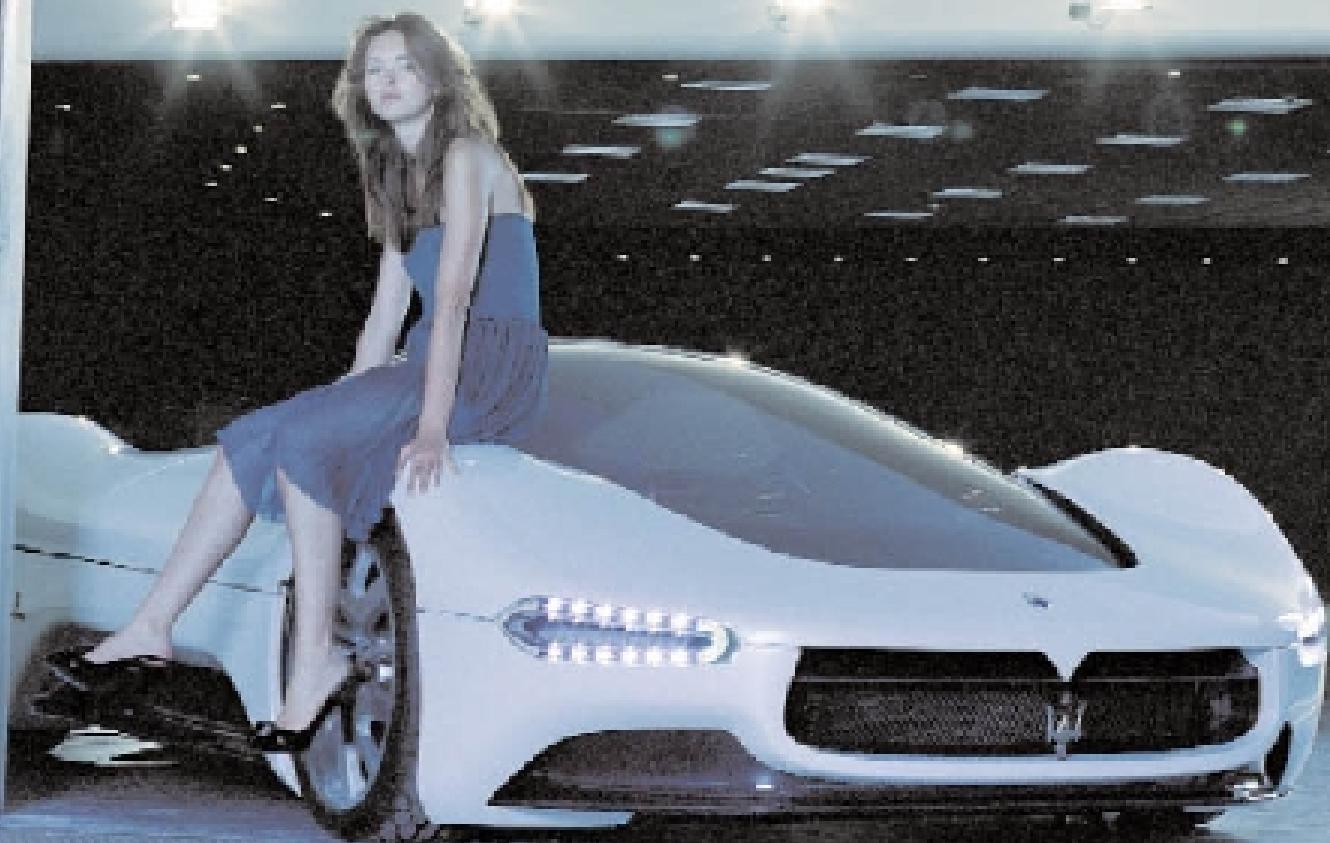


A SPECIAL
ISSUE OF
INTERSECTION
MAGAZINE

BROUGHT
TO YOU BY
ADRIAN
FLUX

ISSUE
ONE

FLUX





JOHN MUIRHEAD
FIRST BOUGHT HIS LOTUS 7 IN JULY 1970.
TO CELEBRATE HE TOOK THIS PHOTO.
AN INDUSTRIAL DESIGN STUDENT IN NEWCASTLE,
THE LOTUS WAS HIS ONLY MODE OF TRANSPORT, WINTER AND SUMMER,
BOTH FOR GETTING AROUND TOWN AND COMPETING IN RACES.
JOHN INSURES HIS LOTUS WITH ADRIAN FLUX **08700 714 714**
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ADRIAN FLUX
modern approach, traditional values

01 WELCOME TO INFLUX CREATED BY INTERSECTION, BROUGHT TO YOU BY ADRIAN FLUX.

WE LIKE CARS, BIKES, JOURNEYS THAT ARE EXTRAORDINARY. NOT THE USUAL TRAFFIC JAM OF BLAND BOXES AND TIRED TYRES. A ROAD TRIP, NOT A COMMUTE. MACHINES WITH A SOUL. ROADS THAT GO SOMEWHERE. PERSONAL TRANSPORT. NOT JUST A WAY TO GET AROUND, A WAY TO ENJOY GETTING AROUND. A PATH THAT'S EXCITING TO FOLLOW, A ROAD YOU WANT TO RACE DOWN. A ROUTE THAT GIVES YOU STORIES TO TELL, PEOPLE TO REMEMBER, PLACES TO REVISIT. WE WANT YOU TO SHARE THE RIDE. SO WE MADE A MAGAZINE.

02

CAR SHOW

MASERATI PININFARINA BIRDCAGE

Named after the famed series of Maserati coupes from the 1950s and '60s, the Birdcage was designed by Ken Okuyama to celebrate Pininfarina's 75th anniversary. It's our favourite concept car this year.

The fighter jet cockpit opens like a Monk & Mindy egg. Inside, the concept's dashboard is a thin strip of glass, all the dials and displays are projected onto it, including a vision of Maserati's future, and short. It looks like the future, back when it was confidently predicted we were all going to drive space-based supercars, instead of lame-ass semi-electric hybrid executive sedans.

A working version of the concept is racing on the most famous race track in France at the Goodwood Festival of Speed this summer and there are rumours of a very limited production run on its way. The car's name could sum up the point of it: it's a no-nonsense sports machine has been in recently. But whatever lurks under the hood, within a month you'll either imagine it or the Birdcage is the centrepiece that could finally pull Maserati back out of Ferrari's limelight.

Photographs: Sébastien Bozon



03



04

MORGAN AEROMAX

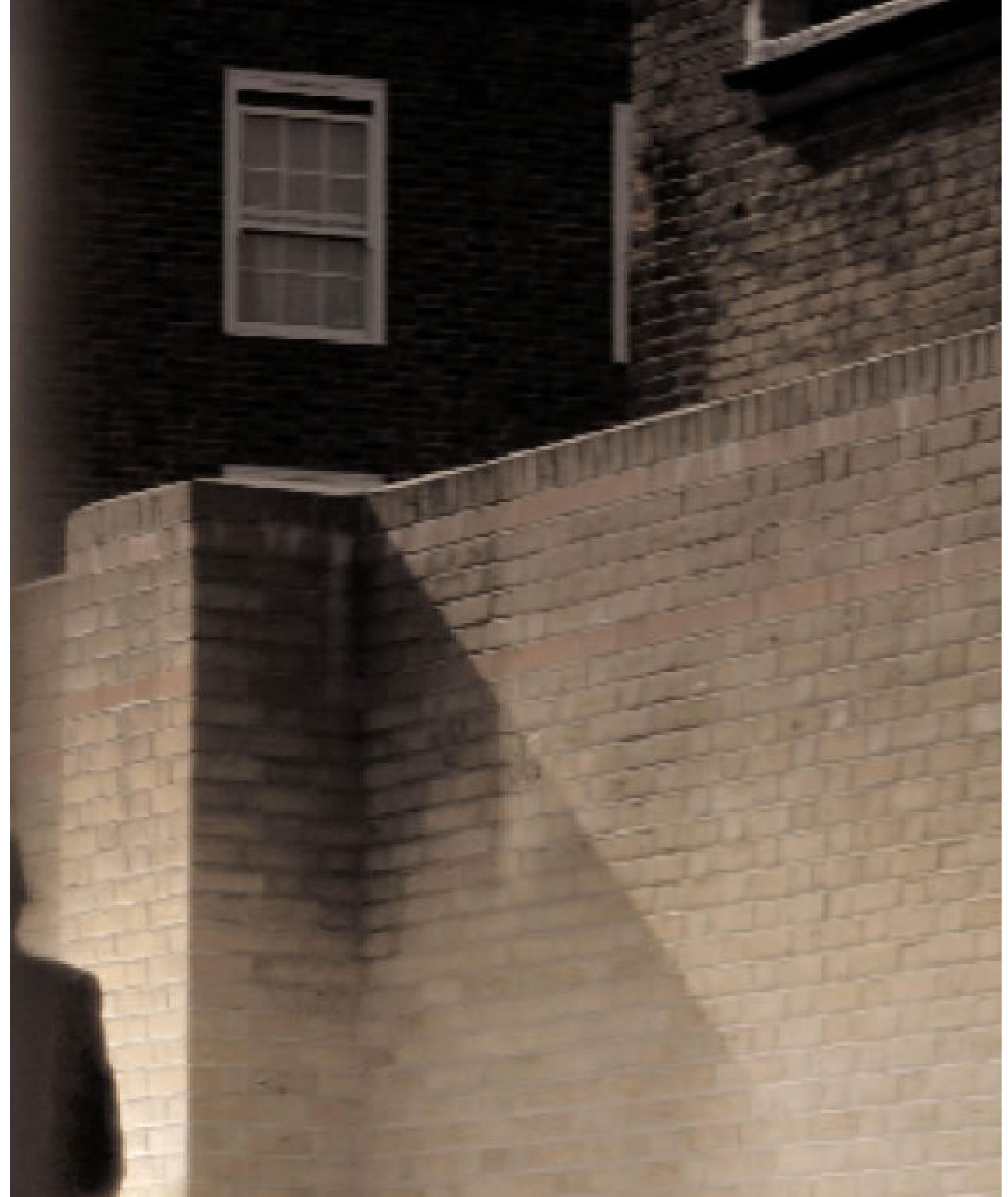
Long time purveyors of tradition, Morgan's bas e model has remained virtually unchanged since a fourth wheel was added in 1936. Even the Aero8, launched in 2000, uses a wooden frame to support the body.

