

GLV

THE GOOD LIFE IN VANCOUVER

\$3.95

September/October 2004



Featured in this issue:

Luxurious Transportation

© Copyright 2005

FUSION PUBLISHING INC.



GLV

THE GOOD LIFE IN VANCOUVER

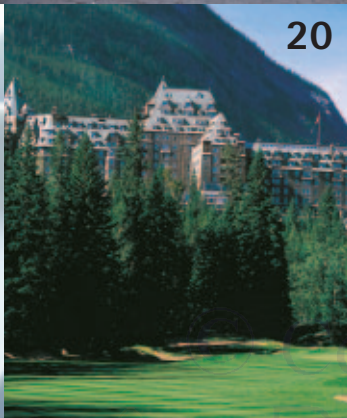
September/October 2004



8



30



20



16



28

GOOD LIFE:

Cover Story

- 8 **LUXURY TRANSPORTATION** *By Tony Whitney*
Best of the Best

Features

- 15 **SELLING YOUR RESIDENCE** *By Virginia Leeming*
Home Staging
- 16 **THE RIGHT GLASS** *By Gael Arthur*
Taste the Extreme Difference
- 18 **PRIVATE HEALTH CARE** *By Peter Beck*
A Tier-ful Goodbye to Long Wait Times
- 20 **BANFF SPRINGS ETERNAL** *By Brian Kendall*
Banff Springs—a template for mountain courses.

IN VANCOUVER:

- 24 **GLV Birthday Party Fundraiser**
- 28 **Travel** *By Randi Winter*
- 30 **Secrets of a Chef** *By Scott Baechler*
- 33 **Restaurant Review** *By Jim West*
- 34 **City Calendar** *Events Around Town*
- 37 **City Lit** *By Virginia Aulin*
- 38 **Health Updates** *By Rodika Tchi*
- 39 **Music Scene** *By Cindy Tomlinson*
- 40 **Money Wise** *By Ozzie Jurock*
- 41 **Community Focus** *By Angie Poss*
- 43 **Image Sense** *By Peggy Schroeder*
- 44 **Astro Link** *By Rose Marcus*
- 46 **Spiritual Energy** *By Jonni O'Connor*

Contributors

Gael Arthur writes about wine, food and travel. A perfect vacation for her combines all three. A perfect business trip contains healthy quantities of the same elements.

Virginia Aulin is a communications professional and senior editor of *Room of One's Own*, Canada's oldest women's literary magazine. She writes book reviews and travel and golf articles for a variety of publications.

Scott Baechler is a man intent on living his dream. From the early days in his grandmother's kitchen where he piped roses on her cakes, Scott knew that a culinary career was his calling. Today, Scott is the executive chef for Vancouver's *Metropolitan Hotel* and oversees all operations for its acclaimed restaurant, *Diva at the Met*.

Peter Beck is the well-known financial expert who founded *Swift Trade Securities*, Canada's first day trading firm, in 1998. It is now the country's leader in direct-access trading. Beck has also co-authored a book on hedge funds, and frequently appears on television to offer commentary on the performance of the Canadian markets.

Ozzie Jurock, *FRI, CMR*, is the president of *Jurock Publishing Ltd.* and of *Jurock International Net Inc.* He has served on the boards of the *BC Real Estate Council*, the *Vancouver Real Estate Board*, the *UBC Real Estate Research Bureau* and the *Quality Council of BC*, among others. He is also a *Fellow of the Canadian Real Estate Institute*, and the author of *Forget About Location, Location, Location*.

Brian Kendall has explored the booming Canadian golf scene from coast-to-coast. The author of six books, Kendall's latest is *Northern Links: Canada From Tee to Tee*, published by Anchor Canada.

Virginia Leeming began her freelance writing life in GLV's first issue, since her retirement after 20 years with the *Vancouver Sun*. She is an avid fan of food, wine, travel and good books. She is also a self-admitted spa junkie.

Rose Marcus specializes in evolutionary astrology. She has written for numerous national and international publications, and has been a popular TV and radio guest. She also teaches classes, presents lectures and maintains a busy private consultation practice.

