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Original cover photography and Digital Imaging by Alexandra A. Egan,
alexandraegan.com

FOUNDER, PUBLISHER, EDITOR IN CHIEF
JOSEPHINA LEA MASCIOLI-MANSELL

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JASON C. HOWLETT

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MANUEL NAVAS, DMN INTERACTIVE
TORONTO, CANADA
ERICK QUERCI, CREATIVEPROCESSDESIGN
TORONTO, CANADA
KIM SACHSE, MASSEY COMMUNICATIONS
ORLANDO, FLORIDA

EXECUTIVE ONLINE PRODUCER
DANILO NAVAS

IT DIRECTOR
GUSTAVO ABELLO

PHOTO STYLIST DIRECTOR
SANDRA FABRIA

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PEGGY EGAN

PRODUCTION
TOM BELL
FRITZ LYONS
SALVITA GOMES MAKHANI

SPECIAL ASSIGNMENT
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SOCIAL MEDIA CONDUCTOR
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Exclusives

- 24 **JO LEE WORLD LUXURY EXCLUSIVE
THE CARS THAT
CHANGED THE WORLD
16 THAT MATTER**
**For our World Luxury List we selected 16
automobiles that not only turned heads and
hearts but also stimulated the industry to
create safe, sturdy and sometimes downright
sleek vehicles for a world on the move.**
By Clive Branson
Abridged By Susan Berger
Special Assignment – JO LEE Magazine
New York/San Francisco/Hong Kong/
London/Tokyo/Rome/Toronto
- 76 **THE RICH & THE FAMOUS
JERASH – AN ANCIENT JEWEL IN THE
CROWN OF THE KINGDOM JORDAN**
By Heide Van Doren Betz
San Francisco – California
- 86 **L'OCCHIO / THE EYE
HARVEY CLARK –
THE HUMMING FISH GUIDE**
From The Private Collection Of
Internationally Renowned Photojournalist
Ray Scotty Morris
San Francisco – California

Features

- 16 **THE MARVELOUS MAVERICK
PAST AS PROLOGUE**
By H. Gail Regan
Toronto – Canada
- 18 **PROS & EX.CONS
INCOME INEQUALITY**
By Stanley J. Dorst
San Francisco – California
- 22 **SENSING THE UNSEEN
BECOMING CONSCIOUS
OF CAPITALISM**
By Alan Briskin
San Francisco – California
- 70 **THE RAYNES REPORT
VENICE – A DREAMSCAPE TO LOVE**
By Mark Raynes Roberts
Toronto/London
- 104 **SYNAPTIC TRANSMISSION
WORTH THE NORWEGIAN
HOSPITALITY**
By James T. Rutka, MD
Toronto – Canada



Philanthropic

- 9 THE ADESTE GOLD MEDAL
- 12 LETTERS TO THE EDITOR
- 62 JO LEE MAGAZINE
AND ITS 21 WORLD VOTING
MEMBERS OF ADESTE
PRESENT WITH PRIDE
THE 10TH ANNUAL ADESTE GOLD
MEDAL LAUREATE 2014
By JO LEE Magazine
New York/San Francisco/Hong Kong/
London/Tokyo/Rome/Toronto

Travel

- 58 YES, VIRGINIA!
COME – EXPLORE WITH ME
RUSSIA
By Lois M. Gordon
Silicon Valley – Californi

Intoxicating Opinions

- 72 DOUBLE ENTENDRE
LOVE
By Saul Levine, MD
San Diego – California
- 98 WHEN ANGELS CRY
THE CHILD MILLIONAIRES
ENVISIONING A WORLD
WITHOUT LIMITS
By Kelechi Eleanya
The Niger Delta – Nigeria
- 101 THE DIGITAL DIVIDE
THE TALE OF TWO STATES
By Craig Ricker
Moscow – Russia
- 106 I'VE ALWAYS BEEN NUTS
SIGNATURE SONGS
EVA CASSIDY
By John Paul Jarvis
Toronto – Canada

Wealth

- 66 PIZZAZZ
AND THAT'S PIZZAZZ
By Kathleen Mailliard Solmssen
San Francisco – California

Indulgences

- 14 CONTRIBUTORS
- 20 THE POET'S CORNER
By Dr. Margaret R. O'Keeffe Umanzio,
Sally Anne Reisner & Vera Resnik
- 64 THE WORLD LUXURY IMAGE
- 102 THE PRIVATE MUSEUMS
THE PHILLIPS COLLECTION
By Julie Reikai Rickerd
Toronto – Canada
- 109 EDITOR AT LARGE
IS MORE REALLY IMPROVING
THE QUALITY OF OUR LIVES?
By Carla Dragnea
Bucharest – Romania

Limoncello

- 110 LA GRANDE FINALE
WORLD LUXURY
By Monte S. Bell
Warren – Vermont
- 111 WITS END
FOOD FOR THOUGHT
By JO LEE Magazine
New York/San Francisco/Hong Kong/
London/Tokyo/Rome/Toronto

Logan Corlande

Corporate Finance
New York – New York

What a great article. Although I don't like the thought of millions of animals swimming in my drinking water, it is great to have a publication let the cat out of the bag that there are countervailing forces at work to reduce the CO2 we are creating. This is the first I have heard of these Prochlorococcus. Bless them. Seizing Power. Power Issue 2014

Ahmed Doyle

COO, Multi-National
Chicago – USA

It is great to have a healthy growing economy, but the distribution of the profits is unfair. The people creating the profits – the workers – should get more – this takes more control. Pros & Ex.Cons. Power Issue 2014

Wolfgang Kappel

Executive
Basel – Switzerland

H. Gail Regan's words of wisdom remind me that organizations need to be shaken up occasionally – creating opportunities for new ideas and the people with new ideas. The short mention of corruption deserves an entire article. Its presence today is at home with us when we thought it was limited to the third world. Power Issue 2014. The Marvelous Maverick.

Miriam de Grace

Professor Emeritus
UK

I appreciate this reminder and recommend it to those who still have a life to live. I spent many years assuming I understood how the world works, only to find out that many of my assumptions were wrong. If something is not working, assume you are doing something wrong. Editor At Large. Power Issue 2014

Audrey Glass

Librarian, Retired
Edinburgh – Scotland

And That's PIZZAZZ begins, "Somewhere between a golden parachute and a gold watch..." Hobbies have always been a classic retirement activity and it is great that the author, Kathleen Mailliard Solmssen, has made it in a vacation location and into a contribution to the art world. And That's PIZZAZZ. Power Issue 2014.

William C. Darby

Venture Capitalist
Ottawa – Canada

It is generally hard to imagine that people would be so depressed as to kill themselves, but my best friend did. He "ate his gun" as they say. A person who had everything with money left over. Jim brought home a gun he bought at the corner store, went to his room and did it. Despite a loving wife, money, retirement and children. He lacked a retirement mission of serving others. Double Entendre. POWER Issue 2014. JL



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CONTRIBUTORS



Gene Arceri

PROVOCATIVE & CHALLENGING WORLD OF ARCERI

Gene Arceri has gained world attention as a writer, critic, award winning PBS reviewer and publicist. A native New Yorker, Gene resides in San Francisco and spends considerable time in London. Among his best selling books are: Elizabeth Taylor: Her Life, Her Loves, Her Future and RED: The Tempestuous Life of Susan Hayward.



Monte S. Bell

LA GRANDE FINALE

Monte S. Bell was a practicing architect in San Francisco for almost 40 years while affiliated with Sidmore, Owings and Merrill before forming his own firm in 1970. Born in Vancouver, Canada, Monte is now retired and living in Vermont. Always interested in art, he began drawing cartoons for his high school magazine and has continued cartooning to the present.



Susan Berger

16 WHO MATTER

Susan Berger, after a successful career in finance, embraced journalism as JO LEE Magazine's Marketing Editor and writer of 16 Who Matter. Previously, Susan held financial positions with major institutions including TD Financial Group and Alliance Atlantis Communications.



Alan Briskin

SENSING THE UNSEEN

Alan Briskin is an author, artist, and pioneer in the field of organizational learning. His co-authored "The Power of Collective Wisdom" won the Nautilus Book Award in Leadership. His work is distinguished by a grasp of unseen forces underlying our actions.



Stanley J. Dorst

PROS & EX.CONS

Stanley J. Dorst is a retired officer of Chevron Land Development Co. and CEO of Grosvenor Development Co. He's been advisor to European governments and private companies as Vice-President of The International Urban Development Association and advisor for The International Executive Service Corps on behalf of the United States State Department Agency for International Development.



Carla Dragnea

EDITOR AT LARGE

Carla Dragnea is a Biologist whose interest in feature writing has encompassed 'the study of life'. In September, 2008, she was appointed Intellectual Advisor to the YES! E-Help Campus which assists 11+ million young people worldwide with their problems, each month. yesintl.com



Kelechi Eleanya

WHEN ANGELS CRY

Kelechi Eleanya is an economist and a committed development expert with the UNDP. He holds a degree in Renewable Natural Resources Management and a Master's in Forest Economics.



Lois M. Gordon

YES, VIRGINIA! COME – EXPLORE WITH ME

Lois M. Gordon is a world traveler and resides in California's Silicon Valley. She has spent her life as wife and mother, chairing several committees and indulging in her passion for reading and writing poetry.



John Paul Jarvis

I'VE ALWAYS BEEN NUTS

Paul Jarvis has enjoyed a full corporate career as CEO of four subsidiaries of foreign multinationals and served on six boards. Board and boat sailor, tennis player, terrible musician all tempered by eclectic friends – affords a basis for views and opinions on a broad range of topics.



Saul Levine, MD

DOUBLE ENTENDRE

Saul Levine, MD, is Professor Emeritus in Psychiatry at the University of California, San Diego. Saul is an international author and former host of a long-running television advice show. He is especially interested in the paradox of humanity: our capabilities to be benevolent and inspirational, yet also to be greedy and destructive.



Ray Scotty Morris

L'OCCHIO / THE EYE

Ray Scotty Morris is an internationally renowned photojournalist and successful San Francisco society photographer. He has won 29 photo awards in just ten years – local, state and national, including best news picture of the year. Scotty has received a Certificate of Commendation from the U.S. Senate along with the distinct honor of being written into the 107th U.S. Congressional Record.



Dr. Margaret R. O'Keefe Umanzio

THE POET'S CORNER

Dr. Margaret R. O'Keefe Umanzio, Peggy, has been an advisor to CEOs and corporate executive teams. She was a cofounder of the first fully-integrated alternative public school in the U.S., has lectured at Boston University as well as at Stanford, Berkeley and Tufts. She is currently writing a book titled Delivering on the Promise.



