

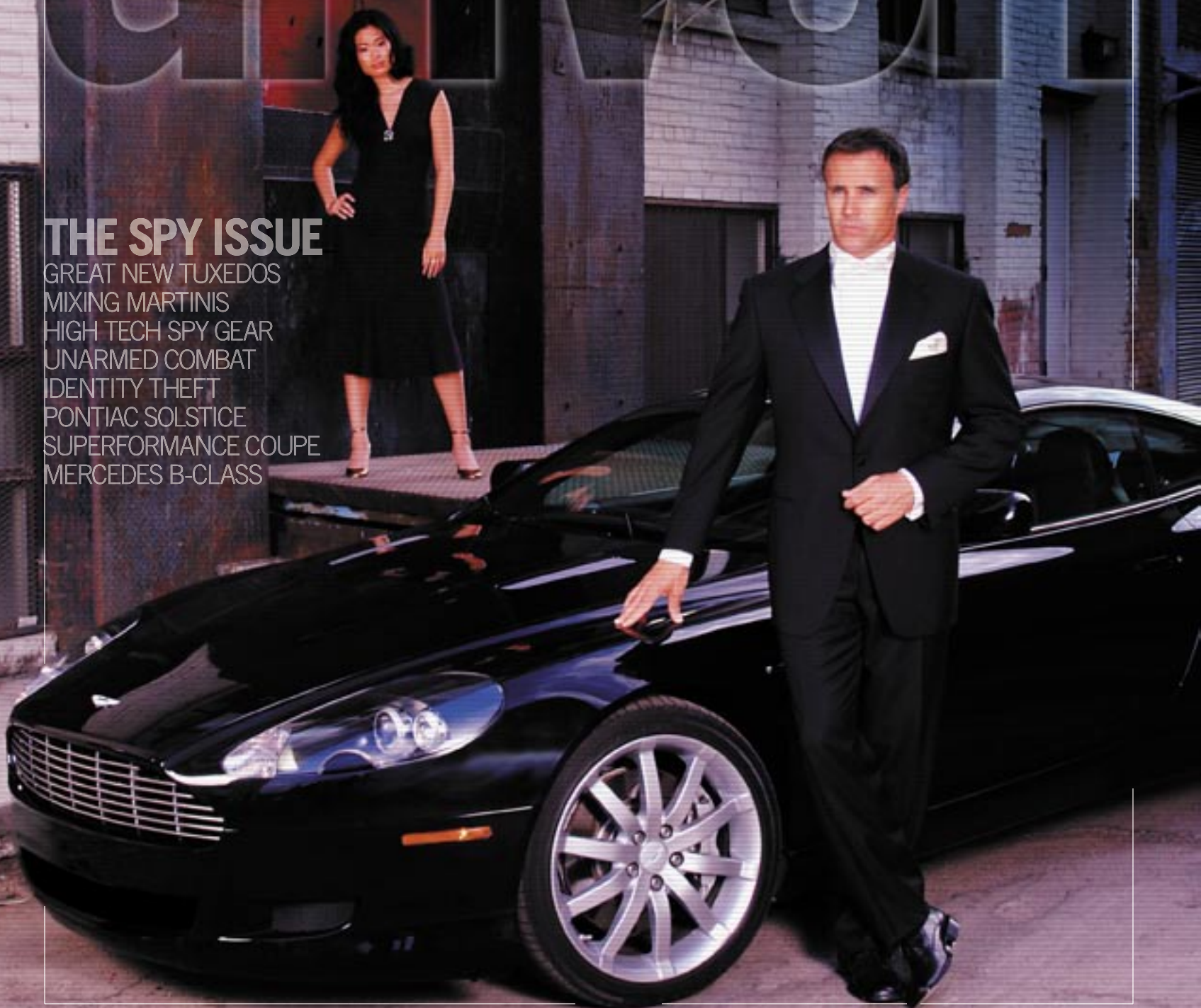
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# driven

## THE SPY ISSUE

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> **october '05**

> **cover story: the spy issue**

**COVER: Aston Martin DB9**  
photographed for **DRIVEN** in  
Toronto by Jared Purdy

On Christina, Anne Klein burgundy dress, \$395, Isabella Fiore clutch purse, \$175, at Holt Renfrew. Bronze shoes, BCBG, \$118, from Town Shoes. On Bond, Canali tuxedo and tuxedo shirt, \$1898, and \$325. Dion cream bow tie, \$50, and pocket square, \$20, with silver Harry Rosen brand cufflinks, \$160. Ermenegildo patent leather tuxedo shoes, \$595. All available at Harry Rosen.

At right, Ben Sherman baby blue velvet tuxedo-style blazer, \$400, and black knit T-shirt. Versace Classic black tuxedo pants, as before, from Harry Rosen. On Sarah, black sequined dress, \$79.99, Winners, Steve Madden shoes, \$115, Town Shoes. On Christina, dark green silk dress, \$695, J.Lindeberg, pewter gray shoes, Town Shoes, \$125, at Town Shoes. All jewelry by Williams Distinctive Gems.



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-KENNETH COLE



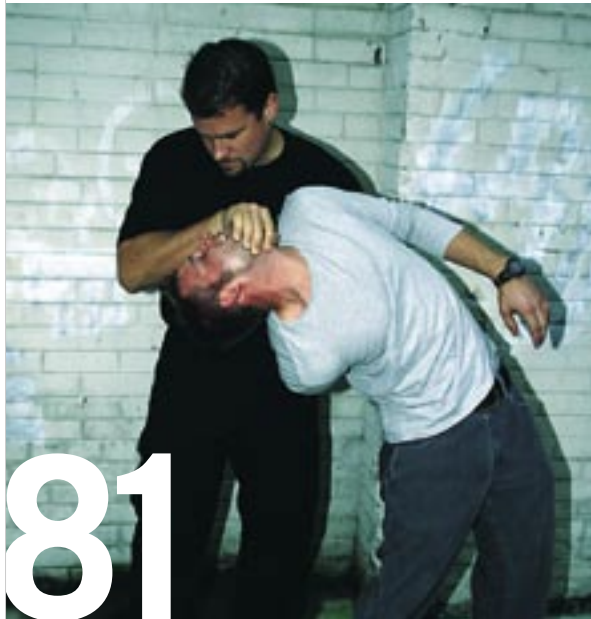
The new men's fragrance. **KENNETH COLE** signature



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# driven

Life in motion • Build 1.6

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10–11 **Eight great things** From abandoned missile bases to your getaway car, everything you need to be a super villain

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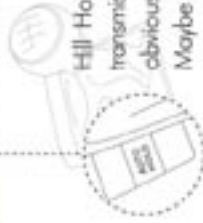
Backward and forward.

Just forward.



Model shown: Passat 2.0T with 6-speed manual transmission and luxury package. \*Manual transmission must be confirmed.

newPassat.ca

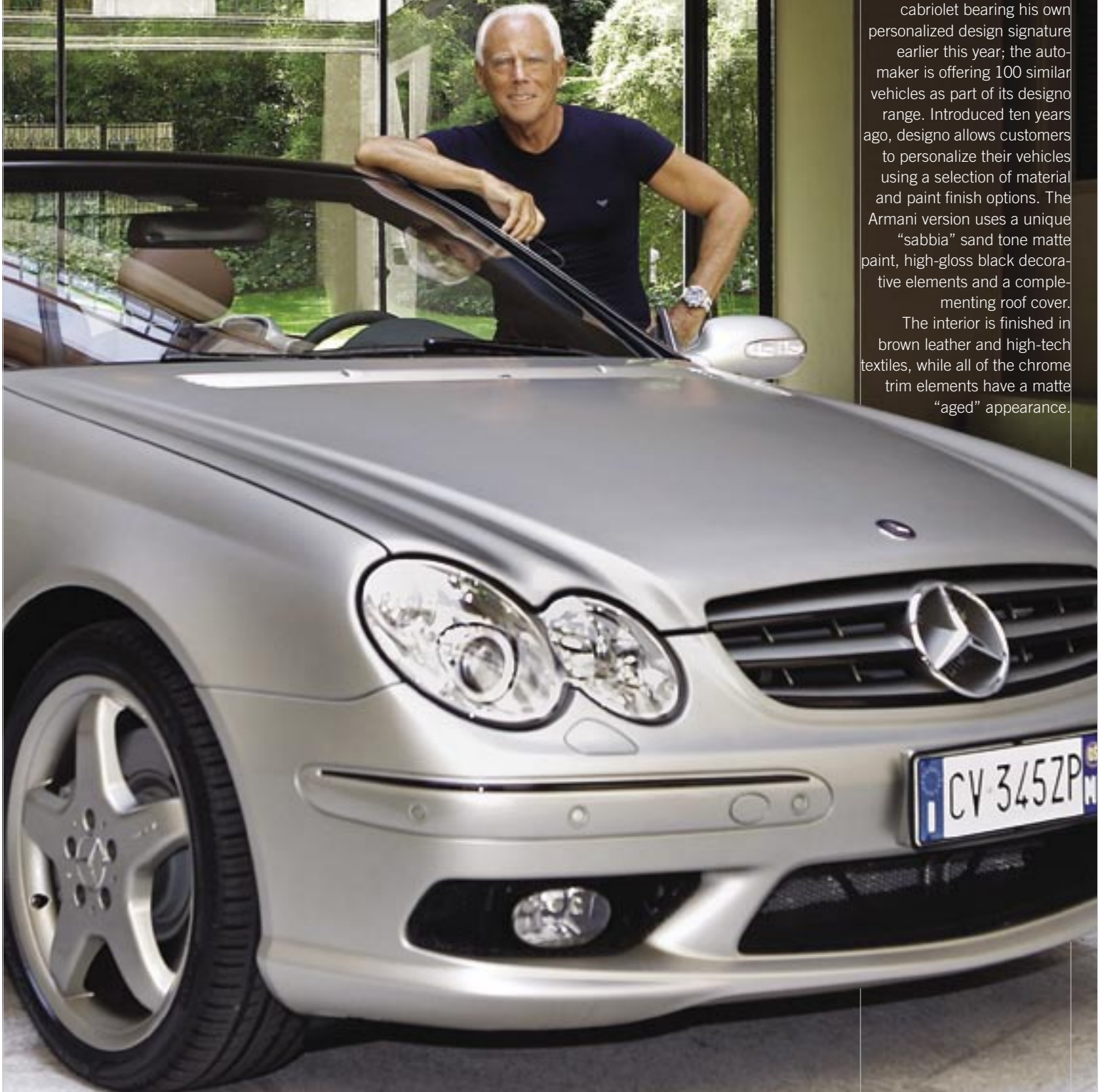


Hill Hold Assist on an automatic? Sure. Hill Hold Assist on a manual transmission? Genius. Whoever said, "one step forward, two steps back" obviously knew nothing about mastering hill-starts in rush hour traffic. Maybe you can't avoid the laws of gravity, but that doesn't mean you can't defy them. Hill Hold Assist. Just one of 120 not-so-standard features you'll find in the all-new German-engineered Passat. Drive one today, and break the law (of gravity, that is) on a hill near you. On the road of life there are passengers and there are drivers.™

  
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# front



## Armani+ Mercedes

Renowned Italian fashion designer Giorgio Armani received a Mercedes-Benz CLK 500 cabriolet bearing his own personalized design signature earlier this year; the automaker is offering 100 similar vehicles as part of its designo range. Introduced ten years ago, designo allows customers to personalize their vehicles using a selection of material and paint finish options. The Armani version uses a unique “sabbia” sand tone matte paint, high-gloss black decorative elements and a complementing roof cover. The interior is finished in brown leather and high-tech textiles, while all of the chrome trim elements have a matte “aged” appearance.



*Ben Sherman*<sup>®</sup>

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# eight great EVIL things

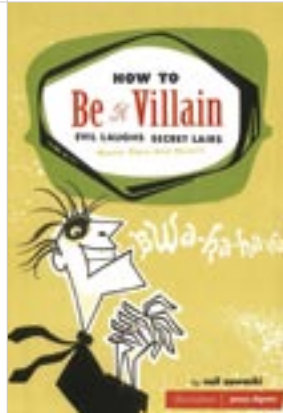
With the rest of this issue devoted to saving the world, we thought it would be fun to see what the bad guys are shopping for  
By Laurance Yap and James Hunter



**1. Headgear to scare passers-by** We don't know what the heck it's for, exactly, but the Medusa just looks so evil. Kind of a cross between a skull cap and fake leather dreadlocks, it's available with an optional set of black goggles that crank up the fear factor tenfold. Given the looks, it's surprisingly comfortable, with a soft, high-density foam lining and adjustable chin strap, which will just clear your pointy goatee. \$500, \$600 with goggles; [www.oakley.com](http://www.oakley.com).



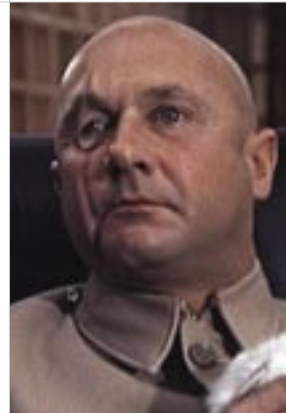
**2. A twin-turbocharged beast to take on the Batmobile** The Fulda Exelero embodies the highest expression to date of Maybach's complete lack of any grasp on reality. In initial trials on a high-speed test track, this winged horror reached a top speed of 351.45 km/h. To get there, Mercedes engineers increased the standard 550-hp 12-cylinder engine's capacity from 5.6 to 5.9 litres and optimised the turbochargers to produce almost 700 hp and enough torque to alter the Earth's direction of rotation. A little physics lesson: if energy equals speed multiplied by mass squared, the three-ton Exelero packs a trillion-or-so kg punch. The interior features leather, neoprene, aluminium sheet, and carbon fibre in gloss black and red, but you can bet a rubber and chain version is on the way. Maybach says that there are currently no plans to produce it, but we hear that more than a few third world potentates and despots are interested. So stay tuned. Info: [www.maybach.com](http://www.maybach.com).



**3. A villainous handbook** How to Be a Villain is a step-by-step guide to joining the forces of darkness. While villains may never win, they sure have more fun, hatching plans for world domination whilst smoothing their dastardly outfits. Neil Gaiman answers your most urgent questions: Black or red? Winged monkeys or ninja warriors? \$20; [www.chapters.ca](http://www.chapters.ca).



