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Dining at Sal Salis Ningaloo Reef

UNPLUGGED... Unconnected, unavailable. “Black hole resort” is the buzz phrase in luxury travel at the moment, and with the line between work and after-hours becoming blurrier by the minute, could there be anything more indulgent than simply being out of range? The Post Ranch Inn on California’s Big Sur coastline eschews TVs, phones and wi-fi in rooms, focusing instead on yoga, stargazing and spa treatments. For added isolation, Sal Salis Ningaloo Reef, on the north-west coast of Western Australia, is decidedly unplugged (and eco-friendly), offering luxury camping with 500 thread count cotton sheets and a chef creating gourmet meals. And with no mobile reception, no midnight BlackBerry beeps.

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Tick-tock

It’s not often that aficionados agree on the most desirable watch, says our horological guru Bani McSpedden, but there is one current standout when it comes to luxury. For investment, nothing beats a Patek Philippe. For handsome restraint and serious timepiece credibility, there is A Lange & Söhne. But for magical mechanicals and undisputed wrist-presence, it has got to be relative newcomer Greubel Forsey. Any one of this

Greubel Forsey Tourbillon



young brand’s painstakingly produced models defines indulgence, none more so than the just-released Greubel Forsey Tourbillon 24 Secondes Contemporain.

Cased in platinum, showing off a sapphire-mounted tourbillon – a highly complex anti-gravitational device – and finished in a striking “oxidised” blue, it’s a compelling combination of complexity and desirability.

Yes, it will set you back \$509,000 – at this level, time really is money – but there will be

only 33 of them produced, and what price rarity?

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Vroom vroom

Porsche’s 911 is the car that time forgot and everyone remembers, says our motoring writer John Carey. “A direct descendant of the humble Volkswagen Beetle, sharing the same

Porsche 911



nonsensical rear-engine layout, half a century of German engineering genius has been invested in making the 911’s performance and driving dynamics truly regal. At the same time, no-one has dared to much change the basic exterior design, revealed way back in 1963. It’s a classic that is as audacious today as it was at birth.” The slick new sixth-generation 911 – known by those in the know as the 991 – might bear a striking resemblance to the original on the outside, but inside every technical detail has been rethought and re-engineered. That said, the quirky rear-engine layout remains. “The new 911 is in tune with the times – it is lighter, more efficient, yet faster than ever,” says Carey. “It’s a design classic that hasn’t just kept up with the times for almost 50 years, it has shifted back a gear, floored the accelerator and blasted – with the trademark growl of its flat-six engine – confidently into the future.”