H. Gail Regan

THE MARVELOUS MAVERICK

Gail Regan is vice-chair of Cara Operations, retired. She chairs Energy Probe Research Foundation and is a member of the Canadian Association of Family Enterprise. She has a PhD in Educational Theory and an M.B.A. in Finance. Her background in sociology and personal experience of business has given her an intellectual interest in the problem of evil.



Sally Anne Reisner

THE POET'S CORNER

Sally Anne Reisner grew up in San Francisco's Bay Area and then taught in an urban-suburban high school in New Jersey for eighteen years. At the age of fifty she left her job, re-married and focused on her writing.



Vera Resnik

THE POET'S CORNER

Born in Prague, Czechoslovakia, Vera Resnik lost most of her family in the Holocaust. Her volunteer work in the New Jersey court system – as a conflict resolution resource and advocate for children's rights – led to a court appointment to the child review committee. Today, Vera's writings are widely read.



Craig Ricker

THE DIGITAL DIVIDE

Craig Ricker is a prolific writer and among the world's best photographers. He went to Russia to develop an understanding of its world from the inside and to accurately portray their life predicament within his books.



Mark Raynes Roberts

THE RAYNES REPORT

Mark Raynes Roberts is Principal of Raynes Art + Design Ltd, an internationally recognized crystal art and design firm, providing interior design solutions for luxury environments. Born and trained in England, his sculpture can be found in private and corporate art collections around the world.



Dr. James T. Rutka

SYNAPTIC TRANSMISSION

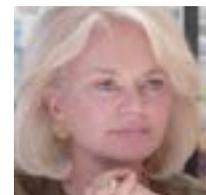
Dr. James T. Rutka is the R.S. McLaughlin Chair of the Department of Surgery at the University of Toronto; Co-Director of The Arthur and Sonia Labatt Brain Tumour Research Centre, and pediatric neurosurgeon at The Hospital for Sick Children, Toronto, Canada. He has served as Chairman of the Division of Neurosurgery, University of Toronto and President of the American Association of Neurological Surgeons.



Kathleen Mailliard Solmssen

PIZZAZZ

Renowned designer, writer, successful photographer, hilarious speaker, chef, mixologist Kathleen Mailliard Solmssen resides in the magnificent outskirts of San Francisco. Her pinterest.com/ fashionandflair and fashionwithflair.blogspot.com is filled with life lessons and laughter, exquisitely mirrored in her column Pizzazz.



Heide Van Doren Betz

THE RICH & THE FAMOUS

Heide Van Doren Betz, an Art Consultant specializing in Ancient Art and Icons, has taught Art History and created world famous collections of Antiquities and Icons. Her accomplished photography was shown in a solo exhibition at the Winckelmann Museum in Germany. JL



Past As Prologue

BY H. GAIL REGAN
TORONTO – CANADA

Criticizing the past can lead to inappropriate complacency in the present. For example, the recent film “Philomena” takes a negative view of an Irish convent, birthing centre and orphanage in the 1950s. Repressive leadership, bureaucratic bungling and corruption (putting profit before fiduciary duty) led to maternal death, lack of pain control and frustration for the families trying to reconnect.

I liked the film’s sophistication. It did not just blame the villain, Sister Hildegard, for her vengeful ways. It showed the madness-making environment that occurs when fiduciary institutions slip into money making to serve their own ambition.

In terms of our potential to provide a good birthing experience, we could be as far off the mark today as the film’s institution was in the 1950s. The maternal death rate in Canada in urban centers is almost zero -- a magnificent achievement. But short of catastrophe, there are difficulties with optimizing

the match of delivery method to the needs of the mother and baby. There are unnecessary Caesarians and obstructed labor, ending in Caesarians that should have been undergone earlier. Women may be traumatized for lack of anesthesia. Anesthesia may end in complications when it was not necessary. Natural childbirth occurs by default rather than preparation and choice.

Mothers are young or in early middle age. They have a lifetime of responsibility ahead to their children, their families and their employers when they go back to work. The cost to society of less than best birthing practices is still very large.

The root of today’s problem is conflict between service expectations and protection of vulnerability. Parents want to choose good service and institutions need to guard against medical disaster. Pregnant couples research their needs and select a delivery method, a health care

professional and setting as if they were shopping. But young people cannot understand or pay for the obstetrical knowledge that may be necessary if a particular birth becomes difficult. They choose, but chaotic reality intervenes. Two of my children did not even end up in the hospitals they had selected, let alone with their doctors or delivery methods. Obstetrics must guard its patients, in one of these cases moving heaven and earth to get her out of the car and into a delivery room in time.

Hopefully, today’s professional staff will not get as burned out as Sister Hildegard. But some may and then allow defensive complacency to set in. When mothers have a bad experience and nobody is held accountable, there are costs to families and society.

The film “Philomena” inspired this discussion of childbirth. I wonder 60 years from now what they will say about today’s banking.

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Income Inequality

BY STANLEY J. DORST
SAN FRANCISCO – CALIFORNIA

Currently there is widespread belief that the spread between the rich and poor in America has gotten too wide and that opportunities for middle-income earners are disappearing.

This is true.

However, that does not mean we must put a lid on incomes, to force incomes to become more equal. It means we have problems to deal with in order to remedy the situation. Before passing laws to change the situation we need to understand why this is happening!

The first cause of increasing income inequality is the disappearing middle class. This has evolved with the development of free trade. Since we have accepted the benefits of free trade for several generations, now we have been severely impacted by the development of competition from developing Asian countries – first Japan, then South Korea and now China (as well as others). Given the population of China the impact is severe. We suffered similar problems

25 to 30 years ago when Japan copied our TV production technology with low-cost labor. Since then much of established electronic production comes from Japan – and then Korea. Thus U.S. economy has been hollowed out and the middle-class jobs moved to the Orient.

Now Japanese wages are equal to our middle-class wages, but China is competing for our market with very low wages, continuing the loss of middle-class jobs from every part of our production economy.

So now we can make an intelligent decision on the hollowing out of our middle class – stay with free trade or go back to trade restrictions such as tariffs or quotas. That is the first real decision.

Another cause of the disparity of incomes is the widespread breakdown of the family.

Many children, without fathers and living in poverty, are not getting the

training and education needed to find middle-class employment.

So as we find middle-class jobs going overseas, at the same time we are finding an increasing share of our population not being prepared to fill the jobs we are creating for new products.

The solution is not to increase taxes on those creating new jobs and using their money to further increase payments to the poor, this will only result in our exporting our creative entrepreneurs.

We need to: develop a better appreciation of the importance of an education to children through initiating incentives that result in married families staying together; decrease incentives for single-parent families; and create community programs that modify youth behavior. So let's make a married family the foundation goal and create more supportive, community character-developing youth programs.

JL



The Poet's Corner

BY DR. MARGARET R. O'KEEFE UMANZIO,
SALLY ANNE REISNER & VERA RESNIK

PHOTOGRAPHY BY VERA RESNIK
SAN FRANCISCO – CALIFORNIA

Games Of Childhood

Bouncing jacks and pick-up-stix
Ring around the rosy
Kick the can, hide and seek
Who will ever find me?

Ring the doorbell, run away
Raid the neighbor's plum tree
Kickball, dodge ball
Who will capture the flag?

Roller skating, ice skating
Hopscotch and jump rope
Green light, red light
Who will get past go?

Toss the dice and take a chance
Monopoly...Parcheesi
Spelling bees, cake walks
Who will win the prize?

Spin the bottle, kiss the girl
Play your favorite tune
Forty-fives and jukeboxes
Will she really love me?

©sallyann

An Audience Of One

You are the Golden Child
coming forth on May Day
to awaken the earth from its deep sleep
of winter,
tap dancing lightly on the surface of
the earth
bringing forth the glorious new life
hidden underneath.

You are the Radiant Scholar
sharing your magnificent abilities with
the world.

You are the Brilliant Child/Woman of
the 60s
marching forth to change the world
and make it a better
place.

You are the dedicated Peace Corps
worker
driven by your Heart of Gold.
You are the Luminescent Lawyer
always adhering to the gold standard of
integrity and
truth.

You are the Round Table storyteller/
entertainer
spinning unsettling and unbelievable
experiences into
pure Comic Gold.

You are our Golden Goddess
the gift from God in all of our lives.

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Changes

Gravitational anchor to Terra Firma
disengages as my youth
becomes a distant memory. Life, a
string of interconnecting
pearls, involuntarily unstrung, scatters
onto unexplored
territory. Clarity of knowing alters.
Keystone loose.

Age squeezes through narrowing
channels.
Old friends like drops of water in the
desert---gone.
Some disappear in mind, others in
body, spirit. Kaleidoscopic
progression along the continuum.
Spinning, twisting, turning.

I am metamorphosing: under arms
jiggle, ebony hair now
color of purity, waist tumescent as
permanent life preserver,
letters narrow as vision of world
expands, chicken scratch new
penmanship, vessel of mental capacity
fills like flowing
molasses. Memory, who wrote this?
Etceteras, etceteras.

Golden years: I'll dance with the wind,
laugh with gulls, sing
with crickets, pick dandelion bouquets,
sprinkle rainbow
colors in my hair, wear tie dyed socks
with dotted skirts.
Marvel at snowflakes, raindrops.
Embrace change.

Unchanged: smiles, eye glint, heart
spirit, love.

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Becoming Conscious Of Capitalism

BY ALAN BRISKIN
SAN FRANCISCO – CALIFORNIA

PHOTOGRAPHY BY ALAN BRISKIN

The Death & Rebirth Of Prosperity's Dream
Corporate Persons
What Does Not Serve Me Shall Not Be My Concern
Time Range: 1985-Present

Who even knew that corporations had legal rights as if they were actual persons? In a strange twist of legal gymnastics, the originating idea of a corporation being birthed and legitimized by a government grant had been transformed into a corporate body beholden to no one but its owners. Economic self-interest was the law of the land, and the corporate persons cultivated in such an environment could be as sweet as your dear auntie or as self-serving and weird as the guy down the block wearing just a raincoat. However, both would be legally obligated to prioritize their shareholder economic interests over other concerns such as the corporation's effect on human beings or the earth's resources. Economists even have language for this. Externality is the effect on others, positive or negative, by corporate action that is not calculated into the cost of the goods or services.