**6. The Phantom (pen) menace** Oh sure, the new limited-edition (only 25 sets are being made) Conway Stewart pens designed for Rolls-Royce are works of art, with their solid barrels, precious-metal inlays and impressive heft. But what we're really interested in are the super-sharp nibs, the better to poke your enemies' eyes out. [www.rollsroycemotorcars.com](http://www.rollsroycemotorcars.com).



**4. Perfect your evil laugh** Located in Ottawa, ACT (Acting for Cinema & Television) is a year-round, in-front-of-the-camera acting school that in the past few years has really helped nurture and grow the national talent pool. The school offers basic courses as well as more intensive workshops that range in price from about \$100 to \$500; [www.actottawa.com](http://www.actottawa.com).



**7. Your very own missile base** Executing malefic plans from a suburban bungalow might be bad if the neighbours witness your weekly artillery shipments. Castles and warehouses are old-school: why not an old missile base? This beauty, an old Titan 1 site in Denver, sits on 210 acres with 45,000 sq. ft. of underground space. \$1.2 million; [www.missilebases.com](http://www.missilebases.com).



**5. Some virtual spy practice** In Tom Clancy's Splinter Cell Chaos Theory, a new video game for Xbox, PlayStation 2, Nintendo GameCube and PC, state-of-the-art graphics and sound technology collide to produce a breathtaking experience as you blast and connive your way through a world conflict involving Japan, North Korea and China. [www.splintercell.com](http://www.splintercell.com).



**8. One very evil pet** A true villain isn't complete without a pet. So, in the spirit of Doctor Evil, pick yourself up a uniquely grotesque feline sidekick. The hairless sphynx, first discovered in Toronto in 1966, is believed to be a natural mutation of the breed. It's a robust breed with few health problems – more time to be wicked. \$600 to \$1,200; [www.naughty-nature.com](http://www.naughty-nature.com).

# front



## Getting the drift

What? Didn't expect to see a bit on drifting in DRIVEN? Get off your high SUV – drifting is the hottest motorsport activity since our cities became overcrowded and there's no place left to "park." Pictured here is DRIVEN's editor doing a passable imitation of what drifting should look like. The credit really has to go to the 500-hp supercharged Mustang he's driving care of a guy named Gianni who owns a Québécois Ford dealership. If you are interested in showing some punks a thing or two, why not combine the schooling with a trip to La Belle Province? Go to [www.driftmania.ca](http://www.driftmania.ca).



## Selling Saturns for art

General Motors executives and celebrities pose for a photo in front of a 2007 Saturn Sky which went on the auction block at the Rush Philanthropic Arts Foundation annual Art For Life benefit. GM was a sponsor of the event, and proceeds from the auction will be donated to the non-profit arts organization. Pictured from left to right are GM Vice President Global Design Ed Welburn, Saturn Sky General Manager Jill Lajdziak, hip-hop Mogul Russel Simmons, RUSH Philanthropic Executive Director Ellen Haddigan and Sex In The City star Cynthia Nixon.

## > the guide

## bouncing baby jet

The most recent addition to Air Canada's fleet is the new Embraer 175, a spacious 73-seat jet aircraft configured to provide executive class and hospitality service, and featuring industry-leading legroom, personal in-seat entertainment systems and Air Canada's new seating and cabin design.

At Air Canada's main hub in Toronto, frequent fliers, travel industry representatives and the carrier's employees saw the aircraft first-hand. The company claims its next-generation aircraft will set new standards for air travel in North America.

Air Canada will deploy the Embraer 175 primarily in key Canada-U.S. transborder markets. With its arrival, Air Canada is also introducing executive class and in-flight enhancements on routes between Toronto and Washington, D.C., Philadelphia and Atlanta. In addition, Air Canada will deploy it between Toronto and Boston, Toronto and Newark, Montreal and LaGuardia and Montreal and Chicago. The carrier's first early-morning Rapidair departure from Montreal to Toronto at 5:30 will also use the new aircraft, introducing executive class service on this flight for the first time.

"Today is an exciting day for Air Canada as we present to our customers, the travel industry and our employees, the future of air travel in North America," said Montie Brewer (below) president and chief executive officer. "With the arrival of these next-generation Embraer aircraft, we are implementing our North American fleet strategy to serve current markets more effectively with enhanced schedules and in-flight amenities, and pursue new market opportunities throughout North America. These new aircraft offer all our customers a superior in-flight experience with industry-leading space, comfort and personal seatback entertainment that puts control in the hands of our customers."

Air Canada is expected to take delivery of all 15 Embraer 175s on order by December 2005, joining 45 Embraer 190s set to begin arrival in November 2005. The 175 has nine seats in executive class offering 38 inches of legroom and 64 seats in hospitality with up to 34 inches of legroom. The 190 has nine seats in executive class offering 38 inches of legroom and 84 seats in hospitality offering 33 inches of legroom.



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# front

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## Biking by the full moon

The "World Naked Bike Ride" was held in over 50 cities in June, and plans are in the works for another edition next summer. Participating Canadian cities included Victoria, Vancouver, Toronto, Ottawa and Montreal.

According to organizers, the whole idea of the ride is to promote freedom of expression and to prove that "nude is not lewd". As the Seattle chapter explains on its web site, "the principal concern of most citizens is to eliminate creepy, predatory, exploitative, destructive and abusive behaviour. WNBR is a fun, inspirational, non-confrontational body-positive event with a positive message of hope. That is why the ride has been such a huge hit and so many are supportive."

This unique event is open to all and the dress code is "as bare as you dare." The only exception is helmets. Organizers have decided that heads are so delicate as to require protection.

Body painting and bike decorating are vigorously encouraged, so there's a great variety of "costumes" on display. People of all shapes and sizes are welcome to join in "a non-sexual, fun bike ride". It'll give you a whole new concept of "free wheeling" and "a full moon."

More info on where and when to drop your drawers and your inhibitions can be had at [www.worldnakedbikeride.org/index.html](http://www.worldnakedbikeride.org/index.html). Oh ya, there are one or two pictures there, too.  
J SMITH



## Jeepers, it's pink!

Do the rugged vehicles whose manufacturer boasted that it wrote the book on four-wheel-drive look pretty in pink? Acapulco tourists and residents think so.

Las Brisas, possibly Acapulco's most upscale resort, is known for its fleet of pink-and-white Jeeps. They're a status symbol; you can't just walk in and say, "I want a Jeep." Unless you're a guest, you can't have one.

The vehicles are individually named, with one called *The Pink Panther*, an obvious reference to its paint job, while a Jeep that Kurt Russell used shares the name *Backdraft* with one of his movies. Robin Leach's one-time transportation is fittingly called the *Rich and Famous*, while the Las Brisas stay of Steven Spielberg, who directed *E.T.*, is commemorated by a Jeep called *E.T. Phone Las Brisas*.

So far, no news of any plans by Hummer to move into the pink market; certainly, the US Army has no comment.

IAN STALKER



## NYC, wilderness destination

Tokyo is more expensive, London is wealthier and Mumbai is the most populous. In terms of world capitals, New York is a Johnny-come-lately; when Moscow was already old, New York was a wilderness waiting for Donald Trump to be born. But a recent statistic from the city's tourism organization claims New York is still the greenest city in America, with a full 52,938 acres of greenspace, or 25% of the total of the 197,696 that make up the city.



## Things that move

Developing the theme that it really matters how you go is a new TV show called *Things that Move*. Hang glider, fire engine, tractor, helicopter, even the Zamboni, are profiled by host Jeff Douglas, whose "I am Canadian rant" a few years back made him the voice of the nation.

In making the series, Jeff says that the most fun thing to drive had to be the hovercraft: high speed, lots of noise and "utterly no control. You're two inches above the ground, you have zero traction, you can't steer really and there are no brakes." Another big thrill was driving George Cohon into Lake Ontario. Cohon, long-time McDonald's head honcho, owns a car-boat. "There's something terrific about taking the head of a major corporation and driving his car into the water," grinned Jeff. "Especially with Cohon beside me in the passenger seat egging me on!"

*Things that Move* begins October 3 on History Television.  
MICHAEL MCMAHON



## Holier (cars) than thou

Are Bolivian drivers justified in adopting a holier-than-thou attitude? Possibly. Car-owners have for decades brought vehicles from throughout Bolivia to the community of Copacabana to have them blessed by a priest. Receiving a blessing that includes having holy water sprinkled on cars leaves drivers believing they'll be safer in a country that has had a high accident rate. "It's very Bolivian. It has to do with faith," says Toronto resident Cristina Valencia, who witnessed a 50-car ceremony when she was a teenager.

IAN STALKER



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masonville • rideau centre • 131 bloor st. w • square one **BRITISH COLUMBIA LOCATIONS:** metropolis at metrotown • park royal, north mall

# front



## And now presenting... the ceramic Mini Cooper

We're not quite sure why they did it, but in a unique collaboration with the Italian lifestyle label Bisazza, Mini has introduced a line of one-off show cars whose body panels are covered in a mosaic of thousands of coloured glass stones. It's a good fit for Mini; founded in 1956, Bisazza comes from the same era, and its shapes, colours and finishes provoke similar emotional reactions.

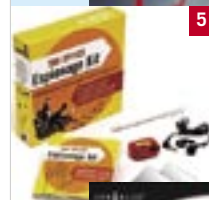
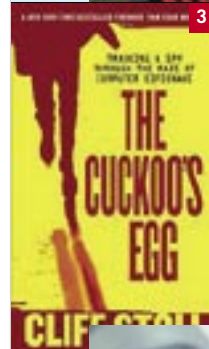
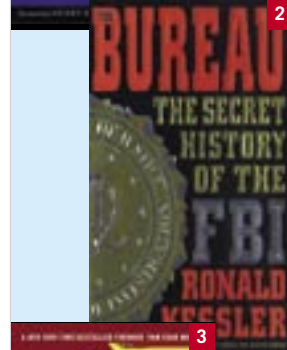
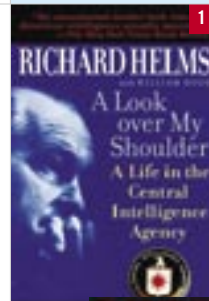
Bisazza's tile is featured prominently in the Trump Tower in New York, the Hanover Expo Plaza (with a 2,600 square-metre mosaic) and the Microsoft headquarters in Milan. The company is headquartered in Vincenza and is supported by a network of production sites and showrooms around the world.



## Off-roading tennis stars

Sony Ericsson WTA Tour Player Mary Pierce exercises the Range Rover Sport on an off-road course built inside the stadium adjacent to the Home Depot Center during pre-event activities for the JPMorgan Chase Open. We're not sure *why* Land Rover thought this was a cool idea, but we agree it was.

## > the guide



## Spy tales: six books you should be reading this month

**1. Richard Helms, *A Look Over My Shoulder: a Life in the Central Intelligence Agency*** With an intelligence career that spanned three decades covering such events as the Second World War, the Cuban Missile Crisis, Vietnam and the Cold War, Richard Helms has the experience to back up his claims. He once dined with Hitler and was a central figure in the Watergate scandal. In the preface he says "This is the memoir I never expected to write," but we're sure glad he did. \$19.16; [www.amazon.ca](http://www.amazon.ca).

**2. Ronald Kessler, *The Bureau: The Secret History of the FBI*** Ronald Kessler is an award winning investigative journalist that shines in this detailed account of the importance and controversy surrounding the Federal Bureau of Investigation. The book answers questions such as why the FBI was unprepared for the September 11th attacks and how safe America really is from terrorism. Trust no one. \$10.99; [www.amazon.ca](http://www.amazon.ca).

**3. Cliff Stoll, *The Cuckoo's Egg: Tracking a Spy Through the Maze of Computer Espionage*** The Internet has served as a useful tool for research, but it's also helped thousands of people acquire illegal information through hacking and cyber-spying. This is one man's true account of how a 75-cent accounting error led him to end an international spy ring fueled by cocaine, cash and the KGB – a virtual account of spy vs. spy. \$19.00; [www.chapters-indigo.ca](http://www.chapters-indigo.ca).

**4. Charles Lathrop, *The Literary Spy: The Ultimate Source For Quotations On Espionage & Intelligence*** This is definitely a book geared to help aspiring snoops brush up on covert lingo. More than 3,000 quotations have been compiled from various spy novels and movies, CIA documents and memoirs. Be sure to memorize the index for quick reference. \$34.96; [www.chapters-indigo.ca](http://www.chapters-indigo.ca).

**5. Mike Hirst, *The Office Espionage Kit: Everything You Need to Spy on Your Co-workers and Find Out What They're Saying About You*** You'll move into cubicle 007 in no time with this collection of sleuthing gear. Crack down on potential subterfuge with a micro-listening device, discreet mirrors, invisible ink pen and a book of spying tips. Sure to have you hating the entire office in no time. \$19.95; [www.chapters-indigo.ca](http://www.chapters-indigo.ca).

**6. Eric Cole, *Cyber Spying: Tracking Your Family's (sometimes) Secret Online Lives*** Is your significant other spending more time online than with you? Do you want to learn what it really means when your teenage son types "420" in a chat room? Find out what they are really up to with this handy little guide. Learn how to cover your trails while tracking their virtual secrets. \$40.56; [www.chapters-indigo.ca](http://www.chapters-indigo.ca).  
JAMES HUNTER





# Talk

**Do you even have to ask why DRIVEN chose to do a spy issue?** I can remember watching my way through my compilation of Bond films in my early teens and thinking, “What a lucky bastard!” Unlike like most of us, Bond has unlimited funds, unlimited women, unlimited cars, a government-funded gadget budget, unlimited good looks (at least according to every woman I know), partakes in exhilarating chases, shootouts and performs death-defying stunts yet never breaks a sweat or ruffles a collar. Seriously, who doesn’t want to be James Bond – the greatest movie spy of all time?

Being a spy, however, has never actually been all that it was cracked up to be in the movies – less so these days with spider holes, phantom cells, fundamentalist psychopaths and drafty tents in the middle of the desert. I don’t remember 007 shipping his ass off to Iraq, not shaving or bathing for a month, learning Arabic, getting abducted (or shot at by his allies) and then having his head cut off on mediocre Middle Eastern TV. It’s kind of hard to make a compelling recruitment poster – let alone spy film – to go with that storyline, and it’s a far cry from the Rubyeon Royale Hotel in *Die Another Day*.

