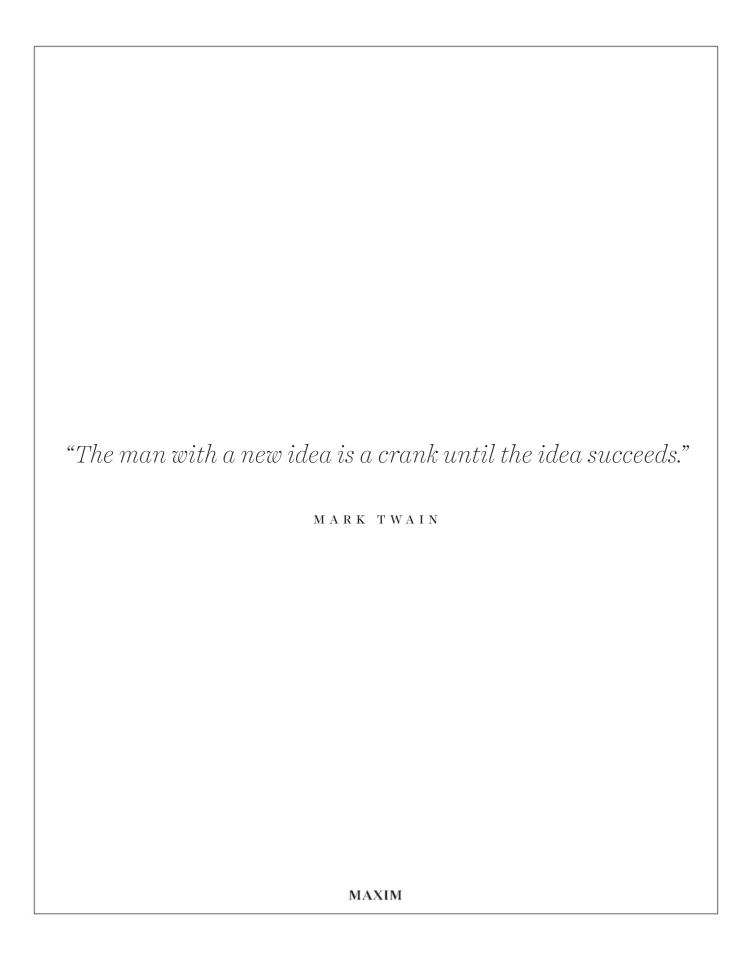








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On the cover: Nina Agdal wears a blush suede jacket by Giuseppe Zanotti, vintage denim by Chrome Hearts, and a vintage Hermès belt. Photographed by Gilles Bensimon.

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What to bring on an island getaway

Not everything goes in your suitcase

Column by ALESSANDRA AMBROSIO

I'm sure it's no surprise that when the beach is my destination, I always travel with more than one bathing suit (one of my passions is designing them), but there are other things that are just as important. In fact, some of the best things to bring are not even tangible! The Bahamas certainly offers enough variety in scenery, from lagoons and blue holes to tidal pools and ocean laced with coral reefs, to justify a different bikini for each destination. There are hundreds of islands with lush landscapes-pine trees, orchids, fig and frangipani trees framing blue water so crystal clear you can see starfish walking-offering a diverse and rich nature experience. Nassau and Freeport have their own special attractions, but in my opinion, you haven't really been to the Bahamas until you've visited the Out Islands. The Exumas are practically off the radar compared to other spots in the Bahamas, which is precisely what makes them so desirable. Sometimes being a little low-key feels just right. Here we go!

1) Good energy

Before I leave on vacation, or even when I go out for the day, I always set an intention. It might be to live in the now instead of thinking about what's next, or to discover a magical place to snorkel or a new restaurant, try a new sport, or find inspiration to share. It's easy to be overwhelmed by all the bad news in the world, but if you're heading out to an island, turn your mind off and prepare to get lost in the beauty of nature!

2) A sense of adventure

I like to find something thrilling everywhere I go. The Bahamas has a nearly vertical water slide called Leap of Faith surrounded by sharks (totally a GoPro moment), and there are plenty of other water slides. But you can also find destinations off the beaten track that might require a special boat or small plane to reach. (There are 700 islands after all!) On the Out Islands, famous for their crystal blue water and white and rose sand beaches, you'll find the Exuma Cays Land & Sea Park, where you can take a nature hike to see incredible wildlife, such as the endangered Northern Bahamian rock iguana, or hit the Bimini Nature Trail. Be

sure to see Andros Island; you can kayak there, and it's been called a naturalist's wonderland because there are so many deserted beaches.

I love a place with a good story, and on Cat Island (one of the least explored of all the islands), Armbrister Creek flows into a blue lagoon called Boiling Hole. The tide creates bubbles, which led to folklore about a sea monster lurking below the surface. It's a great spot for glimpsing stingrays, baby sharks, and the exotic birds that nest among the mangrove trees.

Loving water and sea legends as I do, this was a must-see, and would be a lovely surprise day trip

for any aspiring sea siren. They say a mermaid lives in Bain Town, where there's a 10-foot-deep Mermaid Pond with four holes leading to underground caverns and passageways. The locals claim she's real!

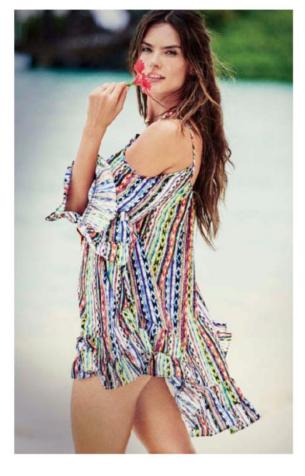
3) A *sunga* and...Relax, but look good doing it: some style advice for guys

Vacation is a time to relax some fashion rules, but you can still look stylish in warm weather.

Baseball caps. I always pack a big straw hat from my Ále by Alessandra collection (a lot of my Angel friends love them for sun protection), but I've been known to borrow a baseball cap at the beach or while hiking. Word to the wise: It never hurts to pack two caps because you never know who will want yours!

Being Brazilian, I grew up with bikinis, and the men in Brazil are just as adventurous with their swimwear choices—they are famous for wearing *sunga* (cut differently from American Speedos). But if that's not your cup of tea, I love anything fitted and not too baggy, unless you're surfing, of course!

Lastly, make sure to bring a great pair of jeans—preferably dark denim—as they are versatile and can go from day to night. Pair them with espadrilles (love these on guys!) and a lightweight button-down shirt. And if you're



going on nature hikes, be sure to bring sturdy sneakers or hiking boots!

4) Wellness: my top four vacation picks

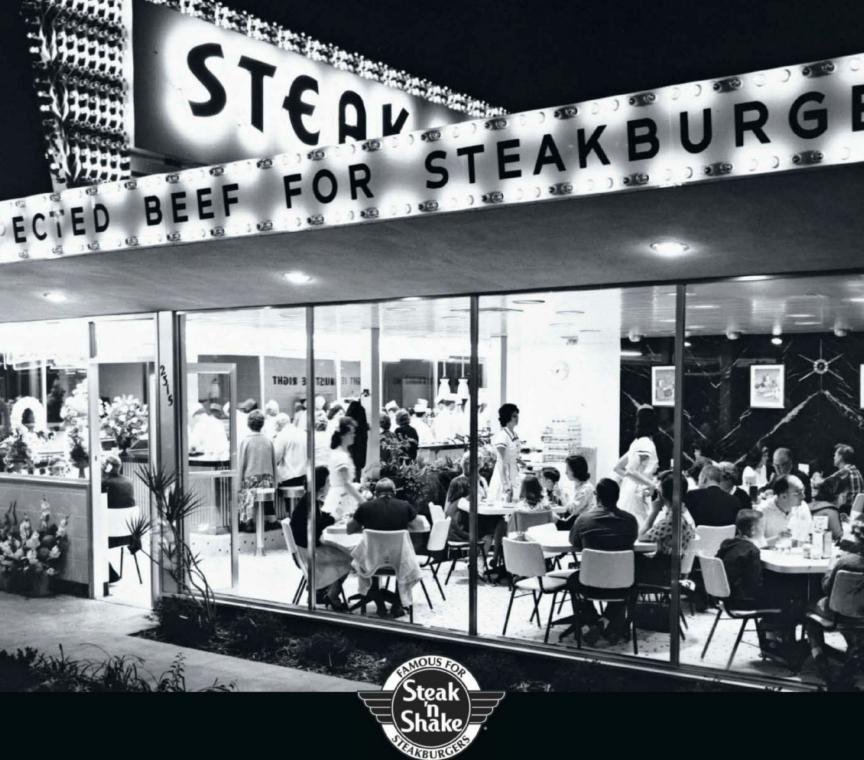
- Supergoop! Everyday Sunscreen. Bring it everywhere, and make sure to reapply through the day.
- 2. L'Oréal Professionnel Tecni.Art Fresh Dust Dry Shampoo. Great for guys, too. Anyone who's spent a day hiking or at the beach can easily tame their hair to go from day to night.
- 3. Beautycounter Dew Skin Tinted Moisturizer. Protects with an SPF coverage of 20 and keeps your skin hydrated.
- 4. Coconut water! Be sure to drink a lot because it's so good for you.

5) Good memories

I love exploring new places, and taking pictures is part of the fun. Who doesn't? I take my iPhone everywhere! If you're as compulsive about social media as I am, what if you enjoyed every moment and waited to post your water-slide adventures, exotic birds, manta rays, sea-monster bubbles, and breathtakingly stunning ocean views at the end of the day, or on the way home?

As Omar Khayyám once said, "Be happy for this moment. This moment is your life."

Bon voyage!



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STYLE SOLUTIONS

Sartorial advice from our resident expert



I want a new pair of sunglasses for an upcoming beach trip, but everybody's got Ray-Bans. Any recommendations?

I love Barton Perreira sunglasses. Made from the highest-quality materials (including

Japanese zyl acetate, which is handmade and considered the world's best plastic), Perreira's designs are classic and timeless, the ultimate pairing of form and function. They're also produced in limited batches, so each pair feels special. These are an investment piece that will set you apart from the crowd.

I grew out of my board shorts a decade ago but have never found a pair of comfortable and stylish swim trunks that don't reveal a dangerous amount of thigh. Any ideas?

Vilebrequin is my go-to for swimwear. This French brand launched over 40 years ago in Saint-Tropez, and their designs reflect the best of the beach lifestyle that originally inspired the line. Equal parts relaxed and chic, Vilebrequin combines classic cuts (with plenty of coverage! No threat of short shorts here) and impeccable craftsmanship, featuring quickdrying fabric that will ensure you always look cool by the pool.

Can you recommend a pair of stylish sneakers that would work for a boardwalk stroll and for dinner at a nice-ish restaurant in, say, Tulum? Lanvin makes fantastic sneakers. Like many of their other products, they combine luxurious leather craftsmanship with a more casual but still stylish aesthetic, all while prioritizing comfort. Their cap toe sneakers leave plenty of room for feet to breathe, and a chunky rubber sole gives you the option to turn that afterdinner boardwalk stroll into a long, romantic saunter. These are definitely my pick for your day-to-night kicks.

I'm going to a friend's destination wedding at a pricey boutique resort in the Caribbean. I'm looking for a sharp suit that is also hot/humid-weather appropriate.

In my opinion, you can't go wrong with Ralph Lauren. Their tailoring is superb, and they have options at every price point. While their wool suiting is classic, I might suggest a silk-linen ensemble for this special occasion. It boasts the same clean lines while having the advantage of traveling and wearing well. Best of all, it will help you beat the heat, so you can concentrate on the wedding, not the weather.

-Caroline Christiansson, Maxim's fashion director







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Model Featured: Lazerblue Two Tone By Daniel Steiger

Timepieces International brings you the incredible Daniel Steiger Lazer Blue Watch. In our opinion, the best looking hybrid watch on sale! What's so incredible about the Daniel Steiger Lazer Blue? As well as having an ultra modern look and style, this amazing watch is packed full of features and functions and is available in three fantastic colors, Original two-tone steel and plated 18k yellow gold, Full plated 18k Yellow Gold, And classic steel. This fantastic watch features a metal case structure, digital format windows showing 24hr, days of the week, seconds with an easily accessible alarm system. This incredible watch is robust enough for those always on the move, and yet made with comfort in mind with a modern sporty look. But perhaps the most stunningly cool feature of this astonishing timepiece is its lense. The Lazer Blue Crystal gives this magnificent watch a truly unique look. Integrated into the crystal itself the Blue Lazer coloring takes the look of this watch to another level. The level of AWESOME! What else is awesome about this fantastic watch? Quite simply its price. At an incredible \$99 (plus shipping and handling). This is a unique buying opportunity not to be missed! Limited stock available.



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Clockwise from top: Sunglasses, CURRY & PAXTON (available at masonandsons.com). Watch, JAEGER LECOULTRE. Camera, SONY. Alligator duffel, FRANK CLEGG. Velvet loafers, DEL TORO. Dinner jacket, ANTHONY SINCLAIR (available at masonandsons.com). Eau de toilette, VIKTOR&ROLF.

Cuff links, THOMAS SABO. Pistol, WALTHER. For more information, see page 94.



WICKED WHEELS

You might expect James Bond to pull up to the Casino Royale in an Aston Martin. But if he arrives in the new Rolls-Royce Dawn, you'll know he's had a busy evening already. The British auto manufacturer has long provided luxury vehicles for 007's nemeses, so if Bond's behind the wheel you know some wicked villain has met his maker.

The Dawn sets the bar for luxury convertibles, featuring a bespoke interior of the finest wood and leather. But the car is also capable of pinning passengers to those finely crafted seats courtesy of a 6.6-liter twin-turbo V-12 engine producing 563 horsepower. Despite a weight of more than 5,600 pounds, the Dawn can accelerate from zero to 60 mph in a mere 4.3 seconds. Perfect for superagents and super-villains alike. — *Keith Gordon*

OPEN SEASON

Set your sights on these timeless huntsman's essentials















Boots, GRENSON. Jacket, BARBOUR
(available at orvis.com). Hat, STETSON.
Cartridge bag, WESTLEY RICHARDS. Vest,
FILSON. Rifle case, ORVIS. Shooting gloves and feather
pin, WESTLEY RICHARDS.
For more information, see page 94.