"An externality," wrote the economist Milton Friedman, "is the effect of a transaction ... on a third party who has not

consented to or played any role in the carrying out of that transaction." He offers a relatively benign example of a man who must clean his shirt more often due to smoke emissions from a local power plant. He tends to minimize the effects by calling them "neighborhood effects" or "spillovers." In a free market, positive and negative externalities theoretically cancel each other out or are eventually internalized by the corporation. However, a less cheerful view might look something like this: persons who dissociate their actions from their effects on others are called sociopaths.

EDITOR'S NOTE: "Becoming Conscious of Capitalism" by Alan Briskin is a serial journal of cogent reflections and irreverent insights on the social effects of capitalism and the roots of partisan politics. Pairing prose with HDR photography and "flash points" drawn from current and historical perspectives, the author seeks to recover lost wisdom and courageous action beyond the shouting and noise of today's headlines.

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EXCLUSIVE





Audi Quattro

THE FIRST QUATTRO WAS DISPLAYED AT THE 1980 GENEVA MOTOR SHOW

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

The blueprint for the Audi Quattro apparently fermented in the mind of Audi engineer Jorg Bensigner when he watched a Volkswagen Iltis maneuver almost effortlessly past competitors in a winter rally like it was the only one on skates during a hockey game. Bensigner realized the potential the Volkswagen's drive train had in powering all four wheels. All it needed was power, which he designed in spades when he married it with a turbocharged engine and independent front and rear suspension. The result was the groundbreaking Audi Quattro (quattro is Italian for four).

When the car was unveiled at the 1980 Geneva Motor Show, it was a showstopper. Not only did it have a knockout body, but an attitude that rocketed it from zero to 60 mph in less than seven seconds. Furthermore, it put its money where its mouth was, and proved to be the most competitive car in the world, consistently beating and outclassing all other rivals for two consecutive years in international rallies.

Quattro sales soared to 11,452 units between 1980 and 1991. Other than some cosmetic changes, such as a digital, liquid crystal instrument panel display, a revamped steering wheel and a new console design, there were no significant alterations to the vehicle. There was no need; it was already perfect. JL

EXCLUSIVE





BMW 02 Series

THE BEGINNING OF AN EXCEPTIONAL SUCCESS STORY

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

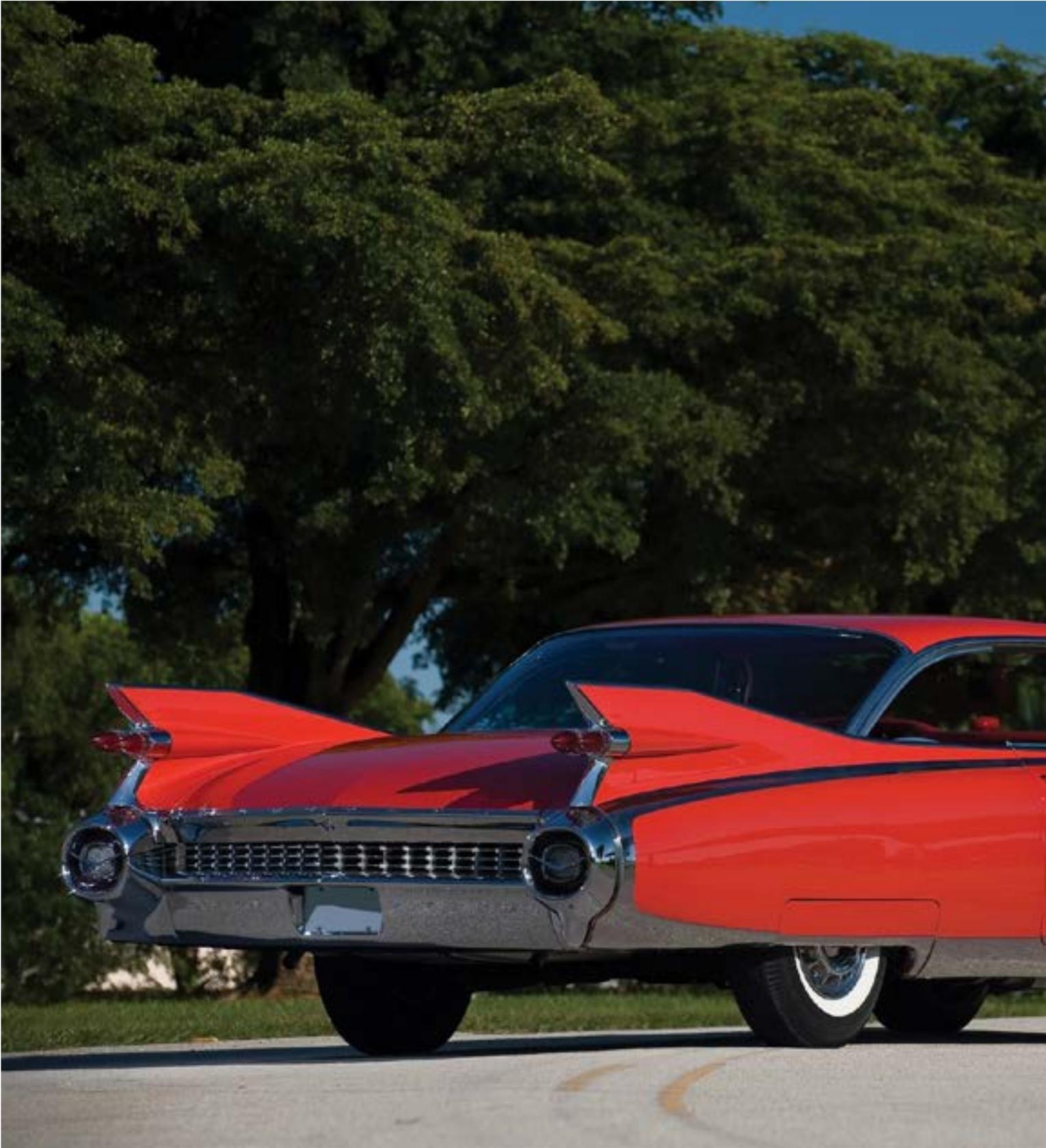
In 1966, the Bavarian Motorwerks (BMW) introduced a new midsize model that was to become known as the “Pocket Rocket” – the BMW 2002 – by stuffing a big engine into a small frame. It marked the beginning of an exceptional success story, turning the company around and changing the lives of thousands of drivers. Over the next 10 years, more cars from what was later known as the 02 Series were sold than the complete output of BMW cars since 1929. The combination of modern, compact bodies accompanied by sporty engines gave these lightweight sedans, convertibles and touring models their remarkable dynamism and appeal to a wide demographic audience.

The 2002 series is important in the history of BMW for a couple of reasons; it brought the company out of near bankruptcy in the 1960s, and put BMW on the map in the U.S. (a huge buying market). As is often the case with great designs, the 2002 predecessor needed more zip. When a 2.0-liter engine was installed to improve performance and emissions, the resultant car became popular in the U.S. in its first year.

It is the 2002 Series that can be credited for inventing the category for compact sporting sedans, now widely popular through models from various German, Japanese and American makes of small two-door sedans with high-performance engines and suspensions and aggressive sports car-like features. The BMW 2002 was the perfect car for racing around the city or along a circuit.

JL

EXCLUSIVE





1959 Cadillac

THE KING OF KITCH

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

In the 1950s, the automobile became a zealous reflection of America's prosperity, no longer viewed as just a practical means of transportation. And no car evoked so emphatically the same sense of national identity as did the 1959 Cadillac. It embodied the American concept of luxury and style in an inimitable, gross, unforgettable and unique way. The exaggerated fins, the highest ever at 42 inches, the jet-engine lights, and the sweeping curves were all designed by Harley Earl to give the feeling of unrestrained grandiosity.

The '59 Eldorado, which was hand-built in Italy, was named after the Spanish word for "the gilded one". It was chosen by "Life" magazine as the cover shot for an issue devoted to the century of the automobile, highlighting its space-age options of cruise control, power seats, and electric door locks. Under the hood of the two-ton, 20- by 6-ft. behemoth lay a huge engine that pulled, heaved and labored this enormous girth to a paltry eight miles to the gallon, yet flexed the most muscle, redlining at 130 mph. The Cadillac is the most publicized American luxury car of all, with the Eldorado being the most desirable. Many experts suggest that 1959 Cadillacs will become the most notable post-war American cars among collectors, who can expect to pay in excess of \$200,000 for a model in good condition. With 142,272 manufactured, one might just be found.

JL

EXCLUSIVE





1955 Chevy

THE CAR THAT SAID STYLE, POWER AND AVAILABILITY

BY CLIVE BRANSON

ABRIDGED BY SUSAN BERGER

SPECIAL ASSIGNMENT

NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

PHOTOGRAPH BY CLIVE BRANSON

Wanting to avoid the staid, sterile image of the Chevies from the 1940s, and to capitalize on the hedonistic spirit of America in the 1950s, Chevrolet introduced a car that said power, style and availability. The 1955 Chevy, designed by Edward Nicholas Cole, not only changed the image of Chevrolet but also the company's fortunes (setting a production record), and is regarded as one of the classic American designs. The 1955 car came in three versions: 150, 210, and the Bel Air, which was named after the swank Los Angeles suburb.

The models were manufactured in nine different configurations, ranging from a two-door sedan to a six-passenger station wagon, all housing the now legendary small block V-8, 239 cubic inch engine, which is currently still in production. All were perfectly proportioned, finely detailed and almost totally devoid of the usual garish brashness, though the gnarling Ferrari-like grill was copied for years. Technically the 1955 Chevy set new industry standards, including automatic transmission and power-assisted steering and brakes. It looked sporty with its compact, raw power, yet could be driven to the supermarket. It was, for its time, the ultimate American swagger. JL

EXCLUSIVE





Citroën DS

INTRODUCED TO THE WORLD 60 YEARS AGO

BY CLIVE BRANSON

ABRIDGED BY SUSAN BERGER

SPECIAL ASSIGNMENT

NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

PHOTOGRAPH BY CLIVE BRANSON

Almost every automotive innovation in today's cars can be attributed to one unique automobile – the Citroën DS. Pronounced “déesse”, French for “goddess”, the avant-garde design was the creation of visionary André Citroën and artist-engineer Flaminio Bertoni. Most remarkable cars are noted for one or two exceptional features at a time. The Citroën DS changed everything at once, making post-war austerity seem insignificant. Introduced at the 1955 Paris Motor Show Citroën forced everyone to re-evaluate the purpose of the car.