Jonni O'Connor, *PhD*, maintains a private practice in transpersonal psychology, writes and records, and gives workshops. She has also released two books, *Living the Energy: Essentials for Expanded Awareness* published in 2003, and her latest, *The Sexual Self: The Essence of Sexual Passion*.

Angie Poss is a graduate of the Kwantlen University College Journalism program. She currently works as the senior reporter at a community newspaper in Parksville on Vancouver Island.

Peggy Schroeder is the *Travelling Tailor*, a maverick woman with corporate image sense combined with two generations of textile manufacturing, who now focuses on individuals. Building personalized wardrobes for people that demand only the best at a proper price is what the travelling tailor is all about, keeping you current by tailoring your image to suit your needs, and fine-tuning your corporate wardrobe.

Rodika Tchi, *MSc*, consults on commercial and residential projects, and has had numerous interviews, including *CityTV*, *GlobalTV*, *ShawTV*, *News 1130*, *The Globe and Mail*, *Style at Home*, *Business 2.0* and *Investment Executive*.

Cindy Tomlinson is a web designer, booker, promoter, publicist, graphic designer, singer, and cofounder of *I.M.U. Productions*. Her band *O&V* was the first Canadian band to be featured by Napster.

Jim West is a public relations and marketing professional who writes on subjects ranging from finance to food. Over the span of a career that has encompassed everything from chef to bricklayer, he has travelled extensively throughout Vancouver in search of God Only Knows What.

Tony Whitney lives in West Vancouver BC and has been writing and broadcasting about automobiles and the auto industry for over 20 years. His work has been published in newspapers, magazines and websites across North America and he travels extensively to attend vehicle launch programs worldwide. His TV show *Driver's Seat* has been on the air since the late 1980s. He is a juror in the Detroit-based *North American Car and Truck of the Year* competition and has served four terms as president of the *Automobile Journalists Association of Canada*. He also sits on the Board of Jurors of the *Canadian Motorsport Hall of Fame*.

Randi Winter is a Passionate Travel Specialist with the first full service *Virtuoso Agency* in Canada. She specializes in customized individual, group and special-interest opportunities worldwide, including cruising, spas and adventure travel by land, sea and air. As contributing editor for several lifestyle magazines, her vision is to offer you a new travel vocabulary and with it, new travel experiences that will take you from dream to memory.



Gael Arthur



Jonni O'Connor, Ph.D.



Virginia Aulin



Angie Poss



Scott Baechler



Peggy Schroeder



Peter Beck



Rodika Tchi



Ozzie Jurock



Cindy Tomlinson



Brian Kendall



Jim West



Virginia Leeming



Tony Whitney



Rose Marcus



Randi Winter



Volume 2, Number 4 | September/October 2004
Vancouver, British Columbia

Publisher
Terry Tremaine 604 925.0313
terry@investment.com

Associate Publisher
Connie Ekelund info@synergy-cmc.com

Managing Editor
Marja Rese

Art Director & Production
Marla Britton marla@investment.com

Corporate Development
Synergy CMC www.synergy-cmc.com

Sales Manager
Glen Byfield 604 787.2022
glen@investment.com

Distribution
National Post

Printed in Canada
By Calgary Colorpress
Publication Mail Agreement #40042891

Address all correspondence to:
GFG Media Inc.
GOOD LIFE MAGAZINE
#317 - 1489 Marine Drive
West Vancouver, BC V7T 1B8

Photographers
Cover Photographer: Jacquie McCarnan
www.jacflash.com
Event Photographer: Kerry Phillips
www.kerryphillips.com

Next issue: Beauty – Inside & Out
Next GOOD LIFE Event: Wishcup
Tickets: 604 684.9727 www.goodlifecanada.com

Subscription Price
Canada: 6 issues \$16 (GST included)

Information and Subscriptions
Phone: 604 925.0313
Toll Free (Canada): 1 888 925.0313
E-mail: info@goodlifecanada.com

GOOD LIFE MAGAZINE is published six times a year by GFG Media Inc. ©GFG Media Inc. All rights reserved. Any reproduction or duplication without prior written consent of GFG Media Inc. is strictly prohibited.