With this one-off luxury model just delivered and the LIFEcar, their new hydrogen fuel-cell sports car, scheduled for production in four years, the British marque is innovating once again to assure itself of a future.

Design student Matthew Humphries submitted his plans for this car about the same time Prince Eric L Sturdza of Switzerland asked for a bespoke grand tourer. What you see is what he got. Just don't ask how much he paid.

The Aeromax comes with a bespoke luggage set – let's hope it's triangular – and rear windows that hinge along the central spine, opening like butterfly wings.

Based on the Aero8, no massive revamp in tooling nor new parts are even needed. The craft crew already build the



06

BMW Z4 COUPE

With its C-cowl hood and Romeo surfaces, but the Z4 struck us as too boxy, ugly even. Not in a good way, but plain just doesn't look right. Seems others agreed, because despite receiving a lot of criticism the Z3 sales deservedly sold well. And the Z4 deservedly didn't.

Now it's been redesigned by Adrian van Hooydonk as a coupe, it's actually quite nice. Styled to be a baby grand tourer, the effect is transformative. The Z3 was similarly upped by being turned from a silly convertible into a much more dignified shooting brake and twisted into an M. The Z4 coupe isn't quite hatchback-y—oppositely, the Z3's shooting brake is still considered to be too controversial within BMW. Our sources tell us they haven't given up, yet, to get it into production, or even shown as a concept. But in the meantime the coupe should appear on streets next year and will be a perfect styling choice for those that aren't really into a VR Vantage when we grow up.

Photography: Michael Turner



07



08 RUN FLAT



Almost sixty years after诞生ing the radial tire, the Michelin Man has developed an airless version, from uniting the wheel and tire in one unit. Tweel still has a back hub and spoke design, but the outer rubber tread is bonded to the flexible spokes that absorb the shocks. The Tweel is already in production for use on lower vehicles including Segway's new 4-wheel Centaur prototype and the 1507 wheelchair. And it's undergoing tests for use on cars. Run flat, say the people at Michelin, will be a thing of the past.

Although popular, run flat tires have had their own teething problems. At 60 mph, the handling of the Audi test car has apparently improved thanks to the non-pneumatic design. Normal tires can manufacture lateral grip through lateral stiffness for cornering or enhanced vertical stiffness which affects the ride. Tweel doesn't suffer these grip-related problems so handling, fuel economy and comfort are all optimized. But don't expect Tweel to become a major success, full production isn't earmarked for another ten years.

Text: Rainer Riedel





09 PIMPING THE SYSTEM



Thanks to "Pimp My Ride," only last year it's vehicles' makeover potential. The car owners lucky enough to be chosen by MTV get their pumpkins turned into caskets—outfitted with 21-inch-mill custom conti-jets, plasma screen TVs, PS2s, and a plush interior—all thanks to contractors West Coast Customs, and now the show runs until the U.S. Oscars. Each show ends with car owners driving away—every mile. But whereas it's low-expense maintenance bills and the wonky novelty of owning a car with fish in the headrests, some owners end upumping their ride in a different way than MTV intended: they sell their car to the highest bidder on eBay. Three Purple Fins have been listed on the online auction site to date since October; a 1985 Ford Ranger single cab, customized by the show, was sold for \$7,100

—a bargain considering the 27-inch plasma screen TV installed in the back retails for \$2,000 alone. A modified 1960 VW Bus, however, for \$15,000—\$14,000 more than owner Jason Miller originally paid for it. (Lucky did she come with her classic VW? "I want to practice for every drive," reasons the California resident.) "I travel about 100 miles a day; to and from work and school and I felt like I was putting the car into the ground." While Miller's gripe is with MTV and West Coast Customs for increasing the value of his car by adding accessories like suicide door handles, remote start, and Lincoln CD and DVD players (for free), during a unique car still competition, "My last name lived best with [Miller] complaints. And just because it has an owner doesn't mean it's protected." To cut upkeep on the cost of his

paint jobs (in typical orange), Miller used him only according to her. (I.e., lots of the show started photographing Miller and his car, pinup-style. "It's mostly it's gotten annoying to have random people taking pictures of me while I was driving," she complains.)

While the small and VW were talk, one eBay listing in thick-cut car featured on the popular show doesn't quite cut it sole. The 1971 model of our own 1973 Toyota Land Cruiser DK modified with a four-door in the back and upscale bamboo flooring sold for \$11,400. The asking price was \$7,1400, but the high bid came in at just \$13,500. No-one said pimping was easy. *See Purple Fins in Part 2.*

Adrien Fuchs: The Official Host of *Pimp My Ride* U.K.

10 SMART CROSSTOWN

Smart screwed up by launching a four-door car that looks like it started life as a Mitsubishi (actually not far from the truth) then had some plastic panels stuck on it on the way to the dealership. Mercedes has plans to launch its cult miniature brand in the United States – earlier this year fleets of Fortecs decked out as emergency vehicles charged their way through a freezing Detroit to prove the point. But the Smart S-Coupe and a US hot hatch have now been abandoned, and the fun-for-all site down in a used Disneyana Bistro. Bruno Senna B. drove a Coupe to Morocco on the Dakar Rally last year, and enjoyed it so much he carried on for another few thousand miles to 'cover' 'more at the end'. Next year Smart will unveil the new Fortec, and hopefully it'll be good enough to save the brand, and still be able to park front-on to the curbs. For the moment, something good indeed, a car you can pull the glove box open to keep the faith of evening enthusiasts. And this showcar from Frankfurt hit the spot nicely.

A hybrid powertrain styled around a small windowless windscreen, the idea is for the car to be a social space that can blur the boundaries between interior and exterior. Cute icon-like characters, the sort of models you'd find in the collection of some trendspotters' fashion model, plug into the dashboard instead of CDs or MP3s. Phil A Beethoven head contains a USB device with MP3 files of Beethoven's Ninth symphony, which plays in MP3s and so on. Pretty soon you forget about the rest of the concept, with its skidoo wheels and roof hub and window wipers, and just marvel at the simple brilliance of the music idea. And it reminds you of the feeling you get the first time you find one of those weird little Smart cars parked near you with a traffic warden looking belligerent next to it, ticketing it just to be safe.

Photography Michael Barnes



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JAGUAR XK

Jaguar used to bring glamourous fare like Peter Sellers and Britt Ekland with cars such as the XK, EJ and E-type. Then they started concentrating on what is known as mid-range models. Remember a few years ago the company announced a £1m budget for new Jaguars which will feature images of good-looking young people driving their cars? But then the compact compact XK appeared - a sporty-looking XJ specially designed more to older customers.

It is true they insist it's the Jaguar's designer, Giugiaro, used to work at Aston Martin and the XK is a savvy nod to his best past creation, the DB9. At half the price, it'll fly off the shelves when this year's model hits the market. The quirks on the PLC concept car have become too limp on the XK, the side stripes are gone, the less bushy and there are no headrests - expect these to make a return on the sleeker XKR - but otherwise it's basically as last year. Admirers of long picnics have had to endure a long testing period, but the XK's something of a reward. The S-Type is what we're waiting to see though. There isn't an appropriate action to copy, so they'll have to create something truly original. We have faith that they will.

Photocopy/David Beaman/Swart



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CONFEDERATE

Le Norbit is a moniker observed by a single image, like Richard Dreyfuss in *Closer Encounters of the Third Kind*, who's mid-termite invasion with alienware he can get his hands on. Right now it's ambling in a French Quarter that's other than a mountain of mashed potatoes.

The radio airsoftengine dictates the design, sketching the circle he sounds like a school bell, 'cos you get the feeling people have have it always understood what he does, so now he makes sure they do. The *Wid*, *Wid* is based around that of a 7-cylinder *W* Willems fighter plane. It's incongruous to a whole even though it's only using 2 of the cylinders in his new bike. "Add the wheels and the motorcycle begins to emerge. Now add a line to represent the handlebars, three circles to represent the engine, one end of the chassis and you have the *Wid*."

"They sell an illusion of freedom. When you buy a Harley, what you're really buying is a Mr. Potato Head. You can hold a hand, arms and eyes, but at the end of the day, that's still a Mr. Potato Head. You receive the illusion that you've created something. We're often redefining American design on a more technical level. We're like the restaurant in your neighborhood that attracts people based on the northern cuisine. I'm going to design a model for an international market."

Revisiting *Confederate*, *Confederate* has since all but gone into hibernation a couple of weeks after we visited them as Hurricane Katrina destroyed their old, albeit already pretty rickshakel factory. Many unanswered phone calls made us fear the worst, but it turned out they were in Bahrain raising money to start it. They're now building a new factory in Hurricane free Pittsburgh and plan to be making 1000 bikes/year by 2008.

Photography: Matt Sable



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16 ROAD TRIP



EUROPE GUMBALL RALLY

FAST FORWARD TOURISM ON WHEELS ON
THE GUMBALL 3000 RALLY THROUGH EAST-
ERN EUROPE.