Why such rhapsodic superlatives? It was the first car with hydraulic disc brakes, power and collapsible-steering wheel, safety front and rear “crumple zones”, aluminum and plastic moldings, roll-over protection, detachable panels, flat floor boards that gave the car more ground traction, aerodynamic door handles, a shark-like nose (with no grill), and swivel headlamps. But above all, the DS had something truly original – a four wheel, independent, self-levitating, hydro-pneumatic suspension that supported the car on a carpet of fluid. It kept the car level regardless of the terrain it drove on. Another peerless feature was that there was no clutch.

The drawback was its steep price tag and running costs. Hence, global sales were poor, and the majority of sales remained in France. By the time production stopped in 1975, 1.4 million Citroën DS units had been sold. Today, if you see one, it still turns heads. It is, without question, the Gaulic Goddess.

JL

EXCLUSIVE





Corvette Stingray

AN ICON OF AMERICAN POWER

BY CLIVE BRANSON

ABRIDGED BY SUSAN BERGER

SPECIAL ASSIGNMENT

NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/

TOKYO/ROME/TORONTO

PHOTOGRAPH BY CLIVE BRANSON

Since its debut in 1963, the Corvette Stingray has been smoldering in the minds of every blue-blooded American kid. Designed by Larry Shinoda under the styling direction of Bill Mitchell at General Motors, the philosophy was to replace the ostentatious chrome, tailfins and other trappings emblematic of the fifties and inject flowing lines that seemed to evoke a shape designed by the wind that looked both sleek and menacing.

The 1968 Corvette Stingray was a huge departure from the styling of the previous generations, both inside and out. It became the longest running generation of the American sports car, lasting until 1982, with traces of it still evident in today's Corvettes. The introduction of the t-top option with removable roof panels to create a topless effect without the change of structural rigidity was a popular option and would continue to be so for years after. Other influential elements included a periscope rear mirror, embedded side vents, tapering rear deck, stretched hood, non-functional hood vents, electronic ignition, an independent rear suspension and centrally-located back-up lamps.

This is a car to impress and to stretch the limits of the imagination. The Corvette is ultimately America's sports car and though the price has reached cosmic heights, the car continues to inspire anecdotes from press and peers alike. Thankfully, profits and high volume have never been this car's reason for being. If they had, Chevrolet would have killed the Corvette back in '55. Excitement and legendary performance are what it's all about. And it has that in spades. JL

EXCLUSIVE





Ford Mustang

INTRODUCED AT THE NEW YORK WORLD'S FAIR IN
1964

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

By the mid 1960s, the sports car market in the U.S. was monopolized by Chevrolet with its Corvair and Corvette brands leaving Ford cars looking rather portentous. Another large segment of the population was eating into Ford's market share by purchasing foreign sports cars.

Few anticipated that the Mustang would cause such a sensation. Backed by an advertising campaign selling the sense of freedom and Americana, the flashy, aerodynamic lines and sporty lightness had immediate widespread appeal. The term "pony car" was born from the Mustang to describe a new breed of sporty compacts with long hoods and short rear decks. Although other manufacturers rushed to build "pony cars", few captured its spirit.

The innocuous pony was transformed into a stallion by Carroll Shelby, who gave the car some circuit-like oomph, elevating the Mustang to its now legendary status. Named the "Cobra", the car was clothed in a svelte fastback and was given the most powerful package available. However, Ford viewed the Cobra as a low-volume, low-profit product, and decided that if they made it more like other Fords by removing the fun parts and making them optional, it would sell better. Over the following decades, the Mustang soared to record sales, but reached uninspiring, conventional designs until the late 1990s when the car returned to what Shelby originally proposed – something with attitude and muscle, albeit expensive. The Mustang remains the only original pony car to remain in uninterrupted production over five decades of development and revision. JL

EXCLUSIVE





Jaguar E-Type

THE CHILD OF RACING PEDIGREE

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

PHOTOGRAPH BY CLIVE BRANSON

Few cars have had such a profound impact at an unveiling as that of the Jaguar E-Type at its 1961 debut at the Geneva Auto Show. The E-Type was revered by the public, engineers and journalists as “the sexiest car ever designed”. Designed by Malcom Sayer, sensuous curves appeared on a car where before there were merely fins, chrome and angles.

Under the supervision of Jaguar’s president, William Lyons, a former aerodynamicist, Jaguar introduced a shape that was both feline yet predatory. The car was a consequence of wind-tunnel research that molded the form. Built around a central monocoque, the E-Type had front and rear tubular subframes to support the engine, and was balanced by four-wheel independent suspension, providing exceptional smoothness and road grip. Its low, long lines, its dramatically extended hood with built-in headlights and miniature radiator grille, reflected a racing prowess.

As a piece of pure sculpture, the profile of the E-Type was strikingly harmonious and was later confirmed by the Museum of Modern Art in New York City as one of the greatest cars ever designed. Unfortunately, North American safety and stringent demands tarnished the purity of its styling with modifications and emission controls. The final V-12 completed the sanitation process. By 1976 it was replaced by the even more inferior-looking XJS series. As William Lyons stated, “The car is the closest thing we will ever create to something that is alive.”

JL

EXCLUSIVE



Lamborghini Miura

THE MOST STUNNING ROAD CAR IN THE WORLD

BY CLIVE BRANSON

ABRIDGED BY SUSAN BERGER

SPECIAL ASSIGNMENT

NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

1965/66 could be construed as Lamborghini's most prolific and creative period when, in pure desperation to save the company, Ferruccio Lamborghini hired engineers Paolo Stanzani and Gianpaolo Dallara to design a new model for the 1966 Geneva Auto Show. What their young, innovative minds developed was revolutionary: the Miura (Spanish for "fighting bull"). The predecessor of all super-exotic cars had a profound impact on the company as well as on the entire automotive industry.

The Miura was a full-fledged racecar on the road rather than a reinterpretation of the classic traditional GT. Due to design restrictions, the four-liter, 12-cylinder mid-engine had to be transversely mounted, something neither Ferrari nor Maserati had ever attempted, behind the cockpit. When it didn't, the car was displayed at the show without an engine in it. Instead, the public gawked at the curved shape with exotic air vents and headlamps that were flush against the hood when not in use. And although the media was not allowed to scrutinize inside the car, it was heralded as the most stunning car in the world. The shark-like skin covered 380 horsepower, boosting the fastest speed from any production car. Due to its popularity during the show, deposits from potential buyers saved the company.

As Lamborghini celebrates its 50th anniversary, it is remembered that it was the Miura, which was phased out in 1972, that sparked the supercar war between Ferrari and Lamborghini that lasts to this day.

JL



EXCLUSIVE





Mercedes-Benz 300SL Gullwing

THE FIRST CAR TO HAVE GASOLINE DIRECT INJECTION

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

One can claim that the Mercedes-Benz 300SL was the first production “supercar”. It had no comparison, particularly in 1954, its debut year. It is immediately associated with its upward-opening “gullwing” doors and not for its thoroughbred speed. The 300SL, signifying three-liter super light, was powered by a six-cylinder overhead camshaft engine. It was the first car to have gasoline direct injection, where fuel is squirted straight into each cylinder, doubling power output. Its acceleration had G-force velocity and could reach 70 mph in second gear and 98 mph in third. But handling was tricky and maintenance costs exorbitant.

The most charismatic feature was due to a tubular “space-age” chassis: a one-piece metal frame that allowed the rest of the bodywork to hang, making the car incredibly rigid and strong without weighing it down. However, the positioning of a key chassis component prevented conventional doors, so engineers designed the legendary “gullwings” – doors hinged at the top that lifted upwards. With room for only two occupants, the steering wheel tilted forward at its lower edge to permit the driver to get in. Though the trunk appeared cavernous, most of the space was occupied by the spare wheel and the large gas tank.

Production ceased in 1957 when 1,400 units had been completed, with the majority of sales in the U.S. In 2009, two 300SLs were offered for sale in the U.S. for more than \$1.3 million.

JL

EXCLUSIVE





Morris Mini

MORE THAN A CAR, IT WAS A MARVEL OF ITS TIME

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

In 2000, the last of an original was rolled off the production line in England. The Morris Mini, one of the greatest influences in automotive design, had no peers, as it demonstrated how to package an engine, transmission and people into a confined space. It may have sacrificed leg room and been plagued by transmission woes, but its maneuverability in tight corners is still unsurpassed.

Designed by Alec Issigonis in 1959, the Morris Mini became a key iconoclastic symbol in the Swinging '60s. The challenge was to create the smallest car for four people plus luggage that used the minimum quantity of fuel. Issigonis achieved this by laying the engine in a sideways position, putting the wheels at the extreme four corners of the "box", and making them two-thirds the actual size. The car had no extras and no overt styling features. It was "anti-styling", unintentionally becoming a cult object of the pop culture. At a price of £448, it was the first car to become "classless". It also created an international demand for uncomplicated but smart, small, front-wheel drive cars.

The Mini was perhaps the single most influential car of all time because it was uncompromised. Nothing so small had ever before been so commodious. In 2000, BMW re-launched the somewhat retro Mini. It was technologically very different to the 1959 original, but paid strict homage to Issigonis' design and imagination.

JL

EXCLUSIVE





1964 Pontiac GTO

THE CAR THAT ESCORTED IN THE MUSCLE CAR PHENOMENON

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

The great American muscle car revolution started on the premise, manufactured of course, about the sense of freedom. The 1950s brought a feeling of entitlement, while the 1960s brought rebellion. It was freedom that brought the muscle car into existence – the freedom of cheap gas, open roads, and individualism. And it was the perceived loss of freedom (oil crisis, the sour aftermath of the Vietnam War) that brought the muscle car era to an end.

The 1964 Pontiac Tempest GTO is arguably the car that escorted in the muscle car phenomenon. It wasn't the first car to have a brawny V8 engine. That had been going on for over 32 years. What the GTO had, which the youth market sought, was attitude – a bigger V8 engine (6.5 liter, 389 cubic inch), the elixir of speed such as hood scoops (phony ones), the rumble of chrome dual exhausts, a Hurst shifter, racy trim, a template frame (adaptable for a GM chassis), and an aggressive name plagiarized from Ferrari's "Gran Turismo Omologato". For its time, it was lightning fast, clocking zero to 60 mph in 7.7 seconds.