The information in GOOD LIFE MAGAZINE has been carefully compiled from sources believed to be reliable, but its accuracy is not guaranteed. GFG Media Inc, its officers, and its owners, the editors of GOOD LIFE MAGAZINE and their respective affiliates, or accounts managed by such persons, may from time to time have a position in investments referred to in this magazine.

www.goodlifecanada.com

From the publisher

What a fabulous summer this has been. I've enjoyed living in Vancouver since 1987 and can't remember a better summer. Did it ever rain? Now that we are all getting back to work optimism seems to reign supreme. The state of the economy is the best it's been in years with expectations of a good fourth quarter and a promising new year. Are we finally at the beginning of the long-awaited upswing?

I believe our cover story reflects this growing optimism. What better way to spend new resources than on a great set of wheels. As a university student, longer ago than I care to recognize, the wheels were 'it'. You might have only a closet to live in, but with a good car the world was wide open to you. Personally I saw a lot of this country and both neighbours to the south as a result of having a decent car. I didn't have the resources for hotels at night—the back seat was just fine. When the tires hit the pavement there was no limit to where those wheels might take me.

This summer we celebrated our first birthday. It's amazing how quickly time moves when you're having fun. Had a party with some great bands and managed to raise a little money for Make-a-Wish as well. Those of you interested in current music should keep an eye on one of the bands, The Zayne Project. In my totally biased opinion they are headed for international stardom. They should be another great Vancouver success story.

Now that we're heading into fall, being a true Canadian, eh, I'm worried about hockey. What's going to happen to the Canucks? I hope there is a resolution. Going without hockey for a season is not normal. What will we have to talk about mid-January if there is no Stanley Cup run? The Canucks are just getting good. A year hiatus could easily upset the whole shebang.

Nest issue we're going to have a look at "Beauty—Inside and Out". By that we mean cosmetic surgery, jewellery, fashion, fitness, health and beauty products; everything that makes us look and feel good. Look for us in November. Hopefully Naslund will be leading the scoring race and everyone will be talking about a Cup run.

Terry Tremaine
Publisher

We welcome letters from readers at: terry@investment.com

LUXURY TRANSPORTATION

BEST OF THE BEST

BY TONY WHITNEY



The news media may be preoccupied from time to time with “doom and gloom” stories about the world economy, but you’d never guess it by the amount of activity in the luxury car business. Building upscale automobiles can be a rewarding field for automakers, even if the markets for many of them are fairly slim. Often, a luxury niche can be a lot more profitable than a segment involving big numbers and minimal returns.

In recent years, the luxury car business has been characterized by the “rescue” of many legendary nameplates by big name manufacturers. Without takeovers by majors like Ford, Volkswagen and BMW, such makes as Aston Martin, Bentley, Jaguar, Lamborghini, Maserati and Rolls-Royce might easily be little more than memories. Fortunately for luxury car buyers and enthusiasts alike, these makes are not only still with us, but prospering and enjoying undreamed of engineering and research backup from their parent corporations. For the buyers, these vehicles have probably never been better built or more reliable.

We’re going to devote this feature to the “best of the best” vehicles that, even in their lofty market slots, stand out for technological innovation, luxury appointments and just plain status. We’ll also take a look at alternative forms of luxury transportation for those times when even a Rolls or a Ferrari just isn’t enough.

Of course, for sheer excitement and driving fun, there’s nothing like a “pure” sports car—an expensive two-seater that’s more toy than practical transportation. These are the cars that get the most envious glances and gather the biggest groups of “what’ll it do?” admirers at the curbside. Buy one of these and you’ll spend lots of time showing it off to passers by, but you’ll have to take it to the track to find out what its performance limits are.