With 20 films in the Bond franchise, and a 21st on the way, Bond is a household name and a brand in himself. One, I hasten to add, that epitomizes the DRIVEN man. Bond is what every DRIVEN man aspires to be; he is the best at his job, loves women, takes calculated risks, is highly results-oriented and usually earns the respect of his enemies just before deep-sixing ‘em. Bond is the quintessential alpha male – feared by men, desired by women, always in charge – and though he always gets the job done, he doesn’t mind having a little fun along the way.

We’ve drawn a lot of inspiration from Ian Fleming’s suave spy for this issue of DRIVEN. You’ll find essential knowledge on how to quell any foe with your

bare hands, how to gamble like a pro, mix a martini and maybe most importantly, how to dress like Bond. Of course, we’re also going to set you up with some wheels: Aston’s DB9, BMW’s 645Ci and incredible 170-hp K1200R motorcycle (that’s as much horsepower as a Mini Cooper S but about one-fifth the weight!) grace our fashion feature. We also sample two sports cars that would be at home in Bond’s garage: Pontiac’s new Solstice and the sixties-inspired Superformance Coupe.

Tech editor Mathieu Yuill has gathered up an impressive assortment of Bond-appropriate gadgets – almost all of which are readily available and most are even legal to use, we think. Micro cameras, X-ray goggles, and Sea-Doo torpedoes start on page 56.

Given the emotional and physical demands of spy work, you can understand why our essentials section is packed with energy drinks to keep you in peak form, martinis to help you relax and colognes to keep you smelling good in case you need to seduce an eastern-European operative.

On a more serious note, contributor Michael Bettencourt did some digging to get you thinking about identity theft. In an age of wireless networks, Internet billing, telephone banking and electronic store transactions, we all need to be diligent about protecting our credit and security. Just to put the problem in perspective, Michael reports that Canadians lost at least \$19 million last year – though the real number is certainly higher and almost impossible to estimate.

Last but certainly not least, you will find two new additions to our staff. Travel editor Johnny Lucas takes us through his personal travel philosophy in his inaugural column, and warms us up with travel tidbits both in the Front section and with a Japan “must see” sidebar to the 2006 Honda Civic story. James Hunter joins us full time as Assistant Editor and adds youth, energy and depth to our pages.

As if all this wasn’t enough, there’s more on [drivenblog.com](http://drivenblog.com), including image galleries, daily releases, new drives and much more.

MICHAEL LA FAVE

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## What is luxury? What is it about certain products and experiences that tempts us into spending way more than is rationally justifiable?

Are there certain features and attributes that are common to luxury goods that are the secret to unlocking our inner desires and our pocketbooks? Is there some sort of formula that a company can follow in order to pursue the higher profit margins and elite clientele that they all want so badly?

It's hard to say, really. And that's always been the thing about luxury. Take any luxury good – whether it be a car, a fancy house, flying first class or an expensive piece of jewelry – and looking at it rationally, it never makes sense. You know you want it, but it's hard to say what, exactly, is calling to you.

And there's definitely something calling to you from underneath the surface. Luxury goods speak to us in ways that mainstream products don't. Rather than having attributes – being of a certain size or shape, possessing this feature or that – they have stories. They're not just about accomplishing whatever task they're presented with, they're about buying into product mythos. You don't select luxury goods; you identify with them. You use phrases like “that's the way it was meant to be used” because somewhere implicit in that product is a history, a story of things it has done and places it has been.

Keen drivers pick Porsches or Ferraris or BMWs or Hondas because they know of the racing successes these companies have racked up over the years; buyers that want to be driven choose Rolls-Royces or Mercedes because of all the people they know of that have been driven in one. You don't wear an Omega Speedmaster because it keeps better time than a Timex Ironman; you wear it because it was the first watch to be worn on the moon. Presidents have signed important documents with Parker Duofold pens for decades; you never see a Bic on the table at some major summit signing ceremony.

Luxury is complicated; you can't learn about a high-end product all in one go – and nor should you. Part of the experience of buying a luxury product – be it a car, a piece of clothing, whatever – is that sense of discovering hidden

layers the more time you spend with it. It's what helps to justify the extra expense over something cheaper and more practical. I keep telling other auto journalists who complain about the complicated electronic control systems in modern luxury cars that complication, at some level, is exactly the idea: you want simple, buy a Corolla. People that buy expensive things not only want to show their friends how they've mastered iDrive or the user interface on their cell phone; they feel like smarter, richer, better people after having done so. Never mind the fact that they've wasted so much time and money on the path to enlightenment.

The learning curve of a luxury good involves the owner from the beginning, and draws them further in the more they know; complication spreads the satisfaction of ownership over a longer period of time. You can buy a Timex and it will keep better time than a \$10,000 Patek Philippe, but the perverse fact that you'll have to wind up the Patek every morning means you grow closer to it with every passing day; at an elemental level, some of it becomes part of you, and you also become part of it. Instead of doing a million things with a few microchips and a battery, it uses a million whirling gears and jewels to do just one thing – tell the time (and if you want all those functions your Timex has, you get even more whirries and pay even more).

It all just goes to show how there's so much more going on underneath the surface of a luxury product than meets the eye – and it's true at a functional level as well as in the deeper recesses of your brain. Whether it's the heft of a door handle, the weight of a knob as you turn it, the resistance when you push a button or the way a tiny diamond sparkles so much from seemingly so deep inside itself, luxury goods always look, feel and sound heavier – no, denser – than they actually are. There just seems to be more to them than cheap things, even if you can't see what that *more* actually is.

A fake Burberry bag and the real thing may have the same recognizable pattern of stripes and checks on the side, but one weighs a lot more than the other, speaking imperceptibly of (and, let's face it, often lying about) superior, long-lasting materials and more careful build quality. This is why, these days, car interiors with leather seats are considered more luxurious than ones with cloth; why wood on the dash is better than plastic trim; why metal door handles and switches are actually listed as features on the price sheet. The very best luxury goods always feel heavier than they look; it's why platinum is more luxurious than gold is more luxuri-

ous than steel is more luxurious than brass. Compare their molecular weights, and you realize the more expensive and exclusive the material, the more stuff, literally, is packed into the same amount of space.

Have you noticed how luxurious products age? How a 20-year-old Jaguar interior, even with the leather getting a bit tatty and the wood not as shiny as it once was, looks so much richer than a Ford of the same era? Old, cheap (or even mainstream) things just tend to look old, as they pick up scratches and dents and dings and tears; luxury goods acquire a patina, that sheen of having been well-used but also well-cared for. Part of the patina, of course, comes from the fact that you naturally take better care of more expensive stuff over the course of your time with it; part of it comes from the better materials that stuff is (hopefully) constructed of.

Part of it is in the design of the product.

These days, “timeless design” is a buzzphrase thrown off at almost every product launch, but true timelessness is becoming increasingly harder to find. Most of the products we buy – whether they're big-ticket items like automobiles or the most mundane items like cell phones or portable radios – have a specific life cycle designed into them. Many high-end products are so infused with technology that even if they're built to last for ages, the tech they use won't; a MotoRAZR phone may still be gorgeous a couple decades from now, but the wireless networks on which it works will have moved on, rendering it obsolete. It's not so much planned as it is about just how fast technology progresses and how much products are going to have to change in coming years just to keep up.

Which makes products that are truly timeless – a pair of shoes that wears as well today as when you bought them twenty years ago, your plain gold wedding band, the Eames chaise in your living room – that much more valuable. Brands that have been around for ages producing products that have remained recognizable by generation after generation not only invoke instant cachet; they're also able to charge a bigger premium to buy into the mystique everybody is so familiar with.

So is there a formula for luxury? I guess there kind of is. But the biggest problem for companies trying to figure it out these days is that they don't have the biggest, most expensive luxury of all. The one that they most need in order to build their brands to a point where their products become instantly recognizable and where people identify with the stories and mythologies behind them.

And that's the luxury of time.

LAURANCE YAP



ACROSS\*

- 1. 168 stallions
- 3. run \_\_\_\_\_ tires
- 5. 16" 5-star rocket alloy
- 8. keeps you cool
- 9. eat my \_\_\_\_\_
- 10. enjoys them on ladies and the road
- 12. Xena likes its headlights
- 14. uses 9.5L/100 km in the city
- 16. hides anything incriminating
- 17. it's supercharged
- 23. stings like a \_\_\_\_\_
- 25. blow your ears off
- 27. topless model
- 28. zebras have them too
- 30. yeah baby!

DOWN\*

- 2. top \_\_\_\_\_ of 222 km/h
- 4. sticks to the road
- 5. moon it or sun it
- 6. wakes up the neighbours
- 7. multi-function sport \_\_\_\_\_
- 11. \_\_\_\_\_ Jack
- 13. softer than a milkmaid's bosom
- 15. long and wide
- 18. 6 speeds
- 19. can take a bullet and keep rolling
- 20. suped-up package
- 21. likes to hug them
- 22. 0-100 in 7.2 \_\_\_\_\_
- 23. floats like a \_\_\_\_\_
- 24. 14 to choose from
- 26. burns it
- 29. \_\_\_\_\_ kart handling

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**The executive summary of an essay by George Santayana titled “The Philosophy of Travel” is this: People travel because our mouths are not attached to the dirt.** When you get over the image of going through life upside down, your open jaw stuck in the ground somewhere beside a row of carrots, the idea starts to make sense.

It was Aristotle who said that the roots of vegetables are their mouths, but it was Santayana who made the comparison a lot more interesting by noting that plants have their reproductive parts up there waving in the wind trying to consummate their purpose. With a few exceptions among some of my more exotic friends, waving of the organs in the sunshine is not the primary way that we humans have of initiating that kind of activity.

Something as basic to our expectations as being able to walk to the kitchen for a glass of water would be the ultimate fantasy for a tree or a carrot. If vegetables had fantasies. And therein lies another key element of travel as we understand it today: the fantasy/reality spectrum.

In the travel writing biz, this spectrum is expressed by dividing the readership between the “armchairs” and the “fridge-pasters.” Armchairs sit comfortably and love to read about wintering-over in Antarctica, spending \$5,000 per night on a hotel that has a robot butler or renovating a house in Provence. They’ll never do any of that themselves, but they love to read about it. Fridge-Pasters, on the other hand, do want to make it a reality. They cut out the article, paste it on their refrigerator and weeks or years later they’ll be there. There is something of both the armchair and the fridge-paster in all of us non-vegetative life forms.

I’ve been writing about travel for about 25 years, and I know that I’m more towards the “make it real” end of the spectrum. I get more kicks out of doing it than fantasizing about it. I also get a kick out of telling people where to go. Well, who doesn’t? The very best is when someone tells me, “Johnny, I never would have done that or gone there if you hadn’t told us we had to do it, it was the best part of the trip.” That makes my day. In fact, it makes my year.

In the next issue, you can expect to see a piece about me picking up a BMW at the factory and driving to some very nice parts of Europe. Lots of opportunity there for me to tell you where to go. Also in the next issue, we’re planning to announce a program that will make it possible for DRIVEN readers to actually do the trips that you will read about in this magazine. These are not trips that will appeal to everyone. If, however, your philosophy of travel is close to ours, you’ll love them. Expect trips that are fun and intelligent, without compromising one or the other.

One of the definitions of human intelligence (as opposed to artificial or trained-seal) is the ability to hold two ideas of the same thing in your mind at the same time. The most useful application of this very human skill is to understand both the way things are and the way you’d like them to be, and then to use this as the basis for making change.

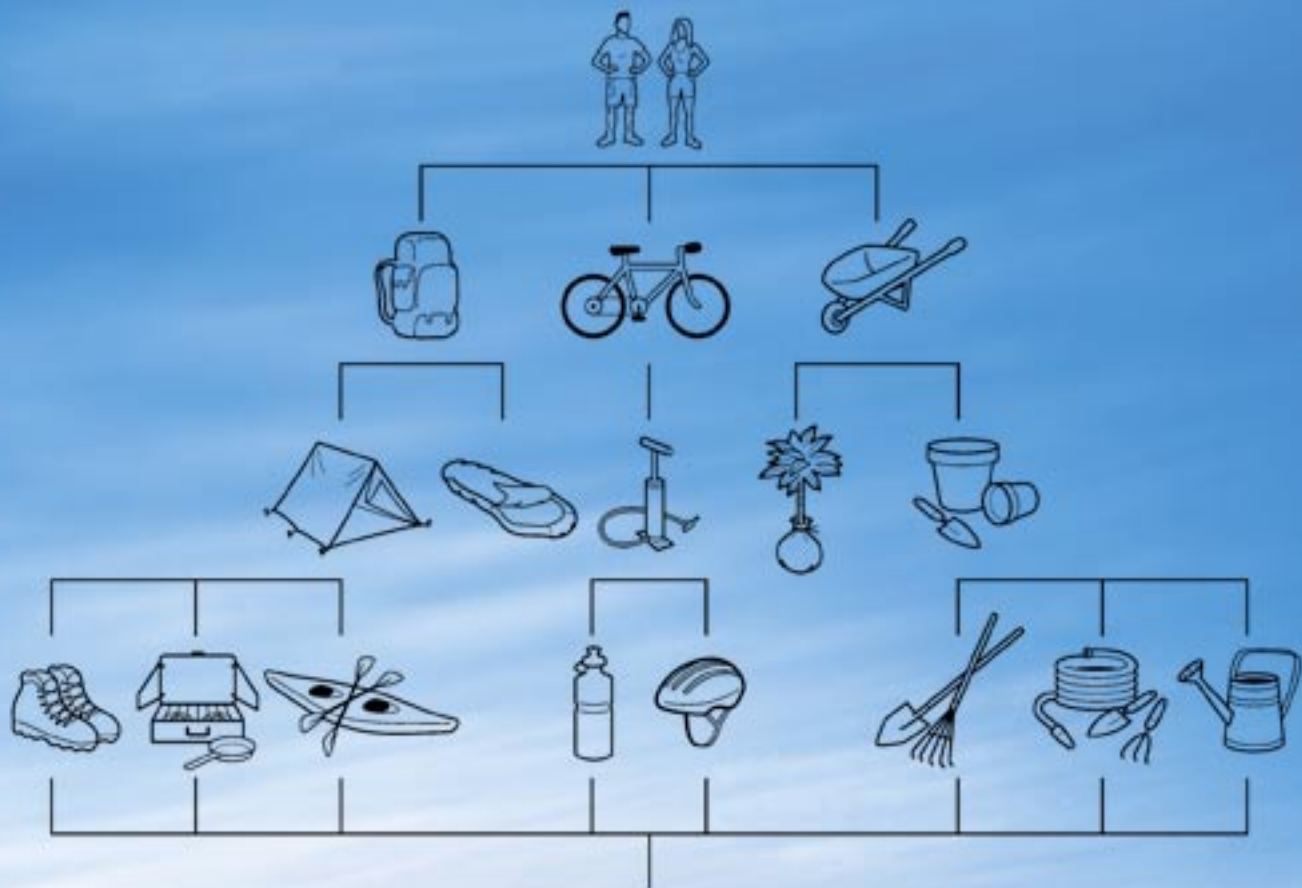
In terms of travel, this translates to a matter of knowing where you are – geographically, but also financially, emotionally and so on – and having an idea of where you’d like to be. Our species has always used travel to bridge the gap between what we have and what we’d like. We’re hungry: go and kill something to eat. The key word here is “go.” Plants kill and eat all the time, but they never go.