Photography: Sergio Tissone

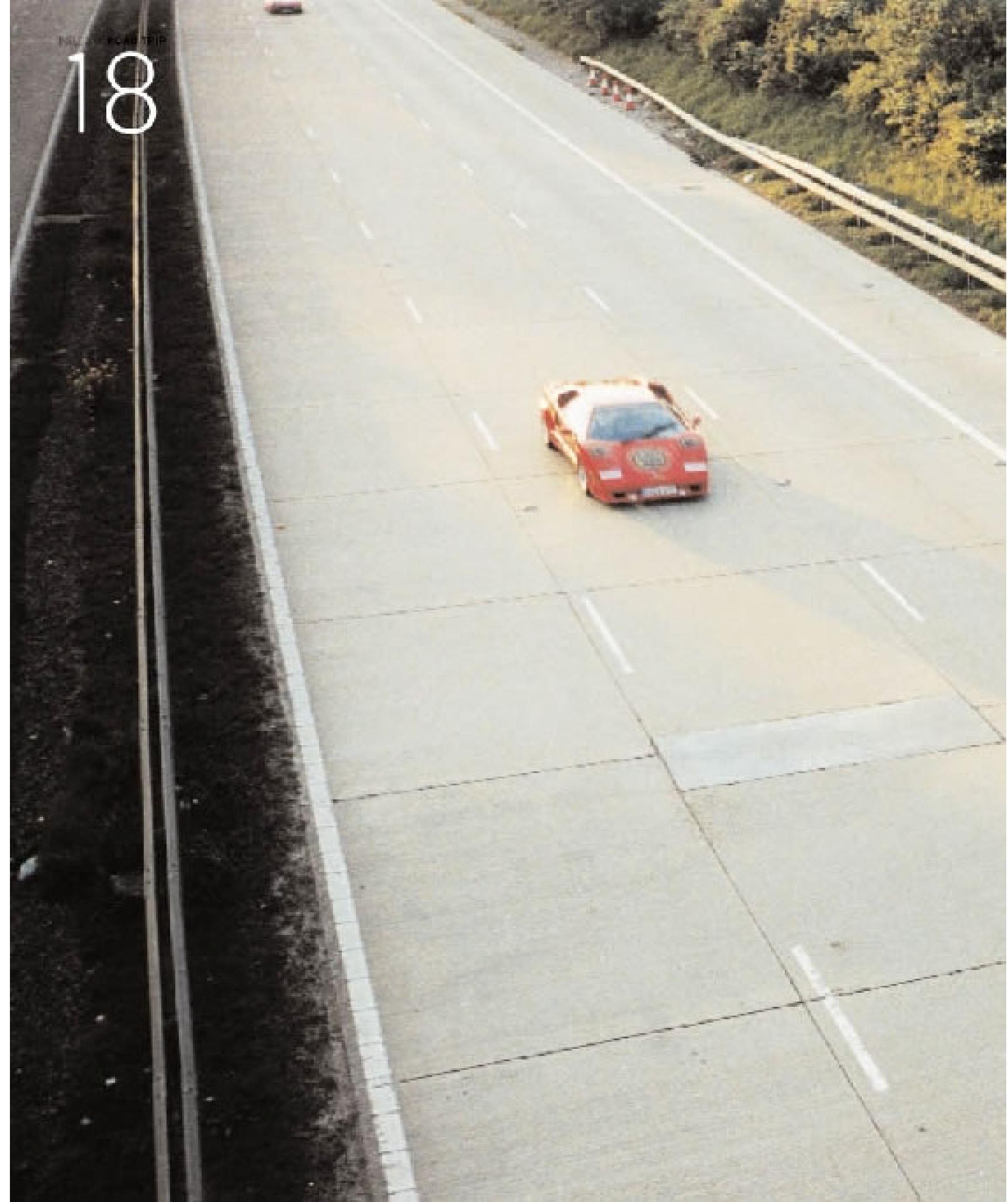


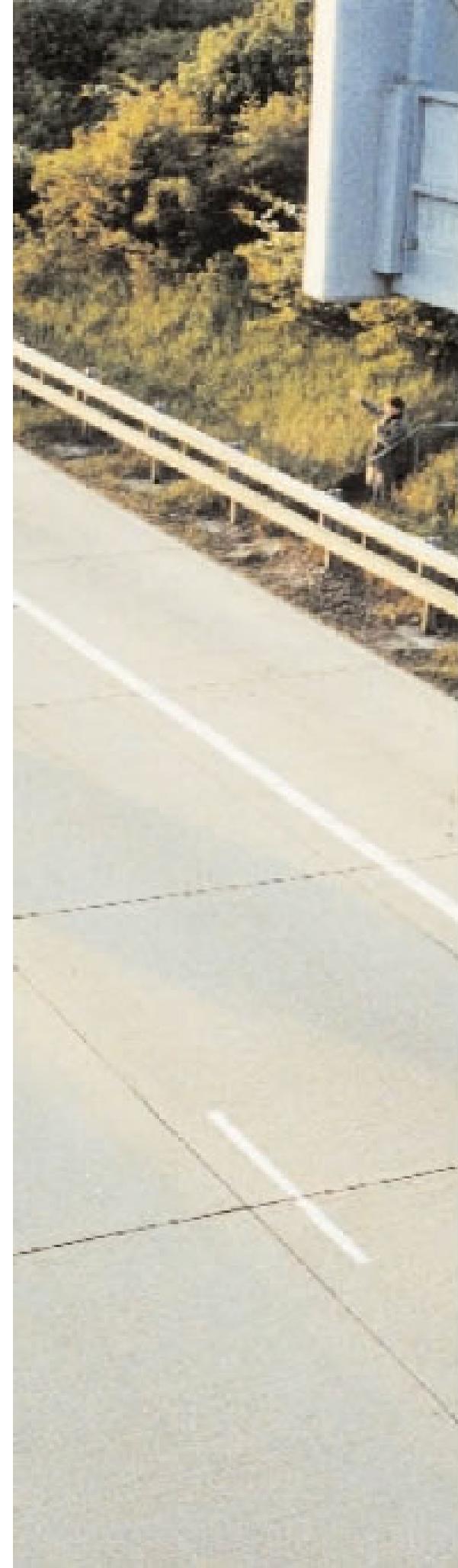
Now everyone knows what the Lombard Rally is. 100 fast cars, consisting of celebrities, some unhappy cops, the lot of tall tales. Love it or loathe it, you have to credit it to the organisers - this year's rally was a once-in-a-lifetime, exciting, top-class job, and yet, the most-watched. Depending on who you ask, anywhere from tens of thousands up to a half million TV spectators will have watched the crowd at a cost of its \$100,000-plus journey to Monaco via Prague, Budapest, Berlin, Sicily, Rome and France. Reporting concert live TV coverage to audience numbers is not just a claim but catching the motorway now is

the channel. Judges become grandfathers, as people searched to watch their rally pass underneath. If not quite in the numbers with the more 'classical' juries of the royal tennis process, the chance to spot a free driveway of beehives (Bentleys, Ferraris, Fords, Aston Martins and the odd London taxi or ice cream van proved a draw), plus waving, shouting, dancing, all in unison for a revved engine and a speed-camera limited burst of acceleration. A borgal in both sites, keeping the IE (International) and closest to the ring of a checkpoint in Belgium at 2 a.m., at a remote country-side crossroads, a dead-bloking police coupe like a m-

ing of the thousands of children in wait ahead. Jiving down the road, their density and intensity, walked. They poured around the cars, snapping with cameras phones, peeling off anything that was attached with gum rather than hot, love-stung thighs (lives). Feet close enough to feel rubber on top, they seemed to do it here, trapped outside of theassic purée, only its salty and quizzingly connected to it, jostling with time. Adults seem to shrugging and shoving each other and at the cars with the fun that for them might be meaningful. The back is the new front, echoed Riché Wayne of Fuel overdrive, the same words destined for lack of fuel to

18





he is afraid, he lives. That's what everyone seemed to be saying. Whilst the eager sought to set a pace at the top, the others, like us, were content to linger in the pack, keeping up was more than enough, forcing it too, by-hand. It was easier to slow down. To visit; the odd art gallery, go for a swim, relax in

This year's rally was the seventh, after two in Europe, one in Russia, one in America, and last year's dip into North Africa. It avoided the challenges of 2004's route, with its almost exclusively into Africa, but legitimately claimed the title of the Gumball (our co-pilot, the very hard bocca minus two toes, of course his biker). No doubt this is also due to the long time frame before avoiding the speed limit in foreign visitingmotorcycling again. But don't get me excited... and alongside Murray, the Russian著作家 is still the one people talk about. No sleep for days, chaotic, dangerous, ridiculous, fast & cool. That's what Gumball experience is here, or at least I thought so. Cooper says, people want to kill him when they're on it, but go home remembering the fine of their lives.

oh. A British hyped-up the world peaceably flying in cargo planes and compliant dictators, and following a route to Asia and then flying off into, through North Korea, Kim Jong-I permitting, then South on a specially-constructed Gumball road, by land to Japan, flying to Las Vegas, then ending up in the Hollywood mansion of a. All times for a \$100m movie starring Brad Pitt.

But now it seems North Korea isn't open up to being visited. I hope all the agents and tourists are Contractors to the resistance, because we really give him needed to pay for all the chartered jets and generous donations to gorilla conservation. We're waiting to hear more about the Mr. T in this year's show by Mr. Lent, Johnny Knoxville and Quentin Tarantino don't bode well.

But this is the secret to Gumball. I - who ever does it doesn't happen, everyone's talking about it. And most likely will be there, so decide whether to believe in the existence of that celebrity person in the hydrogen-powered convertible Bugatti Veyron that was always one checkpoint ahead of us.