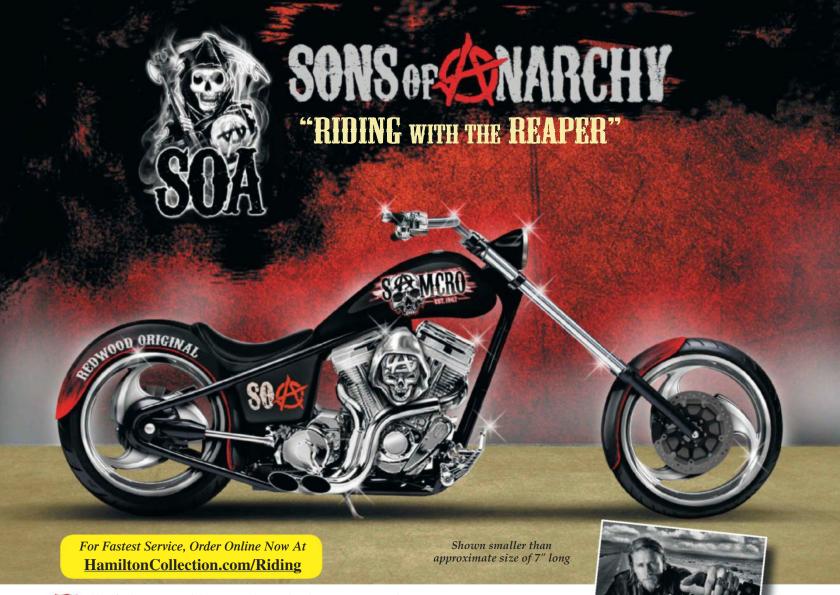
Clockwise from top left: Watch, BREMONT. Champagne, BOLLINGER. Blazer, GUCCI (available at matchesfashion.com). Humidor, GHURKA. Loafers, SALVATORE FERRAGAMO. Sweater, ORVIS. Pinky ring, DAVID YURMAN. Sunglasses, CUTLER AND GROSS. For more information, see page 94.

SEASCAPE

Drive a Rolls-Royce, fly in a private jet, and set sail on a Riva Aquariva Super. The 33-foot, \$1.5 million yacht, crafted with mahogany accents and holly inlays, builds on the tradition of the legendary Aquarama. The Aquariva Super features luxurious sleeping quarters below deck, twin 370-horsepower Yanmar engines, and an innovative two-speed gearbox. Riva's offerings have long been considered among the most beautiful boats ever crafted, and the Aquariva Super does not disappoint. —*Keith Gordon*







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Jax Teller, outlaw motorcyclist, from Sons of Anarchy.



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When Polo Ralph Lauren introduced the follow-up to its Polo Red Intense fragrance, the fashion brand went bold. Polo Red Extreme is what's called a *parfum*—more concentrated and stronger than your average cologne. Intended to convey masculinity and adrenaline, Extreme features both natural coffee and coffee CO₂ to evoke freshly ground beans. (It's also got a new celebrity face; see opposite page.) With a touch of black ebony wood, the parfum combines earthy notes with a hit of blood orange for a scent inspired by "the speed, adrenaline, and seduction of racing, channeling supercharged power and design," according to Ralph Lauren himself. —*Keith Gordon*



Sometime between shivering atop France's Mont Blanc and peering over Venezuela's 979-meter-high Angel Falls, Luke Bracev realized his life had changed dramatically. The Australian actor came from seemingly nowhere to land the lead role of Johnny Utah in the 2015 reboot of Kathryn Bigelow's 1991 surfer classic, *Point Break*. The shoot took him to nearly a dozen countries—from Tahiti to Italy to Mexico and nearly launched Bracev into an elite category of nextgeneration leading men.

For a kid who grew up surfing the beaches of Sydney, landing the role of Utah, made famous by Keanu Reeves, was no small feat. "There were so many moments where I went, 'Oh, my God, you're Johnny Utah, dude,'" says Bracey, who still marvels at the opportunity. And things are only looking up for the rugged 27-year-old actor. He's the new face of the fragrance Polo Red and is coming off a careermaking turn in Mel Gibson's critically acclaimed war epic Hacksaw Ridge. In fact, Bracey is just now entering his prime.

It almost never happened. Bracey signed on to play professional rugby after high school, but after being discovered by a local television producer, he landed a part on Home and Away, a long-running Australian soap that also featured future stars including Heath Ledger, Guy Pearce, and Chris and Liam Hemsworth. Bracey appeared on 224 episodes of the show before making the leap to the big screen. In 2011, he starred in the Selena Gomez vehicle Monte Carlo and moved to Hollywood, where he crashed in the same pad where the Hemsworth brothers had stayed when they first arrived in L.A. (The three Aussies share the same manager.) In 2014, Bracey had his breakout moment playing a CIA officer in November Man alongside Pierce Brosnan and appearing in the Nicholas Sparks adaptation The Best of Me.

In early 2015, Bracey was sent the script for Hacksaw Ridge, which tells the story of Private First Class Desmond Doss, one of the first conscientious objectors to receive the Medal of Honor, the U.S. military's highest honor. "Once I read the script and composed myself, wiped the tears from my eyes, I wanted to be anything in this film," Bracey says. The most incredible thing about the story, Bracey thought, was that it was true. "What this guy did was truly superhuman."

Bracey auditioned for the role of platoon leader Smitty. He was called in to meet with Gibson but came down sick and was forced to cancel. "I was depressed for a couple days, thinking I'd ruined my chances for this film. Then I got a phone call from Mel, and we chatted for an hour about World War II. I'm a bit of a history buff, and at the end of it he said, 'I'll see you in Sydney.' I thought, Oh, my God, I think I've got this movie."

Working with veterans like Gibson and the movie's star, Andrew Garfield (The Social Network, The Amazing Spider-Man), who plays Doss, was a valuable learning experience for the young actor. "You realize how much these guys love making movies and love telling stories. That really comes through," Bracey says. "I'm very aware of how little I know, and so I try to get all the help I can get that way. That's a really exciting thing about this job, that you're constantly learning. You can always get better and better and better." —Mitch Moxley

ALPHA DOG





Many young boys plaster their bedroom walls with posters of supercars and fighter jets, dreaming of someday piloting one. Iranian-born auto mogul Ferris Rezvani was one of those dreamers. "I've been fascinated with car design since childhood, and I had aspired to be a fighter pilot like my father," he says. In describing the motivation behind his most recent creation, Rezvani says, "I wanted to bring an experience and thrill similar to flying a fighter jet."

Rezvani's company, founded in 2014, released its third model, the

Beast Alpha, in November 2016. His fighter-pilot father would be proud. With a price tag of around \$200,000, the Beast Alpha features a 2.4-liter turbocharged K24 DOHC Honda racing engine that produces 500 horsepower. Paired with a sequential automatic transmission, the car goes from zero to 60 in 3.2 seconds. Traditionalists can choose to outfit their Beast Alpha with a six-speed manual gearbox.

Rezvani sculpted the Beast Alpha's body from carbon fiber, utilizing the latest in 3-D printing technology, and started with a Lotus-sourced tub to



minimize weight. The carbon-fiber Targa-style roof can be removed to cut additional poundage and provide an open-air driving experience.

But perhaps the most coveted component of the Irvine, California-produced Beast Alpha is the company's exclusive SideWinder doors. Designed by Rezvani himself, the doors slide out from the ear's body before shifting forward to allow easy entry and egress—further proof that Rezvani has fulfilled his childhood dream of creating a supercar unlike any other: a fighter jet for the road. —*Keith Gordon*



Shot glasses are approximately 2½" tall. Wooden display case is yours for the same low price as a set of four glasses and measures 16¾" wide 19¾" high. Hanging hardware included.

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Real Men Drink Riesling

These days, top-end whites have become the bottle of choice for wine aficionados

Text by JASON WILSON

I grew up in the Philadelphia suburbs as an Eagles fan, part of that notorious hardscrabble, bleeding-green fan base whose behavior sometimes borders on hooliganism. While Eagles fanatics hate every other teams fans, there was

a special disdain for supporters of the California teams, such as the San Francisco 49ers. From a young age, I was keenly aware that laidback 49ers fans were to be called "chardonnay sippers," the word *chardonnay* spat like a curse.



The implication was clear: "Real men" do not drink white wine.

Of course, as I grew up and began to prefer wine to PBR and found myself more often at bars with extensive wine lists than at raucous tailgates, my appreciation of white wine grew dramatically. Times have changed, and plenty of guys now drink Riesling and albariño and, yes, chardonnay from places like Chablis or Montrachet. Yet there is a significant portion of men who are still resistant to white wines. I've had friends who work in finance suggest that it would be career suicide to even broach the idea of ordering a white wine at a business dinner.

This is a shame. After all, some of the greatest, most sought-after wines in the world are dry whites. Consider Domaine Leflaive, in Burgundy, whose Montrachet Grand Cru fetches over \$5,000 a bottle (if you can find it; try Hong Kong). I'd guess few men would mind being called a "chardonnay sipper" if they were poured a glass of that. If \$5,000 is a little too pricey, there's Weingut Keller G-Max 2009, a dry Riesling from Germany's Rheinhessen—a double magnum sold for over \$4,000 several years ago.

White wine also suits the man who knows the value of being understated, interesting, and surprising. Today, real men know that white wines can often offer more intrigue and complexity than red.

My father's generation would scarcely consider cellaring white over red. But faced with astronomical prices, I'm seeing younger collectors move away from the classic reds of Bordeaux, Burgundy, Barolo, and Brunello, and begin to stock their cellars with Rieslings from Germany and Austria, pinot gris from Alsace, chenin blane from the Loire Valley, pinot blane from Alto Adige, and look to aged examples of indigenous grapes like grüner veltliner and garganega.

I'm also beginning to see more people seek out higher-quality white wine, to look for more special reserve bottlings, and to demand whites that can be aged for years. For \$60 to \$80 on a restaurant wine list, you can find whites that offer better value than any red you could find at double that price. For \$25 and above on the retail shelf, you can be drinking the best white wines in the world. And if some knucklehead calls you a chardonnay sipper? Just laugh and say, "Absolutely."

HERE ARE SIX GREAT WHITES TO CHANGE YOUR RED WINE BIAS:

Domaine Leflaive's Puligny-Montrachet Les Folatières 2011. Burgundy, France. \$200.

Elegant, fresh, and intense, this is the affordable label of the famed Montrachet house (at a fraction of its \$5,000 grand cru).

Patrick Piuze Chablis Grand Cru Bougros 2014. Burgundy, France. \$75.

Lively and rich, with notes of lemon and crushed seashell. Though not as prestigious as Montrachet, good Chablis will still age nicely for at least a decade or more.

Domaine des Baumard Savennières Clos du Papillon 2009. Loire Valley, France. \$35.

Savennières, in the Loire, produces chenin blanc-based wines that have been called "demanding" and "the thinking man's wine." This one is intense and captivating, a big ripe golden apple rolled in salted butter and almonds, with an amazingly long finish.

Hirsch Grüner Veltliner Lamm Reserve 2013. Kamptal, Austria. \$60.

Don't fear the umlaut. Austria's grüner veltliner isn't an obscure fad, but one of the world's classics. The Lamm Reserve, with rich, deep flavors of fleshy pear and apricot, white pepper, and sage, is elegant and insanely delicious. Best wine you can drink with sushi.

Clusel-Roch Condrieu Verchery 2014. Rhône, France. \$60.

Condrieu is an area of France's Rhône Valley where wines are made with 100 percent viognier, a grape that's intriguing and strange (in a good way). Like a beautiful, ripe melon garnished with herbs that's been dropped into a crystalblue, tropical bay.

Inama Soave Classico Vigneto du Lot 2013. Veneto, Italy. \$25.

Soave, made from garganega, used to mean thin, cheap plonk wine, but not anymore. This is a serious, burgundy-like wine, full-bodied and steely, with flowers, fruit, and almond, but also a deep minerality and pleasant earthy finish. One of Italy's finest whites.

Jason Wilson is working on a book about the world's rarest and most obscure wines















ven in a world of big waves and big names, Ian Walsh stands apart. The Maui-based surfer has built his reputation on tackling mountain-size waves at surf spots from Portugal to Hawaii, California to Tahiti. You can catch Walsh riding eight-story swells in Distance Between Dreams, a new documentary he produced with Red Bull. The world-class surfer spoke with Maxim about the dangers of big-wave surfing, the challenges of chasing storms around the world, and how to use culinary recipes to avoid drowning.

On Distance Between Dreams:

The motivation for me was just to put all of my time and energy into a project that would time-stamp a period in surfing's progression. I narrowed my focus into the singular goal of doing this film, and we got very lucky. It was a two-year project, and the bulk of it was shot over the last year, which was a historic winter for big waves. The first year was lackluster, but then we happened to eatch the most incredible winter in big-wave surfing history.

El Niños like the one we experienced are pretty rare, and when you're at the peak of your career you might only see a couple of them. This one was really unique because we got massive 60- to 70-foot surf, but the weather was light so there weren't any of the big winds or rains that can destroy ideal conditions. It had all the makings of these massive swells but with perfect weather.

On being an amateur meteorologist:

The process starts by looking at satellite images of a projected swell, typically seven days out. Two days will pass and that projected swell might turn into the real thing, and I'll check the data on wind speeds and sea heights. Finally, 24 to 48 hours before the time the swell arrives is when I get a really good understanding of what's going to be coming. I've become a complete geek on Google Earth.

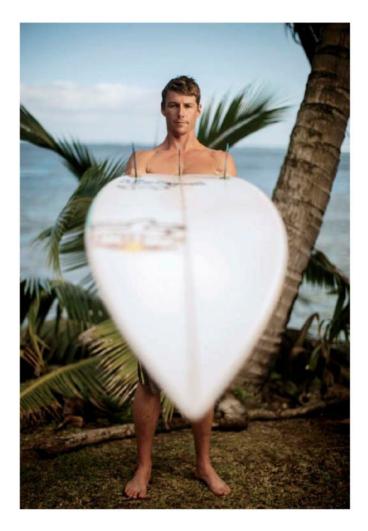
I follow the updates to the last minute, literally pushing my travel plans as far back as I can. Sometimes I'll be halfway to Morocco, South Africa, Australia, or Tahiti and the system will just fall apart while I'm en route. I'll land, and the swell isn't what I had thought it would be. You're never really in control, and that can be frustrating. But it's also what makes it so special when everything comes together.