Having had most of our basic wants fulfilled, we humans continue the quest. Voluntary travel, such as vacations, is usually in search of something beautiful, whatever your idea of that is: a tropical vista, the mountains, a museum or art gallery or a beautiful experience such as a foot massage at a German spa, and beautiful wine in Burgundy. It’s nice to see that we’re doing so many things that our distant cousin, the carrot, cannot do.

If you still need proof that humans are different than carrots, consider that we’re the only species that is so picky not only about where we go, but how we get there. To us, it really matters how we travel. Since you’re reading this particular magazine, it’s safe to assume that you agree with that.

If all this seems like a great way to over-analyze a thing like travel that’s so much fun, blame the carrots. They can’t imagine being anywhere else. They can’t hope for a prettier garden or get a grasp on the possibility of making life better or more interesting by moving. Therefore, it’s incumbent on we humans to at least think about the Philosophy of Travel – even if it’s only for a few minutes before we leap into the car, stick our heads out the window and be happy just to have our tongues flapping in the wind.

JOHNNY LUCAS



The new 2006 Forester. Fits nicely with the rest of your life.

Since you live your life somewhere between routine and spontaneity, you need a vehicle that gives you the freedom to do everything life has in-store. Introducing the all-new, 2006 Subaru Forester. Nicely equipped with a sporty new design, 230 horsepower\*, improved suspension for a smoother ride and full-time symmetrical All-Wheel Drive, it's hard to believe it starts at \$27,995. See how the Forester handles your life. Visit [www.subaru.ca](http://www.subaru.ca)

Think. Feel. Drive.



MSRP for Forester 2.5X (model 6J1 X0) \$27,995. Freight, PDI, licence, insurance, registration and administration charges and taxes are extra. Dealer may sell for less. \*230 horsepower available on the Forester 2.5XT.

## visit early, visit often drivenblog.com

In our pledge to offer you more cars, style, tech and travel at DRIVENblog.com, here are some upcoming features that will be sure to please:

**September 26** Driving techniques that will save you up to 20% on fuel

**October 10** Hot new furniture to Czech out

**October 17** A sneak peak at our first drive of the \$2-million Bugatti Veyron

**October 24** Coverage of Toronto's Fashion Week

**November 15** Video montage of the new Lexus IS

Look for an all new issue of DRIVEN in the *Globe and Mail* and in Air Canada's Maple Leaf Lounges starting late November.

## The shameless plug: Bentley Continental GT



My wife can tell you that I have a new favourite car every couple of weeks and this week's is the incredible **Bentley Continental GT** – Conti to its friends. DRIVEN first reported on the Conti last fall but a week in the car on our home turf truly highlighted its virtues as a status symbol and peerless motorcar. In stop and go traffic it is a sensory deprivation tank with an incredible stereo and user friendly controls. On the highway it can cruise at double the national speed limit without even a trace of strain and precious little noise. Its credentials are indisputable; 553-hp, AWD, 20-inch wheels and tires and brakes the size of pizza pans. It looks like its going 300 kph (it can do over 320) standing still, but best of all is how voraciously the three-ton coupe can devour high-speed winding sections – of which Toronto has precious few. The Conti is always composed, steers with effortless ease and precision, glides over road imperfections and offers comfortable seating for four average adults or one really big editor, his wife and a friend. Never have I wanted a car this bad.  
MICHAEL LA FAVE

# contributors



**Jared Purdy**, who shot our major fashion feature for this issue, is a freelance photographer who has been shooting for 25 years. Jared has shot fashion, portraits, editorial, commercial, event and weddings; he also enjoys the solitude and beauty of landscape photography and has captured many beautiful scences from Africa, southern United States the West Indies and Canada. His commercial clients include the CBC, Alliance Atlantis, Club Monaco, Quick Reflex, The CNE, Molson Indy and the Toronto International Film Festival. A former teacher and counselor, he's now a full-time photographer. Reach him at [jaredpurdy@rogers.com](mailto:jaredpurdy@rogers.com).



Our big Bond photo spread wouldn't have been possible without Keith Williams of **Williams Distinctive Gems** ([www.wdgems.com](http://www.wdgems.com)), who brought more than \$400,000 worth of diamonds and other precious stones to bring the shoot some bling. Williams doesn't have a traditional store; its unique, by-appointment-only private office and showroom allows clients to select their jewellery in a friendly environment. As part of their superior service, Williams also offers a "Diamond Concierge Service" which allows busy executives to peruse a wide selection of jewellery in the comfort of their home or office. Just what the high-end market has been asking for.



DRIVEN's new travel editor, **Johnny Lucas**, has been writing travel for almost 25 years and has been published in guidebooks, most major Canadian magazines and many newspapers. He is noted for his incisive and humorous style of writing and his ability to communicate to the reader a sense of place and a feeling for the experience of whatever journey it took to get there. Johnny is the founder and was the first president of the Travel Media Association of Canada, this country's only organization for professional travel writers. "Our readers are upscale, independent, discerning, mobile, and hell, I hope they have a sense of humour," he says. "I'm looking forward to writing about travel that they can, and will, actually do."

> **Mea culpa** With all of the excitement around the Basel and Geneva watch shows earlier this year, we were bound to get something wrong. The Montblanc watch identified as a StarWalker GMT is actually a TimeWalker (StarWalker is the name of one of Montblanc's line of pens). We regret the error – but still really like the watch.

# drive



Never have we driven two cars – Solstice and Superformance Coupe – that got this much attention. The new B is Mercedes' most practical car yet

- 26 >** Pontiac Solstice
- 30 >** Superformance Coupe
- 34 >** Mercedes B-Class

> drive

Pontiac Solstice

# > Talk of the town

THERE'S NOTHING WORSE than when a car manufacturer shows the world a stunning design concept and fails to deliver a production car, or worse still when they deliver a production version and it's nothing like the concept car you fell in love with so long ago. This is obviously not the case with Pontiac's sexy little Solstice.

In its final production shape, the Solstice is virtually indistinguishable from the concept car that rocked the Detroit auto show two and a half years ago. The design borrows liberally from a little Ferrari here, Cobra there, a hint of BMW Z8 and some Corvette – yet it's all blended into a new tightly-hewn, muscular form that is at once recognizably Pontiac, but also like nothing we've seen before. This car, this shape (especially in arrest-me-red) garnered more attention than even the Aston Martin we had on hand for our fashion feature, a testament to its sculpted flanks and meaty haunches. You could see that people just wanted to touch it, wash it, sit in it and grasp its sporty wheel in their hands and rest

their palms on its sturdy shifter. This is a car people want to drive.

Once inside, the interior is gracefully scooped out in two basic volumes; one for the driver and one for the passenger. No confusing the two spaces, as the controls are all canted towards the pilot with but a very sturdy grab handle for the passenger. Simple and clean, the interior is a graceful extension of the exterior surfaces but it's not for everyone – drivers around six feet tall will feel cramped, any taller than that you won't fit in at all. While on the subject of things not fitting, there's no real trunk to speak of, but that's what your other cars are for.

Where the trunk would normally be, there is a big a bump in the floor, fold the top back and it rests on said bump (which encloses the fuel tank) and voilà – zero storage space. If you really wanted to, you could roll up a few T-shirts and squeeze them in but that's it. GM claims you can fit in a golf bag – they didn't demonstrate. The top is rather easy to raise and lower, though you do need to get

PRICE \$25,695 ENGINE 2.4L I4 POWER (hp) 177 TRANSMISSION 5M  
FUEL ECON (city, hwy L/100km) 11.9/7.6 0-100 KPH (sec.) 7.2 TOP SPEED (kph): n/a







out of the car to do so. When up, however, it's a flying buttress design that looks more sophisticated and complex than the usual convertible bubble top. Kinda like a Ferrari F430 if you ask us.

Forgetting the car's questionable practicality, plop yourself in, twist the key and the 177-hp four erupts to life and settles into a throaty burble. Prod the gas and there's equal parts exhaust and engine noise – the former being more pleasing than the latter. Decelerating in lower gears, there are gentle pops and burbles from the massive single exhaust tip – subtle hints as to the fun that rests in store.

The manual transmission moves easily from one gate to the next and has a very positive and precise feel to it. Bang off aggressive 1-2 changes and the tires chirp loudly. The pedals are closely set for easy heel-and-toe downshifts and the steering is direct and nicely weighted. Stir it all together and the Solstice is a riot to rip around your favourite set of on/off ramps or for barreling down a winding country road. The grippy 18-inch tires also manage to deliver excellent ride comfort in concert with the carefully tuned suspension.

The chassis, however outright capable, doesn't give the direct feedback of a Miata, er MX-5, and is nowhere as playful



as an S2000. There is plenty of grip and quick turn-in, but it could be more tautly controlled and precise. That being said, it's probably an excellent compromise for the average driver seeking top-down fun instead of at-the-limit thrills.

Overall, the Solstice blends jaw-dropping style with sophisticated and bespoke (until the Saturn Sky gets here that is) underpinnings that make the car comfortable and fun at the same time. Massive brakes and tires endow the Solstice with supercar acrobatics, and the throaty engine zings it through traffic with ease. For real power addicts, rumors persist of a turbocharged version with at least 225-hp being in the pipe.

Believe it or not, we've even saved the best for last. You can put a Solstice in your driveway with big fancy wheels and all that style for the astonishingly low price of \$25,695. I never thought I would say it, but the Solstice is proof that GM is back in the game. This car heralds what will hopefully be an onslaught of good looking, fun-to-drive, affordable and well made cars from General Motors – and even if it's not, the Solstice is their best effort in years. The name, incidentally, can only mean one thing – this is a car you will want to drive on the longest day of the year.  
MICHAEL LA FAVE

> drive

Superformance Coupe

## > American psycho

THERE'S ONE THING YOU NEED TO KNOW right up front – this isn't a car. Even the federal government doesn't consider the Superformance Coupe a car. No, this is an event: an amusement park on wheels. And the experience is unlike any you've had before.

You might be thinking, "Hey, I've gone fast – I've driven a Viper" or "My SL55 is a whole lot of naughty fun" or "I autocross a Z06." Go ahead and think that if you want, but don't be under any illusion – you've never driven anything like this. Firstly, there's never really been a car like this before. It's not a full-fledged modern production car, it's not a crappy kit car you buy out of *Hot Rod* magazine for \$10,000 and it's not ancient 1960s technology either. The Superformance Coupe is a modern car that embodies all the fun, fervour and fright of the original Daytona but it is also impeccably built, meticulously finished, relatively practical and benefits from modern

electronics, brakes, suspension and tires.

What are decidedly un-modern are the engine options. Crack open Ford's performance parts catalogue and pick any small block you like or buy packages designed for the car. They come in 430-hp, 515-hp and 550-hp increments. This choice exists because, like all Superformance products available in Canada, the Coupe arrives in this country sans engine and transmission. In fact, the car arrives largely disassembled, but don't be confused: it's not a kit car. The final product is professionally assembled, and then a provider of your choice installs the engine and transmission. Though the character and style of the Coupe is undeniably American, the rolling chassis was engineered and built in South Africa at a state-of-the-art facility.

Our test car had the "tame" 430-hp engine, which is more than enough to scare the living hell out of you. Before you



get underway, there is a charming ceremony of switch flicking and throttle prodding that has to take place. First insert the key and switch the car “on”, then disable the engine immobilizer with the key fob, turn on the fuel pump and depress the starter toggle while offering the engine a healthy dose of throttle. The ensuing thunder left passersby literally slack-jawed – even frightened.

Feather the clutch while prodding the throttle to get under way and then punch it! The tires light up as the engine races to its 6000 rpm redline, bang off second and they spin for a few hundred more feet, third, fourth – keep going and you’ll be north of 300 kph in no time. We strongly recommend

doing this in a straight line, however, as there aren’t any electronic nannies to save your ass in the twisty bits. There isn’t any anti-lock on the potent Willwood brakes either. Your brain and your feet are the only things keeping you alive – use them wisely.

As if the mind-numbing speed isn’t impressive enough, the entire show is accompanied by a horny restrictor-free sound track. The exhaust rumbles and growls at lower speeds, but once truly uncorked the roar hardens and the pitch becomes frenetic and can be heard for miles. Squealing tires are something to get used to as well. Our car’s racing clutch was a bit of an all-or-nothing affair, but once we developed the right tech-

**PRICE \$103,000 ENGINE 5.7L V8 POWER (hp) 430 TRANSMISSION 5M**  
**FUEL ECON (city, hwy L/100km) You’re kidding, right? 0-100 KPH (sec.) 4.3 TOP SPEED (kph): 320**


nique the car was actually quite easy to drive in traffic and the sight lines are excellent too.

Though the interior is tight for six-foot-fivers, there's a surprising amount of room once you bend yourself in. The big cargo area under the rear acrylic hatch and the comfortable highway ride make the Coupe an awesome cross-continent grand tourer – if only it had some more sound insulation.

The only problem we could find with driving the Superformance Coupe was the constant litany of questions and car-talk at every stop. Never has a car elicited as many admiring glances, cat calls and audible pangs of desire as this. Not a Lamborghini, not a Bentley not even the conversation-starting Mercedes Smart car. People say Torontonians are standoffish and unfriendly, but the Coupe seemed to turn everyone whose path it crossed into inquisitive conversationalists.

