil, Parmigiana Reggiano DOP, hazelnuts and a pinch of salt in a food processor until very smooth.

Preheat the oven to 180°C. Line a 24cm baking tin with baking paper, allowing the paper to overlap the sides.

Roll out two-thirds of the dough on a lightly floured countertop and use it to line the prepared baking tin. Spread the pesto evenly over the bottom of the pastry case, place the tomatoes, cut-side up, on top of the pesto, and sprinkle over the breadcrumbs. Roll out the remaining dough, cut it into strips, and use to decorate the top of the tart with a lattice of dough, just like a sweet pie. Bake in the oven for 30 minutes, or until golden brown.

TIP

You can replace the basil with the same quantity of rocket: the slightly bitter taste of the rocket contrasts pleasingly with the sweetness of the cherry tomatoes from Pachino IGP (Indicazione Geografica Protetta). This pie is an ideal picnic treat that will delight your guests. •

This is an edited
extract from “Eataly:
Contemporary Italian
Cooking” (Phaidon),
\$74.95. phaidon.com





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BENOIT BROCHET/PIXABAY

A statue of a fallen Icarus at the
Temple of Concordia in the Valley of
the Temples, Agrigento, Sicily.



PALERMO, SICILY

DISCOVER A DIFFERENT WORLD

You're not in Kansas anymore, Toto. Palermo is not Rome, or Florence, or even Naples. From gardens studded with date palms to churches crowned with Islamic domes, Palermo's DNA is distinctive. Occupied by succeeding waves of conquerors including Greeks, Arabs, Normans and Aragonese, Sicily does things differently, and nowhere is that more evident than in this atmospheric city.

Its churches are variously festooned with glittering Byzantine mosaics (head straight for the astonishing Palatine Chapel) or housed in former mosques, like the lovely church and monastery of San Giovanni degli Eremiti. Its Arab-style markets unfurl along the street instead of clustering in piazzas as they do in the rest of Italy, and instead of refreshing themselves with a quick espresso, locals cool down with a glass of freshly squeezed pomegranate juice.

Sicily's street food, often sold from carts, is equally remarkable. Must-tries include the chickpea fritters known as pane e panelle, arancini and sfincione, a focaccia-like bread topped with tomatoes, onions and cheese.

Slow it down: Many visitors combine Palermo and nearby Monreale into a daytrip before heading on to more popular destinations such as Taormina, but Palermo makes a great base for exploring the island's western half. Top trips include a visit to the coastal city of Trapani and the Valley of the Temples, home to a breathtaking collection of Greek ruins.

Palermo cathedral, Sicily.
OPPOSITE: Palazzo Ducale in Mantua, Lombardy.



MANTUA, LOMBARDY

BE DAZZLED BY A VISION SPLENDID

When it comes to turning a city into an artistic showpiece, the Medici of Florence had no rivals. Over in Mantua, however, the Gonzaga clan came close. As commissioners and collectors of art, they assembled such a trove of Renaissance treasures that they had to build Italy's largest residence (not counting the Vatican) to house it all.

The 500 frescoed, gilded rooms of the Palazzo Ducale remain Mantua's most jaw-dropping attraction. Even though the last duke took 1,000 paintings with him when he headed into exile, what remains is impressive enough for a tour to take several hours. Highlights include the 16th-century tapestries

reproducing Raphael's designs for the Sistine Chapel, Rubens' massive "Gonzaga Family in Adoration of the Holy Trinity", and the palace's spectacular bridal chamber, every surface covered by frescoes depicting daily life in the Gonzaga court.

Slow it down: There is much more to explore in Mantua, including the ornate Palazzo Te and the Teatro Bibiena, where a young Mozart performed. Also worth a visit are nearby towns such as Ferrara, with its magnificent medieval and Renaissance architecture, and the gastronomic capital of Modena, where you can feast on superb prosciutto, parmesan and balsamic vinegar.

UNSPASH. OPPOSITE: VLADIMIR KOROSTYSHEVSKIY/SHUTTERSTOCK



Piazza Duomo restaurant in Alba. OPPOSITE: trulli houses in Puglia.

ALBA, PIEMONTE

LINGER OVER LONG LUNCHES

It pays to arrive hungry in Alba. Located 60 kilometres from Turin in the heart of Italy's most celebrated wine region, the Langhe, Alba boasts landmarks including not just its medieval towers and its majestic cathedral, but also one of Italy's best restaurants, the Enrico Crippa-helmed Piazza Duomo.

That's not Alba's only draw for global gourmands. Between September and December, it becomes the world's white truffle capital, with the aromatic prize on offer in all the local restaurants, including Piazza Duomo's more relaxed sibling, La Piola, and the inviting Caffè Umberto. Try the truffles shaved

over ribbons of tajarin, the region's rich egg-yolky pasta, or with agnolotti del plin, stuffed with beef and cabbage.

Slow it down: With an estimated 300 wineries, most family-run, producing excellent barolos and barbarescos, the region demands a few winery visits. Stop in at some of the scenic villages tucked among the rolling hills and keep an eye out for the unexpected. British-Swiss artist David Tremlett has created some eye-catching pieces in the area including the crayon-coloured Cappella del Barolo, done with US artist Sol LeWitt.

OSTUNI, PUGLIA

SAVOUR SUNSETS IN THE WHITE CITY

Trust us, you won't need that GPS. Shining like a beacon, the White City of Ostuni is unmissable as you drive towards it, sitting high on its hill above the silver sea of olive groves that covers Puglia's Valle d'Itria.

Step inside the city, however, and it's a different matter. In Ostuni, everyone gets lost. The whole town is a gorgeous maze, with alleyways and staircases switching back on themselves, whitewashed walls opening onto sunny piazzas one minute, dead ends the next. The design is deliberate — like the Greek towns it resembles, Ostuni was built to repel

invaders. These days, of course, it's a different story. Outsiders are more than welcome and there are plenty of galleries, cafes and restaurants to while away the day in. Just make sure you have a seat with a view for what is usually a spectacular sunset.

Slow it down: Ostuni is just eight kilometres from the coast and there are plenty of sandy beaches to cool down on in the warmer months. Some of Puglia's most charming towns are also within easy driving distance, from Alberobello, with its conical trulli houses, to Martina Franca and Locorotondo.



PELAGEIA ZELENINA/PEXELS. OPPOSITE: COURTESY OF PIAZZA DUOMO

DEALER DIRECTORY

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