On the preparation required to survive surfing the world's biggest waves:

A lot more goes into this sport than what typically gets shown, and showing the audience the behind-the-scenes work we put in was a big part of the film. It all starts with preparation. There is a really heavy routine in the gym, pool training with breath holding, and open ocean diving down to 155 feet to better understand time and pressure underwater. We also spend a lot of prep time on our safety procedures, as everyone works to create a seamless, compact team, because if something really bad happens we're all that we have. Fortunately for me, my brothers and I have developed a procedure through trial and error that allows us to look out for each other, and if something catastrophic happens, to neutralize and deal with it ourselves.

On overcoming fear:

I do get seared, but that's part of the fun for me. Instead of seeing fear as a big wall in front of me, I use it to propel me forward. Sometimes when you're scared, that's when all of your senses are turned on, everything's heightened, and you're completely focused on one particular moment. When you're paddling you can see the whole horizon stand up like a building, and your natural instinct is to try to get out of the way of it. But to catch it you have to stay, and you think, It might break on me, it might not, but that's the only way I'm going to have an opportunity to catch it. You're committing really early to a very heavy risk. That's when the fear and anxiety and nerves are starting to build. But as I commit to the wave and turn around, that's when everything drifts away. Once I mentally commit to a wave, everything kind of steadies and slows down.



As for sharks, the shark factor is looming in the back of your mind, but focusing on that would be like walking to your office and worrying about getting struck by lightning on the way.

On hobbies that help his surfing:

Cooking has helped my surfing a lot. I have such bad A.D.D. that a lot of the time I spend underwater I'm thinking about the seconds and minutes I've been submerged. To subdue that I'll go through an entire recipe in my head while I'm underwater. When I'm halfway through making a rack of lamb, I'm at two and a half minutes; when the meal is done, I'm close to five minutes. If I was thinking, OK, I'm at four minutes, 28 seconds, I'd never make it to five minutes. But if you're thinking about rosemary and a mustard crust, it goes a lot quicker.

On regret:

There are countless hours where I just roll around in bed. I mean, I'll surf for seven or eight hours and will probably spend more time thinking about the waves I missed than the waves I made.

On surfing as a lifelong pursuit:

Whether I was surfing professionally or working in a restaurant every night, I'd still be surfing all day. That's part of what makes this sport unique. When you retire from being a professional surfer it's not like in the NFL, where you hang up your cleats and then you might go coach a high school team. I'll be surfing as long as I'm breathing, whether I can walk or not. I'll just be on a solid retirement plan on Honolua Bay on Maui, borrowing some waves from the little kids.

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omewhere, in a parallel universe, Nina Agdal is the most attractive dentist in Denmark.

As a teenager, the athletic blonde briefly considered a career in oral hygiene, eventually jettisoning those plans because of the years and years of study involved. "One of my best friends back home still has two years left to go in the course," she adds, contemplating the life in scrubs that might have been.

Fortunately for the rest of us (and a certain Hollywood superstar boyfriend), instead of examining molars, at 18 Agdal flew to Miami to become a model. "English was my worst subject in school," she says. "I

was very shy about saying anything and was so scared. I landed with \$40 and a little piece of paper with the address for the model apartment." She remembers crying at the airport as she struggled to communicate with a taxi driver. But after just two heady years she skyrocketed to fame as the 2012 Sports Illustrated Swimsuit Issue's "Rookie of the Year."

When we speak, Agdal has just flown back to Los Angeles from Cabo

San Lucas, where she rang in the New Year with her boyfriend of six months, Leonardo DiCaprio. During their courtship the pair have been spotted everywhere from French Polynesia and a private island in the Bahamas to Montauk, with 42-year-old Leo laying on the PDA in Malibu. "I was all over the place last year. It was all awesome but it's all a blur," she says.

While she does not mention the actor by name, there's a frankness to Nina; though she's also been linked to musicians Max George and Adam Levine, you don't sense she's the sort to be swept away by someone's A-list status. "In general I can't stand people who always turn a conversation into something about them. I can't stand it when people are too into themselves... I like people who can make fun of themselves, who don't take themselves too seriously." It's a little whiff of *janteloven*, the Scandinavian concept of modesty—essentially, "Don't think you're better than anyone else" (Oscar statuette notwithstanding).

So Nina appears to be taking the relationship in stride. "I think Danish girls might be a little more chill—at least, that's what I've heard from people who've also dated American girls. I hear some of my friends talk about how you shouldn't be doing that or wearing that yet. You know, 'It's only the fourth date,' or whatever. I'm not like that. I don't keep track."

When she's asked about the high points of 2016, she doesn't mention a whirl of private jets and tropical idylls. Instead, she counts getting the keys to her newly purchased apartment in New York's Murray Hill as her greatest accomplishment. Buying her own pad was a plus, especially because she considers New York her true home. "It's the only place I can be by myself and not feel lonely." Recently, however, she's been spending a good deal of her time on the West Coast, hiking in beautiful spots like Big Sur. "I've been to so many incredible places, but Big Sur is a fairy tale to me. The air is different. It's the only place in the world that gives you a big hug. It's my happy Zen place."

This month, the Zen, understated Miss Agdal turns 25 and has plans to celebrate in style.

And by style, she means she'll hire a party bus and do some kind of insane obstacle course with a pack of friends. "I always do something like a kids' activity. Last year I took all my friends on a party bus to play at a trampoline park in Miami. Or paintball—something like that. It's funny because I was having a conversation with someone just the other day, and I said, 'Tm turning 25. I'm really a woman now.' I couldn't even say it with a straight face. For the most part I'm still just a happy child."

A happy child who plans to cap off her celebrations with a dirty martini and a burger. "I'm definitely not a saint; I won't tell you that."











RETURN to PARADISE

Forget the Bahamas you thought you knew. With 700 islands covering 100,000 square miles, the commonwealth boasts otherworldly private retreats, exquisite dining, and plenty of adventure. (Think swimming with sharks.)

Maxim's guide to the best beach vacation of your life.











NASSAU

World-class beaches, five-star restaurants, and posh hotels will have you indulging like the pirates who once called it home

Nassau's reputation might be most tied to the all-inclusive Atlantis resort that sits on its satellite, Paradise Island, but the capital boasts plenty of natural beauty and history of its own that's often overshadowed. Don't be turned off by Nassau's popularity-the famous Cable Beach is still beautiful and fairly uncrowded, and water activities like snorkeling and glass-bottom boating abound on New Providence, the island on which Nassau is located. Just a three-hour flight from New York, Nassau also has a robust food scene featuring heavy-hitting names like Nobu and Jean-Georges Vongerichten, not to mention unpretentious haunts that serve delicious local fare.

Stay at the gorgeous Graycliff Hotel, a 20-room colonial mansion conveniently located in the heart of Old Nassau, which features a sprawling estate and an eponymous restaurant that earned the Caribbean's first culinary five stars. The Graycliff derives its name from pirate Captain John Howard Graysmith, who built the structure amid the ruins of a 17th-century Anglican church. The Graycliff dates back to "the days of the golden age of piracy in Nassau," explains Anna Bancroft of Tru Bahamian Food Tours. "There are said to be secret passages leading to the harbor-perfect for smuggling."

Take in a tour at the Graycliff's eigar factory and its chocolatier. Cigar enthusiasts can learn how to roll their own and pair them with rum, while those looking for something sweeter can explore the bean-to-bar chocolate-making process and make some goodies themselves.

The most indulgent experience available at the Grayeliff, though, is at its Bahamian-influenced European restaurant. Take a cooking class that begins with a tour of the property before heading into the kitchen with executive chef Elijah Bowe, who leads an intimate cooking experience for six to 12 people at a time. That's followed by a visit to the wine cellar—the third largest in the Western hemisphere-before returning for a threecourse meal with wine.

For a spirit that's a little more local, rum lovers should head to downtown distillery John Watling's for Bahama Mamas made with small-batch rums. Nearby, foodies can dine alfresco in the verdant courtyard or on the veranda at Café Matisse, an Italian favorite with colorful decor.

Those who prefer urbane modernity to colonial charm stay at One&Only Ocean Club, which is rumored to be a favorite spot of Beyoncé and Jay Z. The sleek hotel offers an 18-hole golf course, 35 acres of stunning gardens, an immaculate beach, and a restaurant, Dune, by celebrity chef Jean-Georges Vongerichten, which serves French-Asian cuisine with a Bahamian touch.

For a truly authentic local food experience, head to Bahamian Cookin' Restaurant & Bar. "It's really, really special because the downtown area



From left: The seaside pool at One&Only Ocean Club, which features an 18-hole golf course and 35-acre garden; Lukka Kairi serves up authentic Bahamian fare









From left: Hire your own yacht at charterworld.com: Little Whale Cay's 93 private acres cost \$12,000 to \$15,000 per night. The island is for sale through Vladi Private Islands, vladi-private-islands.de.

doesn't really have traditional Bahamian restaurants," Bancroft says. "They've sort of cornered the market, and it's owned and operated by three generations of Bahamian women who still cook to this day." Bancroft recommends conch fritters and steamed chicken that falls right off the bone. Another good option for local fare is Lukka Kairi, overlooking Nassau Harbour.

Potter's Cay, a market under a bridge to Paradise Island, is home to several food and drink stands, where tourists and locals alike flock for fresh conch salad and local cocktails like Sky Juice, a coconut drink with gin. —Andrea Park

GRAND BAHAMA ISLAND

Nassau's quieter cousin is the place to go for gorgeous nature, all-inclusive tranquility, and exceptional seafood

For vacationers who prefer a slower pace to Nassau's hustle and bustle, Grand Bahama Island is a laid-back alternative that still has shopping, golf courses, upscale restaurants, and of course, beautiful beaches.

Old Bahama Bay offers the convenience of a full-service resort with the intimacy of a secluded boutique hotel. Be prepared to stay on the grounds, though, as the hotel is located on the island's westernmost tip, 26 miles away from the main city of Freeport. The quiet isolation means guests mostly have the pristine beach to themselves, and the property is furnished with everything they need-a restaurant, bar, basketball and tennis courts, snorkeling, paddleboards, and fishing. It's not a bad idea to go during lobster season, August through March, when guests can catch their own meals.

The sprawling Grand Lucayan is an all-inclusive resort with 542 guest rooms, several restaurants and bars, a world-class 18-hole golf course designed by Robert Trent Jones Jr., four tennis courts, and water sports.

For the best restaurant on the island, venture into Freeport to the modern seafood spot Flying Fish, the only restaurant on Grand Bahama Island with four diamonds from AAA. Husband-and-wife duo Tim and Rebecca Tibbitts run the restaurant; Rebecca is the commonwealth's only female certified sommelier, and Tim, the executive chef, is a Bahamas native. Expect gastromolecular dishes like serrano-ham-wrapped wahoo over squid-ink risotto and local lobster with romesco sauce.

For a cheap and cheery night out, head to Fish Fry at Smith's Point on Wednesdays for dancing, cold beer, fried fish, broiled lobster, and conch, right on the beach. Sabor, a restaurant that is part of the Pelican Bay Hotel, offers more of a nightclub vibe in the evening, with stylish cocktails

Grand Bahama Island might not have the same star power as Nassau, but what it lacks in name recognition it more than makes up for



in natural beauty. Don't miss sights like Lucayan National Park, which houses underwater caves, a mangrove, and the stunning Gold Rock Beach, which remains undeveloped thanks to its protection by the Bahamas National Trust. Less spectacular is Taino Beach, which is the place to go for water sports.

The Garden of the Groves is the lushest part of the island. The 12-acre garden boasts tropical trees and flowers, butterflies and birds, four waterfalls, lagoons, and a hilltop chapel. Walk the limestone-boulder-surrounded labyrinth for a contemplative experience. -AP

PRIVACY, PLEASE

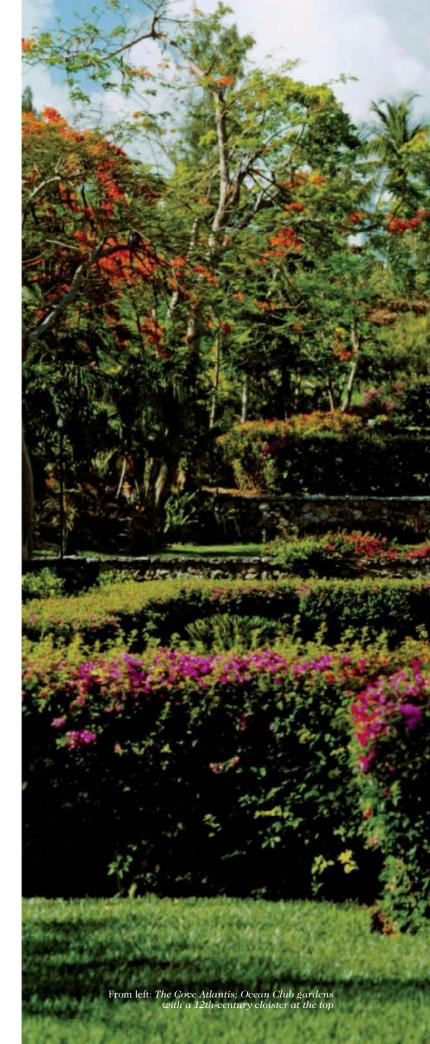
Escape the crowds—and empty your bank account—by renting your own Bahamian island

The Bahamas consists of 700 individual islands and roughly 2,400 cays, or coral reefs, spread out across 100,000 square miles in the Atlantic Ocean near Florida and Cabo. Still, it can feel a bit tight during tourist season, which runs from December to April.

Some find peace and quiet by leaving the resort and sailing to a private beach. Others escape the crowds by booking their own villa, rather than a hotel room. But those with more considerable means rent a private island.

The 13-acre Bonefish Cay is located in the Abacos chain of islands, which sits approximately 175 miles east of Florida and 100 miles north of Nassau. The 5,000-square-foot main lodge features a 28-foot maple bar, pool table, and professional kitchen—which comes complete with a private chef. There are also three individual bungalows, with a total of









nine fully furnished guest suites (and one gym). You can expect complete privacy on Bonefish Cay, unless you venture to one of the neighboring islands, Treasure Cay and Spanish Cay, for a bit of golf or tennis. Rates begin at \$53,530 per week.