Anybody can go to a new car dealer and buy a Viper or a Porsche 911, but the Superformance Coupe is for a different customer. This car is for someone seeking the ultimate in throw-back exhilaration and thrills wrapped in one of the most compelling shapes in automotive history. The fact that the final product is a finely crafted car worthy of its \$100,000-plus price is icing on the cake.

MICHAEL LA FAVE



> What's a Superformance Coupe and why do I care?

The Coupe is a replica of the 1960s Shelby Daytona racecar (of which only 6 were ever built)– the first American car to ever win an FIA World GT race. The man most responsible for the Daytona was engineer Peter Brock – who built its Sebring-winning body at just 22 years of age. Initially, Jim Price, founder and president of Superformance, cancelled the company's Coupe project when Brock wouldn't participate. But Brock brought the Daytona's original chassis engineer, Bob Negstad, on board to set up the suspension and the story is that the Superformance Coupe is the car they would have built in 1963 – if they had the technology and Superformance's resources.

Mercedes-Benz B-Class

> Looks can be deceiving

AT THIS year's World Hotdog Eating Contest in Coney Island, N.Y., The crowned champion was the lean, 131-pound Takeru Kobayashi of Japan. He pounded 49 hotdogs in just under 12 minutes to claim victory, but to look at him you wouldn't think such a feat would be possible. With such a small frame, how could he possibly have the room to fit all those franks?

Apparently he had a few space-saving techniques up his sleeve much like the new Mercedes B-Class does. With a body length of just 4,270 mm, this five-seater fits in nicely among the compact car class, but the amount of shoulder, leg and headroom makes you wonder if you're actually driving a larger car.

The engine and transmission are placed partially in front and beneath the passenger cell, which makes for an incredible amount of legroom for both the driver and front passenger. In total, about 70 per cent of the vehicle is reserved for occupant space.

The seating is positioned rather high and there is plenty of glass, which increases driver visibility and adds to the overall airiness and brightness inside the vehicle. If you include the optional panoramic sliding sunroof, you feel like you're in a solarium on wheels.

The height-adjustable load compartment floor and removable rear and passenger seats transform the car into a practical vehicle as well, enabling you to lug around bulkier objects such as mountain bikes or Mercedes' own Smart car (this isn't really true).

The base B200 and B200 Turbo come equipped

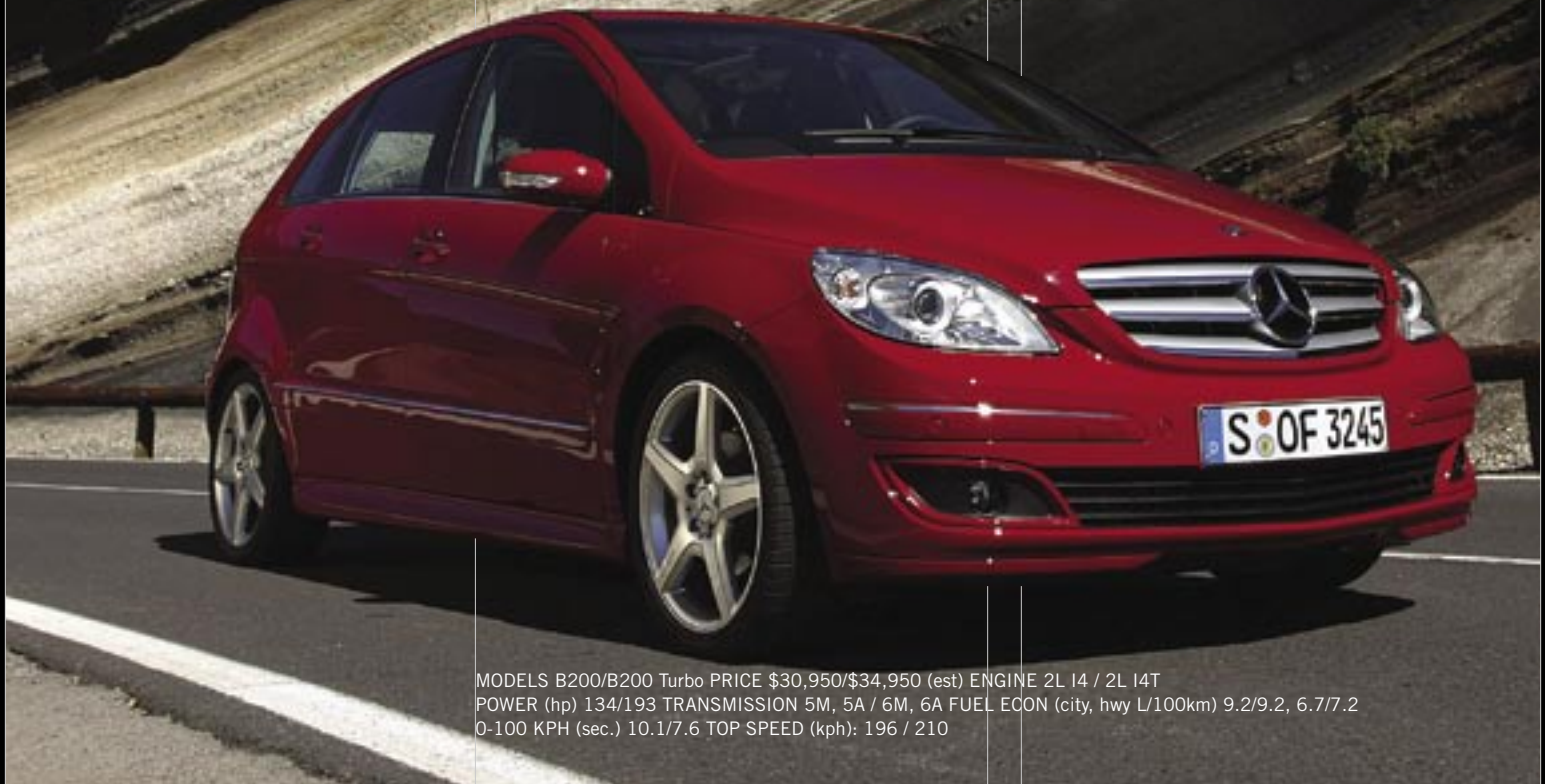
with a decent AM/FM stereo and CD Player, but if you really want to enhance your driving experience, upgrade to the Harmon Kardon premium sound system. This multi-channel system provides surround sound for every seating position. Also included is a speed dependant volume control, which from approximately 20 kph automatically increases the volume in stages to suit certain driving conditions.

Two 4-cylinder engines are available for the B-Class. Underneath the hood of the B200 is a 4-cylinder, 134-hp engine with a 5-speed manual transmission that offers economy if not excitement. If you're looking for a more powerful ride, the B200 Turbo is equipped with a turbocharged, 4-cylinder boasting 190-hp with a 6-speed manual transmission. The newly developed autotronic transmission is also available as an option on both models if you don't want to overwork your left leg.

The B-Class will be available in late September in dealership showrooms across the country. The MSRP for the base B200 is \$30,950. Exact pricing for the B200 Turbo has yet to be decided but will probably fall somewhere within the mid-thirties.

With Mercedes' latest offering you get a lot of car in a small package. From the spacious interior to the comfortable ride, the B-Class doesn't disappoint. Remember, things aren't always as they appear, don't judge a book by its cover...you get the idea.

JAMIE HUNTER



MODELS B200/B200 Turbo PRICE \$30,950/\$34,950 (est) ENGINE 2L I4 / 2L I4T  
POWER (hp) 134/193 TRANSMISSION 5M, 5A / 6M, 6A FUEL ECON (city, hwy L/100km) 9.2/9.2, 6.7/7.2  
0-100 KPH (sec.) 10.1/7.6 TOP SPEED (kph): 196 / 210



# spotlight



# the player

**Daniel Negreanu** was recently named World Poker Player of the Year and lives an open-book life on the Web **Interview by Mathieu Yuill**

IT'S CLOSE TO 5 A.M. and a limo pulls up outside the Fairmont Royal York in downtown Toronto. The driver opens the rear door and a slim man in his early 30s uses both his hands to help himself out of the back seat.

As he walks sideways towards the entrance, the doorman looks at the driver and asks "Is this guy staying here?" The doorman nods back signaling that he's in the right place.

Even though he's just spent the night partying with friends and there's a 12-hour sleep ahead of him, Daniel Negreanu will arise and slip into his friendly but professional personality which has won the hearts of thousands of poker fans.

Later that day, he's awakened by his PR rep banging on his hotel room door. He lets her in, fills her in about his wild night and says he's still good to do the interviews; after all, it's only noon, he tells her.

Unfortunately it's not, she replies, it's 4:30 p.m. and in just under three hours he's to be throwing out the first pitch at the Jays game. The interviews have been postponed, but there's no way Negreanu is going to miss the first pitch. Aside from the embarrassment, he's been practicing with his fiancé for over a week pitching to her from the regulation 60 feet, six inches.

The weeks of practice end up being for naught as his first pitch is actually about 15 feet and it's not even from the mound or over the plate. But if it had been, it probably would have been a strike because when "Kid Poker" from Canada sets out to do something, his work ethic takes over and it's all business.

"It's true what they write about me," he says, referring to his vegetarian diet when he's working – which is making boatloads of money playing poker for a living. He also doesn't drink or smoke. "But when I'm away from that, there is definitely drinking."

He's a focused individual listing Michael Jordan as his favourite celebrity for his drive to be the best in the world. Despite his attentiveness to the game and tunnel vision to the top, Negreanu is probably one of the nicest guys you'll ever meet.

"My parents always taught me to be a good host," he says. "When I was in high school I had friends in all the different cliques, I pretty much adopted a what-you-see-is-what-you-get attitude for myself, I don't try to act a different way than what I am."

Before he's to throw out the first pitch, he takes a half hour to sign autographs, something he doesn't mind doing. He feels in order to achieve greatness in poker he has to make time for fans.

"It's tough at tournaments were they only give you ten-minute breaks," he says. "But I stay away from the drunken people because they just keep going on and on."

About two and a half years ago, Negreanu started hearing people outside the poker community calling out his name on the street. That was about the time when ESPN started showing

poker on TV. Since then, instead of just making money from playing in tournaments and cash games on the Las Vegas strip, he's making money speaking at colleges, promoting his Web site and like any celebrity or athlete, appearing in a video game.

Negreanu maintains an open-access policy sharing intimate details of his life on his Web site, [www.fullcontactpoker.com](http://www.fullcontactpoker.com). His fans were the first to know when he proposed to his fiancé. He has no qualms about showing up to small poker tournaments to help promote them, and giving interviews to the press? No problem.

Part of the excitement of poker is the ability for the average fan to have the chance to sit down and play against the greatest in the game, he says.

"Not only the opportunity to play against them, but even a chance to win," he says. "You'd never take Michael Jordan in a game of one-on-one, and Tiger Woods would can you in a round of golf. But there are nights when someone with some money could match up against a poker professional and beat them."

Up until last year when he was named Poker Player of the Year by the industry magazine *Card Player*, Negreanu had accomplished a lot, but still considered himself an up-and-comer. "Now I've arrived," he says. "I'm still approaching my peak; I am definitely not at the top of my game yet."

## Daniel Negreanu's five tips for winning at poker

"If you're searching for fame and want to make millions of dollars, you'll need to come to Las Vegas, but if you just want to make \$250,000 then you can probably play online for a living." If you're going to succeed in poker, Negreanu suggests:

1. **Don't mix fun and work.** Negreanu used to drink and play like he was a coke dealer working the room. He would regularly lose \$30,000 a night because he was drunk.
2. **Get control of your emotions.** You can't teach people how to read people. But you can teach people how to keep their emotions in check. Two-thirds of guys who enter tournaments lose because they can't control themselves after losing a pot.
3. **Learn to deal with frustration.** There are going to be nights when you can't get things going. Maybe the cards aren't falling your way or maybe even when you have a good hand and make a strong bet you get called and they catch on the river. Accept that as part of the game and stay focused.
4. **Be adaptable.** For every 100 players there are 100 different styles. Some people have strategies and some people have no clue what they're doing. If you can recognize these differences and adapt to them, your chances of winning will go way up.
5. **Know when to mix it up.** Don't be a jerk at the table, but know when the right time to start talking with the other players is and when to make a big bet and when to call a big bluff. In other words, know when to hold 'em, know when to fold 'em, know when to walk away and know when to run.

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# 'BondAge'



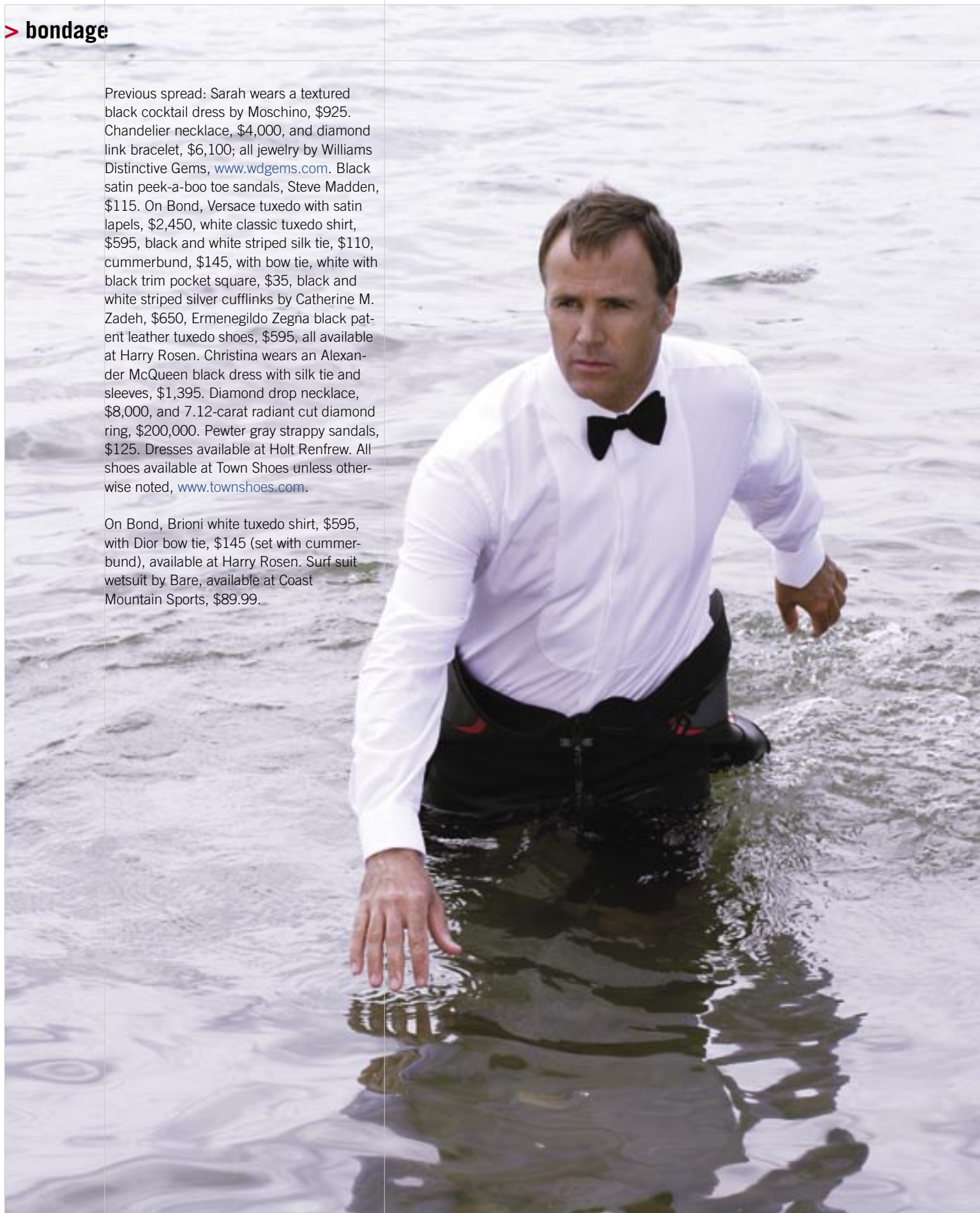


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photographer's assistant SAVANNAH PURDY - models courtesy ELMER OLSEN MODEL MANAGEMENT - NEXT MODEL MANAGEMENT - NAM  
director of photography JARED PURDY - chase photo by ANDREAS AVDOULOS - music by THE RECORDING STUDIO IN THE ALLEY  
directed by MICHAEL LA FAVE - screenplay by FELICIA MIEDEMA