Next year's Lucy 3 is supposed to be... in the capital of

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JAPAN CUSTOM TRUCKS

THE OKOTORIYA OF JAPAN ARE OTHERWORLDLY CREATIONS OF A DIFFERENT VISUAL DIMENSION.

Photographs: SATORU MIYAKAWA



Trucking is a freeless job. People see the machines rather than the people it's used to do the steering. I believe this. Perhaps that's why truck drivers the world over customize the look of their trucks. They're trying to leave a mark; or other drivers' minds of who they are, rather than merely being seen as a large, heavy obstacle to manoeuvre around. In America, the定制trucks of the 1970s and 1980s, split-the-silence symbols of the nomadic. To adorn them a cab or trailer. To look like a poor relation of a fine truck is to wear a

poor driver, so customization is good for business. But the Deto-Tow (of course) are other-worldly versions of a differently sized dimension. Popularized in the 1970s, you can still see that decade's influence on their design. Traditionalists dominate with their oil-brushed images of galleries and sunburst, but the younger generation take their inspiration from where their style is referred to as 'Gundam'. Once the heroes of movies and video games, these ultra-future customized

trucks are becoming rare, some say they're dying out. Their numbers may be declining, oil lighting is becoming less frequent, or less, in urban areas. But they remain a visual beacon for those who drive out of sight, and are fortunate enough to happen across their path.

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CHINA'S FIRST BOY RACER

AFTER ACHIEVING CULT STATUS AMONG CHINA'S YOUTH BY BUILDING THEM ILLUSTRATIONS AT A LONG-TIME EDUCATION SYSTEM IN HIS MILLION-SELLING DEBUT NOVEL AND THREE EQUALLY SUCCESSFUL SEQUELS, HAN HAN HAS TAKEN A BREAK FROM WRITING. NOW HE'S CONCENTRATING ON HIS OTHER LOVE: FAST CARS. MEET CHINA'S RFRP WITH IT A CAUSE

PHOTOGRAPH BY PHIL MCKEELEY



The massive Chang'an "Avenue of Eternal Peace" cuts straight through Beijing. If we take you from the east of city to the west, to the Forbidden City and Tiananmen Square, it's just 10 km. Or, if you go there in the early hours in a 'Huston Evolution V' and drive at 100 mph, you'll do it in 15 minutes. Ask the 22-year-old novelist Guo, these numbers add up to us, and he breaks into a huge grin. "That's kind of immature," he says with a trace of embarrassment. "I don't do that anymore."

More recently, he's been trying to find the limits of his abilities on the racetrack competing in profes-

sional events. "This new career adds him to the point where his toy ambitions have been left to dust, or trash, or whatever."

When he was in his movie at 17, he interviewed a user of a teenage romance with a scathing critique of the education system. Such anger doesn't sit well with a child, though, so a better plan is that it will cost one million yuan. To celebrate, he bought his first car, a Chinese-made Citroen. The likes cars since I was a kid, and played with toy cars," he says. Further success followed. Han Han published his second book and also upgraded his car. "I tried my friends'

Evolution and immediate left it was perfect for me." This is the car that he now uses for racing.

These days, he's no longer speeding around Beijing in the middle of living it – instead, he's off on his own to the CCP's sci-fi racetrack and rallies around the country.

"I'm not afraid of other writers," says Han Han. "They can't say bad things about them, won't write about me; have to have a lot of experiences before I can write. I won't write another novel until I've done some more things. If you don't have a life, then you can't write."

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SOUTH AFRICA THE RACE

AS THE LEGEND GOES, IN SOUTH AFRICA's HALF-CENTURY-OLD STREET SCENE, THE ONLY RACE THAT MATTERED WAS THE ONE YOU WERE THERE TO WIN.

Photography: Michael Baer



The cellphone beeps. The EMS text message reads: Cleveland—the venue for tonight's racing race has been selected—an deemed host the runs for about three kilometers in one direction still. I am in, of course. Tonight, a group of racers and a crowd of hundreds is strong all together in Cleveland to take part in a racing ritual that has survived both the one and collapse chaptered. For over 50 years, while issues of skin, money and politics have nearly destroyed South Africa, a subculture has flourished in which cars Trump colour and spec differences over da quick directions.

In modern day Johannesburg, law and order has collapsed in the point where the legal validity of street racing seems irrelevant. As such, the activity, this more potent competition for police attention, is still here, says the racer who largely left it alone. The police have recently cracked down on the illegal track down on street racing. They didn't prove that street racing is a danger to society because it covers up other illegal criminal activity like police theft and corruption. But the numbers are falling, dropping, if anything, spiraling. The, quickly's angle Anger with racers conclude by

another driver to race. But first you have to find the race. Asking car, or even only him right us to a guy named Tim. On a cold Wednesday night we arrive as instructed at a residential on the west side of Johannesburg. He has arranged for getting Ach Bigga, the leader of the website, us, we hope, will give us the go-ahead to cover the races. A few minutes later Biggy—the limm on Indian Muslim—arrives with the sound of 50 cars blaring from the car stereo. The bright yellow sweater with royal-blue hood on top he steps out of a white BMW 1932 500W 325s. The car is gleaming but is hand-washed. For two



hours in honour of the night's race. Biggy gives us surprisingly bare, melanin-rich bodies, not tanned teenagers racing as dangerous-gum-slinging-drunk-driving morons, so his drivers are very fit, too. They believe media coverage of drag racing has increased the frequency of drunks in tracks. But as winning racers is part of a broader battle for respect, one acknowledgement, the attention isn't entirely unwelcome.

For our turn I leave that night, the Fleetwoodian looks like a formally arranged, professional racing circuit. A capacity crowd has gathered on either side of the road

in front of a cluster of cars. Race cars have a non-issue. It's been all over everyone's news media regardless of the colour of their skin. The oil is filled with expectation but the crowd's face. Their surge is willing to whoever goes fastest, not to a particular driver. The cars move that warm-up run, and white puffs of vapour pour from modified machines. Only 110 metres of Cleveland road will be used; track access is on either side of the sheer's.

Tonight, Biggy's convoy is merging lanes with another group, the South Side Crew (SSC). Leader of the SSC's Vic, who calls himself "the son with attitude" - a bit of a cool guy, I hear, he explains, in other words who takes shit from others. He is also the events unofficial policeman. Biggy pulls up to the beginning of the run and he shifts his eyes over the crowd. He is waiting for a challenger and goes to his man to let out in the back, low, long, front into the car he thought it was my mind that in less than a minute could be aped of a sleek metal wrapped around a pole. But he can't wait, he's looking for Biggy to complete. A black 4x4 pulls up, engine growling.

Vic lines it up, ensuring that the front by us are equally



positioned on an incline, line and hands between the two cars with arms stretched in the sky. "We're in the race," the guy in the Jetta octo-yelling, about 22 years old.

1,2,3! Vic's car slams up—and we're off. My stomach surches as the car leaps onto the track like a panther springing to action. It's almost impossible fast—it hits, howl and bounce on the windshield in a blinding spray of colour, just before Biggy red-lines the rev counter he brings it seven gears, pushing the gear lever so hard that it tears the knot off. The surge of forces us back into the seats. The engine roars louder than 130 db. The car is

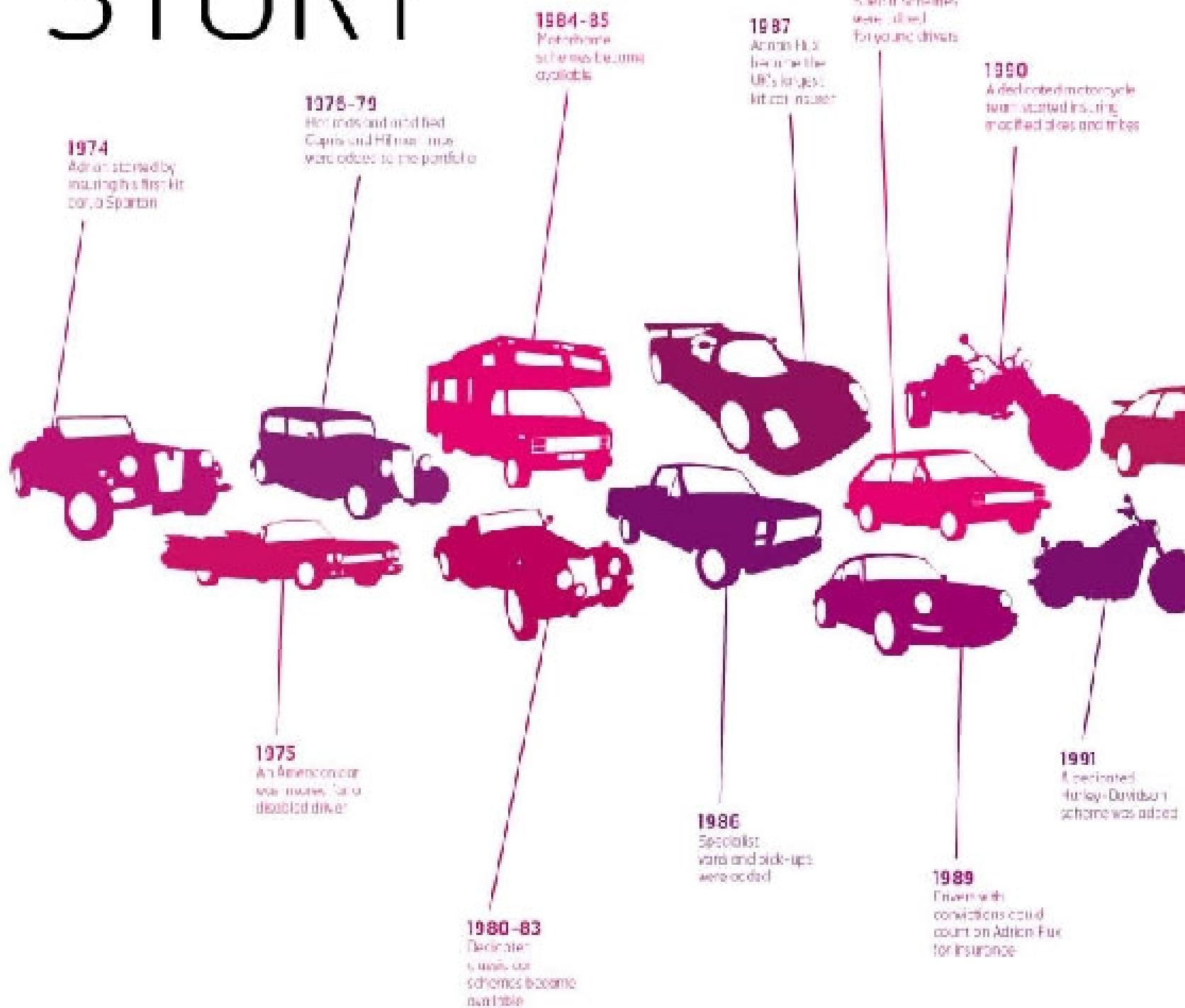
speeding headlong into the night and the roar of the crowd starts heavier. Biggy charges to third and wins the race; it was too easy. Looking back the Jetta is left—shamed—jolting like a jilted woman. "Mexico, we'll see you," he yells, grinning elatedly. The admiral's hand over him when the car finally comes to a stop.