Acura surprised the automotive world when it launched its NSX several years back. The low-slung sportster has aged well and is still the only car produced in Japan that has approached the mystique of makes like Ferrari. Perhaps that’s because the late F1 ace Ayrton Senna had a hand in part of its design. With its aluminum bodywork and striking looks, it surprises even experienced drivers with its competence, despite having “only” a 290 horsepower V-6 powerplant. The price has risen over the years to \$142,000, but it’s still a great buy.

One of the longest-lived of all sports nameplates is that of Corvette and even the most optimistic Chevrolet executive couldn’t have imagined that the car would still be a hot contender more than 50 years after its introduction. The ‘Vette doesn’t quite have the charisma of an Italian exotic, but it’ll give the best of them a run for their money with up to 405 horsepower available and the best “bang for the buck” price in the



Interior photo of Bentley Continental GT
Left page photo: Bentley Continental GT

business—somewhere in the mid-seventies for most versions. Watch for an all-new model, due for the 2005 model year.

DaimlerChrysler was a little late joining the high-performance, exotic sports car fray, but its contender the Viper seems to be universally admired. The latest SRT/10 model boasts 500 horse-

power from its 8.3-litre V-10 and catches everyone’s eye with its dramatic styling and throaty roar. Be prepared to ante up \$127,000 for one of these.

Ferrari is probably the most revered name in the entire world of sports cars and justifies its dominance by bringing us model after model of highly-desirable cars with stunning performance. The latest model from the Maranello factory is the 612 Scaglietti, said to be a modern reincarnation of the famed Daytona coupe. With a 533 horsepower V-12, the car is exceptionally fast, but only the brave will take it to its claimed 320 km/h top speed on a deserted Autobahn or (very fast) racetrack. For many years, Ferrari’s major rival has been Lamborghini and in recent times, the Italian supercar builder has enjoyed a new lease on life following its acquisition by the VW/Audi group. Lamborghini chairman Dr. Giuseppe Greco told us that VW was taking a “hands off” approach to its new division and letting tradition take its natural course. The parent company’s huge research capabilities have resulted in the best Lambos ever, including the new “downsized” model, the Gallardo, with its 500 horsepower, rear-mounted V-10. Aluminum is used extensively to keep the weight down and all wheel drive, inspired by Audi’s Quattro, helps keep all that power on the road. The price tag is \$255,000—hefty, but a lot less than the car’s stable mate Murcielago.

Although Mercedes-Benz already has its outstanding SL series of sports cars, it was looking for a way to show off every aspect of its technical prowess when it launched the remarkable SLR McLaren. The gull-winged rocket is built almost entirely of carbon fibre and its AMG-developed supercharged V-8 develops an inspiring 626 horsepower. Expect these to be rare birds, not because Mercedes can’t sell them, but thanks to a healthy world demand for a car that will be built in very limited numbers. You won’t get too much change out of \$600,000 for this very special automobile. In the same horsepower league is Porsche’s speedy Carrera GT—an all-new model which, nonetheless, still holds to proven Porsche design parameters that go all the way back to 1963. Its 5.7-litre V-10 cranks out 605 horsepower and doesn’t even need turbos or superchargers to do that. Look on this amazing automobile as a Le Mans race car in street clothes and expect to write a cheque for over \$700,000 to own one.

Talking about Le Mans, how about a modern-day recreation



Rolls-Royce Phantom



McQueen's Yachts Ltd. "CROSSER"



Cessna Citation Encore

of the fabled Ford GT40 that won the French sports racing classic three times? The new car looks just like the old one inside and out, though it takes advantage of technology and manufacturing expertise unheard of during the 1960s heyday of the original car. Powered by a supercharged 5.4-litre V-8, the new GT may not be as fast as the Le Mans winner, but it's a whole lot more refined and **very** exclusive. If you want one, you're going to have to sneak it in from the US, as the car is not being sold in Canada.

When it comes to deciding at what stage a sports car becomes a sports coupe, there are lots of grey areas, but generally, the small seats in the back are slightly more "vestigial" than those in several of the models described earlier.