> **bondage**

Previous spread: Sarah wears a textured black cocktail dress by Moschino, \$925. Chandelier necklace, \$4,000, and diamond link bracelet, \$6,100; all jewelry by Williams Distinctive Gems, [www.wdgems.com](http://www.wdgems.com). Black satin peek-a-boo toe sandals, Steve Madden, \$115. On Bond, Versace tuxedo with satin lapels, \$2,450, white classic tuxedo shirt, \$595, black and white striped silk tie, \$110, cummerbund, \$145, with bow tie, white with black trim pocket square, \$35, black and white striped silver cufflinks by Catherine M. Zadeh, \$650, Ermenegildo Zegna black patent leather tuxedo shoes, \$595, all available at Harry Rosen. Christina wears an Alexander McQueen black dress with silk tie and sleeves, \$1,395. Diamond drop necklace, \$8,000, and 7.12-carat radiant cut diamond ring, \$200,000. Pewter gray strappy sandals, \$125. Dresses available at Holt Renfrew. All shoes available at Town Shoes unless otherwise noted, [www.townshoes.com](http://www.townshoes.com).

On Bond, Brioni white tuxedo shirt, \$595, with Dior bow tie, \$145 (set with cummerbund), available at Harry Rosen. Surf suit wetsuit by Bare, available at Coast Mountain Sports, \$89.99.



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> bondage



On Bond, Armani Collezioni tuxedo shirt, \$295, Versace Classic black tuxedo pants, \$675, and Dior black silk bow tie, \$50. Pavé diamond cufflinks with 242 brilliant-cut diamonds, \$15,000. TAG Heuer Carrera Tachymeter automatic chronograph, \$3,300. On Christina, platinum diamond necklace, 17.52 carats, \$70,000; ring, as before, \$200,000. Diamond-line bracelet with 13.44 carats of princess cut diamonds, \$35,000. Versace Classic cream tuxedo jacket, \$1,925.



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**Aston Martin DB9** > Since *Goldfinger*, Aston Martin has been the quintessential Bond car. Sure, he had misguided flings with Lotus and BMW, but an Aston is as uniquely British as 007 – and more elegant than just about anything ever sculpted from metal, glass and rubber. The DB9 is the newest Aston sports car and though it's pretty big, comfortable and heavy, it really is a race car at heart: a massive 6.0-litre V12 that makes a compelling 450 hp, channelled to the rear wheels through six forward gears. While it's unsurprisingly very fast, the DB9 really shines in high-speed sweepers, where its carefully tuned suspension and its surprisingly precise steering inspire confidence and make piloting the dramatic car a joy (the banshee wail from the dual exhaust tips doesn't hurt either). The 6-speed transmission is actually an automatic that you can control manually via paddle-shifter, and it is simply one of the fastest acting and best functioning of its kind. Blip your way down through the gears, pour the big Aston into a corner, let the weighty steering return to top dead centre and just dig into that awesome wall of V12 torque. Bond never had it so good. Get it at Grand Touring Automobiles or check it out at [www.astonmartin.com](http://www.astonmartin.com).

PRICE \$217,000 ENGINE 6L V12 POWER (hp) 450 TRANSMISSION 6A/M  
FUEL ECON (city, hwy L/100km) n/a 0-100 KPH (sec.) 4.9 TOP SPEED (kph): approx. 300







On Sarah, Tracey grey knit sweater with feathery sleeve detailing, \$395, gray wool vest, \$350, and black pleated pants, \$895, all J.Lindeberg. Shoes, Steve Madden black satin peek-a-boo toe heels, \$115. Pear-shaped yellow and white diamond earrings, \$7,500; yellow marquise diamond pendant, \$4,000. On Bond, Versace Classic cream tuxedo jacket, \$1,925, Hugo Boss black dress shirt with French cuffs, \$195. Versace Classic tuxedo pants, \$675. All available at Harry Rosen. Kenneth Cole black leather dress shoes, \$295. TAG Heuer Link automatic chronograph, \$2,650; cufflinks in brushed and polished finishes, \$200. On Christina, white, gray and black blouse with silver metallic stitching, \$207, and ladies black tuxedo pants, \$210, both by Ben Sherman, [www.benshermanusa.com](http://www.benshermanusa.com). Pewter gray strappy sandals with gray stones, \$125. Diamond earrings set in white gold \$15,000. Necklace set with fine high luster Tahitian pearl, accented with diamonds \$20,000.





On Daniel, blue sweater, wool navy jacket, plaid pants and belt, all J.Lindeberg. Black leather sneakers, Lacoste, \$175. Oakley Thump MP3 shades, \$600, [www.oakley.com](http://www.oakley.com). On Marcel, Penguin plaid jacket, \$250, Penguin blue rugby shirt, \$250, silver blue jeans, \$395, gray suede "money" belt, \$250, and brown dress shoes by J.Lindeberg.

Overleaf: On Daniel, plaid tweed jacket, \$1995, striped shirt, \$350, orange pants, \$375, all by Etro. All available at Holt Renfrew. Brown leather dress shoes by Ben Sherman. Brown belt, \$145, by J.Lindeberg. On Bond, Ben Sherman blue trimmed navy dress jacket, \$449, with gray dress shirt. \$111. Vestimenta black wool pinstriped dress pants \$550, from Harry Rosen. Black leather shoes, Kenneth Cole, \$295. On Sarah, faux fur capelet, \$69.99, black sheer tiered skirt, \$39.99, all available at Winners. Bronze sandals, BCBG, \$118. Black onyx with gold necklace, \$79.99, and bracelet \$119.99, from Winners. On Marcel, brown leather jacket, \$1195, orange tweed dress jacket, \$650, burgundy long sleeved tshirt, \$95, all by Hugo Boss, available at Holt Renfrew. Shadwell check pants, J.Lindeberg, \$295. Brown leather belt, \$195 and gray tweed hat, \$250 by J.Lindeberg. Black leather driving shoes from Ben Sherman.

**BMW 645Ci** > The last BMW Bond drove was the 60s-style Z8 convertible – a potent vehicle, to be sure, it was also expensive and cramped. Not to mention the roof wasn't the easiest to put up and it howled with wind noise on the highway. No such aggravations with the new 645Ci. One-touch top operation and a glass, electrically operated wind deflector take care of creature comforts. Under the hood, a 4.4-litre, 325-hp V8 gets the job done, but next year BMW convertibles re-enter the 500-hp club with the M6 Convertible and its 507-hp F1-inspired V10.

PRICE \$109,000 ENGINE 4.4L V8  
POWER (hp) 325 TRANSMISSION 6M  
FUEL ECON (city, hwy L/100km) 15.7/9.4  
0-100 KPH (sec.) 6.3 TOP SPEED (kph): 240





> bondage



On Bond, Valentino pin-striped tuxedo, \$1698, with Dion golden mustard tie, \$95, and pocket square, \$35. Armani Collezioni white tuxedo shirt, \$295, and Zegna black patent leather tuxedo shoes, \$595, all available at Harry Rosen. RE cufflinks in pewter and mustard, \$395. On Sarah, Compagnia brown leather bomber jacket, \$1195, with "21st Century Rock and Roll" long T-shirt, \$98, and satin finish slim black pants, \$230. Steve Madden shoes, \$115. Black onyx necklaces worn as bracelets, \$39.99 each from Winners.

**BMW K1200R** > Want that windswept look? Look no farther than the K1200R, with a 170-hp inline-four under the – um, well there is no hood – or fairings for that matter. BMW's street fighter eschews plastic panels for one hard mechanical exoskeleton.

PRICE \$18,900 ENGINE 1.2L I4  
POWER (hp) 163 TRANSMISSION 6M  
FUEL ECON (city, hwy L/100km) n/a/4.7  
0-100 KPH (sec.) real fast TOP SPEED (kph): 300



# > Ready for action

Sony keeps digital image-capture at the cutting edge of style with this wallet-sized digital videocam, the new DSC-M1. \$700; [www.sonystyle.ca](http://www.sonystyle.ca). TAG Heuer's Aquagraph is tough as nails and its chronograph is operable at 500 metres below sea level. \$4,450; [www.tagheuer.com](http://www.tagheuer.com). The Swiss Army SwissCard features 10 different functions built into a thin business card-sized wallet card that comes with a clip to hold your big bills; their trademark knife now comes in super-thin styles with a money clip attached. \$40 and \$44; [www.swissarmy.com](http://www.swissarmy.com). Woven leather and a feeling of casual style come across in a black leather money clip from Tommy Bahama. Dunhill's British roots come through in their Confidential collection, pairing black leather with supple tan interior detailing; their sterling silver bulldog mascot money clip remains a symbol of strength and integrity. Hugo Boss continues its sleek and sophisticated look into its accessories with a sober leather card holder and elegantly simple sterling money clip as a set. And Audi's new A3 (\$32,850; [www.audicanada.ca](http://www.audicanada.ca)) makes a great getaway car.

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# > spy tech

Nine more-or-less legal gadgets to use while skulking around during clandestine operations in an, ahem, more-or-less legal fashion

By Mathieu Yuill

Photos by Paul Kozirowski



### Breitling Emergency

If you're jet-setting between hidden lairs and your stealth plane crashes, some fancy jewel-encrusted watch isn't going to help you. What you need is a Breitling Emergency. Pull out its radio transmitter and it sends out distress signals, alerting passing airplanes and rescue crews to your location. \$6,600 in titanium;

[www.breitling.com](http://www.breitling.com).



**Zippo 1-megapixel camera**

To go hand-in-hand with your CAO Gold cigar bomb you'll need an imitation lighter. The 007 Zippo 1-megapixel camera is your answer. Designed to look exactly like a world famous Zippo lighter, the camera is instantly operational upon opening of the lid. In addition to taking 310 pictures at 320 x 240, it can also record 30 seconds of video with sound. Needs one AAA battery and connects to your PC or Mac via USB.



**Zippo 1-megapixel camera**

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**Minox MD 6x16 Melescope**

Ultra light and highly compact, the Minox MD 6 x 16 Monoscope can view images clearly at distances as close as 1.5 metres. The six times magnification also comes in handy when viewing images at a distance. At 1,000 metres, the viewing area magnifies to appear as if it's only 140 metres away. One-handed operation for focus and a handy lanyard make this an ideal candidate for any spy kit. [www.minox-web.de](http://www.minox-web.de).



**Breitling Emergency**

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# >> funny money



When personal information is worth cash, it's worth stealing – identity theft is on the rise and so should the steps you take to combat it

Story by Michael Bettencourt

>> Looking back, the first sign that something was wrong was when Peter Thoma, director at real estate firm urbanMetrics, tried to use his Future Shop credit card to buy a washing machine and was surprised to be turned down. ¶ He and his wife were expecting a baby within weeks and amidst the flurry of their preparations he gave it little thought, since he hadn't used his Future Shop card in years anyway, and paid with another credit card. ¶ Three days later, after finding out that someone had charged \$2,700 to his Future Shop account that same week in his name, he received another credit card at home from Staples Business Depot. ¶ That's when the light went on, and he knew he was a victim of identity theft. Upon looking into his credit rating, he found five cards or credit lines he never applied for, totalling \$20,000 in debt he never knew he had. ¶ "I just wanted to catch the fuckers," said the 35-year old Torontonion. "My wife was more bent out of shape than I was," explaining that his wife's sister in the U.S. had had her identity stolen to commit crimes as well. "We started thinking, this is going to be a major pain in the ass." >>

## > identity theft

The number of Canadians hit with major setbacks like this are up in 2005, said Ontario Provincial Police detective staff sergeant Barry Elliott, who is also the coordinator for the national anti-fraud call centre PhoneBusters. Elliott started the centre in the early 1990s to deal with telemarketing scams, and it has now grown into a collaboration with the OPP, RCMP and the Competition Bureau of Canada that tracks consumer fraud, including identity theft. As of July, 6,605 Canadians were reported to the centre as victims of ID theft, which puts Canada on track to have more victims than last year, Elliott said.

The most common ways criminals profit from personal information is through false credit card applications, Elliott said, which they can then use undetected for prolonged periods, followed by debit card skimming where they find out your PIN and bank card number, then fake cell phone applications.

**It happens to all age ranges**, but the highest incidence rate is among those in their 30s, then 40s, then 50s and then 20s – and especially so with people who are more active buyers, Elliott said, simply because their names and information are in the hands of more companies. Across the country, Ontario and Quebec report the highest numbers of ID theft to the centre by far, followed by residents of British Columbia and Alberta, according to figures publicly available at [www.phonebusters.com](http://www.phonebusters.com).