Illusionist David Copperfield's personal island, Musha Cay, can be yours for \$39,000 to \$57,000 per night, with a five-night minimum stay. The 150-acre atoll's five houses accommodate you and up to 23 guests. Choose from Highview, a 10,000-square-foot hilltop spread with two kitchens and a sauna, a five-bedroom beachfront villa called Palm Terrace, or one of three beach houses. Or if you like, stay in all of them. Located 85 miles southeast of Nassau, Musha Cay has a staff of 30-a staff-toguest ratio of 5:4 at maximum capacity. Amenities include a private chef and outdoor movie theater. Google cofounder Sergey Brin got married here in 2007.

A 15-minute flight from Nassau, Little Whale Cay's 93 private acres will set you back \$12,000 to \$15,000 per night. Once owned by American financier Wallace Groves, who developed resorts and casinos on Grand Bahama Island following his release from federal prison in 1941 (he was there for mail fraud), Little Whale's three guesthouses accommodate up to 12 people at once. Groves, who died in 1988, originally conceived of the island as a bird sanctuary, and 34 species, including the Bahama woodstar, flamingos, domestic peacocks, and the endangered West Indian whistling duck, can be found there. Three tortoises, named Tomasina, Dixie, and Henrietta, also call Little Whale Cay, one of the 30-odd Berry Islands, home.

The Darby Islands-which consist of Big Darby, Little Darby, Bette Cay, Goat Cay, and Guana Cay-are available for a comparatively reasonable \$2,500 per night. Accessible only by boat or aircraft, Big Darby was once a working plantation producing cotton and palm oil. The main house features a 4,000-square-foot great room, formal dining room, two sundecks and verandas, and a pool table. Share the crystal-clear waters between Big and Little Darby with wild eagle and leopard rays; feast on locally eaught seafood upon your return. Comfortable though it may be, you're still very much off the beaten path-communication between the Darbys and the rest of the world is more or less limited to mobile phone and marine band VHF radio.

Bridges Cay, a 29-acre private island located 13 miles south of Marsh Harbour, has been in the Pitcairn family for more than 50 years. The main house, called the Lookout, sleeps eight to 10; the Beach Villa sleeps two to four. As it sits squarely in the Bight of Old Robinson, Bridges Cay is protected from the open ocean. There are lush stands of mangroves a kayak ride away, and some of the finest snorkeling in the world can be found here. Check out the bat caves and historic lighthouse in Little Harbor, followed by rum punch and fish sandwiches at Pete's Pub. Rates available upon request.

How to get there: Seaplane service can be arranged through various charter companies. Seabird Air (800-468-8639) is based in Nassau and operates a fleet of air-conditioned Cessna Caravan Amphibian aircraft. If you're boating in, Seabird will send a seaplane to meet you wherever you tie up. Trans Island Airways (242-362-4006) of New Providence flies Cessna 402C seaplane charters year-round. Tropic Ocean Airways (800-767-0897) flies both three- and nine-passenger Cessnas between Florida and the Bahamas and was founded by a former U.S. Navy Top Gun fighter pilot. - Justin Rohrlich

SHARK CRUSADER

Ocean Ramsey spends her days diving with great whites and hammerheads so that the rest of us might better understand a species in peril

If some people are destined for a specific career, then Ocean Ramseyyes, that's her real name-was meant to become a preeminent shark and marine researcher and conservationist. From her home base on Oahu, Ramsey has traveled the world to study sharks in their diverse habitats and bring awareness to the threat that numerous shark species currently face. She's also an advanced free diver (a diver without a breathing apparatus), scuba instructor, business owner, and designer. When she's not traveling the world free diving, she's at home in Hawaii working at her own company, One Ocean Research and Diving.

Her cause went viral when she was caught on tape riding the back of a fully grown great white shark with no cage or other protection. There's also the fact that she's attractive enough to be a model and does much of her work in barely there bikinis. Maxim spoke to the 30-year-old about her conservation work, her time in the Bahamas, and what it's like to ride a great white.

How did you get into shark conservation?

My parents love the ocean, and I imagine part of the reason I love that environment must come from growing up the way I did. I have a degree in marine biology, specialized in ethology (animal behavior), and studied specifies on shark body language, how they establish their social hierarchy and avoid confrontations. But I realized that if I only focused on studying sharks and publishing papers, then another 600 million sharks would die while I conducted my six-year study. That realization was the point when everything clicked. I knew I needed to take the science, conservation, diving, and all aspects to a new level with a new approach, so I cofounded the company One Ocean Research and Diving.

What does your organization do?

My company has a team of mostly female marine biologists who take people out daily to dive with sharks and learn about their biology, physiology, behavior, body language, and how we humans can adapt our own behavior based off our scientific understanding of sharks and their role in the ocean ecosystems. This is all to aid us in creating safer, and more fun, interactions.

Are sharks really in such peril?

Currently, shark populations have been decimated, with most shark species seeing 90 percent declines, and many species are being pushed to the brink of extinction. The beautiful (and toothless) whale shark, the largest fish and shark in the ocean, was just moved to endangered-species status a few months ago, joining the hammerhead on the growing list of shark species that are quickly being wiped out due to many wasteful practices. Shark finning and regular shark sportfishing are the two biggest causes of these declines.







You gained a lot of attention when a video surfaced of you riding an enormous great white named Bella. What was that like, and how did it happen?

Honestly, I worry that beautifying the experience may entice others to try for a similar experience, which would be a bad idea. But truthfully, some of the absolute best moments of my life have been free diving with white sharks. There is nothing like it, and there are no words that can do it justice.

Ive been studying and working with more than 30 species of sharks around the world for over a decade, and that GoPro footage of Bella and me was not at all my first time diving with white sharks. I spent years going in and out of cages and absorbing as much time and qualitative information as I could watching them interact with one another. Interacting with sharks is very humbling. I feel a tremendous honor being able to share their space and have them treat me as an equal or similar predator.

If you don't mind me saying so, you are an extremely beautiful woman. Do people ever underestimate your expertise or professionalism because of how you look?

I hope that if any of my talents, features, or natural gifts can be used to better highlight the message I am trying to share...then I am grateful that I can be a voice, a spokesmodel, if you will, for them. It's ironic that sometimes they title photos of me with sharks as "Beauty and the Beast," when to me sharks and nature are absolutely gorgeous. I did a lot of modeling in my 20s and am still signed [with agents], but every time I get a call to do a project I'm either on our company's boat or on an international conservation effort.

What makes the Bahamas so unmatched for a shark scientist-marine biologist?

The Bahamas is a special place because it is protected from shark fishing. It's a marine-protected area for sharks, meaning that sharks can thrive, existing in plentiful numbers. It's a world-class destination for diving with and studying tiger sharks, greater hammerheads, nurse sharks, lemon sharks, and Caribbean reef sharks. The warmer, shallower waters mean that diving to observe and study shark behavior is easy and practical for longer periods of time.

I definitely recommend Staniel Cay, where they have cute nurse sharks and adorable swimming pigs, or venture to Tiger Beach to see enormous tiger sharks.

What else should we know about sharks, and how would you recommend we get involved?

I am grateful I get to dive with them daily, and the more I study and learn, and the more time I spend with them, the more my understanding, appreciation, and respect grow. They really are one of the most amazing animals on the planet, and anyone who has ever been lucky enough to go diving with them knows how true that is. I highly encourage people to go out and take the plunge and go for a dive with sharks with a well-educated and experienced guide. Sharks are apex predators, not puppies, but they are not monsters.

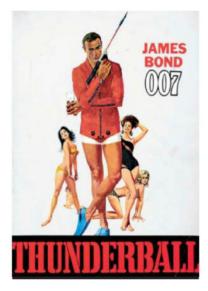
My organization's message is simple. Humans and sharks can coexist, and we need sharks to exist because they affect us all. From the air we breathe to the majority of protein the human population consumes, we all rely on the ocean, and sharks are a vital component of a thriving, productive ocean and planet. —*Keith Gordon*





BAHAMAS, MR. BOND? The fictional spy's long history with the Caribbean nation, from Thunderball to Casino Royale

At the end of 1965's Thunderball, the fourth installment in the James Bond franchise, Sean Connery's 007 confronts a band of scubadiving villains from the S.P.E.C.T.R.E. organization in an epic underwater battle. Having followed the trail of two stolen nuclear bombs to the Bahamas, Bond fights off a group of speargunwielding frogmen over control of the weapons, ulti-



mately saving an unnamed American city from atomic destruction. The eight-minute sequence—the film won an Oscar for Best Visual Effects—was shot by legendary cinematographer Ricou Browning and took place in the waters off Clifton Pier, at the southwestern tip of Nassau.

In fact, 007 has a long history with the Bahamas, spanning four decades of films, and in many cases fiction blends with reality in unexpected ways. Today, Connery himself lives just two miles due north of Clifton Pier, in the gated community of Lyford Cay.

In *Thunderball*, Bond tracks down villain Emilio Largo at his seaside estate, Palmyra, which boasts two swimming pools—one for humans to enjoy and one filled with man-eating sharks, for enemies. The real-life mansion is known as **Rock Point** and was once owned by a Philadelphia banker named Nicholas Sullivan. It was next purchased by local real estate magnate George Mosko. Although the property is not open to the public, Bond aficionados can peck through the gates by heading to the north shore of New Providence Island, off West Bay Street, just east of Love Beach.

Clifton Pier, in Nassau Harbour, is where Bond and Domino— Largo's mistress—meet while diving. They surface, however, on **Love Beach**, which is about six and a half miles away, on New Providence's northwest shore. **Compass Point Beach Resort**, a boutique hotel founded by music impresario Chris Blackwell, is located here.

Stuart Cove, a local legend in these parts, has coordinated marine stunts for three Bond pictures. "For the film *Never Say Never Again*, in 1983, I got the honor and pleasure of certifying Sean Connery to dive, as he was needed in various underwater scenes," says the Nassau-born Cove. "On *For Your Eyes Only*, I was either feeding guys to sharks or helping to blow something up. On *Casino Royale*, I coordinated seaplanes and yachts while working with both the models and body doubles."

If you're PADI Open Water certified, he'll take you to explore the *Tears of Allah*, a 92-foot drug-smuggling boat confiscated by Bahamian authorities and later sunk by Cove and his team for *Never Say Never Again*. The inert bombs used in *Thunderball* were carried by a fake Vulcan BIA bomber built by Hollywood prop makers, which sits less than 100 feet away. Thunderball Grotto, which Cove calls a "snorkeler's paradise," is just off Staniel Cay, in the Exumas.

Two bridges connect Nassau with the heavily touristed **Paradise Island**, and the true Bond aficionado will want to hire only Romeo Farrington to drive them there. The former construction worker had a small part in *Never Say Never Again* (as well as the *Love Boat* Valentine's Day special, a Perry Como holiday spectacular, and *Jaws: The Revenge*). Today, the 685-acre tract is best known for the Atlantis megaresort.

However, it wasn't always this way. At one time, the island of Paradise



was known as Hog, for the drove of wild pigs that called it home. When Hog Island's owner, Swedish vacuum cleaner magnate Axel Wenner-Gren, sold the fetid spit to A&P supermarket heir George Huntington Hartford II for a cool \$11 million in 1959, no one knew quite what he planned to do with his supposedly worthless purchase. Hartford hired an architect from Palm Beach to build a 52-room hotel (with goldplated bathroom fixtures), a restaurant, a deep-water marina, and an 18-hole Dick

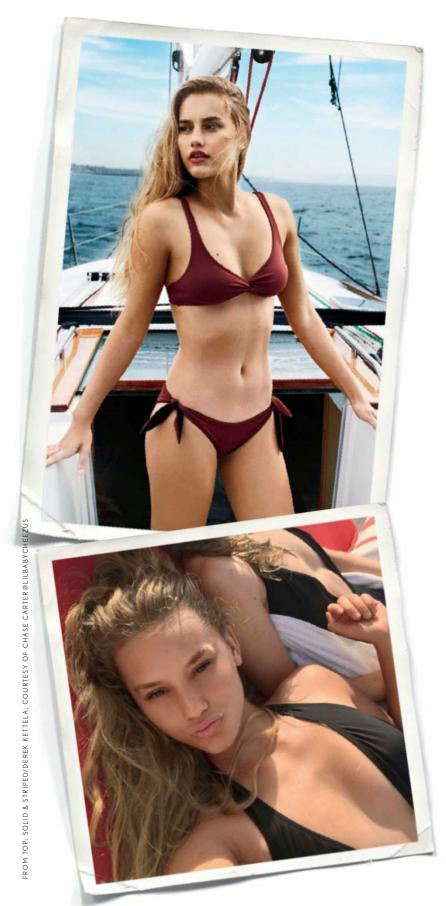
Wilson-designed golf course. Three years later, 2,000 guests, including Zsa Zsa Gabor, were flown in for the opening party on private planes chartered by Hartford. Special fireworks were imported from Monaco.

Paradise Island was featured in *Thunderball*, as was Hartford's third wife, Diane Brown, who dances briefly with Bond at the Kiss Kiss night-club, a fictional club in downtown New Providence.

In 2006's *Casino Royale*, 007 (Daniel Craig) tracks a terror financier to the Bahamas, ending up at Paradise Island's **One&Only Ocean Club**—what was once Huntington Hartford's private estate. Bond arrives in a seaplane, then pulls up to the hotel in a Ford Mondeo. He wins a high-stakes poker game in the casino, which is actually the Library Lounge in real life, then takes his nemesis' girlfriend off to Villa 1085. Stop by the Ocean Club's **Dune Restaurant** for a Casino Royale martini—Grey Goose vodka, Bombay Sapphire gin, Lillet Blane, and a twist of lemon. The property gets extra points for authenticity: Craig stayed here during filming. —*JR*







BAHAMIAN BOMBSHELL

Chase Carter grew up in Nassau and signed as a model with IMG after being discovered at an airport when she was just a teenager. Here, the resident New Yorker talks about growing up in paradise.

Where did you grow up in the Bahamas? Was your upbringing the kind of island fantasy many Americans likely think

I grew up in Nassau, which is the capital. Yes, of course my upbringing was the kind of island fantasy many Americans likely picture—besides the part where they ask if we rode dolphins to school and had conch shells as cell phones. But other than that, yeah: It was a pretty amazing place to be brought up.

Can you describe how you were "discovered"? Was it before or after developing a large Instagram following?