From the iconic Coca-Cola bottle shape to de Kooning paintings, designer Bill Porter drew in a mixture of influences to mold the GTO and produced sex appeal on wheels. To add to the allure, engineer John De Loren injected even more muscle under the hood and the muscle cars phenomenon was truly confirmed. JL

EXCLUSIVE



Porsche 911

THE CAR WITH THE PERFECT CHEMICAL
COMPOSITION

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

The 911 was unveiled a half-century ago, yet remains an instantly recognizable and vibrant stream of molded metal. During this time the 911 has been the personification of the Porsche brand, setting the benchmark for all sports cars. With over 820,000 built, it has remained the longest production sports car of all time. Few other automobiles in the world can look back on such continuity regarding technology, performance, design, handling and longevity. As Bill Warner, founder and Chairman of the Amelia Island Concours d'Elégance stated: "The 911's shape has remained fresh, contemporary and essentially unchanged since the day of its inception in 1963. That must be the best and purist definition of a truly great design."

For each of its six generations the engineers in Zuffenhausen and Weissach have reinvented it, time and time again demonstrating to the world the innovative power of the Porsche brand. Like no other vehicle, the 911's apparent contradictions seem to be reconciled: sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, design and functionality.

From the very beginning the Porsche 911 has been at home on tracks all over the world, earning a reputation as a versatile and dependable winner. Indeed, two thirds of the 30,000 race victories achieved by Porsche to date were notched up by the 911. The story of the 911 series is still being written. In its longevity, art and technology have been consolidated with something significant to say without being derivative or sacrificing principles on monetary value. And that's why there's only one Porsche. JL



EXCLUSIVE





Volkswagen Beetle

THE “PEOPLE’S CAR”

BY CLIVE BRANSON

ABRIDGED BY SUSAN BERGER

SPECIAL ASSIGNMENT

NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

Volkswagen came into being in 1936 as the “people’s car”, backed by German Nazi leader Adolf Hitler. “It should look like a beetle,” Hitler is said to have advised its designer Dr. Ferdinand Porsche as he sketched his ideal shape for the Volkswagen.

Ironically, it was the British who saved the Beetle. In 1946, Major Ivan Hurst initiated the production of about 1,000 Beetles annually for the British Army. Heinz Nordhoff, a German car industry chief, supervised the restructuring of the Volkswagen plant, and within seven years Volkswagen had become one of Germany’s leading car manufacturers, producing more than 40 percent of the country’s output of automobiles. However Mr. Nordhoff realized that to expedite matters, the future of the little car relied heavily on exports. In America, the U.S. auto industry saw no need for a small, inexpensive car when there were so many large inexpensive used ones on the market. But in 1959 Volkswagen hired the innovative ad agency Doyle Dane Bernbach to build a marketing campaign, and the resultant creative national advertising (i.e. “Think Small” and “Lemon”) was classified as the “Best of the Century”. From 1953 to 1959, Beetle production grew from 2,000 units to 150,000 units, and the Beetle replaced the Ford Model T as the most popular car ever made.

By the 1980s the Beetle had become a piece of universal cultural code. As the last Beetle rolled off the production line, one in 10 people around the world had, at one time owned, or grown up with, a Beetle as the family car. JL

EXCLUSIVE





Volvo Amason/120 Series

PAVED THE WAY FOR NEARLY EVERY SAFETY
INNOVATION OF THE NEXT HALF CENTURY

BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/LONDON/
TOKYO/ROME/TORONTO

When introduced, the Volvo 120 Series was called the Amason, which derives from the fierce female warriors of Greek mythology, the Amazons. German motorcycle manufacturer Kreidler had already registered that name, and the two companies finally agreed that Volvo could only use the name domestically, modifying the spelling to Amason. Subsequently, Volvo began its tri-digit nomenclature and the line became known as the 120 series (120, 121, and 122) with three configurations: two-door sedan, four-door sedan, and the wagon.

Built in Sweden, the car was the personification of stability, durability and reliability; it was ideal for extreme climatic conditions. Prior to 1956, driver and passenger safety was the last thing on most car manufacturers' minds. Volvo was different though, and the Amason was the first car with a three-point seat belt in the front seat as well as a padded dashboard, anti-slip pedals and a laminate-coated windshield to reduce glass damage. Additional modifications were phosphate-treated steel to prevent paint erosion, fully reclining seats, front fog and driving lights, alternator, fender mounted mirrors, and a special steering wheel.

The Volvo 120 Series paved the way for nearly every safety innovation of the next half century, saving millions of lives and making Volvo synonymous with safety. It was the perfect car for any weather condition and was only replaced in 1970 by the rather inferior and square-shaped 144. JL





Willys Jeep

ACCORDING TO GENERAL DWIGHT D. EISENHOWER, THE THREE TOOLS THAT WON THE WAR IN EUROPE WERE THE DAKOTA PLANE, THE LANDING CRAFT, AND THE JEEP

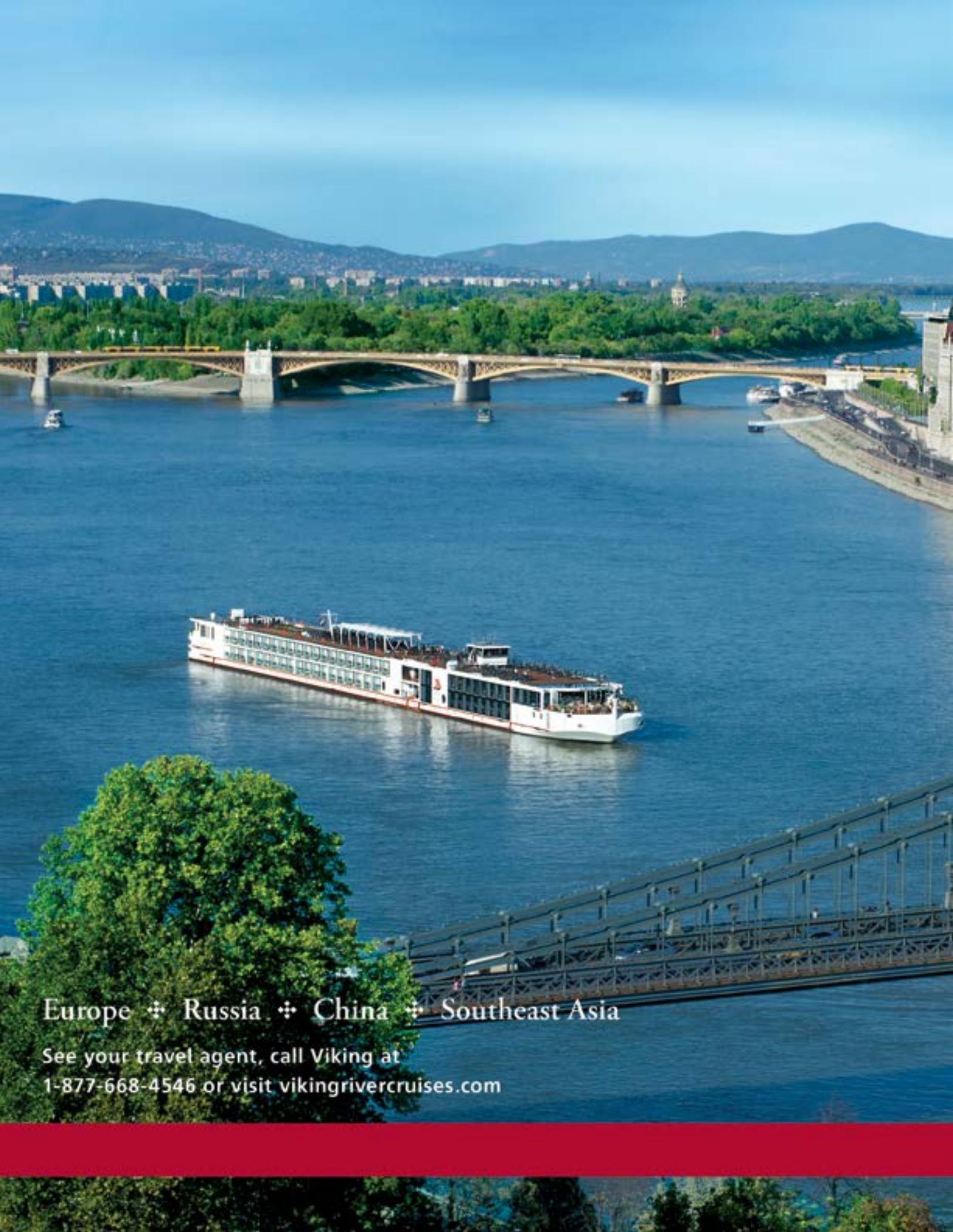
BY CLIVE BRANSON
ABRIDGED BY SUSAN BERGER
SPECIAL ASSIGNMENT
NEW YORK/SAN FRANCISCO/HONG KONG/
LONDON/TOKYO/ROME/TORONTO

PHOTOGRAPH BY CLIVE BRANSON

Initially used for military purposes as a wartime mule (1941-1945), these small, four-wheel drive utility vehicles were the inspiration behind contemporary and future similar light utility vehicles. The vehicle was easy to maintain, and due to its simplicity, practically unstoppable against all the elements. Over the years this robust, somewhat squat 4X4 evolved into the civilian Jeep, desired by generations of off-road enthusiasts.

In 1941, 134 companies were asked by the U.S. government to build a prototype vehicle within 49 days to meet military requirements. It was such a daunting task that only three firms responded: American Bantam, Willys-Overland, and Ford. All received contracts. The Jeep name continued after the war, thanks to Willys trademarking it. The first civilian models were built in 1945, making it the oldest off-road vehicle and sport utility vehicle brand. The Jeep's utilitarian good looks have been heralded by industrial designers and museum curators alike, including at the Museum of Modern Art in New York City, who described the Jeep as a masterpiece of functional design.

From the muddy battlefields to the concrete jungle, the Jeep grew into America's most popular utility and off-road vehicle. This year it achieved a milestone when the Toledo Assembly Complex in Ohio rolled out the one-millionth production Jeep. It is more than a mere vehicle, but a testament of American pride and resilience. JL



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YES, VIRGINIA! COME - EXPLORE WITH ME

As you venture out into our world, your travel can consist of a day visit to the closest towns or a journey that will place your feet clear on the other side of the world. It is all about discovery and about everywhere you walk.
So, COME – EXPLORE WITH ME.

Russia

BY LOIS M. GORDON
SILICON VALLEY – CALIFORNIA

We began with three nights and four days docked in beautiful St. Petersburg – exploring the city in its true splendor.