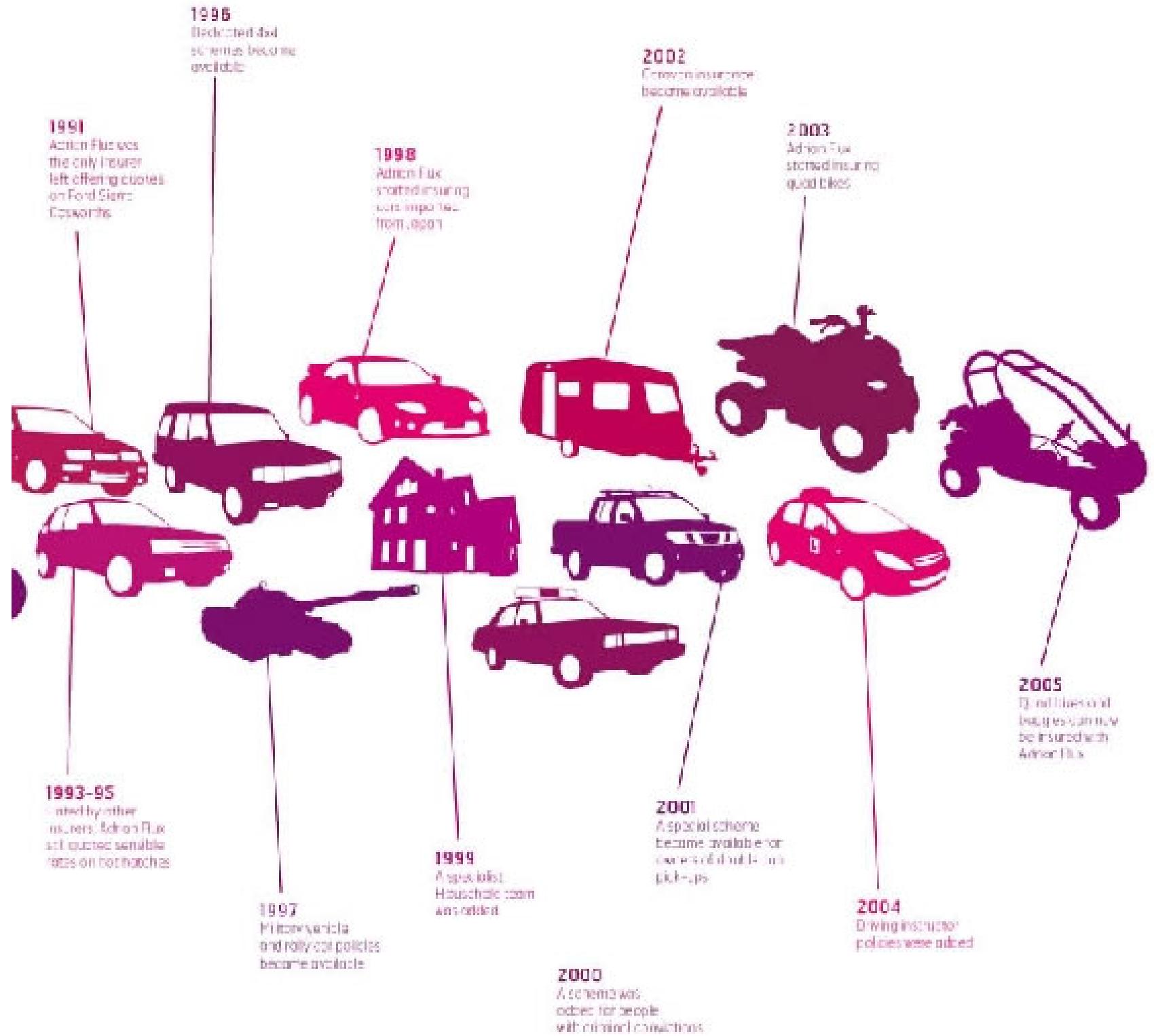
All of a sudden there is a burst of blue light. "It's the metro!" someone yells. The police have arrived. Biggy and Vic tail him in his car, shouting and laughing. One of the cops boltsed to speak to the police officer and determine whether they are cool. "We tell them that we are racing a stolen

car, no drunk driving or street spinning then invite them to witness," says Vic. "Here we only can take care so far, and everyone knows that the police are not just ordinary heroes, they are also vigilantes. But it is not in the interests of the druggers to start trouble either, so when the blue lights start to flash, our cars begin to disperse in an orderly fashion. That night, they will simply go back to the gas station, then head out to another location and racing in. But tonight, they head home."

30 FLUX STORY

FROM KIT CARS TO HOUSES, ADRIAN FLUX HAS BEEN INSURING PEOPLE SINCE 1974





USA EVEL WEEK

photographs by Bob Fitch

HE'S THE GRAVITY-DEFYING ONE-EVIL WHOSE STUNTS I DON'T IF I'VE SEEN IN THIRL. HE'S THE MOST FAHOL'S SON OF BUTTE, MONTANA, WHICH HOLDS AN ANNUAL FESTIVAL IN HIS HONOR. JR. SO WHY DOESN'T ANYONE TELL LIL' LILL' KNEEVILLE?

Every year the town of Butte, Montana, has a day-long annual celebration of its prodigal son — Evel Knievel. All around the bustling festival, motorcycle stunts offer a re-enactment of the extreme, death-or-glory kind of life-affirming lunacy that Evel ignited 11 those years ago. There is the Globie of Death (a bullet-so-a-millie-meter) that screams around the inside of a steel-scherched cage; the Wall of Death (a pony-sized surfer who screams down a nine-foot-tall steel ring); and the Trampoliers (a troupe of 12 guys who perform complicated formations in a huge trampoline).

But these stunts are unspoken, and this time most tellingly, what's on his "se" has been left blank. "It just has to take a minute to think about Knievel, because it's weird for him none of us would be here," says one local man in a bar. A tiny smattering of applause ripples from the largest crowd of the weekend, who are too mesmerized by the spectacles of today's like-tradition to concern themselves with aspects from the past.

Born in 1938, his parents are victims of the Great Depression and leave him to be raised by his grandparents. At the age of eight he attends Joey Chitwood's Auto Show in Evel Knievel's home town of Coeur d'Alene, Idaho, for his later career of choice. In his teens he droops for a brief period of time with his future wife Linda Bonner and numerous



other times for robbery crimes. During one's first year he got local drug "Aero" Knevel one his coach of "Eve" (knived in the same col). Then one sticks, in 1957 he wins the Cross & Man's 500-kilometer championships, and soon forms his own semi-professional hockey team, the Battle Brothers, where he ends up owner, manager, coach, and player. The team is disbanded when Evel is accused of picking up the box office, bankrupting his own team.

After a tour in the army, he becomes a sales man for Fortified Insurance Company of America, where he breaks the record for most policies sold in one week. He flourishes to leave when it's discovered most of the policies were sold to inmates of a local mental asylum. In the early '60s he gains work as a sales代表 for a bank robbing gang, but quits when he either is shot and killed, Evel gets cleaned out by motorcycle gangsters. In 1965, in one of his last rounds to his dealership, Evel finds the station and jumps a rugged mountain pass, a dozen of other ones. It's his last ride, but he leaves one and lands on the other, scattering the audience in fear and "kniving himself" in the process.

In January 1968, he would be introduced to Pepe when he convinces Caesar's Palace in Las Vegas to allow him to do his famous Bull Ride. The idea is to ride failure. While

he flies slow, he crosses the point of impact when his pelvis smashes against the concrete, and his leg, left shoulder and neck limps. Fortunately for Evel, ABC's *Wide World* shows plays the tape of the accident and makes him an overnight sensation. Unfortunately for Evel, he's still in the hospital, fracturing his right femur, which surgeons rebuild with a two-fracture; strap offsteel. His leg is incurable for 29 days. While in recovery, he begins a come-back ascendancy to global fame.

In his first appearance, Evel Knievel or his figure, Fred Bartle and G. Joe combined, with his catalogue of pinball games, bicycles, watches, and radios, earning a reported \$400,000,000. Surprisingly all things in his life, Evel consumes his machines if he can't wear them in competition. These days he lives in a nice trailer on the edge of town, a sexagenarian crippled by pain, soothings aching once, the soft, blue figurines.