I was sitting down, FaceTiming my friend back home, when I was at the Sydney airport, minding my own business, when I saw the cliché-looking scout with her two Blackberrys in one hand, an iPad in the other, and a phone to her ear look over at me. Shortly after we exchanged looks about 22 times, she came over and asked if I modeled, and I said, "No, but let's do it!" After that, she set me up with meetings with agencies in New York, and by the time I visited IMG it was over-love at first sight and my perfect match. I didn't even have an Instagram account when I was discovered, or any social media accounts for that matter.

Where do you live these days? And how has your life changed since you started modeling?

I must say, I am one lucky girl to call New York City my second home. My life has changed dramatically since I've started modeling. Back in middle school I thought I'd be in college right now, studying to become either a politician or go into sports management (I know, I am all over the place), but here I am traveling the world and being independent since the age of 16. I've been paying taxes for four years now and I'm still in my teens, so I'd say that's pretty out of the ordinary.

For those who haven't been, what are the best places to visit in the Bahamas?

My absolute favorite places to visit are definitely Treasure Cay on Abaco and George Town on Exuma. I grew up going to Treasure Cay every year as a kid, and besides me being able to illegally drive golf carts everywhere, it had this hidden beach at the end of the island called Sand Dollar Beach. You could be there for five minutes and collect 300 sand dollars, not to mention it had the clearest and most beautiful blue water you've probably ever seen for miles and miles.

What are your favorite things to do when you go back?

By far my favorite thing to do once I'm back home is to head down to Albany, a country club where my family is a member. First I go to the golf club to have a coffee and watch whichever sport is on TV. Everyone who works down there is the best. Then I head over to the gym and either jump into someone's workout or do one by myself outside and turn my music on high. After that it's probably force one of my parents to come down and play tennis against me or go to my mom's Pilates studio and complain while she stretches me out, because I'm the most unflexible person in the entire world. It's my everyday routine back home, and I never get sick of it.



HELL &HIGH WATER

In the Vendée Globe around-the-world sailing race, you're on your own. Expect the worst conditions—and no help in dealing with them.

Text by BILL SAPORITO

an, if you thought you were having a bad day," says Conrad Colman, peering into the camera, "just look at mine." Colman is a skipper in the Vendée Globe sailboat race. As he calmly addresses the lens, you notice that something looks very askew in the background. Colman is standing upright, but the boat is listing around 80 degrees to starboard. The cabin is flooded. He is thousands of miles from land.

And did we mention the fire?

A few days after he nearly went under, Colman explained the connect-thedots calamity that precipitated all of this. "The controller for the solar panel malfunctioned and caught fire," he told Maxim via satellite phone. There was thick smoke on the inside of the boat, leaping yellow flames behind my chart table. I grabbed a fire blanket, put my hands on the solar panel, and got electrocuted from it and burned by flames." Then things began to go downhill.

The malfunctioning solar panel shorted out the autopilot, causing the keel and the sails to shift abruptly, nearly catastrophically. "All of the weight is trying to drive me under," he told me. To right the ship, Colman at one point had to hang onto the nearly sideways hull with one hand while he winched another sail into place so it could fill with enough air to pull the boat up. "It was a bad day," he repeated.

Being the skipper of a sailboat in an around-the-world race might sound alluring: lots of breezy, balmy days as you work on your tacking and tanning, hoisting the occasional mai tai while the crew hoists the sails and does the heavy lifting. Except that in the Vendée, you are the crew. It's a solo race; you're alone with your navigational skills and your fears in your 60-foot monohull, IMOCA-class sailboat. You have an arsenal of up to nine sails that can be deployed on the most voracious seas the planet can offer. Your ship is your

"Any place is a victory," Colman says. "With a 50 percent attrition rate, taking it to the finish is incredible." By Christmas, several boats had encountered UFOs ("unidentified floating objects," a definition that includes whales) and limped to safety. One of the race favorites, *Le Souffle du Nord*, hit a UFO, most likely a shipping container, and began breaking in half as its skipper, Thomas Ruyant, tried to coax the crocked vessel toward New Zealand's South Island. The masts of other boats snapped in 60-plus-knot winds. By January 4, 11 of 29 skippers had been forced to abandon the race. By those standards, Colman was indeed doing quite well.

Colman, 33, is a Yankee-Kiwi who was very much born to be a sailor. "I always had my feet wet," he says. His American father met his New Zealander mother on a sailing venture. He grew up mostly in the States, though, and attended Colorado College in the Rocky Mountains, not

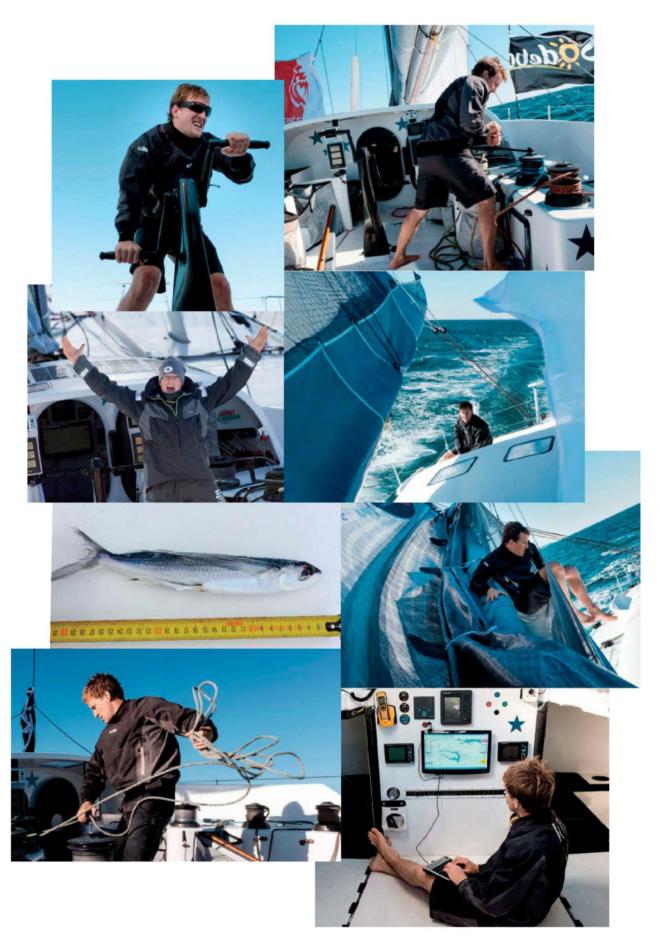


home for 10 to 12 weeks, or maybe your tomb. The winner gets a very nice trophy and about \$170,000—or about what a soccer star earns for a week's work. But win the Vendée and you lay claim to being the world's best sailor.

On November 6, 2016, a group of 29 intrepid voyagers—and *intrepid* is not a cliché here—departed from the home port of Les Sables d'Olonne in the French department of Vendée for the eighth running of the race, which takes place quadrennially. They generally return in 70 to 90 days. Well, some of them. The Vendée was first run in 1989 as the Vendée Globe Challenge, an idea floated by a French sailor, Philippe Jeantot. He was inspired by the Golden Globe, the first and until then only nonstop, solo round-the-world race that set off from England in 1968. Only one sailor, Robin Knox-Johnston, made it all the way around—in 313 days. Although other circumglobal races exist, they include, sensibly, the occasional pit stop. Jeantot revived the nonstop, unaided circuit, and the extreme challenge of the route has earned it the nickname Everest of the Seas. Jeantot finished fourth in his first race.

exactly a sailing hub. As a student, Colman started a company that made custom mountain-bike frames. "I was looking for a way to unite a sense of adventure and entrepreneurship, a way to be a sportsperson and entrepreneur. By default, being a French solo sailor was the only way I could be all these things," he says. After graduation, Colman sold everything he owned and landed near Les Sables d'Olonne, where France's sailing industry is based, and started working his way up. He sailed solo in the Mini Transat in 2009, followed by the Route du Rhum transatlantic race in 2010. He won the Global Ocean Race in 2011-12.

Geography dictates that the quickest way around the globe from Les Sables d'Olonne is to hang a left as you leave port and head as far south as you can, where the earth's circumference narrows. Then go left again. That puts you above Antarctica and its icebergs and below the capes—Leeuwin, Horn, and Good Hope. That means there's no landmass blocking your way, but likewise nothing to block the fierce storms that lap



the bottom of the world like some mad meteorological carousel. When you're sailing in the Roaring Forties, a savage slice of the Southern Ocean, it's more like surfing Jaws or Mavericks on a Styrofoam board. Colman describes it as "You get smacked in the face for a few days, you get a little respite, and then you get smacked in the face again."

In the Vendée, everything that can go wrong-sails, weather, water, electrical, mechanical, and technical systems—at some point usually does, which is what makes it a fascinating and terrifying test of endurance and adaptability. You need to be a human Leatherman. The rules are clear: No one can help you unless you are in mortal danger. "The first thing that goes is sleep," says Colman. Racers try to get in five hours a day, but mostly in 20- to 40-minute naps. Vigilance is vital. "I'm always looking at weather, trying to figure out if each individual cloud is a menace or benefit," he says. He typically drives the boat for three hours a day, but for as many as 14 if he has favorable conditions and can attack. After the near-disaster, he had to rewire the boat, MacGyver-style. "I've been running around with a soldering iron when the boat is charging down wave."

In the 2016-17 edition of the Vendée, half a dozen boats are equipped with a new technology-foils that extend 10 feet on either side of the vessel. Comparable to the winglets on a jet, the foils provide lift, allowing the boats to skim over the water. Colman says it's the biggest technological advancement in sailing since Columbus. The foil is sailing's turbocharger, raising the top speed to about 35 knots-absolutely flying. "When we go into the Southern Ocean, we're in unknown territory with these boats," said Stewart Hosford, the managing director of Alex Thomson Racing and the boss of the highly rated *Hugo Boss*, before the race. "We've never sent a monohull like this with the power that these foils can generate."

Such power would prove to be the undoing of prerace favorite *Edmond* de Rothschild, skippered by Sébastien Josse. With foils deployed and racing at 30 knots in a 35-knot breeze, the boat burrowed into a wave, shredding one of the pricey winglets. But another foil-equipped boat, Banque Populaire VIII, skippered by Armel Le Cléac'h, built a substantial lead over Colman and the rest of the fleet. (The race ended in a tight finish on January 19, with Le Cléac'h edging out Alex Thomson.)

Colman was also way behind in spending. Top-shelf boats with foils cost \$4 million to \$5 million before they even touch water. Then it's another \$1.5 million or so in operating costs; some will spend more than \$8 million to run the race. Colman's boat cost him about \$320,000—Vendée pocket change. "We put it together with volunteer help," he says. "My entire campaign cost less than two sets of foils for the other boats." He found his title sponsor a week before the race. Colman's boat, the Foresight Natural Energy, has no diesel auxiliary engine like those other boats use to power their pilot and control systems. Foresight is carbon-neutral and runs off solar and hydroelectric energy.

Colman is essentially racing a used Peugeot against a pack of Porsches. But considering his already epic voyage, he likes his odds. "I'm happy to be going fast and in the right direction," he told me before signing off. In the Vendée, that's never a given.







AMERICAN CHIEF

Indian Motorcycle, the country's first bike maker, is making a big comeback

Legend tells of a time when there existed a big American motorcycle company other than Harley-Davidson. It holds that there was an even older bike maker, one founded at the turn of the century in Springfield, Massachusetts, in what was then the nation's industrial heartland.

Springfield was also the home of Duryea Motor Wagon Co., the first American car company, launched in 1896. Gunmaker Smith & Wesson is still headquartered there. In 1901, retired bicycle racer turned manufacturer George M. Hendee, who had originally launched his company as a bicycle maker, exhibited his first motorcycle. Hendee Manufacturing Co. began volume production of Indian Motorcycles the following year.

While it is commonly associated with art deco streamlining, especially the skirted fenders and a prominent swept-back Indian chief-in-headdress ornament, that styling didn't arrive on the company's Chief model until the 1940s.

It was the smaller, lightweight Scout that was Indian's most enduringly popular model. The Scout was the machine that won the very first Daytona 200 motorcycle race in 1937, and it won over riders as one of the world's first sport bikes. Many of us got our first glimpse of an Indian Scout race bike in the 2005 Anthony Hopkins film *The World's Fastest Indian*. But management mistakes doomed Indian to financial collapse in 1953.

Today Indian, a 20th-century hero, is back from the dead, reanimated with modern technology. Snowmobile company Polaris Industries Inc. took over ownership of the long-contested rights to the Indian brand name in 2011 and introduced a new top-of-the-line Indian Chief to the public in 2014.

As before, however, a lightweight model is a key component of Indian's plans, so the company unveiled a new Scout in 2014. It's a bike that incorporates more modern technology than the traditionalist Chief, and naturally, the new Scout is hitting the racetrack, too.

Today's Scout model is available as the regular 100-horsepower Scout and the entry-level 78-horsepower Scout Sixty, models that appeal to an entirely different group of customers than those who prefer the massive, old-school Chief in its fully skirted Indian dress.

These new Scouts preserve Indian's tradition of V-twin engine designs, while updating them with liquid cooling and overhead camshafts for the muscle a Scout deserves.

"We're really proud of the Scout because it has a great sales performance and has had a great impact on the market," says Reid Wilson, Indian's director of marketing.

Indian has also introduced the Scout FTR750, which is contesting the AMA Flat Track (AFT) series for the first time since the factoryled "Wrecking Crew" team raced in the 1950s. The company's stylists toiled to produce a bike that effectively bridges old and new, but any good motorcycle needs to also serve as a suitable canvas for customers to personalize their machines. Illustrating the Scout's limitless potential as a custom bike foundation, Indian challenged its dealers to create their own versions of the bike in the Project Scout contest. Interest was so high that fans crashed Indian's website as they rushed to see the creative results of the shootout.

The customs that emerged from that event should not only inspire prospective owners but also point the way to variants we'll likely see coming from the factory. "Those designs inspired us," Wilson says. "We can't do it next month, but years into the future you'll see bikes come out based on some of those designs." —Dan Carney





Indian launched a custom-design contest to emphasize that the Scout was the perfect canvas for customers to personalize their machine. This bike is one of the results.