The importance of keeping personal information secure has been highlighted since July of 2003, when California passed a tough law that said any company that lost or had personal information stolen had to report that loss to the people affected, in order to warn them to be extra vigilant against any form of ID theft or fraud committed in their name.

Seven other states have since followed suit, with many more states and Congress tabling similar bills. This has meant that many large corporations that operate on both sides of the border have had to publicly acknowledge security breaches that affect consumers all over North America, such as the June announcement that the records of 40 million North American credit card holders, including at least 240,000 Canadian Visa card holders, were breached by a virus-like computer script at data acquisition firm Card Systems Solutions in Tucson, Ariz., starting in 2004. The breach exposed names, credit card numbers and expiry dates, but not addresses.

**In Canada, there's no law that** specifically mandates that companies must notify its customers if they suspect or find that identity theft has occurred or if personal information held by the company is breached. However, as of January 2004, the Personal Information Protection and Electronic Documents Act (PIPEDA), was phased in, which requires all public and private companies in Canada to enforce basic standards of personal information protection for consumers. This act, similar to previously enacted provincial legislation in British Columbia, Alberta and Quebec, sets standards that companies must follow regarding the collection, dissemination and use of personal information.

"We as a matter of course advise companies that they should be advising the customers if there's been a privacy breach," said Rennee Couturier, spokesperson for the office of the privacy commissioner of Canada, whose office receives and investigates complaints from the public when these and other Canadian privacy standards aren't met. So does PIPEDA explicitly require the notification of consumers who've had personal info stolen? "Probably not explicitly," said Couturier. "But for us, that's a privacy breach issue, not an identity theft issue."

A stronger, California-like law has subsequently been called for by Ann Cavoukian, Ontario's information and privacy commissioner. Detective Elliott

## >> Closing the computer gateway to identity theft

>> Keep your virus protection software up to date, including operating system patches, which can close software loopholes that allow spyware or hackers to track your passwords as you type them in.

>> Do not open files sent to you by strangers, click on hyperlinks or download programs from people you don't know. Opening a file could expose your system to a computer virus or spyware, which could capture your passwords or any other information as you type it into your keyboard.

>> Use a firewall program, especially if you use a high-speed Internet connection like cable, DSL or T1 that leaves your computer connected to the Internet 24 hours a day. The firewall program will allow you to stop uninvited access to your computer.

>> Be sure your browser has the most up-to-date encryption capabilities by using the latest version available from the manufacturer. When submitting information, look for the "lock" icon on the browser's status bar to be sure your information is secure during transmission.

>> Try not to store financial information on your laptop unless absolutely necessary. If you do, use a strong password. A good way to create a strong password is to think of a memorable phrase and use the first letter of each word as your password, converting some letters into numbers that resemble letters. For example: "I love Driven magazine" could become "1LDMA6." Don't use an automatic log-in feature that saves your user name and password and always log off when you're finished. That way, if your laptop is stolen, it's harder for a thief to access your personal information.

>> Before you dispose of a computer, delete all the personal information it stored. Deleting files using the keyboard or mouse commands or reformatting your hard drive may not be enough because the files may stay on the computer's hard drive, where they may be retrieved easily. Use a "wipe" utility program to overwrite the entire hard drive.

>> Look for website privacy policies. They should answer questions about maintaining accuracy, access, security and control of personal information collected by the site, how the information will be used and whether it will be provided to third parties. If you don't see a privacy policy – or if you can't understand it – consider doing business elsewhere.



## > identity theft

agrees, saying that ID theft and fraud laws in Canada, both nationally and provincially, have to be updated to reflect the current threats.

"If someone is caught with the identities of 100 people in their car, that's not a crime," Elliott said. "It's only if they're caught in the act of using those identities for illegal purposes that they can be charged, which is very difficult to do."

The Desjardins Group, the most accessible financial institution in Quebec, has taken steps against ID theft in all its various forms (credit card fraud, cloning Interac cards, etc...), due to its increase in the province in recent years, said Andre Chapleau, spokesperson for the credit union that competes with the big six banks. "Identity theft is certainly something we have to be very careful about and aware of," said Chapleau.

It became enough of an issue that the Desjardins Group took very visible steps to combat it. For all Desjardins online customers, just above the sign-in box is a warning about ID theft and information on how to prevent it, including the importance of shredding credit card bills as well as online security tips (see sidebars). To prevent Interac card cloning, where a hidden machine is swiped for card information and your PIN is clandestinely videotaped at an ATM, they've also instituted a policy that any withdrawal of more than \$300 at a time requires entering your birthday, which Chapleau says has helped Desjardins cut down on the number of fraudulently accessed accounts. "In the old days people were counterfeiting money and cheques. Now they're looking at new ways to cheat the system -- these guys are full of imagination."

**It's steps like this** that Elliott says show signs that people and businesses are getting the message that keeping private information private can save a lot of time, money and headaches. He notes a basically flat line between the numbers of victims reported to police (federal or provincial) between now and 2003, while the total dollar value of these scams reported to his centre this year have dropped dramatically to \$4.2 million through July (according to his figures). Total identity theft losses reported to PhoneBusters last year totalled \$19 million, falsely charged to 11,935 Canadians. Yet this figure just counts the numbers of identity thefts reported to police and not the

>> In June, the records of 40 million North American credit card holders, including at least 240,000 Canadian Visa card holders, were breached by a virus-like computer script at a data-acquisition firm in Arizona. >>

hundreds of thousands of fraudulent transactions made in Canada that are handled internally by the companies as commercial fraud. For example, major Canadian banks ate \$163.18 million in fraudulent Visa and MasterCard bills in 2004, in 177,081 total false transactions. Maura Drew-Lytle, senior manager of media relations for the Canadian Bankers Association, said although the CBA has publicly called for stronger ID theft laws, the association doesn't separate out losses for identity theft cases and other types of fraudulent uses.

That differentiated reporting has been one of the difficulties in combating ID theft, since it is defined and therefore reported differently (or not at all) by separate organizations. "All kinds of companies take losses and banks are only one of many, many companies that are losing money," Drew-Lytle said. "But it's difficult to get an accurate figure because not all those companies report it as ID theft to one central agency."

That's one of the reasons why Phonebusters is pushing to raise its profile to the public and private industry. Elliott gives financial institutions credit for at least addressing ID theft. "The credit bureaus and banks are doing a better job of screening false applications," he said. He says the higher profile of these information leaks has led to changes at both the consumer and corporate level. "I think we're at the stage now where people and companies are starting to better protect their information."

That's little solace to Thoma, who says he was careful with his personal information before, but is even more so now. He didn't have to pay any of the false charges, but he says it's been a nightmare dealing with everything. "It's something that becomes all consuming, there's an enormous amount of time and hassle, and you have to deal with it between 9 and 5, so it's a lot of time on hold," he said.

Thoma may have had his identity stolen, but his sense of humour is still intact. "Since my Staples card got maxed out, I can't even buy a shredder."

## >> Minimizing your risk

- > Before you reveal any personally identifying information (name, address, phone number, SIN), find out how it will be used and if it will be shared.
- > Keep a record of when each of your bills normally arrives. Follow up with creditors if your bills don't arrive on time.
- > Protect your mail. Deposit outgoing mail in post office collection boxes or at your local post office. Promptly remove mail from your mailbox after delivery. Ensure mail is forwarded or re-routed if you move or change your mailing address.
- > Avoid using easily available passwords on your credit card, bank and phone accounts like your mother's maiden name, your birth date, and the last four digits of your SIN or your phone number.
- > Minimize the identification information and number of cards you carry.
- > Do not give out personal information on the phone, through the mail or over the Internet unless you have initiated the contact or know whom you're dealing with.
- > Keep items with personal information in a safe place. An identity thief will pick through your garbage or recycling bins. Be sure to tear or shred receipts, copies of credit applications, insurance forms, physician statements and credit offers you get in the mail.
- > Give your SIN only when absolutely necessary. Ask to use other types of identifiers when possible. Don't carry your SIN card; memorize it and leave it in a secure place.
- > Secure personal information in your home, especially if you have roommates or many visitors, employ outside help, or are having work done in your home.

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*WELCOME TO THE REAL*  
**CIVIC**  
**NATION**

*Honda's new Civic may be the most important new car introduced this year, and the company claims it's infused this new generation with a lot more soul. We traveled to its spiritual home to find out*  
*Story by Michael La Fave Photos by David Dewhurst and Michael La Fave*





WHEN YOU THINK OF HONDA what comes to mind? If you are a Canadian, it's probably the Civic – and its probably white or beige. In Canada, the Civic has been the best selling car for the past six years or so, and this isn't a title it intends to give up without a fight. Though Toyota's Corolla, Mazda's attractive little 3 and GM's new Cobalt and Pursuit twins will all try to upset Civic's grasp on the top spot, we're here to tell you that its not likely to happen.

We believe that a car's spiritual homeland can tell you a lot about why it looks and drives the way it does, so DRIVEN packed its bags for a week-long odyssey to Japan to visit the country's most western city, Tokyo; Honda's rural home to its technology and safety centre in Tochigi; and the company's Collection Hall on the property of their very own Twin Ring Motegi race track.

If you haven't been to Tokyo on business or pleasure you really need to make an effort to do so – and do it before it's too late. Although there's no real risk of Tokyo becoming entirely westernized any time soon, changes are afoot with Starbucks on more and more street corners and incredible amounts of English signage and slogans. That being said, English is most often used for its graphic appeal rather than





any actual statement. One pedestrian we saw wore a T-shirt that read “Assert the happiness you want to be.” Maybe it makes sense, maybe not; who are we to judge?

Though there’s no such misuse of English in the new Civic, the car’s interior and exterior styling are uniquely Japanese. To most, this means high-tech, sometimes funky, often bland – and the new Civic mixes these in equal parts. The new two-tiered instrument panel isn’t dissimilar to any number of ghetto-blasters we saw in the multi-level electronics stores of the Ginza shopping district. That said, the trend in high-end componentry is towards minimalism – perhaps Honda’s designers should take note.

The actual functionality of the design, however, is unquestionably superior to the status quo. Having the speed presented high and centred means it is always in your field of view. There are also fuel and coolant temperature gauges flanking the speedo – but why not make those displays driver selectable? Maybe I want to see my average fuel economy and radio station.

Like Japanese electronics, the quality of the interior, and exterior, and engineering of the new Civic is beyond reproach – some

might even say beyond peer. Dash materials are all first rate, and the fit and finish is tight – which is saying a lot considering how many pieces there are in the complex IP.

Regardless of the aesthetic, the interior of the Civic, especially of the sedan, is an incredible step forward for small cars. Four 6’ 2” adult men will find ample comfort and knee-room to spare. Bottom line is that 99.9% of drivers just don’t need a more accommodating vehicle than this. If space was your excuse for a bigger car, you better start thinking up a new one.

The exterior style is still quite conservative, but the cars, both coupe and sedan, retain their handsome lines. The sedan moves to a rakish front profile similar to the Toyota Prius’ and the coupe mimics its big brother Accord.

Given that Honda is an engine company (with more motorsports victories than any other brand) at its core, it’s no surprise that all the engines offered on the new Civic are real gems. North America gets three choices: a 1.8-litre 140-hp four-cylinder; a hybrid electric that can now be driven on electric power alone under the right circumstances; and a 2.0-litre 200-hp rip-snorting 8000-rpm hell-raiser for the Si coupe.

**HONDA CIVIC SI PRICE** \$25,500 (est.) **ENGINE** 2L I4 **POWER (hp)** 197 **TRANSMISSION** 6M  
**FUEL ECON (city, hwy L/100km)** n/a **0-100 KPH (sec.)** 7.0 (est.) **TOP SPEED (kph):** n/a

Might as well get a bit of unsavoury business over with right now – the incredibly wild and desirable Civic hatchback that will be sold in Europe and Japan (check it out on [drivenblog.com](http://drivenblog.com)) won't be coming to Canada. Blame the Americans – they just don't think it will sell because of the failure of the last hatch they brought in. We won't bring this up again, but the last hatch failed because it was a lame car, not because it was a hatchback. In fact the only thing it had going for it *was* the fact it's a hatch – but I digress.

The base engine can be had with a five-speed manual or automatic transmission and both make the most of its decent low-end power. You can drive the new Civic smoothly and quietly without having to rev it to death. The hybrid operates transparently – except when the engine conks out at stops, which it is supposed to do. We spent the most time in the Si and it's the deal maker.

At Motegi, any car/Honda enthusiast is humbled by the fact that this is Honda's test track and with the Collection Hall but a few hundred meters away, there is an overwhelming sense of history at this place even though it's relatively new. In the Collection Hall, you can see the spiritual progenitors of the Si and its high-revving, aurally-pleasing, rip-shifting ilk. F1 engines with 19,000 rpm redlines

and automotive examples like the NSX Type-R and other F1 cars all contribute their DNA to the new Si.

With its shifter, exhaust tips and steering wheel diameter all directly out of the raucous S2000, the Si feels instantly like the cars Honda used to build before they became all conservative and responsible – nimble, immediate, fun. At Twin Ring Motegi, the Si was simply a joy to drive. The steering is so precise and direct that the car can be placed with absolute confidence. The suspension is a willing companion to track driving, allowing the car to be rotated with trail braking, but it's never twitchy or unpredictable – unlike the Scion tC we drove, but that's another story. And the brakes, despite considerable abuse after repeatedly stopping the car from 160-50 kph, barely faded – though many a driver brought them back with smoke pouring from the wheelwells.

The sheer exhilaration – yes, exhilaration – of driving the Civic Si is exactly what Honda is all about. This car, which will probably be priced in the mid-twenties, offers all the quality, comfort, practicality, excitement and style of cars costing two and three times as much. That is exactly what the Civic is all about – and with the 2006 there's no question that it's back on top.



## Seven things you mustn't miss in Japan

Japan is not a country of enormous monuments, fabulous art museums or many historic buildings. Just as it is with their cars it's the details that make Japan. The Japanese also love silliness. This is a nation that produces ton after ton of merchandise saying "Hello Kitty." Do you think they do that with a straight face?