The court that heralds his name, actually thinks of this as a chapter of the book called as "the more the merrier". Where is this hero's homecoming? While waiting in line for a seat at a dinner budget, I'm about to ask the couple behind me if we're they think she'd be the best life's namesake. They use him just like they use any commercial liability. He's got to be far out there so they can find

the festival of art film, and bring us people together." Who's your "feeling on him?"

"My perspective is, I don't see being a dad as a bad thing, it's an experience."

I see. And what do you do?

"I take care of the house... silly commands."

There are no bosses in life. In fact, there's no job protocol for insight. If you didn't know what Eve looked like before coming to tell you, you'd have no idea why you left.

Finally, I see someone on the street wearing an Evel Knievel shirt so I decide to chase him down. Mike, a mom-touched postal delivery worker born in Battle, seems annoyed by my question. "A lot of people hate him, yet something like this everybody shows up for." What causes this minuscule anger in so many, but let's keep it local. "I think it's just over."

As I continue, he evidences a slight, weary smile, reflecting on how people think Evel is rude, uncharitable, a scumbag. He had it all money and education, and somehow lost it all too. Being alone in the United States is the shortest-lived process on that anyone could ever hope to participate in. He once played with a kid from New Jersey, but this kid from home, even in his home town, is perhaps Evel's real star, aging, plummet.

34 CLASSIFIED

TRASCO'S ARMOURED CARS

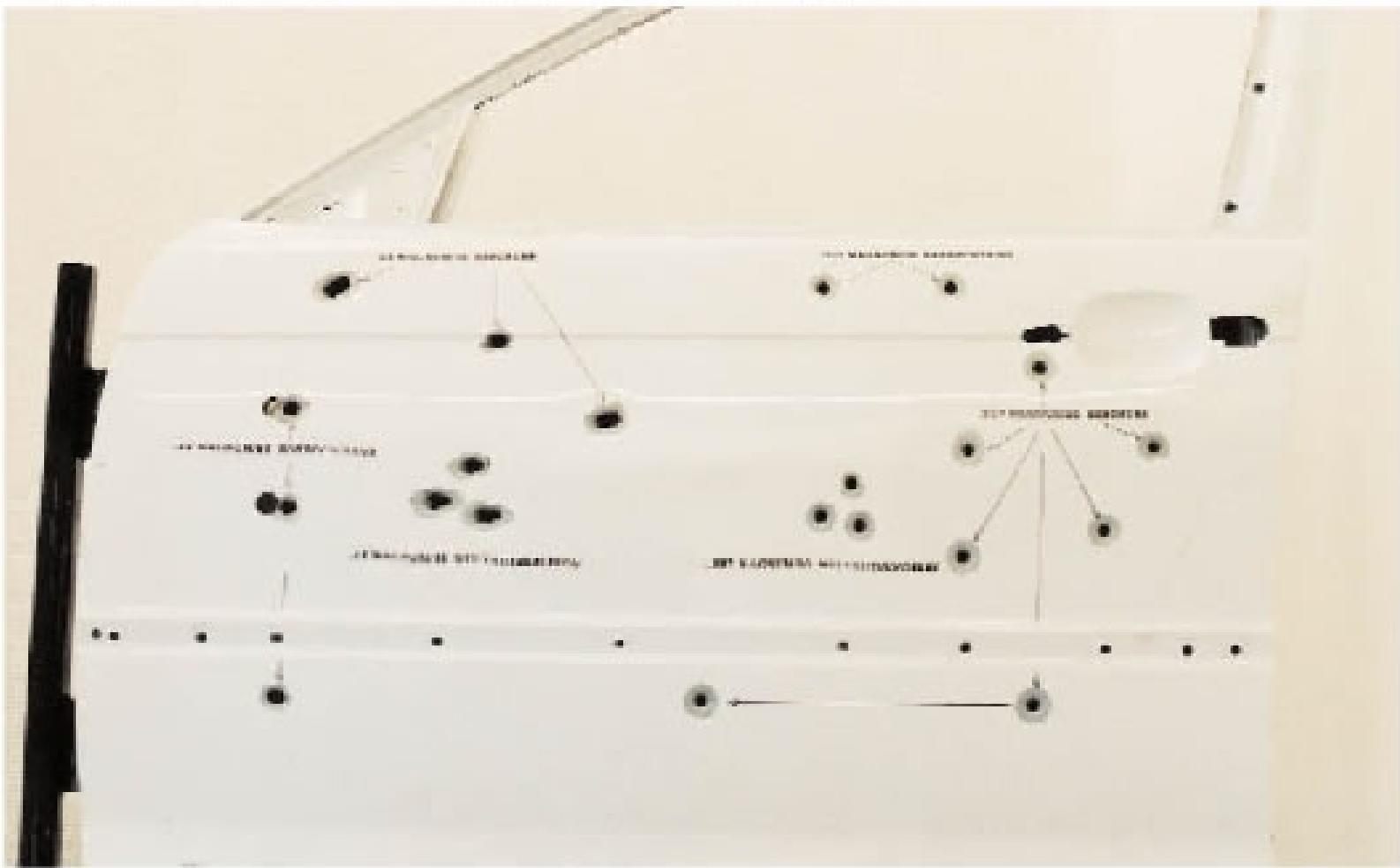
So you've got your bags, crumple zones and ABS. But if you're a President trying to run the biggest country, you safety gear needs to go all the way and reach new levels. Meet the company whose cars kill the world's leaders on the road. Not many people have heard of Trasco – and that's just the way they like it. It is in the rarified world of top-level security, their cars are known as the best in the business. Among the clients who contact them in confidence, low-level HQ in the German countryside outside Bremen to the President of Russia, the King, the Pope. The specifications for Trasco's top-level cars read like something out of a James Bond film. There's a radio switch so that

those inside the car can hear what's going on outside it. There are tanks that will carry you 500 kilometres at 80 km/h without a stop – after they've been shot out by a missile that saved former Georgian president Eduard Shevardnadze when his motorcade was hit by rocket-propelled grenades in 1992. There's glass that can cope quite happily with an AK-47. And to stop you thinking too much about assassination attempts, there is a safe DIV® power unit, a refrigerated in-car car. You're a top client – or international statesman, perhaps, or military leader – Trasco boast there is nothing they can't do. To armour a car, you first need to take it almost completely to pieces.

Bespoke bullet-proof cars from Europe's premier secret customiser

Photograph: Søren Pindis

Trasco do not build their own cars, they start with existing models – the Mercedes S class being the most common – focusing on the Nissan Patrol by the UN and various peacekeeping clients. They then strip them, add steel plates, reinforce the chassis, and replace the windows with bulletproof glass. The armoured cars are fully armoured S class will look pretty like an ordinary S class. Underneath, however, it will be entirely non-standard extraordinary – armoured car.



35



36

ITALY'S DIESEL POWER

IT'S 10:30 a.m., and we've only had a couple of minutes of "down time" at Diesel boss Renzo Rosso's villa, where, in his 12-year-old strawberries 'n' cream-colored 1976 Fiat 124 Spider convertible, he's successful living. Diesel is a classic one-wheeler across his vast lawn. Posing for a photograph, he feigns a wheelchair drive to fall backwards into the pack of Labrador dogs he's been playing with, laughing his head off as he tries to regain his composure. What's he up to in Bosco del Grappa, upiture-perfected training in the foothills of the Italian Dolomites? At 29, he's ruggedly handsome with a feathered mass of blonde

Diesel found a Benzo Rosso Johns up his low-key garage for us, before heading to work by Porsche helicopter and private jet.