MATTHEW LLOYD/GETTY IMAGE

GREAT HEIGHTS

How a retired U.S. Air Force pilot is using mysterious atmospheric waves to shatter records for glider flights

Text by KEITH GORDON



inar Enevoldson was soaring through the sky at 50.722 feet, a world record for a sailplane or glider, but something was seriously wrong. Enevoldson and his copilot, the celebrated aviator, adventurer, and millionaire Steve Fossett, were wearing NASA-designed pressure suits that were supposed to enable them to survive flying in an unpressurized aircraft at such heights. But the suits were expanding, hindering any movement and preventing the men from reaching the aircraft's controls. They were also doing very little to keep the aviators warm as external temperatures dropped below -65°C.

The pair landed safely that day. But although Enevoldson had just set an altitude record, he knew that to achieve his dream of piloting a glider above 90,000 feet and surviving, significant improvements needed to be made.

Enter the Perlan Project. Founded by Enevoldson, the project consists of a team of experts in aviation, engineering, and meteorology, brought together to shatter the altitude record for flight in a glider. After more than

two decades of study and development, the crew is currently testing the second iteration of its glider, the Perlan 2. If successful, the group will send the glider to 90,000 feet—beyond the reaches of famous high-altitude jets like the U-2 and SR-71—powered not by turbine engines but by the stratospheric mountain waves the team has helped discover.

This story begins in 1992. Enevoldson, a former test pilot for both the U.S. Air Force and NASA, was attending a scientific gathering at the DLR (German Aerospace Center) near Munich when he noticed something peculiar in one of the images being presented. It showed extremely large atmospheric waves of air forming above mountain ranges. These vertical air flows traveled at high speed and could be detected reaching about 15 miles into the sky.

Enevoldson was struck by the idea of riding one of these waves in a sailplane or glider. But making that happen has proved to be a monumental challenge.



tions," Enevoldson says. "Sometimes I thought I might hyperventilate from the excitement."

Enevoldson and his team figured that the waves could be ridden like a surfer on an ocean wave. "The glider slides down the wave while the wave is lifting it up," he says. "As long as the wave is lifting the glider up faster than the plane's rate of descent on the surface of the wave, the glider will go up."

have flown even higher if the pressure suits they'd borrowed from NASA hadn't become unwieldy in the unpressurized cockpit.

With their initial goals achieved, Fossett agreed to fund Perlan 2, a pressurized sailplane designed to reach upwards of 90,000 feet. But shortly thereafter, tragedy struck. In September 2007, Fossett died after the private plane he was flying crashed in the Sierra Nevada Mountains. Devastated by the loss, Enevoldson had not only lost his partner but













THIS PAGE, CLOCKWISE FROM TOP LEFT: BARRY HARCOURT/GETTY IMAGES, SHUTTERSTOCK; ®THIERRY GRUN-AERO/ALAMY STOCK PHOTO; ®RADIUS IMAGES/ALAMY STOCK PHOTO; COURTESY OF MARK MOCHO/DESERT AEROSPACE; FABRICE COFFRINI/AFP/GETTY IMAGES. OPPOSITE PAGE, FROM LEFT: ROSS LAND/GETTY IMAGES, COURTESY OF MARTIN HELTAI/THE PERLAN PROJECT

also financing for his project.

The team had discovered the ideal location-Patagonia-and conditions for riding stratospheric mountain waves. But Perlan Mission II needed funding. Enevoldson found a corporate backer in the European aerospace giant Airbus, and the team went to work on the new sailplane known as Perlan 2.

Along with bringing on Austin as the project's chief meteorologist, Enevoldson recruited Ed Warnock, a glider pilot and business professor, to be the project's CEO, and Jim Payne, a 22-year USAF veteran and fighter/test pilot, to be the chief pilot.

By September 2015, Perlan 2 was up and running. Featuring a pressurized cabin, an 84-foot wingspan, and weighing 1,800 pounds, the second iteration of the sailplane was tasked with much loftier goals than its predecessor. The team hopes to fly the Perlan 2 to a world-record 90,000 feet while conducting experiments on the earth's atmosphere and ozone layer.

The insights gained from Airbus Perlan Mission II's flights are meant to advance an understanding of high-altitude aerodynamics and test the glider's flight and life-support systems. Austin also views the project as the ideal way to study the upper reaches of our atmosphere. Gliders can fly for extended periods at extreme altitudes, beyond the reach of traditional airplanes, and because they have no engines they don't influence scientific measurements and experiments. "The glider does not pollute the atmosphere it is sampling and can fly slowly, making transects back and forth and up and down through various portions of the atmosphere," she says.

In Argentina last fall, the team conducted a number of flights but wasn't able to find the extreme meteorological conditions required to produce massive mountain waves. This unpredictability is one reason why the support of Airbus has been crucial. "Not every year provides the opportunities to get to 90,000 feet, and as we get higher we may find that our sailplane or one of its systems needs modification. So it could take more than two campaigns to reach our goal," Enevoldson says.

While the team continues its work on Perlan 2, it has already decided that Perlan 3 will attempt to reach 100,000 feet and transonic speeds. But perhaps the Perlan Project's most significant mission is to inspire the next generation of scientists, engineers, and flying enthusiasts to follow their passions into careers in math, science, engineering, or meteorology. The team has partnered with numerous schools and educational institutions to allow children to contribute scientific projects for inclusion on the aircraft.

"I put this among the very best projects I've worked on," Enevoldson says. "Soaring is an open-ended adventure. You never stop learning."





KISS THE SKY

Even if you won't be climbing to the fringes of space, gliding-or soaring-is one of the most exciting ways to fly. A flight with an experienced sailplane pilot costs less than \$200. Experts recommend that a novice pilot participate in 30 to 35 flights before flying solo. In all, learning to fly a sailplane will cost roughly \$6,000 for training, plus \$500 a year in insurance. Once qualified, you can either join a soaring club or purchase your own sailplane. Quality gliders can be had for as little as \$10,000, while higher-end versions can cost several times that much and more. The pinnacle of the commercial glider market is Desert Aerospace's jet-assisted Arcus-J, which features a jet turbine engine for takeoff and ascension, eliminating the need for a tow plane. The Arcus-J can reach 174 mph, travel for more than 250 miles per trip, and cruise to a ceiling of 25,000 feet. With a price tag of roughly \$450,000, this sailplane is for experienced glider pilots only.

We asked the members of the Perlan Project about their gliding experiences and insights.

Einar Enevoldson: "Gliders and fast fighter jets are the only kinds of airplanes that I really enjoy flying. I first learned to fly in gliders when I was 15 years old and have never lost interest."

Ed Warnock: "Flying powered airplanes was good for transportation, but gliders were excellent at connecting me with the pure joy of exploring the air. Recreational gliding can be enjoyed by everyone. I've seen students as young as 14 and as old as 90. Gliding is among the least expensive ways to enjoy flight. Soaring clubs spread the cost by allowing access to gliders for many like-minded enthusiasts. The clubs provide instructors at reasonable rates. Besides being relatively inexpensive, soaring clubs provide new friends, fellowship, and hours of sharing the joy of flying with wonderful people."

Jim Payne: "When I was about 13 years old, my grandfather gave me a copy of a National Geographic magazine that had an article about soaring. After reading the article, I decided that I would like to soar. The difference between a powered airplane and an unpowered glider is similar to the difference between a powered boat and a sailboat. Soaring is by far the best venue for pilots interested in sport aviation. A good glider flight is the result of pilot skill.

"People interested in soaring should go to the Soaring Society of America's website (ssa.org). This site has information about soaring and a listing of locations where a person can learn to soar. It is easy to solo; in fact, the FAA minimum age to solo a glider is 14 years of age. Costs vary, but clubs where members put in sweat equity have lower costs than commercial operations. Believe me, if you like to fly, you will love soaring."

COURTESY OF REEBOK

REEBOK REIMAGINED

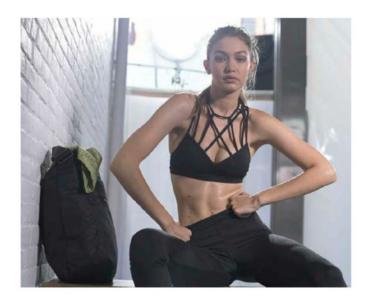
How wunderkind creative director Thomas Steinbrück is revolutionizing an iconic sportswear brand

Text by ANDREW PORTER

homas Steinbrück is ready for whatever comes next. The German designer studied at the top French design schools and launched an eponymous clothing line that's been featured in stores like Barneys, Henri Bendel, and Bergdorf Goodman. He's worked with Geoffrey Beene and Alber Elbaz, overseen a complete overhaul of the Kenneth Cole brand, and was entrusted to oversee the transformation of Porsche Design into a world-class luxury lifestyle brand. Now, his sights are set on rebuilding Reebok, the oldest manufacturer of athletic footwear in the world, dating back to 1895. The European sportswear giant's creative director spoke with *Maxim* about the challenges of his new role and how he plans to conquer the global marketplace.

On becoming a designer: Design has always been important to me. It wasn't really about fashion. When I was a teenager, I didn't know if I wanted to be a product designer, a car designer, or a fashion designer. Somehow fashion became the more interesting thing for me. Nobody in my family is in design, and they were all like, Oh, my God. You're insane. Why do you want to do that?

On starting his own label: It was always my goal to start my own fashion company, like any young designer. Very small, no money, out of my own apartment. And then it grew slowly. My family put some money in, I put my own money in, and we started to grow the company. Then I won the Moët





This page, from left: Reebok collaborator Gigi Hadid; the Vetements x Reebok Pump Supreme. Opposite page: Steinbrück plans to be actively involved in all product decisions.



& Chandon Designer Debut Award, and from then on I was on the spot and things began moving quickly. The company became really big, and at one point was a \$10 million company. It was so quick that I realized I needed money to sustain the business.

It's funny—it sounds so glamorous and so easy, but it was such a hard way to get there. You have all these orders. You need millions of dollars of cash flow into the company, so I had investors talking to me but they wanted the whole company and I didn't want to give it up. It was difficult: Do I sustain my business? Do I keep it going? Do I make it smaller? I was

focused on design, and I needed a person to run the business. That was the thing I didn't have. It was a one-man show. I was doing it all myself, and you can't do it all yourself. That's impossible.

On joining Reebok: When I came on board, I said I want to make sure that I can have the impact that I need in order to get the brand where it has to be. What we agreed was to focus on management: that the creative director has to be involved in all product decisions. Everything that goes into a product has to go through creative direction. Also, to carry that thread throughout the entire company, from product to marketing to store design, it has to come from one vision.

The way I see the role is in setting the tone, giving the kickoff and the directions, but then letting people work freely and do their job, because there's nothing worse than micromanaging design. And I think if you give very clear directions, the teams are really good at working creatively. The creative director is a "diplomatic cheerleader,"

because they have to be the link between all units—production, business, marketing, and design.

On his vision for Reebok: Let's be honest: Reebok hasn't been known for innovation lately, but that's going to change dramatically. That's my vision; that's why I'm here. We're going to really rework our entire story, our DNA, because Reebok has an incredible history. The DNA for Reebok doesn't start in the '80s and '90s; it starts very early on, and it goes all the way back—Reebok was the first company ever to do a running

shoe, a track shoe. There are so many firsts that they achieved, and Reebok was always known for innovation and vision; that for me is what Reebok used to be, and I think we're on our way to getting back to that.

We're going to be very forward, very handson, very visionary with our product line. I think that's the only way you can get a consumer excited today, because consumer expectations are very high. I think the worst thing you can do is to be afraid and hide yourself and say, "Well, we're going to play it safe." No company can win like that. I think you have to take calculated risks. You have to move forward, you have to have a vision, and you have to be innovative. Reebok's product lines are going to be streamlined and more focused. I'm working right now on the new running collection, and it's amazing. It's so futuristic and modern. All of this is really going to change how the public perceives Reebok as a brand.

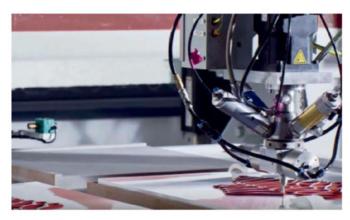


"YOU HAVE TO MOVE FORWARD, YOU HAVE TO HAVE A VISION, AND YOU HAVE TO BE INNOVATIVE."

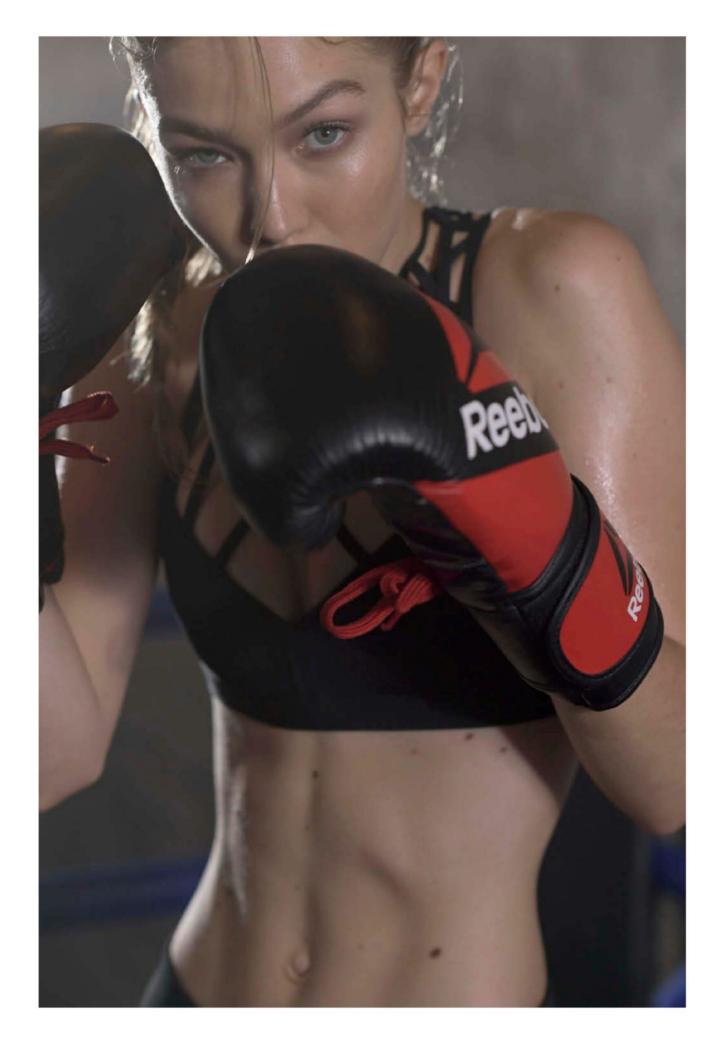








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The ORTEGA EMPIRE

How the reclusive Zara founder Amancio Ortega quietly became one of the richest men on the planet

Text by JUSTIN ROHRLICH

s the clothing chain Zara proliferated around the world in the early 1990s, the company's founder, Amancio Ortega, remained all but invisible. He had never been photographed or interviewed by any major media outlet, and some observers speculated that the mysterious-seeming Ortega might actually be in business with some less-than-savory characters.