Valera, our Russian guide, and one of the best on Viking River Cruises, remained with us throughout the entire cruise: whether it be for after-dinner drinks or to teach us Russian with good laughs!

St. Petersburg was built with Venice in mind, to be the window to the west, to present an image of grandeur of the Russian Empire with its approximately 70 canals and 300 bridges.

It was Peter the Great who founded the city in 1703. Today, St. Petersburg is in need of much repair, however, it remains awesome to behold.

St. Isaac's Cathedral is the third largest domed cathedral in the world. Once the site of Peter the Great's Winter Palace, the Hermitage museum has the largest collection of artwork and

antiquities in the world. An art lover's paradise!

At all of the villages along the waterway to Moscow we shopped and found beautiful markets with wonderful, inexpensive treasures to purchase. People were most friendly. Most welcoming. At one village we walked to a home where a woman was working in her garden; she spoke no English and we spoke no Russian, but somehow we communicated and she invited us into her home. She showed us her telephone, which she was very proud of, along with family pictures. It was a grand experience.

Moscow is a sharp contrast to St. Petersburg. Home to over 12 million people, it is a very cosmopolitan city. Everyone seems to own a car, making traffic the same as in every other large city.

The Kremlin is the original fortress and the oldest part of the city. The Armory,

a museum within the Kremlin, exhibits Fabergé eggs, carriages and breathtaking artifacts. The collection goes as far back as the fourth century yet it wasn't until 1813 that the Armory building became an exhibition hall and museum. The treasures contained within are overwhelming, presented with an array of objects that are staggering in their historical interest and spectacular richness. Directly next door, at the Diamond Treasury, one can observe the nearly 190-carat Orlov diamond.

Red Square is incredibly beautiful and pictures do not do it justice.

It was on our very first Russian trip, on board our Viking River Cruise, that we met Jo Lee. We keep going back – on Viking River Cruises.

JL



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When we look at the world through the eyes of Unsung Heroes we see undreamed of possibilities. More and more we appreciate the incredible number of nominations submitted from around the world in the five ADESTE categories: Humanities, Social Justice, Arts, Technology and Medicine. The nominees of The ADESTE Gold Medal remind us of how many wonderful people are doing amazing things from corner to corner in this chaotic world. Also, we are reminded that the most important aspect, the heart, of ADESTE, is to discover “the 40 and under” Unsung Heroes who “outperform” in a globe of billions.

*Jo Lee Magazine And Its 21 World Voting
Members Of Adeste Present With Pride
The 10th Annual
Adeste Gold Medal Laureate 2014*

BY JO LEE MAGAZINE

NEW YORK / SAN FRANCISCO / HONG KONG / LONDON / TOKYO / ROME / TORONTO

Dr. Georgia Kotantoula, a Greek student at the Hebrew University – Hadassah in Jerusalem, conducting her Masters in the International Biomedical Science program, has earned acclaim for a remedy she developed to moderate the release of active agents that prevent the accumulation of bacteria on a surface (biofilm).

The remedy generates longer lasting protection against biofilm, a layer of bacteria that cling to hard surfaces such as teeth, which may lead to caries (cavities). “It is a unique and novel medication for the oral cavity, as it sustains the release of any chosen drug in the oral cavity resulting in better clinical efficacy”, says Dr. Kotantoula.

Dr. Kotantoula’s remedy is an outcome of a fruitful scientific

collaboration between the Faculty of Dental Medicine and the School of Pharmacy at Hebrew University – Hadassah and has been patented by the Yissum Research Development Company of the university. Clinical trials will begin soon to test the remedy’s efficiency.

As part of the framework of the University’s International program, students from all over the world perform advanced biomedical laboratory research relation to biomedical and dental science, including microbiology, immunology stem cells, genetic engineering and computational biology.

Parallel to her M. Sc. studies, Dr. Kotantoula is part of the international internship program of the Orthodontics Department. “In my research program I am combining my knowledge in dentistry with state

of the art science in biomedicine,” says Dr. Kotantoula. “It is a great pleasure to be pursuing my graduate studies in the International Biomedicine program of the Hebrew University – Hadassah. The extensive experience and knowledge of my supervisors and professors as well as the well-equipped laboratories, has given me tremendous support and the tools to conduct high level research.”

JO LEE Magazine applauds, congratulates and reveres Dr. Georgia Kotantoula for her compassion – for embracing the world at large.

JL







And That's Pizzazz

BY KATHLEEN MAILLIARD SOLMSEN
SAN FRANCISCO – CALIFORNIA

PHOTOGRAPHY BY PETER SOLMSEN
JEWELRY DESIGNED BY KATHLEEN MAILLIARD SOLMSEN

“In my opinion, that was a one-note-samba bottle of wine.” “Her book had so many unpredictable twists and turns.” “Last evening, my palate literally danced in and around every course.”

Through the subconscious or totally obvious, we are all drawn in by and mesmerized with exquisite yet subtle layers that caress our senses and captivate our feelings. If dashing through a museum or sleeping through a symphony, inspired nuances will be missed.

Layering is an innate artist’s tool. Layering brings an undeniable richness to an otherwise flat melody, manuscript or painting. Like an arrow hitting the bulls-eye – a comment, a design, a flavor will always penetrate it’s target spot on – when layered to perfection. In order to see the picture when connecting the dots, sensing and feeling layers

allows a connection to be deep and satisfying and nearly magical. We all have a unique compendium of music, art, movies and books that we can enjoy time and time and time again. Due in part to layering, each time the experience opens undiscovered dimensions, new levels of understanding, and unexplored sensations.

In the people department, layering can also be captivating. Treasured friends have undiscovered layers to their personalities. Think about people you love and have known forever; there is a good chance they have revealed many levels of their personalities to you. Layers connect. Think about people you’d like to know a little bit better. There is a good chance they have levels of layering where interaction will occur. On the surface, a polite “cocktail conversation” can be quite flat. An hour later, “a dinner conversation”,

with it’s various layers and innuendos, can be quite stimulating and well worth the evening. Whether we are aware of it or not, we all connect with politicians, comedians and movie stars through the multi-layers they strategically build into their words, their deliveries and their acting. “It’s not over until the fat lady sings” or until the masterpiece is signed. Personalities never say “THE END”. We will always keep growing. We will always be curious. We keep learning and changing and – layering.

As the human element of layering continues, a combination of wit and wisdom is the perfect balance to a happy and healthy life. A magnet can connect or repel. People have similar options. For me, like-minded connections infused with humor and wit are what I call PIZZAZZ!

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Venice – A Dreamscape To Love

BY MARK RAYNES ROBERTS
TORONTO – LONDON

PHOTOGRAPHY BY MARK RAYNES ROBERT.

To fully experience the romance, beauty and Renaissance art and architecture of Venice, there is no better time to visit than in winter, when the Acqua alta has receded, (flooding which occurs in October/ November) and the translucent light of the city makes one feel part of an impressionist painting.

Built in a lagoon on muddy marshland, Venice dates back to 568AD and has been sinking it seems since the beginning of time. Even so, the foundations of the city pinned together by wooden stakes for centuries, continue to secure some of the world's most prized art treasures. A memorial to this ancient gateway of eastern and western culture, it is a testament to the strength and spirit of the Venetian people.

An experience not to miss is the golden sunrise that illuminates the St. Marco

Campanile, San Marco Basilica and Doge's Palace, as the city still sleeps with the exception of the few street sweepers in the Piazza St. Marco. One imagines how Venice might have felt during the height of the Renaissance period, with only the gentle bumping of gondolas at the canals edge to disturb your thoughts.

If you have the opportunity to experience a concert at the Teatro La Fenice take it, to experience first-hand the beauty of this magnificent opera house which has been restored on three different occasions due to fire in 1774, 1836 and 1996. You will be transported not only by the music but also the golden Venetian splendor and elegance of the building. Afterwards, enjoy an evening nightcap at the Hotel Danieli, a Byzantine masterpiece of architecture, or sit on the patio at the Hotel Monaco, (opposite the original Harry's Bar, now sadly closed, the

originator of the Bellini cocktail) situated on the Grand Canal, with a wonderful view of the Basilica di Santa Maria della Salute illuminated at night.

Take a trip to view the masters of glass on the island of Murano, and walk the narrow passageways where there is always the potential of discovering a piazza filled with vibrant Trattoria's where the local Venetians hang out to enjoy the early setting sun.

For me Venice is a timeless and beautiful city that, like an endangered species, should be appreciated in all its glory by paying our respects to it with the same love and devotion we would give to an aging parent or someone we loved dearly. I love Venice in this way. It is a place where I feel at home, and as I leave and turn to look back from the vaporetto, I see that dreamscape so vividly painted by J.M.W. Turner.

JL



Love

BY SAUL LEVINE, MD
SAN DIEGO – CALIFORNIA

Love songs often stir feelings of romance in us: at my age, Ella Fitzgerald's "What Is This Thing Called Love?" does it, and I know that other melodies do it for you.

Through the ages the theme of love has filled volumes of poetry and prose, operas, plays and film scripts, art, music and even architecture (e.g. the Taj Mahal).

We've been "in love" and felt ardor and passion and we've experienced other kinds of love, as with our spouses, parents and grandparents, siblings, friends and others.

Our ability to love is first learned in infancy and childhood by our bonding with closest intimates (our mothers, for example). Nurturance from a loving caretaker plays a crucial role in developing the ability to form love attachments. All the senses are involved in feeling, receiving and giving love: familiar faces, sounds of voices, taste and aromas, holding and kissing.

When we're in love, worries seem to melt away. The poem "How Do

I Love Thee?" by Elizabeth Barrett Browning conveys that intensity. Feelings of love stimulate neuronal activity in parts of the brain which "light up" on brain scans. (The song, "You Light Up My Life" was prescient!)

Love can be bittersweet, and when love mysteriously ebbs from our beloved, we feel lost and forsaken, as if our hearts have been wrenched away. A broken-hearted soul yearns for the return of its lost love and longs for its mate. (See Shakespeare's sonnets).

Nowadays, thousands of couples have met via internet websites. Some of these websites are for sexual hook-ups, not meaningful "I-Thou" relationships, and some are even dangerous. Caveat emptor: one must select a known web site with rigorous screening and safeguards.

Our need for an intimate partner is palpable and real. There is magic in that early blush of romance, and hope for a lifelong partnership of commitment, caring and companionship. But early passion and romance are not guarantees of good marriages or

long-term relationships. Conversely, prearranged marriages can also be fulfilling and successful. A Hindu friend said, "We don't marry the woman we love, we love the woman we marry."