The stunning new Bentley Continental GT is a true 2+2 in the old sense of the word and is a little bigger than your average sports car. Styling is beautifully restrained and the car is executed in superb taste inside and out. From its 1930s-style wire mesh grille to a fastback reminiscent of the classic Continental, this car just **screams** "class". It goes, too, with its turbocharged 6-litre W-12, and handling is aided by all wheel drive. Underneath it's more Audi than anything else, but that should make this car an even more worthwhile buy, though it does cost a substantial \$224,900. In the cockpit, the car is an absolute delight.

Another legendary British marque is Aston Martin, currently trumpeting its new DB9. While the car does draw styling influence from earlier Astons (and who's going to complain about that?) the sleek bodywork is all new and so is much of the engineering. Lightweight materials are used throughout, so the 6.0-litre, 450 horsepower V-12's power can be used to the max. It's everything an upscale British sports coupe should be and James Bond would surely approve. Expect to pay around \$215,000 for this one.

Japan is not really a serious contender in the luxury sports couple market, but the \$86,800 Lexus SC 430 is almost a match for more expensive European contenders. The 2+2 speedster has a powered hard top, making the switch from roadster to coupe as easy as reaching for the control switch. Power comes from a 4.3-

litre V-8 with 300 horsepower and the car is silky smooth and beautifully finished. If you **do** insist on your sports coupe being European—and preferably Italian—the just-announced Maserati Quattroporte might fill the bill. This "Maserati with a back seat" is a re-creation of an earlier model built several decades ago. The new car has a 4.2-litre, 389 horsepower V-8 under its sleek hood and offers everything you'd expect from an Italian thoroughbred, with the emphasis on performance. Not too much change out of \$150,000 for this beauty.

Bavarian auto making giant BMW has been absent from the top-end sports couple segment for a while, but not any more. Enthusiasts have welcomed the revival of the 6-Series and this time around, it boasts more style and technology than ever before. The 645Ci coupe (there's also a convertible version) uses a fairly straightforward layout with an up-front 4.4-litre 333 horsepower V-8 driving the rear wheels. A superbly-balanced automobile, the new "six" combines prestige with style and performance—at less than a hundred grand. Look for an "M" version with potent V-10 to appear during the next year or so.

Sports cars and coupes are all very well, but there are times when the only possible automotive option is a luxury sedan. However much you love your Aston Martin, you won't want to cram two of your key clients in the back seat if there's serious business on the agenda. The luxury sedan market hasn't been quite as busy of late as the sports car segment, but there have been some standouts this year.

Audi's new A8 sedan uses an aluminum body, but that's only part of the story. Shunning conventional bodywork techniques, the A8 uses a combination of sheet metal, extrusions and diecastings to create a light, solid, quiet structure. Quattro all wheel drive is standard and the interior ambiance of leather, wood and aluminum isn't bettered by any luxury automaker, regardless of price. The powerplant is a 4.2-litre V-8 (lucky Europeans get a 12-cylinder option) with 330 horsepower and the starting price is just under \$100,000.

Jaguar also opted for aluminum bodywork and aerospace assembly techniques when it designed its new XJ8 sedan—the epitome of British luxury tradition with a sporting flair. Occupants luxuriate among the finest woods and leathers, but driving enthusiasts love this car's silky 4.2-litre V-8. The top model is an "R" version with trademark steel mesh grille and uprated engine, putting out 390 horsepower with the aid of a supercharger. Most revered of all British nameplates is Rolls-Royce, now enjoying a new era of advancement thanks to the patronage of BMW. The new Phantom is a big, solid-looking automobile built and trimmed without regard for cost. It's a lot faster and more agile than it looks, with its 453 horsepower V-12, and it's probably the ultimate travel tool for four people and their luggage—Louis Vuitton, of course. The Phantom is priced at just under the half million dollar mark and according to the company's order books, there are lots of people more than willing to make that monetary sacrifice for the joys of Rolls-Royce ownership.