"They couldn't understand how he could do it," a personal adviser to Ortega told the *Washington Post* in a 2012 interview. According to the Spanish newspaper *El Mundo*, the rumor made its way to then Catalan president Jordi Pujol, who reportedly summoned Ortega to his office for an explanation. Ortega, who is still extremely publicity-averse—he has

never granted a formal interview in his life, according to his communications team, and did not respond to requests for comment on this article didn't become the second-richest man in the world, behind only Bill Gates, with any help from the criminal underground. He didn't have family connections or a fancy university degree. He did it all by himself.

In fact, Ortega's success can be traced directly back to a fateful afternoon in 1948. As he tells it, he was food shopping with his mother when he heard the grocer say she couldn't have any more credit. "I was shocked. I was just 12," he told Covadonga O'Shea, who penned the only authorized biography of the magnate. Describing himself to her as "deeply hurt and humiliated," Ortega swore to "earn money and help the household."

By any measure, he has far exceeded his goal. Although you may not know his name, Amancio Ortega is the wealthiest person in Europe, with an estimated net worth of \$70 billion, according to Forbes. His empire encompasses not only Zara's 2,100 stores in 88 countries, but a slate of other labels, like Stradivarius, Pull & Bear, Massimo Dutti, and Bershka, as well. In a media-saturated time like ours, it's hard to imagine someone like Ortega keeping as low a public profile as he does. But somehow he manages to fly almost completely under the international media's radar.

Amancio was born in 1936 in Busdongo de Arbás, in León, Spain, to Antonio Ortega, a track inspector for the national railway, and Josefa. The town's main attractions were an anthracite mine and a cement plant. The family moved to the Galician town of La Coruña when Amancio was eight.

"My father's wage was 300 pesetas a month [less than two euros]," Ortega told O'Shea. "And don't start telling me that at the time it wasn't too bad, because it wouldn't keep a family then any more than it will now. That wage was never enough to make it to the end of the month."

He dropped out of school, and at the age of 13, got a job as an assistant for a local shirtmaker named José Martínez Porto. Porto had a shop called Gala, on Calle Federico

Tapia. Ortega remained off the books until he turned the legal working age the following year.

At the age of 17, Ortega quit and took a job at La Maja, a store where his elder siblings happened to work. When he was 27, Ortega started his own business, manufacturing ladies' robes. He hired local women to sew for him and organized them into cooperatives, explains Shawn Grain Carter, a professor of fashion business management at New York City's Fashion Institute of Technology. "These vendors would eventually get a percentage of the revenue, and they became very loyal to him," she says, noting that Zara's clothes are not contracted out but fabricated completely in-house. "He is a

retailer, and he is also a supplier, and if you do both, you control your destiny because you can always place yourself first."

A decade later, Ortega's workforce had grown to 500. He opened his initial boutique on Calle Juan Florez, two blocks away from Gala, where Ortega had started his career. The plan was to call it Zorba, for the film Zorba the Greek, but the name had already been taken by a nearby tavern. The letter molds for the store sign had already been ordered, so Ortega improvised and came up with Zara. In 1985, Ortega created a holding company called Inditex, and by 1990, there was a Zara in every Spanish city with 100,000 people or more.

Today, Inditex manufactures more than one billion pieces of so-called

"fast fashion" annually. The clothes are "disposable, purchased for the excitement of having it now, for that instant gratification," says Carter. "Then it's on to the next thing."

This is how Zara creates consumer demand, according to Carter, who notes that most other retailers merely chase consumer demand.

"He creates very little inventory, and when it sells out, it's gone," she says. "He ships new merchandise every single week, so customers have something new to get excited about purchasing at his stores. Once it's sold,

"BEING A BUSINESSMAN

JUST TO BE RICH IS A

WASTE OF TIME."

you'll have to see what's coming in the following week, but you know you won't get that same floral print again. That's totally different in terms of a business model for most stores. It creates a quick inventory turnover, and it also creates full-price selling—once you sell out of it at full price, you're bringing in more full-price merchandise."

Zara's production process is also much faster than the norm. It controls its own sourcing and its own delivery cycle, and it identifies the "hot trends and has [its] buying team execute these trends into fashion merchandise at what I would call a realistic price point for millennials," says Carter. The company's designers are in constant contact with store managers, who keep them abreast of local trends. Within weeks, these concepts will be fully realized and on Zara's retail racks. The designs are always "trend-right," says Carter.

And they are. However, Zara has been accused of copying other designers (and undercutting them on price), from Tom Ford to Christian Louboutin, which sued Zara in 2011 for selling

> red-soled shoes that looked nearly identical to the brand's own. (Louboutin lost.) Last July, an independent illustrator named Tuesday Bassen charged Zara with lifting her designs. (Zara denied knocking Bassen off, although the similarities were striking.)

> "To the luxury brands, they are

copycats. They are mushrooms like. feeding off the main body of fashion," London fashion editor Masoud Golsorkhi told the New York Times in 2012. "I

was of the same mind myself, but I have grown out of that because I realize that the fashion companies also copy each other. In the end, no one's original."

Yet Zara doesn't follow anyone else's lead when it comes to marketing. In fact, its advertising strategy means not doing much at all. As Carter explains, "They make their store the advertisement." Wherever they go, Zara sets up shop in the priciest section of town, near top-shelf retailers like Prada, Gucci, and Ralph Lauren, whose luster rubs off on their



"HE CREATES VERY LITTLE INVENTORY, AND WHEN IT SELLS OUT, IT'S GONE."



lower-cost neighbor. This allows the brand to "present the eachet of what I call 'aspirational fashion' at good old-fashioned price points," Carter says. "What better way to get a customer excited?"

For all its successes, Zara will have to make certain adjustments as the company moves forward, according to Carter. The brand will have to start advertising at some point, she believes. "Even though they don't want to spend the money, H&M is nipping at their heels," says Carter. It will also have to make sure Zara's online shopping experience is as exciting as going to a brick-and-mortar Zara location. Like most clothing manufacturers, Zara has taken heat at times for harsh labor conditions in some of its factories. It has done a good job of cleaning up its supply chain, and Carter says it is essential that this level of corporate social responsibility continue.

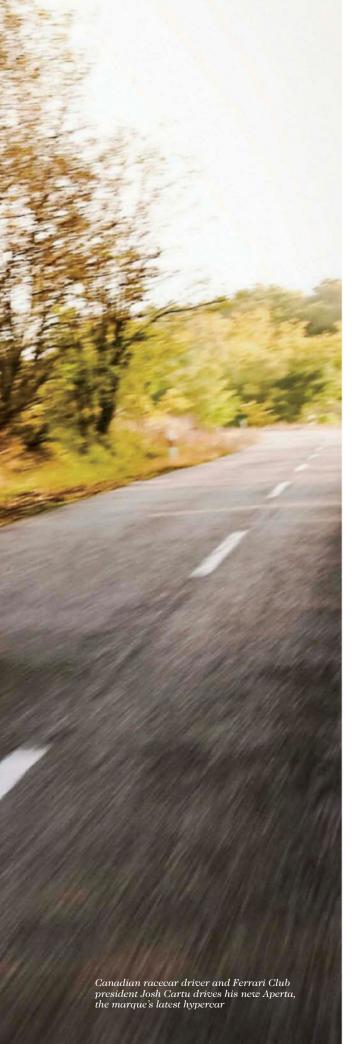


Ortega stepped down as chairman of Inditex in 2011, but his life looks much the same as in the past. He still commutes to company headquarters almost daily, playing an active role in the day-to-day business. He never wears a tie, and usually does not dress in his own company's clothes. He still eats lunch with his employees in the company cafeteria; his favorite meal is fried eggs, chips, and chorizo.

Ortega founded his charity, the Fundación Amancio Ortega, with a 60 million euro donation in 2001. Although it primarily supports educational causes, Ortega gave 40 million euros to the Andalusian Health Service last May for the purchase and repair of 25 radiotherapy accelerators, which will eventually provide 225,000 cancer treatments annually.

As Ortega told Covadonga O'Shea, "Being a businessman just to be rich is a waste of time."





FERRARI'S MASTERPIECE

The legendary Italian brand marks 70 years with its greatest supercar ever, the \$2.2 million Aperta

Text by NICOLAS STECHER

The picturesque northern Italian town of Maranello is the birthplace of arguably the finest performance marque in automotive history. At the security gate of the secretive factory, visitors are greeted with a sign, bold and simple: a large rectangle with the word FERRARI written in yellow serif font. Nearby, three flags snap in the breeze: the tricolors of Italy; the navy blue and gold stars of the EU; and the cavallino rampante (the "prancing horse"), its front legs kicking in the air triumphantly, defiantly. Inside the sprawling campus, workers wear matching red uniforms, not unlike those found on the famed Formula 1 pit crew. The particular hue is so iconic, it's known everywhere from the Arctic to the Amazon as "Ferrari red."

This is home to the world's most successful F1 team, holding the most Constructors Championships (16) and F1 Champions (15). Not surprisingly, many workers here pop their collars with an unmistakable Italian flair. They push carts carrying pristine engine blocks, crankshafts, and bits of gleaming machinery. Visitors' phones are confiscated upon arrival to prevent any images of prototypes-Ferrari's next generation of championship automobiles-from escaping the facility.

This year Ferrari S.p.A. celebrates its 70th anniversary, and to mark seven decades of creating the most valuable vehicles on earth, Ferrari will begin delivering from this factory its greatest hypercar ever: the \$2.2 million LaFerrari Aperta. Not only is it one of the modern era's most technologically advanced vehicles, it is also the most coveted: Like all 499 LaFerraris built, all 200 Apertas sold before the first unit was even finished. (The company also built nine additional vehicles for promotional activities.)

Ferrari is so proud of its new release that it named it LaFerrari (as in, definitively, The Ferrari), and has opened an exhibit at its Maranello museum to celebrate its creation. In December, Ferrari auctioned one-number 500, built especially for the event-for \$7 million to aid in the post-2016 earthquake





reconstruction in central Italy, making it the most expensive 21st-century automobile ever sold. The Aperta, which was unveiled in Paris only two months prior, will be the open-air version.

The vehicle is a vision. Like the other "F" cars before it (F40, F50, F60 Enzo, etc.), the "F70" LaFerrari's swooping lines are voluptuousness wrought in hand-laid carbon fiber. Elegant and absent of superfluous vents, wings, and strakes, the car, featuring a 6.3-liter V-12 engine, is both timeless and of the future at once.

"Both myself and my team at Ferrari Design immediately understood when we started the project that we were going to make a very important car, one of those special series that Ferrari builds every 10 years or so. These are models that have marked the history of Ferrari and are the highest expression of the company's technological skills and aesthetic evolution," says Flavio Manzoni, Ferrari's head of design. "Two aspects in particular influenced the project's development and definitely our state of mind: the dimension of dreams, the longing, on the one hand. And the sense of responsibility

that a challenge of this kind imposes, constantly recalling our focus on the best technical and formal integration possible."

The LaFerrari project initially launched with nine different proposals in 2010. Five made it to the full-size scale-model phase before the Ferrari brain trust settled on the final design. Because its architectural structure and underlying mechanical package were already dictated by engineering demands, the proportions of the LaFerrari came into shape quite organically.

While Manzoni admits the development process for the LaFerrari (and the Aperta) was similar to that of other Ferraris in principle, when making a flagship vehicle a vast investment of energy and resources is required. "Usually the greater and more complex the engineering," he explains, "the longer it takes for our styling center to find the best possible solutions."

The LaFerrari therefore represents the peak collaboration between Ferraris brilliant engineering department and its in-house design studio. The dynamic synergy and potential conflict between the two departments, one right-brained and the other left, was monumental in both scale and precedence.





"From the moment Ferrari decided to create an in-house styling center [in 2010], the aim was to work shoulder to shoulder with all the other departments. No longer were designers working alone, trying to give form to a car-now there's a much more organic process of conception and design, where form is conceived as a technical unit complementary to the soul of each product," Manzoni says. "It becomes what we call a holistic process."

He continues: "Since Ferraris are of very high technological complexity, their implementation can't simply be attributed to a sum of the different parts. There is always an added value that guides the design."

Which is precisely the challenge: How do you build a vehicle with all these varied demands and performance standards, as well as the complex engineering required to fulfill them, and actually make a beautiful car? A Ferrari? The Ferrari?

"I cannot say that this synergy between engineering and the design center is always easy and without conflict. There are, of course, differences, and these can arise because each new Ferrari represents levels of expectation

"THESE ARE MODELS THAT HAVE MARKED THE HISTORY OF FERRARI."

for many different aspects: performance, beauty, introduction of innovative technical solutions, weight reduction, etc. There are many factors in play," Manzoni explains. "Each department is called to give its maximum contribution. Sometimes these objectives are in conflict with each other." For example, he notes that even the smallest weight reduction can greatly affect a designer's aesthetic vision.

Of course, the final results speak for themselves. To celebrate the brand's distinguished 70 years of building dreams, Manzoni and his team just may have created their most beautiful one yet.



THE WORLD'S MOST **EXCLUSIVE CAR CLUB**

Ferrari North America president Edwin Fenech on how to join

Interview by A.J. BAIME



Success follows Edwin Fenech wherever he goes. His tenure leading Ferrari in greater China, the Middle East, and Africa was a resounding success. Now he's president of Ferrari North America, based in the U.S.-home of the almighty dollar and Ferrari's biggest market. (Roughly a third of the cars are sold in the States.) He's the right man for the job, with big plans for the luxury Italian automotive legend. We caught up with him in Los Angeles to learn more about the magic of the prancing horse.

Ferrari is not like most car brands. Even if you're loaded,

you can't just walk into a dealership and buy one, can you?