Our bonds of affection and intimacy are our emotional equivalents of oxygen and nourishment. They are like our very lifeblood, from our first breaths in infancy as we are coaxed from our mothers' wombs, until our last gasps of life before we die. Without love of we atrophy and shrivel. Without love, children do not develop as well and adults are more prone to loneliness and depression. Our minds and optimism, our very essence diminishes.

A life without love for most is barely worth living. The Beatles' song "In A World Without Love," is not one I would wish to inhabit.

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opposite: Heide with a backdrop of excavated ancient shops, doors to commercial spaces, and residences; the important Temple of Zeus and Roman amphitheater on the hilltop.

Jerash – An Ancient Jewel In The Crown Of The Kingdom Jordan

PHOTOGRAPHY AND TEXT BY HEIDE VAN DOREN BETZ
SAN FRANCISCO – CALIFORNIA

Walking amongst the ancient ruins of the provincial Roman town of Jerash, in northern Jordan, it is easy to imagine a life 2,000 years ago. Columns, pillars, pediments and pavements all invoke a sense and time of the bygone. However, the well-preserved ruins allow one, with a little imagination, to see the lifestyle of these inhabitants. The guides, the local visitors, and the vendors are all welcoming and helpful.

Although this area has been inhabited since Neolithic times due to its fertile soil and relatively easy accessibility, it became a thriving town during the reign of Alexander the Great (332 BC). Roman general Pompey conquered Jerash in 63BC and claimed it as part of the Roman province of Syria. It became part of the Decapolis – an important league of 10 Greco-Roman cities (including Damascus and Amman) – with trade, commercial and political ties. For the visit of Rome's Emperor Hadrian in 129AD, its citizens constructed a triumphal arch,

“Hadrian's Arch”, which is still the grand entrance to the site today.

Jerash continued to flourish for centuries due to its wealthy trade partners and its agriculture. In the 3rd century it acquired the status of a Roman Colony. A devastating earthquake destroyed a great part of the city in 747. The Crusaders invaded in the 12th Century; then the city was completely deserted until archeological excavations began in the mid 18th century. Archeologists were quick to realize the vast historical importance of this well-preserved Roman town.

The most impressive ruins in Jerash include the Oval Plaza or Forum, a breathtaking highlight with its towering colonnade of Ionic columns, of which there are 56 in an oval format, constantly throwing different shadows to the original stone paved floor. It is easy to see why this plaza was the center of city life, for families, merchants, politicians and cultural events. Even today it is

one of the most popular gathering points. The *Cardo Maximus* is the main boulevard that goes through the entire center of the town, from the Oval Plaza to its Northern Gate. It is lined with towering and impressively well-preserved columns (originally there were over 500), many have been restored to their former glory. Occasional ancient indentations of carriage wheels are visible along the stone slab floors.

The Arch of Triumph built for Emperor Hadrian is still the imposing main entrance to Jerash. It leads directly to the monumental hippodrome, with daily re-enactments of Roman entertainment such as chariot races and gladiator battles. Outside the hippodrome the holding areas for the gladiators and animals can be seen.

A visit to Jerash, while in Jordan, is truly not to be missed.

JL

Centrally located Oval Plaza, the main gathering point for citizens of Jerash.







opposite: Can you believe this has lasted for over 2,500 years?

Detail of the central and left arch of "Hadrian's Arch" built in 129 AD to commemorate the visit of the Emperor Hadrian to Jerash.



Much restoration has been accomplished, and more to come.





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opposite: Harvey changing the fly on his rod.

Harvey Clark – The Humming Fish Guide

PHOTOGRAPHY AND TEXT FROM THE PRIVATE COLLECTION OF RAY SCOTTY MORRIS
SAN FRANCISCO – CALIFORNIA

Harvey Clark is the best fishing guide in New Zealand. Actually he is known in Ngongotaha, New Zealand as the “Troutman” but I call him the “Humming Guide” because he is humming tunes as he fishes.

His home is in the area of some of the best fishing spots in New Zealand and in minutes he can take you to Lake Rotorua, a fantastic fishing paradise, or to many of the best fishing streams in the area, just within spitting distance away, by walking or, by car. Guides cost an average of \$800 to \$1000 a day. Harvey, a retired news journalist, loves to teach beginners and guide the old pros and his prices are just a fraction of the cost of a professional guide. He will teach you the basics and then take you fishing for just a couple of hundred

dollars, and he knows his stuff! He does this because he loves to teach and fish. Harvey caught his first fish at the age of six and has never stopped fishing. If you are a pro, he will take you to the best holes and advise you on flies etc. You will catch fish.

Harvey has been my friend for over 15 years. Now, when I go fishing in New Zealand, I use him for two hours each day then fish by myself.

Harvey was very upset this year: the worst fishing year ever because of the weather pattern. New Zealand is suffering like the rest of the planet but to me, the fishing was great! Fishing by myself in streams Harvey had introduced to me in the past found me catching three fish in three casts and each time

the rainbow trout broke my line. I did manage to land a fourth, a nice 4lb trout. I was using four-pound test on my leader when Harvey had me switch to eight-pound test.

Harvey is used to catching countless trout when they start to go upstream to spawn: his best being 60 fish in 11 hours. You're talking about fish from three pounds to six pounds. Most native fishermen in New Zealand practice catch and release and that goes for the very large trophy fish. Harvey has caught and released them all.

Next time you are in New Zealand give him a call on his mobile 021951. He will be out fishing and humming – so keep calling.

JL



Fishing rod in hand, Harvey leaves his home for an assignment







Looking at a map researching locations for the day's fishing. L to R: Harvey and me.





Harvey lets his friend choose the fly.





Harvey changes his fly with only his headlamp, at sunrise over Waitet stream.



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THE NEXT 100 YEARS: ONE CHILD'S JOURNEY HOW SHE/HE WILL LIVE, LOVE AND NEVER REALLY DIE

The Child Millionaires Envisioning A World Without Limits

BY KELECHI ELEANYA
UNITED NATIONS DEVELOPMENT PROGRAM
THE NIGER DELTA – NIGERIA

Millionaires!

We all have known that making it big in terms of bucks – has been seen as an achievement often obtained after a long investment of time, energy and resources, seen in multi millionaires who emerged in their early 40s to late 50s.

Today's dynamic world has, in great part, ruled out the 40 to 50-age mindset. Rather, we find extremely young, vibrant minds emerging and becoming the ones making a difference as millionaires.

Here they come...

At the age of 14, Fraser Doherty began using his grandmother's recipes to make homemade jam and selling them to his neighbors in Edinburgh, Scotland. By 16, he'd created a huge demand for the jam by tweaking the recipes on his own and calling it

"SuperJam". In 2009, with the help of a supermarket chain connection and the addition of Asda Walmart as a stocking client, Fraser hit \$1.2 million in sales.

Also, when Cameron Johnson's parents asked him to design invitations for an upcoming holiday party they were having, he probably had no idea just how far it would take him. Impressed with the results of his work, people around the neighborhood began using Cameron's creativity for their parties. By age 11, he had banked several thousand dollars in revenue with "Cheers And Tears" – his own custom line of greeting cards. Cameron has amassed a net worth estimated at \$1 million.

At age 10, Julieth Brindak began drawing a group of made-up characters she called "cool girls" that included a primary character named "Miss O". At 16, she launched a social networking

site for tweens called "Miss O & Friends", inspired by her earlier drawings, and enlisted her mother and father to help put the site together with their combined graphic and business skills. The site now generates 10 million unique visitors per month, is worth an estimated \$15 million and continues to rely on word-of-mouth and very little advertising.

Isabella Barrett, when she was six, won multiple beauty pageants that launched her onto the reality television series "Toddlers and Tiaras", which follows families on their quests for sparkly crowns, big titles, and lots of cash.

Let's not for a moment think, however, that "Child Millionaires" is anything but a fantasy for children of Africa!

Envisioning a world without limits, building a sustainable future for African youth must be a dream WE MAKE come true!

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A portrait of a man with dark, spiky hair, wearing a dark jacket and a dark scarf, looking directly at the camera against a blue sky with white clouds.

Fernando
VARELA

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The Tale Of Two States

BY CRAIG RICKER
MOSCOW – RUSSIA

In the early '90s two states emerged from the utterly broken Soviet disaster: Ukraine and Belarus. Fast forward to 2014: Ukraine is a failed state in revolutionary chaos and Belarus is the picture of peace and tranquility. The two peoples are as similar as Americans and Canadians. What happened?

To understand the answer it is important to grasp Oswald Spengler's concept that cultures are living organisms that are born, peak and die. Like all living organism, cultures are vulnerable to disease. When the pestilence arrived, Belarus managed to rally the white blood cells but Ukraine did not.

What disease am I referring to? To George Soros's Open Society or the more generic term, NGO. Although Mr. Soros claims his organization's purpose is to help cultures evolve and become happy members of the global village, a refusal of his medicine unleashes great punishment. Belarus

refused a visa to George Soros so he closed Belorussian society with crushing sanctions imposed by the whole Western world. Tiny harmless Belarus was even included on George W. Bush's Axis of Evil list for refusing Mr. Soros's benevolence. Serbia attempted to refuse the same medicine but it was forcibly administered with air raids.

In Ukraine the Open Society was greeted with enthusiasm resulting in a pirate-like looting of the whole country, including large-scale white slavery. Yet, in the Axis of Evil country Belarus, we see none of that, only peace, modest prosperity, and stability.

Is today's revolutionary chaos in the Ukraine spontaneous? No! I travel to the Ukraine regularly. For years every café in Kiev was swarming with poorly dressed Western NGO workers. I talked to many of them and found that they were unaware that they were Trotskyite revolutionaries. Like circus

dogs, they understood only that if they jump through this or that hoop the next tranche of grant money would come through. It is this army of Open Society workers who created this chaos.

Did Ukrainians have good reason to rebel? Yes! But what are they rebelling against? They are rebelling against a condition created by the same Soros who is now paying them to topple their own country. Sun Tzu would be proud of Mr. Soros.

The real solution is to do as Belarus does and rid the national organism of the virus. Ukraine does not need to break up. Russians don't need to annex eastern Ukraine or do anything bad to the Ukrainians. There is great love between the two peoples.

Unfortunately, the full force of the West backs up this neurotic hatred of all healthy cultural organisms by the Trotskyite left. This renders the situation deadly.