Photo: Philip Morris

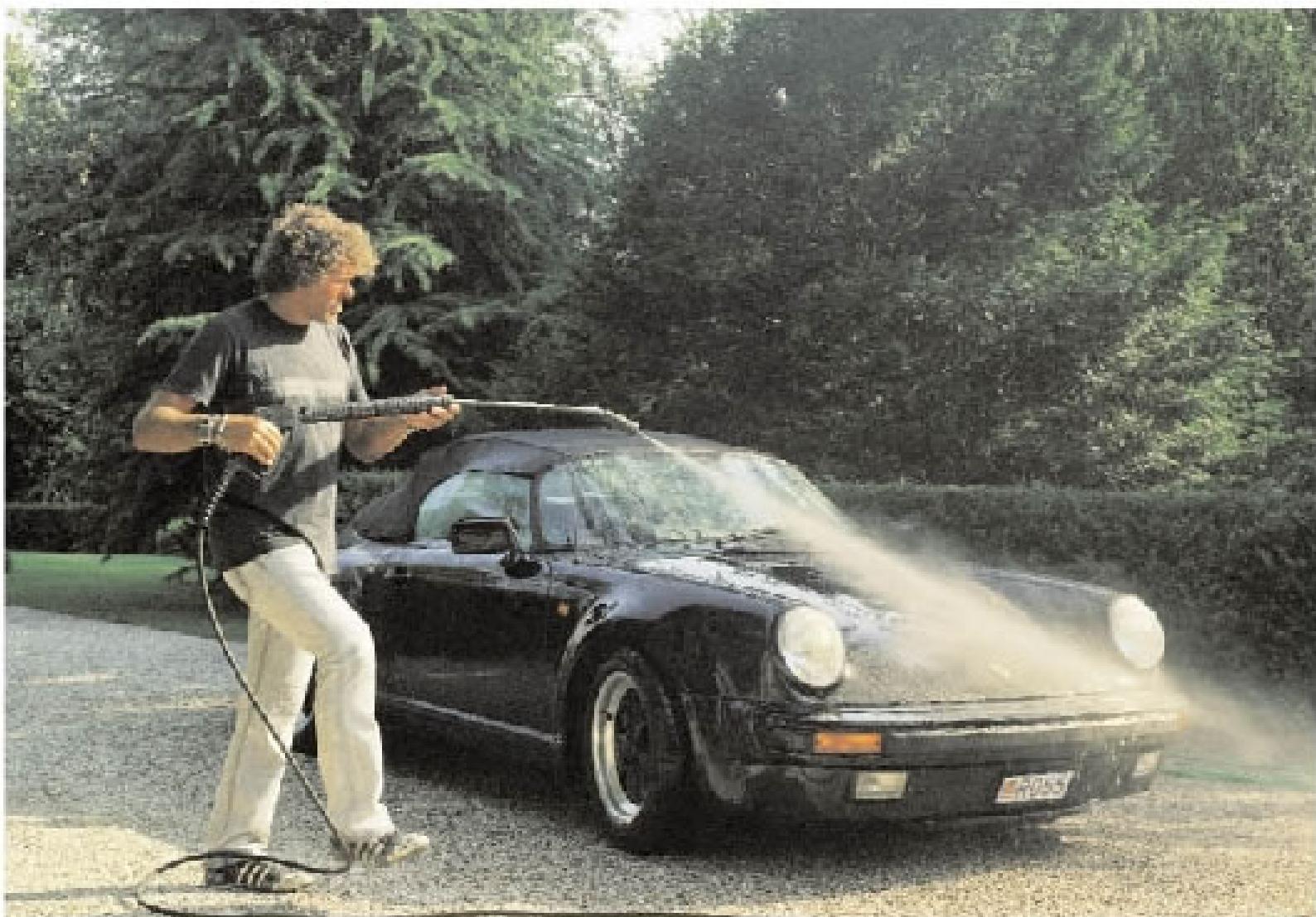
strands; grey cuffs and waistcoats a mile, decked out in a pair of regular jeans (these obviously), leather jacket and shades. His roguish energy and playfulness that has fuelled Diesel's growth. He started the business as a tiny operation after graduating from textile manufacturing school in 1975. "I would have been lost to the world of having a regular 9-to-5 job, loaded with jeans in the back," he explains. Since then he's built up Diesel into an international fashion empire with a turnover of over a billion dollars and 255 Diesel stores in more than 60 countries. The man was first inspired by his mother, who was closer because Rosso wanted to give his brand an easy, international name.

"Used to be super fresh," he admits, but now responsibilities now see him in a 3000 employee... sometimes,

though, I hand her the sunglasses on my way to the bar," and there's that hot grin again, with the wild eyes twinkling behind the glasses. "And I can't wait to customise my new bike," he says, pointing to a Ducati Monster 1200 that arrived yesterday. "I took it out for a spin and I really enjoyed riding it, now just have to make it look good." Next to our car is his blue 1988 Porsche speedster 3.2 (interior in red with grey, F1-style seats). "Final touch is this... I never put the roof down, that's too visible," exclaims Rosso, clicking it when it's parked on the drive.

An unassuming 200 Dodge Durango Sport SUV looks like the only car that actually gets used. "This car is so normal that no one looks at you," he says. "In this car you're like my family, instead driving our slaves."

At 9:30 am it's showtime — Renzo has to leave for Diesel Headquarters in Vicenza where he'll then be picked up by helicopter to his private jet and flown to Paris for a meeting at Maison Hermès Marais. This time he's wearing what he's going to be wearing the Sunday for the Pur waltz to speed things up a little. He cavorts away in one more of those all-in-one-looking-one-piece-off-the-dive as if running on a global fashion runway catwalk, with the coat still up naturally.



CHRIS HRABALEK BRINGS
THE FAVOURITE LAMBORGHINI
FROM THE DEAD.

Photography: Tim Miller

CHRIS HRABALEK'S STRATOS COLLECTION

Chris Hrabalek enjoyed this year's Geneva Motor Show, travelling around the exhibition, checking out the stands, and realising that his car was one of the best on show. His company, Rencmomo's stand attracted a cut-out crowd, all attention centred on a lime green Stratos concept, a wild interpretation of the classic 1970s Lamborghini car. The 20-year-old Austrian former VW stylist runs a holistic vehicle design agency from his studio and came up with the idea for remaking the famous car in 2002. He's always loved the Stratos – it was on those ice

spur. "When I was a kid, it was the ultimate sports car for me, so it seemed like a good idea to recreate its style." He soon discovered that Lamborghini had the right to trademark the name, so he bought the rights and found investors to fund the project.

Chris was surprised about how the 2005 Stratos would look. "I had to be instantly recognisable as a Stratos, but it's not a real car like the new Mini or Beetle." Chris' passion and love for the car started when he was given his first Stratos model toy at the age of three. Now

he has the hundred of these toy cars in different real versions including the original 1970 prototype. Investors have agreed to continue the next stage of this project, with Procarve agreeing to engineer the new model. Lamborghini seem set to stop him using the name, and law battles are already being readied so, as we've seen, he can return to Geneva with a fully functioning version of the concept if drop-top is on its way too.



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GUCCI'S LTD EDITION CADDY

A VERY RARE 1970 CLASSIC CADILLAC COUPE DE VILLE WITH GUCCI LOGOS

Photography: Daniel Giese

It's the ultimate in rockabilly hot rod accessories, the one that would make the average Gucci dog carl-owning footballer's wife salute with desire. Built between 1973 and 1979, the Gucci Cadillac Seville never includes its own bespoke set of luggage featuring the signature Gucci monogram.

This special edition Caddy comes painted in black, gunmetal, brown or white, with an interior lovingly lined with white or caramel leather, and Gucci-designed trim

wrapped seats, head and armrests, up to the year's dashboard. On the outside, interlocking Gs replace the Cadillac four-spoke hubcaps and the hubcaps, and the Gucci crest brands the rear pillars.

Gucci licensed Braman Cadillac of Miami to produce the cars in 1975, with the first vehicle officially presented to a Mrs. Hemi Ade of Coral Gables, Florida, that year. Few folks seem to actually know what this unusual beast was, but 200 of these designer vehicles were planned and built.

The experiment was fairly limited, as the exclusive model was hand-welded and hand-painted. Pierre Cardin's AMC Javelin with its fuzzy, silly black seats and white, purple and red stripes flowing throughout the interior, or the Lewis AMC Gran Fury with its copper buckles, Jean door pockets and dove tails. "Nobody really wanted to pay the extra money for a leather set of luggage and a souped-up interior", explains Mr. Gucci Seville owner.



39



40

BANGLADESH'S FAKE FERRARI F50

Today's a special day for 19-year-old Abdul Motahar—he is collecting a gleaming red Ferrari F50. But Abdul isn't taking possession of his dream car from an exclusive showroom, rather a buck-toothed man is hopping into the fake. It could take the average Bangladeshi nearly three and a half hours to afford the genuine version. The architect of his vision is Normandir Ahsan—an unknown Leppu—who was working as an ordinary engineer three years ago, when he had his big idea. The days in dull office were bored with Nissan Sunrys, but couldn't afford BHWS, it was up to him to make a revolution. Trained as a mechanic in the West, Leppu set up his own workshop, and with a

team of mechanics, used sheet metal recovered from discarded vehicles to make handmade copies of some of the most test sports cars on the road, from Lamborghini to Lotus.

"My earlier cars looked more like Mitis than Ferraris," he says, sheepishly. But he mastered the skills of design and honed his welding technique.

The motor that Abdul is picking up today is Leppu's latest, a \$20,000 replica F50 made out of recycled rickshaws, leather from the local bazaar, a reconditioned Honda engine and a cut-off old Lalapalay deck. The performance would come as a disappointment to a

real owner: C-62 in 9 seconds and 0-80 mph in 10: speed. On the other hand, in keeping with Ferrari's reputation for excellence, this imitation is hand-made. Looking at the car, one can doubt Leppu's craftsmanship and he has ambitions beyond funning out fake. He wants to develop his own designs. "My next big project?" he says thoughtfully. "Well, it'd be interesting to build a helicopter."

Photograph by Farjana Khan Gorai



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42

DAKAR'S USED CARS

1.

Name: Tembe Buh, Taxi Driver
Car: Lada Riva Estate

I had a Lada before, so I wanted another one. I met the owner Richard and he sold it. I wanted the Lada because it's reliable, unless it's been in an accident. It costs £13,000. Debts (£300) and many people were saying 'he's paid too much'. The only complaint was it was right-hand-drive and the police gave me hassle, so I had to change it.

2.

Name: Omesh Salluh,
National Sports Council Chairman
Car: 1970 Triumph Herald 13/60

I had no money so I remind me of my college days. I used to have a car just like this when I was in college in Massachusetts. Every Sunday, I wash it, polish it, take it out, cruise around and park it. She drives very nicely. My kids don't like it though. When I pick them up from school they don't want me to drive it to see them in it. When they're in the car, it's a duck-down. It's not classy enough for them. They like to be picked up in the Benz 190. I tell them it's a fine car and they don't know what they're missing. I plan to give it a new paint job and buy a new cover. Drive it, cover it, drive it, cover it.

SANGERS ENTERED INTO THE PLYMOUTH JAKARTA (NALLY AND AULI HUNI) JUST FOR CHARITY. SHOULD THEY MAKE IT TO ZAMBIA DUE TO THE RECENCY, THEY'RE USUALLY WORTH MORE IN AFRICA THAN THEY WERE IN THE UK AT THE END OF THIS YEAR'S EVENT. WE WALKED DOWN THE CAR FROM THE ORIGINAL RALLY AND MET THEIR NEW OWNERS.

Photographs Nick Statt

3.