> **Clean up** Try to get into hot water on your first night in Japan, it's a good way to get over jet lag. Bath houses are getting scarce now that indoor plumbing has caught on, but they are so much part of the culture that they can't possibly disappear. If you can screw up your courage and learn the etiquette, you will love sitting in hot bubbly water while admiring the ankle-to-elbow tattoos of the Yakuza hit man next to you.

> **Sing along** There's a great collection of padded toilet seats in Japan. Some are heated, some even play music when you sit on them. Londonderry Air is a favourite. If your hotel is too uptight to have one of these gadgets, check out a department store where there will almost certainly be a large selection.

> **Get outta town** Take the bullet train to Kyoto. The design of the lead engine defies parody and the Japanese are immensely proud of it. In the countryside they almost salute and play the national anthem when it goes by. Other countries have fast trains, but no one else has the bullet train.

> **Get religion** Kyoto has the best temples. They are the finest examples of the traditional Japanese aesthetic that exist and will transport you to another era. Modern Japanese who work long and hard and live in small quarters worship the idea of being able to contemplate spacious beauty at leisure and go to the temple to do this. In Tokyo, make your way by subway to Asakusa. Devout Japanese and visitors mingle in the smoke of incense under the gaze of demons frozen in time.

> **China in Japan** A few blocks away on Kappabashi-dori Avenue you'll find stores selling the plastic replicas of food that Japanese restaurants use instead of menus, and one of the few shopping bargains in the country: beautiful Japanese china designed for use in restaurants.

> **Girl watching** In the evening, Ginza is a show worth seeing: women in kimonos and men in tuxedos acting out a mating ritual over American ice cream and \$20 cups of coffee. It's a cliché, but there really are \$20 cups of coffee in Japan. Tokyo is the most expensive city in the world and Ginza is its most expensive neighbourhood. People watching remains free unless you go to one of those schoolgirl shows.

> **Are you tired?** Tsukiji is the fish market that supplies Tokyo. On your last day in Japan, figure out what 5 a.m. Tokyo time is back home and get yourself out of bed to see this spectacle. Tons of seafood, each eyeball of which still looks surprised to be out of the water, is bought, sold and will be digested by the time you're over the Pacific.

JOHNNY LUCAS



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# essentials

## > Uncommon scents

FRAGRANCES HAVE COME to represent the philosophy of some brands. Movie stars and celebrities have built fragrances to represent themselves – usually something light and optimistic, yet mysteriously alluring. Stars have made some fragrances into stars by association. New scents this fall range from the spicy musks that we have all grown to love for their powerful masculinity, to more subtle and airy citrus fragrances that are in contrast with these spicy scents by their immediate freshness. Prices per Eau de Toilette spray and from top left: Tommy Bahama Fragrance for Men, 90ml, \$82, Z Zegna by Ermenegildo Zegna, \$77, Hugo Boss Energize, 125ml, \$93, Lacoste Essential, 125ml, \$83, Creed Original Vetiver, 120ml, \$198, Chanel Allure Homme Sport, 100ml, \$82, Paul Smith London, \$62, Azzaro Onyx, 100ml, \$79, and Roots for Him, 50ml, \$40. FELICIA MIEDEMA





## Nice cans

Energy drinks, despite being over 20 years old, are a relatively new addition to the North American market. Even beer companies are getting in on the action. You can pick up a can for about \$3 at most convenience stores

By James Hunter

Photos by Paul Kozirowski

At left: **Molson Kick** (355mL, 5% alc/vol; [www.molson.com](http://www.molson.com)) comes in a cool aluminum bottle that distinguishes it from the rest of the slim cans; it tastes great, makes golf suck less, EAS' nutrition and fitness gurus unleash the potent **Piranha** (472mL; [www.eascanada.com](http://www.eascanada.com)) energy drink on the gym. Coca-Cola's new **Full Throttle** (473mL; [www.fullthrottleenergy.com](http://www.fullthrottleenergy.com)) only comes in a big can because size does matter. **Whoop Ass** (473mL; [www.jonessoda.com](http://www.jonessoda.com)) has the best name by far, and a new, larger can means you can unleash more whoop ass. Finally, no collection of energy drinks would be complete without **Bawls** (296mL; [www.bawls.com](http://www.bawls.com)).

At right: **Red Bull** is the granddaddy of energy drinks – this is where it all began (250 mL; [www.redbull.com](http://www.redbull.com)). Hip-hop hero Nelly's gots ta get paid – with help from his own line, **Pimp Juice** (243 mL; [www.letitloose.com](http://www.letitloose.com)). Canada's version of Red Bull is **Shark Energy Drink** (250mL, [www.sharkenergy.com](http://www.sharkenergy.com)). The Japanese **Pocari Sweat** (245mL; [www.otsuka.co.jp/pocari\\_e/pocari1.htm](http://www.otsuka.co.jp/pocari_e/pocari1.htm)) is by far the strangest name for an energy drink and its website is even stranger. **Labatt Shok** (250mL, 6.9% alc/vol; [www.labatt.com](http://www.labatt.com)) packs a punch – a few of these and you'll be gettin' jiggy with just about anything. Anheuser-Busch's version of the energy drink, **180** (243mL; [www.180.com](http://www.180.com)) tastes a lot better than its beer. The people from **Hype Energy** (250mL; [www.hype.com/canada](http://www.hype.com/canada)) claim it makes pretty girls dance at parties.





# Spooks' sauce

"SHAKEN, NOT STIRRED." This famous phrase immediately conjures up images of a certain gentleman spy. In previous eras James Bond's signature drink, the martini, was also the beverage of choice for men with a sense of style and sophistication. In its heyday, the coolest of the cool drank martinis – Frank Sinatra, Dean Martin, Humphrey Bogart. These men lived "the" life, always surrounded by parties and beautiful women.

After briefly falling out of favour in the 1970s, martinis made a comeback in the 1990s, but with a new twist. To the consternation of some martini purists, vodka, rather than gin, became the main base, giving rise to new flavour combinations such as the Appletini, the Chocolate Martini and the Cosmo. Lounges and martini bars opened up across cities, and drink menus became dominated by martinis with fancy names. All this excitement for a cool drink

## Five easy martini recipes

### > Classic martini

2 oz. gin, splash of vermouth. (Adding less vermouth will make a drier martini.)

### > Dirty martini

2 oz gin, splash of vermouth, splash of olive juice. Garnish with olives.

### > Chocolate martini

1 oz crème de cacao, 1 oz vodka.

### > James Bond martini, aka the Vesper

2 oz. Gordon's Gin, 1 oz. Russian or Polish vodka, splash of Kina Lillet vermouth. Garnish with lemon.

with origins unknown.

There is no definitive martini "creation" story. One theory states that the original martini was the "Martinez cocktail," created in Martinez, Calif. during the gold rush at the end of the 19th century; although, the cocktail itself holds little resemblance to the modern classic martini of gin and vermouth. One New York bartender actually named Martini claimed he mixed the first martini in 1912. Wherever it originated, the martini is now as popular as ever in all its various forms.

Shaken or stirred? We know where 007 stands on the issue, but there are reasons to consider both sides. Shaking breaks up the ice, adding more water, thus, slightly weakening and altering the taste. The resulting martini can also be cloudy instead of clear. For those who prefer the classic gin and vermouth, shaking is said to "bruise the gin," again altering the flavour. In the end, it is all a matter of preference. Shake, stir, swill or sip. Just enjoy!

SUZAN YUM

### > PROMOTION: Shaken Jamaican martini

Appleton Estates Reserve is a blend of rums aged up to 12 years for a smooth and mellow taste with a long and elegant finish. Appleton Estate Reserve is intended for a more sophisticated palette – perfect for celebrating the things in life that really make a difference, like closing a deal or being promoted.

1 oz Appleton Estate Reserve Jamaica Rum,  
1 oz. banana liquor,  
1 oz. pineapple juice,  
1 oz. orange juice.  
Shake all of the above and strain into a martini glass. Garnish with a peel of lemon or lime skin.



HAVE YOU BEEN fantasizing about Catherine Zeta-Jones in a cat suit chasing you around Europe (see 1999's *Entrapment*, pictured above), or Renee Russo sublimely interrogating you while sunbathing topless? Have you got the George Clooney-esque finesse to pull off a high-stakes operation? If so, here are some tips for all you burgeoning art bandits.

**Buyer beware >** Have a buyer for your job. If you're not a Thomas Crown type and you're doing this for the money, line up a suitable fat cat with cash ahead of time. Otherwise, you might end up with a Monet but no money.

**En-route loot >** Capitalize on coffee breaks and gas stops when art is being transported. If your mark is going international, it may end up in storage and it'll take time for the authorities to realize the piece is missing. By then, you'll have a Pollock in your pocket.

**Don't cut corners >** Paintings are often authenticated by portions of the canvas that are not visible unless the frame is removed. If you cut a canvas out of a frame you'll be hard pressed to get its true value. It would be such a shame to discount de Kooning for poor pruning.

**Clandestine collections >** Get yourself privy to private collections. Art in private collections is not usually under museum security making it ripe for the picking. Attend the parties, know the players and lay on the charm. You may find yourself behind closed doors with Madame Matisse.

**Artists Anonymous >** Join the ranks of consistent and prolific thieves that amass huge collections by stealing the lesser-known, ugly cousins of the art world. These works will be easier to unload, and will garner much less publicity of the theft – more of a page 8 than a page 1, but pays off nonetheless.  
MONIKA BURMAN

Canadian Bill Underwood invented many of the techniques used by modern spies and assassins, and you can train at his school By Laurance Yap

## The (Canadian) art of combat

CAMP X looks like a pretty innocuous place, now that much of it has been bulldozed for national security reasons. This former military installation just outside of Oshawa, Ont., was not only the training ground for many of the intelligence heroes of the Second World War, but was the birthplace of modern spying.

The Allied Special Forces top secret training installation for spies and assassins, Camp X (otherwise known as STS 103) was the most important training ground for the British Special Operations Executive outside of Europe. Lead instructor Bill Underwood, a native Torontonian known as “the little giant killer,” gave combat instructions to unconventional forces, and had previously provided combat instruction for the FBI and other intelligence services; at Camp X, he trained spies and highly-specialized six-man assassination squads. One of the camp’s most notable students was an intelligence officer named Ian Fleming, who would later base his James Bond character on Sir William Stevenson, a British intelligence officer who had previously worked with Underwood.

Although he passed away in 1986, Underwood’s training system, Combato, is still taught to SWAT and military staff at Camp X by Underwood Systems under the guidance of chief instructor Robbie Cressman. What’s perhaps most impressive about Combato – and its less-aggressive, civil-

ian-oriented cousin, Defendo – is that, as a method of self-protection, it doesn’t require years of study. Within a short period of time, you pick up highly effective skills.

The training focuses not only on professional self-protection, compliance and control tactics, and unarmed combat, but also touches on psychological operations and the legal implications of physical conflict. Improvised defensive tactics – using available objects as tools – are also part of the program. As with all of Underwood’s teachings, the techniques taught don’t require huge strength, agility, or extreme athletic ability; instead, they take advantages of the human body and use very little strength, and indeed often turn the attacker’s momentum and weight against them. This means that even average people can quickly learn highly effective, and useful techniques.

The basic training course, which includes stick, knife, and gun defense tactics, is taught in Ontario, Quebec, and British Columbia; several other more advanced courses are offered for students looking to expand their skills. The company also offers 12-hour courses in CDT (compliance, direction, take-down) and a weekend seminar on psychological operations. Courses on unarmed combat and aggressive tactics are not open to the general public. For more information: [www.underwoodsystems.com](http://www.underwoodsystems.com).



### Taking your assistant editor down in four easy steps



> The attacker throws a roundhouse punch and it is blocked in combination with a stun distraction to the face



> The arm is trapped and drawn over the shoulder in hyper-extension, locking the attacker’s elbow and shoulder making it impossible to choke the defender



> The attacker’s hand is tight and low over the defender’s stomach and the defender maintains this position while stepping out causing the attacker to come spilling to the ground



> Having landed the attacker on the ground on his back, the defender disengages or moves to a reverse arm roll finish, putting the attacker in compliance

# driven man

Ian Fleming  
1908–1964

PERHAPS WHAT'S most interesting about Ian Fleming is that while he created one of history's most memorable and recognizable literary and cinematic characters, he didn't live to enjoy much of the success that the James Bond series brought to its producers. When he passed away in 1964, Fleming was embroiled in a bitter dispute with one of the screenwriters on *Thunderball* over whether he lifted parts of the story for his novel of the same name. *Thunderball* was the biggest movie of its era, and only the precursor to the real Bond saga.

Unlike the character that he created, Fleming was a complicated guy. Born of a wealthy Scottish family, he had conflicted emotions about his parents. His father, who died during the First World War when Ian was just shy of his ninth birthday, was always a larger-than-life hero. In his youth, he constantly lived in the shadow of his older brother, who excelled at school while Ian's own academic career was undistinguished, save for his accomplishments in athletics (something he would share with Sean Connery).

Thus, Fleming found himself in mainland Europe, continuing his schooling where nobody knew of his brother – just of the charming, handsome Etonian with a lightning wit and a way with women. In 1939, he began working in the Naval Intelligence service, eventually becoming the right-hand man to one of Britain's top spymasters. During the war, he worked his imagination – scheming, plotting and orchestrating dangerous missions from the Admiralty building in London. In 1940, he supervised the escape from Dieppe while he ate and drank his way through some of the best food in the country. The numerous memos and mission plans he wrote were as stylish as his operations and would be the jumping-off point for his writing career.

After the war, Fleming plotted his escape to paradise with similar zeal. For the next six years he spent his winters in Jamaica at a house he designed called Goldeneye. Minimalist but filled with panache – it's stunning to look at but has no running water – Goldeneye was much like the novels he penned. His first novel, *Casino Royale*, was completed just as he was waiting for his first wife-to-be to divorce her husband. By that time, Fleming was traveling in an elite circle of friends that included some of the world's biggest stars.

An avid golfer, smoker, drinker, culinary enthusiast and someone who – as his writing makes clear – also loved fast cars, firearms and all manner of gadgets, Fleming's health declined in the 1950s, but he refused to let his weakening heart diverge him from eating, drinking and smoking more.

Just before he died in 1964, his mother passed, leaving him a sizable inheritance. Ironically, it was left for him at a time when he had finally earned his own fortune from literary work – which was just the beginning of his amazing influence on modern popular culture.

LAURANCE YAP



PHOTO: GETTY IMAGES





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