Volkswagen surprised the automotive world when it announced that it would enter the luxury market with its Phaeton, built in a remarkable mostly-glass factory in Dresden, Germany. The subtle, understated Phaeton is just the car for owners who don't want to create "nameplate envy" with their luxury sedan. The Phaeton lacks nothing by way of luxury appointments and refinement and comes with a choice of V-8 or W-12 engine, both mated to a sophisticated all wheel drive system. Prices range from the high nineties to the low hundreds.

Cadillac is one of the oldest names in the luxury car field and was even compared with Rolls-Royce years ago when Europeans and North Americans alike pondered a luxury sedan. After some years in the automotive wilderness, Cadillac is back with new looks, new products and unheard of levels of power and technical excellence. Due soon is the new STS, which picks up styling hints from the successful and much praised CTS models, but adds a little more subtlety. The car is new inside and out for 2005 and buyers can choose either a 255 horsepower V-6 or a 320

horsepower V-8. Sumptuous eucalyptus wood graces the interior for a special hint of luxury. Technology and convenience features match those of the upscale imports Cadillac hopes to take on with this interesting new model.

Luxury cars are all very well, but lots of enthusiasts will argue that there's only one way to really enjoy the freedom of the open road—astride a high-end motorcycle. Bike fans with deep pockets say that Harley Davidson's Electra Glide Ultra is one such bike, along with BMW's K1200F and the enduring Honda Goldwing. These machines offer the ultimate in riding pleasure, but prices can surprise those "not in the know". Well-equipped motorcycles in this class start at \$30,000 or so and go up from there. All of them feature comfort, performance enough to surprise more than a few sports cars, impressive stability and high levels of reliability.

For the ultimate in luxury afloat, McQueen's Yachts Ltd. of Richmond BC builds some of the most desirable vessels to be found anywhere in the world. McQueen's recently delivered the 90-foot by 22-foot motor yacht "CROSSER" to an American client and it's now in Spain, provisioning for a Mediterranean cruise. Designed by Ed Monk Jr. of Bainbridge Island, Washington, "CROSSER" is the latest project in the legendary Monk/McQueen's relationship, which goes back more than 40 years. Powered by a pair of 800-horsepower Caterpillar engines the ship features a sophisticated air conditioning and heating system and has a built-in compressor to refill dive tanks on board. Also on the spec sheet is a hot tub on the flybridge which uses a high-output heater system.

The ship's interior is superbly finished with hand-selected sapele veneers and exotic hardwoods, including madrona burls. Accommodation was designed for the owners and two couples in separate and extremely elegant staterooms. The captain and crew are quartered forward of the wheelhouse. The salon features a Steinway player piano and a 50-inch plasma TV screen pops out of a built-in cabinet when it's needed. According to

McQueen's, the audio/video system was the most complex it has ever fitted and was engineered by A&B Sound. The ship's navigational displays can be broadcast to every screen on board and in addition to DVD players, the entertainment system can broadcast signals from six satellite receivers. "Crosser" has been accepted as a nominee for "Superyacht of the Year" by the Superyacht Society and represents the definitive expression of luxury and technology in a ship of this size.

It goes without saying that the most efficient way to cross serious expanses of territory is in a state-of-the-art business jet and one of the class leaders in performance and comfort right now is the luxurious Cessna Citation Encore. People in the executive aircraft charter business like David Anderson of Anderson Air in Vancouver are quick to point out that executive jets are not simply "millionaires' toys" but serious business tools that can save corporations substantial amounts of money.

The twin jet Encore seats eight in considerable comfort and features a DVD system with a flat panel display at each seat, in-flight telephone with fax/internet capability, computer dataports and other convenience items, including a full refreshment centre and bar. The aircraft is capable of climbing to 45,000 feet in just 28 minutes, taking it well above most weather. With a cruising speed of 500 mph and a range of 2,000 nautical miles, the Encore compares to or betters most commercial jets. In addition, the aircraft can be operated from short (3,000-foot) runways. ■

Photos clockwise from top right: Acura NSX, Lambo Murcielago, VW Phaeton, BMW 6-Series Coupe, Corvette cutaway

