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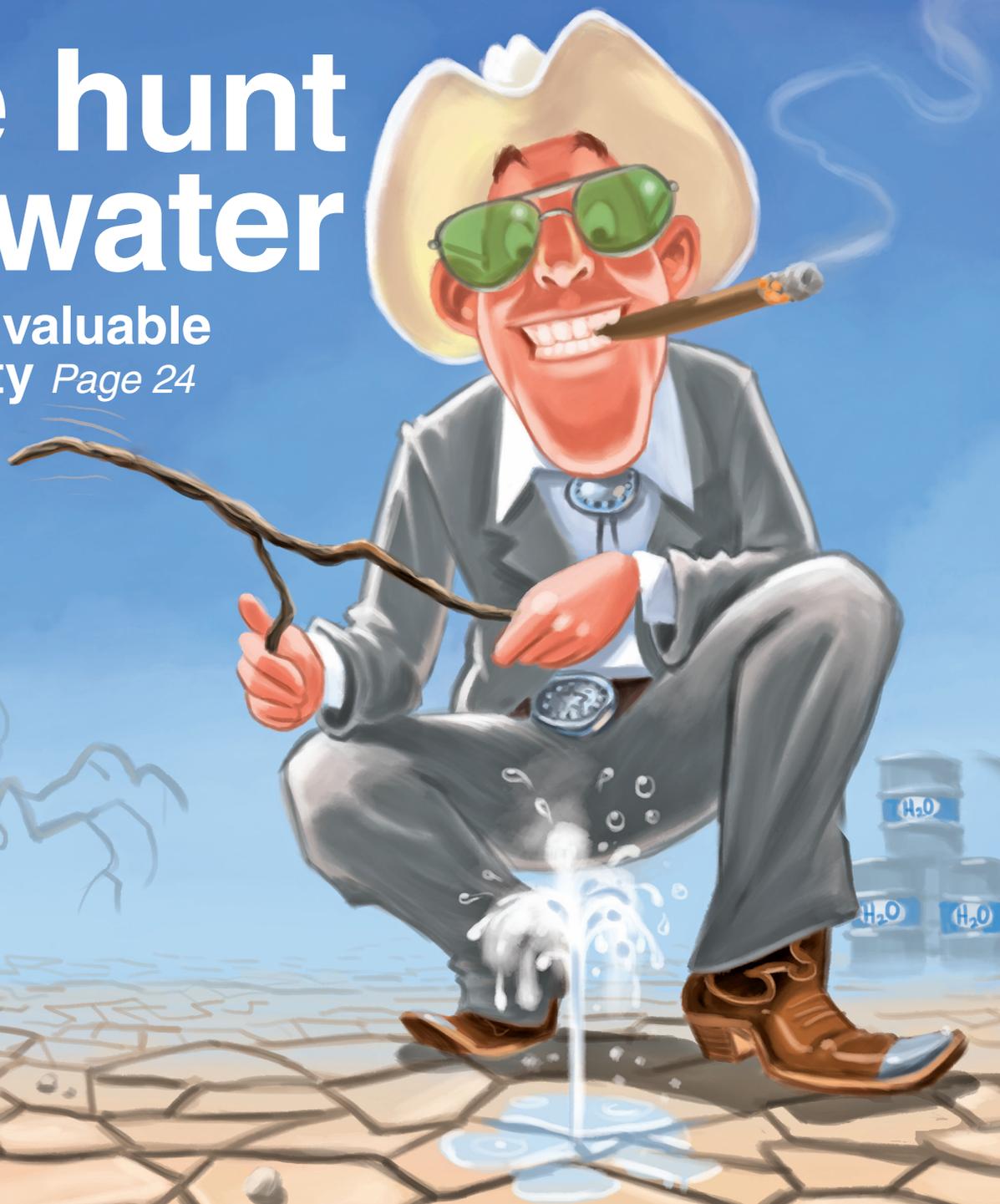
MONEY WEEK

27 February 2015 Issue 731

Britain's best-selling financial magazine

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£3.45



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HOW TO MAKE IT, HOW TO KEEP IT, HOW TO SPEND IT

Turn the traffic jam into a pleasure

Todd Doney, a property broker, used to spend three or four hours a day stuck behind the wheel of his Bentley in traffic jams, reports *The Economist*. No more. Now, thanks to his purchase of a customised vehicle from Becker Automotive Design, he spends that time talking to clients on the phone, returning emails, and going over documents. His chauffeur-driven, customised car is now a kind of luxury office on wheels. Howard Becker, the founder of the firm, began his business in the 1970s, installing sound systems for the rich and famous. Today, his firm customises cars and vans for clients including actor Mark Wahlberg and King Abdullah of Jordan.

The firm specialises in converting Cadillac Escalades, a luxury SUV, or Mercedes Sprinters, a panel van (pictured). But after conversion, the feel will be more like that of a luxury private aircraft. The customised cars offer “incomparable comfort”, says *The Robb Report*. They also promise to keep their



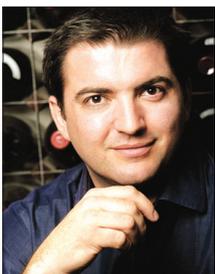
high-flying occupants safe: one of the options is to get your office-on-wheels armoured. After stripping the interior of a fairly standard motor to its core, and before adding leather and wood trim, mobile-office technology, and 32-inch video screens, Becker can line the vehicle with bullet-proof steel and other security features.

The conversion cost depends on which of the numerous options and details you choose. Becker Cadillac Escalade ESV conversions start from around \$150,000; the Becker JetVan conversions range from \$200,000 to \$450,000. Delivery can be arranged anywhere in the world from the company's California base.

For full details, see beckerautodesign.com.



Wine of the week: a tense and brooding red from Down Under



by Matthew Jukes

2010 Torbreck, *The Steading*, Barossa Valley, South Australia (£35.49, *The Cardinal's Cellar*, 020-7193 9867, thecardinalscellar.com; £33.95, *slurp.co.uk*; £36.95, vintagemarque.com).

Torbreck makes some of the most collectable and celebrated mighty reds in Australia. You will have already heard that 2010 is a staggeringly serious vintage Down Under, too. The 2010

Torbreck releases are a very controlled bunch of wines. With slender lines (I have never referred to Torbreck wines as slender before), guarded fruit and suspenseful oak, they are all tense and brooding and while they are still in their infancy they hint at a newfound balance for this oft monolithic estate which is riveting.

My favourite two wines from 2010 are Torbreck The Factor Shiraz (£100, bbr.com) – an “old oak barrel” shiraz (as opposed to new oak) which sings of deep, dark, foresty fruit and enigmatic spice – and my featured wine the magnificent *The Steading*. This is a 64% grenache, 18% shiraz, 18% mataró (mourvèdre in *Franglais*) blend. This is another old oak wine – a technique I adore because it seems to heighten the fruit. This is the second cheapest wine in the Torbreck portfolio (red blends are always less expensive for some inexplicable reason) and it is the one with my biggest score. Cheers!

● Matthew Jukes is a winner of the *International Wine & Spirit Competition's Communicator of the Year* (matthewjukes.com).