When you enter the Ferrari world from scratch, you can go to a dealer and order a car. But generally there is a waiting time. We are one of the smallest manufacturers in the world. We produce very few cars. But we have very high demand. Our dealers are more than willing to offer you the opportunity to buy a preowned car. We have a very high residual value on our cars because they are always in demand. You know that you will not lose money by owning a Ferrari. A preowned car is the best way to start your relationship with a dealer. By building your relationship with the dealer, you are also building your capability of accessing the next level of Ferrari cars. After you grow with experience, and within your garage, then you grow to have the limited editions and then the superlimited editions.

Ferrari is a bespoke carmaker. What is the ultimate prize for the buyer with unlimited economic power?

We have something called the Tailor-Made program. If you want to buy yourself a 488 GTB, for example, we can offer you many options. But if you want the next level, the Tailor-Made program works just like when you are ordering a tailor-made suit. Different fabrics, colors, materials are almost unlimited. We have another program that we call "one off." We give you the opportunity to come to the factory in Italy and work with one of our designers at Ferrari to design your own car based on one of the cars that we make. It will be one of a kind. We cannot reproduce it. This is the maximum expression of Ferrari.

From the early days of the company's existence, it has offered customers the opportunity to race. How does one become a Ferrari racing driver?

The first thing to do is take our Corso Pilota, which is our training program. We have four levels. Once you have mastered all four, you can apply for a license to drive in the Ferrari Challenge [a national racing series for Ferrari sports ears] or professional GT racing. With Ferrari Challenge, you pick your team, which is generally your Ferrari dealer, and this offers all the services needed to get the experience of racing with Ferrari in a national series. Once you are very good, you can go to the next level.

Our XX program. We have the latest car we produce for this program right now it is the FXX K, which is based on LaFerrari. There are very few units, I think 40 in the world. These are purely racing machines. We give our customers the experience of racing their cars on the world's best racetracks, but also a unique twist that only Ferrari can offer: to become a test driver for Ferrari in order to develop the next-generation supercar. Then there is our Fi Clienti program. Customers can experience Ferrari Formula i cars on different circuits around the world.

The most beautiful Ferrari of all time?

This is difficult because there is such rich history. But if I had to pick one, I would go with the 250 GT Lusso.

What will a Ferrari be 25 years from now?

The automotive market is changing so rapidly. The next level of cars will be cars that drive themselves. But obviously this will not apply to Ferrari because Ferrari values are completely different. Mainstream cars will be more of a commodity. We offer a different experience. We offer the ultimate interaction between man and machine. For this reason I think Ferrari will still be true to its heritage in always offering the maximum experience in driving, whatever that will mean so many years from now.

Baime is the author of Go Like Hell: Ford, Ferrari, and Their Battle for Speed and Glory at Le Mans.

"WE OFFER A DIFFERENT EXPERIENCE. WE OFFER THE ULTIMATE INTERACTION BETWEEN MAN AND MACHINE."





istics of the coupé version," chief technology officer Michael Leiters explains. This feat was accomplished via reinforcements added to the sill, A-post areas, and windshield frame.

The Aperta's exceptional acceleration can be attributed to torque fill, or the performance

ed into energy," Leiters says. Unsurprisingly, this HY-KERS (Hybrid Kinetic Energy Recovery System) is technology borrowed from Ferrari's legendary Formula 1 team. So you can partly blame Sebastian Vettel for any speeding tickets you acquire. —Nicolas Stecher



HIGH SEAS

Toyota ventures into luxury boating with a spectacular one-off, Lexus-inspired yacht

Text by KEITH GORDON

























rading Paris for New York in the early 1990s, French photographer Antoine Verglas arrived during an era when the pages of fashion magazines were splashed with big hair and heavy makeup. But Verglas envisioned something different, and in the years following he shot future supermodels like Cindy Crawford and Stephanie Seymour in a distinctly uninhibited state.

"It was at the time where all those girls were really glamorized," Verglas remembers. "It was the end of the '80s—a lot of makeup, a lot of hair—and I wanted to portray the women in a much more candid way, a much more

approachable way, a much more natural way. The point was not to deglamorize them, but to show them how they were in their own environment, in their own apartment, their own bathroom, their own bedroom."

As he looks back on more than 25 years in the business, Verglas sees dramatic shifts in the industry. "I always try to create a strong image, an image that people will remember," he says. "But I think it's harder and harder because now you see so many images through social media. You have an explosion of images from people who are professional photographers as well as nonprofessional photographers...Instagram has a lot of images that are actually really good."









COVER: Blush suede jacket, GIUSEPPE ZANOTTI (\$2,350); Giuseppe Zanotti boutiques and giuseppezanottidesign.com. STYLE SOLUTIONS P.10: Blazer, POLO RALPH LAUREN (\$895); ralph lauren.com. Sunglasses, BARTON PERREIRA (\$395); mrporter .com. Sneakers, LANVIN (\$490); ssense.com. Mistral mid-length embroidered swim shorts, VILEBREQUIN (\$590); mrporter.com. I, SPY P.12: Sean sunglasses, CURRY & PAXTON (price upon request); masonandsons.com. PPK .380 stainless pistol, WALTHER (price upon request); waltherarms.com. Fleur-de-lis cuff links, THOMAS SABO (\$179); thomassabo.com. ALPHA a6000 camera, SONY (from \$550); bhphoto video.com. American alligator duffel, FRANK CLEGG (\$10,000); frank cleggleatherworks.com. Men's black velvet Italian loafers with black napa leather tassels, DEL TORO (\$350-\$500); deltoroshoes.com. Dinner jacket in ecru with black trousers, ANTHONY SINCLAIR (\$1,072); masonand sons.com. Spicebomb EDT, Viktor&Rolf (\$55-\$150); nordstrom.com. Reverso classic large stainless steel watch, JAEGER LECOULTRE (\$8,200); (jaeger-lecoultre.com). OPEN SEASON P.14: Fred boots, GREN-SON (\$440); grenson.com. Classic Beaufort jacket, BARBOUR (\$490); orvis.com. Expedition hat, STETSON (\$75); delmonicohatter.com. Anson cartridge bag, WESTLEY RICHARDS (\$495); westleyrichards .com. Lightweight shooting vest, FILSON (\$225); filson.com. Battenkill rifle case, ORVIS (\$198); orvis.com. Perforated leather shooting gloves, WESTLEY RICHARDS (\$115); westleyrichards.com. Pheasant and mixed-feather pin, WESTLEY RICHARDS (\$65); westleyrichards.com. ANCHORS UP P.16: America's Cup Regatta rose gold watch, BREMONT (\$18,995); bremont.com. R.D. 2002 champagne, BOLLINGER (price upon request); champagne-bollinger.com. Double-breasted cotton-drill blazer, GUCCI (\$1,715); matchesfashion.com. Partido No. 214 humidor, GHUR-KA (\$3,500); ghurka.com. Loafers, SALVATORE FERRAGAMO (\$540); Salvatore Ferragamo boutiques nationwide, 866-337-7242. Royal Airforce Aircrew sweater, ORVIS (\$129); orvis.com. Persian blue sunglasses,

CUTLER AND GROSS (\$650); cutlerandgross.com. Petrvs horse pinky ring with 18K gold, DAVID YURMAN (\$550); davidyurman.com. DOWN TO EARTH P.18: Detox serum antioxidant +3 complex, GROWN ALCHEMIST (\$45); grownalchemist.com. Opiat Dentaire toothpaste, BULY 1803 (\$29); mrporter.com. Evercalm Global Protection Day Cream, REN (\$45); sephora.com. Les Sublimes Essences Ambre Perfuming Oil, EX NIHILO (\$408); ex-nihilo-paris.com. Pure Vitamin C powder cream, DR SEBAGH (\$155); barneys.com. Australian salt spray, DAVID MALLETT (\$40); needsupply.com. Horn comb, THE ART OF SHAVING (\$40); theartofshaving.com. Suede hand wash, BYREDO (\$60); byredo.com. Sicilian wood shower gel, TOM DAXON (\$50); mrporter.com. BOLD & BRAVE P.20: Red Extreme Parfum, POLO RALPH LAUREN (\$55-\$95); ralphlauren.com. M16 o2D commemorative knife, CRKT (\$300); crkt.com. P3 Shadow sunglasses, RANDOLPH ENGINEERING (\$179); randolphusa .com. NINA AGDAL P.32: Black leather over-the-knee boots, DAVID SAMUEL MENKES (price upon request); davidmenkesleather.com. P.34: Black denim studded vest, DRY CLEAN ONLY (price upon request); dryclean onlybkk.com. Leather bracelets, DAVID SAMUEL MENKES (price upon request); davidmenkesleather.com. Silver pavé cone bracelet (\$300) and gunmetal pavé cone bracelet (\$300), EDDIE BORGO; eddieborgo.com. Black beaded necktie (worn as a bracelet), CHAN LUU (\$50); chanluu.com. Silver angular ring (\$85) and silver half-layered ring (\$125), MIANSAI; miansai.com. P.36: White cutoff tee, AMERICAN APPAREL (\$22); american apparel.com. P.37: Black Nine Inch Nails beanie, URBAN OUTFIT-TERS (\$20); urbanoutfitters.com. P.38: Jane B denim, SIWY (\$228); siwydenim.com. Vintage black leather belt, WHAT GOES AROUND COMES AROUND (price varies); What Goes Around Comes Around boutiques and whatgoesaroundnyc.com. P.40: Blush suede jacket, GIUSEPPE ZANOTTI (\$2,350); Giuseppe Zanotti boutiques and giuseppe zanottidesign.com. Gold hoop earrings, BONHEUR (\$119); bonheurjewelry .com. P.41: Red plaid shirt, NUDIE JEANS (\$155); nudiejeans.com.

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The Truth About Male Enhancement And How To Combat ED

It's something men have been telling unsatisfied women for years: "This never happens to me."

But for about **30 million American men,** it does happen... and not just once in a while.

These men have erectile dysfunction...which keeps them from achieving hard, repeatable erections. **ED has been linked to a number of causes, like poor circulation, stress, and too little testosterone.**

And even if they don't have ED, almost all men report at least occasional trouble getting erections.

Doctors and scientists have released dozens of drugs designed to fight erectile dysfunction. Unfortunately, many are made of chemicals that cause erections artificially, and quite a few have potentially harmful side effects and don't treat the root cause of the problem.

In fact, drugmakers make so much money on these prescription drugs, many believe they don't WANT them to work better...for fear of losing out on their billion-dollar repeat business.

But one nutrition specialist from Los Angeles is taking on "Big Pharma"...by telling people about a proven ED breakthrough from the past.

John Lawrence became an expert on the body through an unusual and effective route. He spent several years as an adult-film performer and a semi-pro boxer. And for years, he too struggled with erectile dysfunction, and experienced the harmful side effects of many ED products.

But at a wellness seminar held last month at New York City's Javits Center, Lawrence hosted a presentation about his new health method...that he says has changed his life forever.

This method is built around five all-natural herbal ingredients that anyone can obtain. They've all been used for centuries to help men get and keep strong erections and have longer more satisfying sex. But Lawrence's method is the first to combine these ancient ingredients...and best of all, he's backed them up with modern science that proves they work.

The results he's getting have been tested over and over... it not only works, it works better than the treatments people pay hundreds of dollars for.



Lawrence presented a video explaining in detail how his method works to improve circulation, boost testosterone, and create firm, lasting erections.

This video, which Lawrence recently released online, and has already gone viral having over 4 million views, caused a stir with its tale of the powerful results men who use his method can expect.

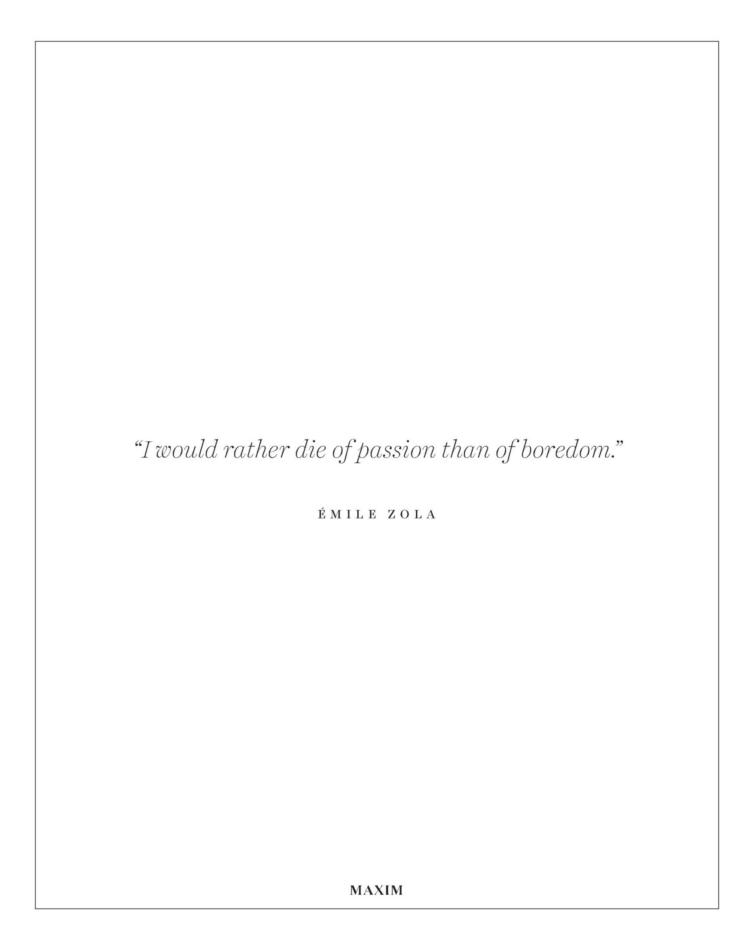
Lawrence was bold about his hopes for this video: "If I had my way, the whole world would know about this method," Lawrence said.

Erectile dysfunction is no joke. Even one time you can't get hard...is one time too many. This method will help you put even that once-in-a-while ED in the past...where it belongs.

Best of all, having a longer, harder erection won't just give you a more intense orgasm...it's also been shown to give your partner a more intense orgasm as well.

Of course, many big pharmaceutical companies understandably are not happy about Lawrence posting this video... which challenges everything people know about mainstream ED pills.

The video is expected to be taken down soon, although when we last checked it was still posted online. You can learn everything about John Lawrence's new sexual health method here at **www.PHGH12.com** before it's too late.



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