JL



The Private Museums – The Phillips Collection

BY JULIE REKAI RICKERD
TORONTO – CANADA

Among dozens of spectacular national museums and galleries in Washington, DC there are a number of exquisite private museums, each with a unique back-story.

Major Duncan Phillips, “a window glass millionaire” and Civil War veteran, moved with his wife, the former Eliza Laughlin, and their two sons, James and Duncan, from Pittsburg into a red brick Georgian Revival mansion in the Dupont Circle neighborhood of Washington, DC, built in 1897 by architects Hornblower & Marshall. James and Duncan inherited their father’s love of art and added purchases to their family’s growing collection. They received an annual “collecting allowance” of \$10,000 from their father with which they bought the modern works they both fancied.

Major Phillips’ sudden death in 1917, followed by James succumbing to influenza in 1918, devastated both Mrs. Phillips and Duncan. Searching for a way to memorialize them, Duncan, by now a published art critic, decided to display the family’s art

collection and establish The Phillips Memorial Art Museum in their home. With the help of his wife, the artist Marjorie Acker, he opened the museum in 1921 as “a memorial, a beneficent force in the community where I live, a joy-giving, life-enhancing influence, assisting people to see beautifully as true artists see”.

Duncan Phillips became the museum’s director and, with his wife, continued to develop the collection of what was the first museum in the United States dedicated solely to modern and contemporary art. Equal focus is given to European and American artists whose works hang in intimate fashion on the walls of the vast home. The venue makes works by the “greats” such as Vincent van Gogh, Honore Daumier, Georgia O’Keeffe, Milton Avery, Paul Cezanne, Willem de Kooning and Pierre-Auguste Renoir more accessible. The Mark Rothko room is stunning.

Phillips was director of the museum until his death in 1966. The years following his demise were not kind to the museum. With no one at the helm

it became dilapidated and in great need of restoration.

Rescue came from Duncan Phillips’ son, Laughlin Phillips, formerly with the CIA and co-founder of “Washingtonian” magazine. Under his directorship the museum was given a new lease on life, the buildings renovated and the museum re-named The Phillips Collection. The library and archives were expanded and additions to the collection included works by Pablo Picasso, Henri Matisse, Pierre Bonnard, Morris Louis, and Jackson Pollock.

The Phillips Collection today has some 2,500 items, a Center for the Study of Modern Art, a “Conversations with Artists” series, lectures, and concerts in the music room.

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opposite: Neurosurgical Mission to Ukraine

Neurosurgical Mission To Ukraine

BY JAMES T. RUTKA, MD
TORONTO – CANADA

PHOTOGRAPHY BY JAMES T. RUTKA, MD
KILLARNEY PROVINCIAL PARK

Last year, I had the distinct honor and privilege of serving on a medical mission to Ukraine. As a neurosurgeon, I initially wondered just how much I could help out in Ukraine. I soon learned that in many regions of Ukraine, the practice of neurosurgery lags behind that which occurs in North America by quite a wide margin.

Our first destination was in Lviv, a beautiful city not far from Ukraine's border with eastern Poland. At the Lviv City Children's Clinical Hospital, my colleague and I gave several neurosurgical lectures on topics of interest to the faculty, and we answered their many questions. We also provided timely consultations for patients we examined in the neurosurgery clinic. Finally, we assisted with surgery to remove a brain tumor from the left frontal lobe of a 14-year-old girl who suffered from seizures. The tumor was removed completely by our Ukrainian neurosurgical colleagues as we coached them through the

procedure. Interestingly, this was the first brain tumor that this group of neurosurgeons had removed in this hospital. They are somewhat limited in their scope of neurosurgical practice because of the lack of advanced neuroimaging and technologies that are readily available in North America. Thankfully, the tumor was benign, and the child has every expectation of leading a normal life without seizures or tumor recurrence.

From Lviv, we traveled to the capital city of Ukraine, Kyiv, where we were introduced to several more neurosurgeons. We gave lectures at first at the Shupyk National Medical Academy of Postgraduate Studies where numerous neurosurgeons from around Kyiv had come to hear us speak. Following our lectures, we traveled to the Ramodanov Neurosurgical Institute, which is a very impressive unit with 12 subspecialty divisions in neurosurgery, and 350 inpatient beds, and three intensive care units. There, we also provided consultations

for numerous neurosurgical patients, and we assisted once again with a neurosurgical procedure. This time, we coached our Ukrainian neurosurgical colleagues through a corpus callosotomy – a procedure performed to separate the two halves of the brain to stop severe drop attack seizures. Once again, surgery was extremely successful, and the 15-year-old child has been seizure-free since surgery.

We also had some opportunities to tour Ukraine and to see many beautiful sites. At that time, Ukraine was a peaceful country with a progressive society. This is why it pains me to see the current political unrest in Ukraine, and the threat of government instability. However, such has been the history of Ukraine to some degree over the centuries. I do hope that rational minds will prevail, and all that is good and great about Ukraine will be fully appreciated in the months and years ahead.



Signature Songs *Eva Cassidy*

BY JOHN PAUL JARVIS
TORONTO – CANADA

“Satisfaction” by the Stones, “Georgia” for Ray Charles and “I left my heart in San Francisco” by Tony Bennett are immediately identifiable as their own.

Preeminent is the 75-year stalwart “Over The Rainbow” by Judy Garland. “Rainbow” was voted the number one song of the century by the American Recording Industry Association.

Eva Cassidy first performed “Over The Rainbow” at Washington’s Blues Alley and ownership was ceded.

Eva was a revelation to me, forwarded in an email with a link to “Somewhere”. My spontaneous reaction to her voice was, “she transcends all prior artists”.

An accomplished guitarist, blessed with perfect pitch and the purest of voices that effortlessly ranges the upper register in personalizing

lyricist Yip Harburg’s phrasing, rejuvenating the song, laying claim as her own.

Ms Cassidy topped the UK’s Top Ten charts in 2000 and through sheer serendipity Ms Cassidy achieved artistic recognition, fame and stardom, albeit posthumously .

The 33 year-old acquired unforeseen celebrity with “Over The Rainbow” four years after her untimely death from melanoma in 1996.

In late 1999 Britain’s highest rated DJ, BBC 2’s Mike Harding, played “Rainbow” on blind faith. Paul Walters, the show’s producer, passed Mike a CD during a commercial and with uncharacteristic forcefulness said; “I think you should listen to this, now.” Never having heard Ms Cassidy sing a note, Harding played Eva to his seven million

listeners and the BBC switchboard was jammed.

Before her death Eva sold CDs out of the trunk of her car; ironically only a local fan base heard her live in her native USA. Her repertoire was jazz, blues, gospel, country, folk and ballads, the pivotal reason she was unsigned by big record labels. She refused to be categorized or narrow her expansive musical focus and even though exceptionally attractive, Eva spurned any effort to glamorize her performances.

There are only homemade videotapes shot at Blues Alley in Washington. The shaky amateur footage, bordering on vintage sepia, instantly evokes a mood and then Ms Cassidy’s sheer talent envelops.

BBC 2’s Sir Terry Wogan sustained Eva’s overwhelming momentum airing the recurrently

requested amateur video and it has just kept going.

For a number of weeks in 2000 Eva had five CDs on the Top 150 charts in Britain, the font of her burgeoning celebrity. A popularity not experienced since the Stones or the Beatles. Think about it.

Her first CD, Songbird, earned Eva three UK’s #1 slots and she rocketed to the top in Australia, Germany, Sweden, Norway and Switzerland. Eva has sold 10 million CDs and gone Platinum six times.

Sorrowfully ... Eva has left the building.

This is Eva. <http://www.youtube.com/watch?v=4RDmXsGeiF8>

JL



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Is More Really Improving The Quality Of Our Lives?

BY CARLA DRAGNEA
BUCHAREST – ROMANIA

Simplicity, at its heart, comes down to eliminating the excess in our lives. Excess needs, wants, possessions.

Society tries to tell us that having more should be the goal. But is “more” really improving the quality of our lives?

Having more / buying into the concept that more is better can mean missing living in the moment. We’re constantly waiting for our lives to be complete with “more” and striving for a day that will never come.

We’re in a state of deferred living. Always assuming what we have now is not enough and worrying that we cannot afford more financially.

Many believe they are in a good place having great friends and family, a good job, a roof over their heads.

However, when I took a close look at my life, I saw that with each year I

was accumulating more. More material possessions, more commitments, more meetings, more financial responsibilities, more hassle. I felt like less and less of “my” time was “my” time.

I came to the realization that I bought into the concept of “more is better”, losing track of some of my own goals.

A period of reflection followed and I began to identify what I truly wanted in life. I also started to take action, peeled back and eliminated what didn’t matter, removed distractions and excuses I was making to myself, and focused on the things and people that were important to me.

As a result, many positive things happened:

Realizing I didn’t want our son to become an only child, we had our beautiful daughter

While working full-time, I became an honor grad in

teaching the Hatha Yoga program

And last but not least, I began teaching yoga classes to family and friends. Albeit, that was not my original intent.

Seven years later I have more time to do what I want to do and to spend it with the people I want to spend time with. In reality, I have the same amount of time but I’ve been more selective in how I fill my time and what I say yes to.

Making changes is not easy unless we manage to focus on what we do have and are grateful for rather than obsessing on what we don’t have.

Luxury "Crews"

BY MONTE S. BELL
WARREN - VERMONT



Food For Thought

BY JO LEE MAGAZINE

NEW YORK / SAN FRANCISCO / HONG KONG / LONDON / TOKYO / ROME / TORONTO

If you can get arrested for hunting or fishing without a license, but not for being in the country illegally, you might live in a country founded by geniuses but run by...

If you have to get your parent's permission to go on a field trip or take an aspirin in school, but not to get an abortion, you might live in a country founded by geniuses but run by...

If you have to show identification to board an airplane, cash a check, buy liquor or check out a library book, but not to vote, you might live in a country founded by geniuses but run by...

If, in the largest city, you can buy two 16-ounce sodas, but not a 24-ounce soda because 24-ounces of a sugary drink might make you fat, you might live in a country founded by geniuses but run by...

If a seven-year-old boy can be thrown out of school for saying his teacher is "cute" but hosting a sexual exploration or diversity class in grade school is perfectly acceptable, you might live in a country founded by geniuses but run by...

If children are forcibly removed from parents who discipline them with spankings while children of addicts are left in filth and drug infested "homes", you might live in a country founded by geniuses but run by...

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