Name: 'Uncle' George James,
National Olympic Committee Executive Secretary
Car: 1978 Volvo 244 2.1 GL

With the roads we have here it is the ideal car. It's very strong and copies will pop up every week. Our activists take us all over the country - we're building a lot of film studios. Of the cars that come in the first challenge, this was the best. Subsequently more cars have come to us - one driving and last year we bought another one from the auction, a Lada Novo for £25,000. So ours (£450). The Volvo we now use more for office work and the Lada we use to go to the provinces. We are looking to get a car this year, but the prices are off the scale too much.



43



2.



44

KNIGHT RIDER'S BIGGEST FANS

1.

Name: Scott Edmondson
Lives: Ohio, USA

I'm kind of the oddball of the owners of conversions. I'm older than most, and I was in my 20s when the series was on, so I've always had a soft spot for it. I'm a grade schooler or their fears. So I'm not typical either in temperament or attitude. I own probably the only 3rd or 4th season down count-down fan and cheerleader ever to survive from the original cars. The countdown is in my dash and the chemical analyzer is brought out for show.

2.

Name: Wolfgang Unger
Lives: Regenstauf, Austria

The best thing I've ever done with my car was watching a Knight Rider episode on the dash monitor. That's just like you. King of Rider feeling. I don't like to drive it, too much. In afraid that something could happen to him. I'm afraid that something could happen to him. I have done a voice recognition software with allows you to communicate with the car and to give it commands. So you can say "turn your lights on pal" and the turn the lights on and says "I have turned my lights on" or so something like that. Some of my friends like it and others think I'm crazy, but I must say it's really cool.

LINE OF CRUSADERS IN A DANGEROUS WORLD.

3.

Name: Paul C. Stoeber
Lives: Pennsylvania, USA

I met my wife because of this car. Me her in a private chat room for a few friends and we where we could talk about Knight Rider. We got talking about my car and she said she just built it from there. I like the way it handles and just the way it looks. I've always loved the design. From the '70s until I have a PC system so you can talk to people outside and a gas pedal with the green lights. The Knight logo on my steering wheel is also instead of the authentic rec from the show. I had this done custom because blue is my favorite color. As far as I know, that's the only person who has the feature.



45



46

JOHN PAUL II'S CUSTOM POPEMOBILES

There are over 60 of the late Pope's vehicles scattered around the world, most ending up in their car-by-choice-of-prince collector's cars; low mileage, lots of security features, one owner's owner.

The first custom-made vehicles were ungainly boxy converted trucks – including a Fiat 1300 truck used on his visit to Poland in 1979. Two years later, the Pope was seen at last being driven through St Peter's Square in a Fiat Campagnola 1300. The reassurance it offered increased security, so the following year the world saw the first papemobiles to be fitted with the now-customary glass bullet-proof armoured panels. Range Rover built, for his visit to Britain, all his global travel itinerary prep, manufacturers consulted for advice of public safety by building their own bullet-proof variants of papemobiles. GM, Ford and Lancia have all presented him with cars, although his favoured marque has been Mercedes.

Having used an adapted 1300 230 G-Class vehicle with god rims and tinted windows, and the recently two 1999 modified Mercedes ML430s with powered roof mechanisms, an armchair and a lecture inside, the president of Daimler-Chrysler Italia, Wolfgang Z. Schrampp, described the Pope as the company's most important client.

The whole fleet was inherited by the new German Pope, Benedict XVI, from whom BMW he was conscripted into an anti-aircraft unit during the company's factory in Munich during the Second World War. So Benedict XVI may well be surprised to learn that his XS, Although, famously, often it was auctioned off alone, it has been used to drive a humble old VW Golf. So a lettermay be more to his taste. Luckily, speed is, of course.

WHEN JOHN PAUL I DIED IN APRIL 2005, HE LEFT A \$1.5 MILLION, 27-YEAR-OWNED LEGACY AND A GARAGE FULL OF POPEMOBILES. WAS HE THE ULTIMATE COLLECTOR OF CUSTOM CARS?



BRIAN'S KIT CAR

BRIAN McGEE LOVED THE GTR40 SO MUCH, HE MADE HIS OWN.

Photography: Oliver Broad

Forty years ago, when Brian McGee was a young man, he knew exactly where he wanted to be when Saturday came. On sunny weekends, he and his brothers could be found at Branksome Hatch or Silverstone, sightseeing at classic cars owned by the rich (it's huge in that heat). Back then there was only one car anyone was taking about: Ford's GT40. "It was beautiful, and it just won everything," says Brian simply. Four decades later, he's actually got one. It's not an original. "I bought" says Brian, "but it's the next best thing. It all started twelve years ago, when Brian saw a GT40 in a car chassis advertised and it occurred to him

that finally, he might be able to own one. Over the years, piece by piece, he has assembled it: a pair of wings from an adjustable kart, a specially-made speedometer there – spending, in the process, some £30,000. With such a high-mileage transmission, gears and the gear system here re-engineered, it's – though he says so himself – a vast improvement on a normal kit car. He's taken it to Le Mans, and counts being allowed to drive around the track as one of the highpoints of his life. Few other who has fallen in love with it, he says, and just occasionally, to keep the engine ticking over, they'll

take it for a quick spin or down to homebase to shop. It's not much fun taking it on city roads, says Brian, there's too many speed bumps, but yes, it gets a lot of attention. Most recognise it, and smile. Older folks the GTR40 has passed from memory. "Young kids you meet up and they say, 'What is it?'" I mean, really", he chuckles. In despair at the ignorance of modern youth: "Honestly, a GT40, look you!"



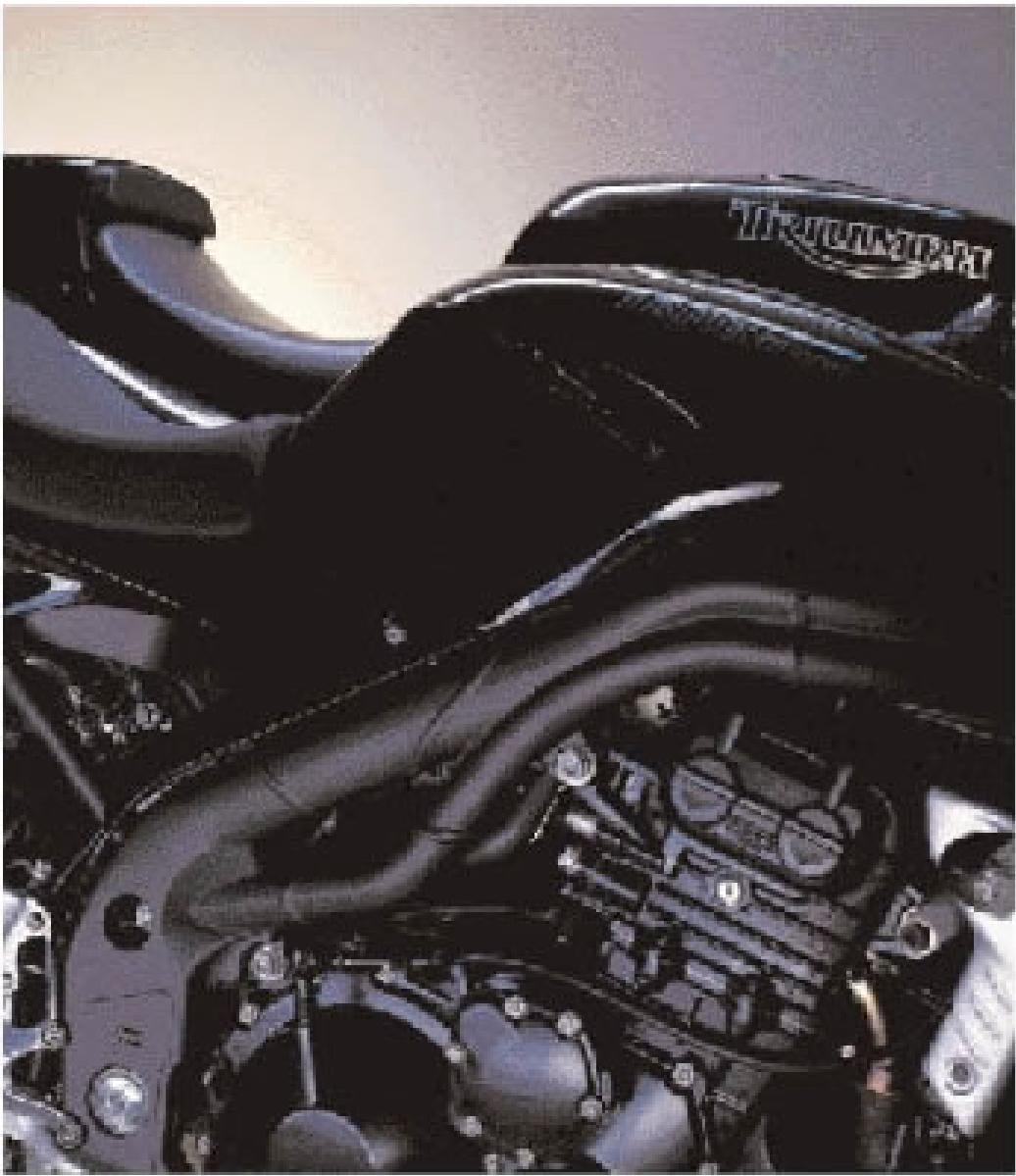
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TRIUMPH'S TRIPLE DIGITS

TRIUMPH ARE FINALLY PRODUCING 3 CYLERS TO TAKE ON THE WORLD, AND THE NEW SPEED TRIPLE IS THE BEST YET

Photograph: Nick Collewill-Corner

It was an odd decision for Triumph to move their new Speed Triple on the original 1934 Alice. Ten years ago, Triumph were playing catch-up with the Japanese and Indians, and the 900s model was not especially well loved. Although it was of black plastic and metal, it may not have been a Suzuki, but what the bike had was a feeling of desperation. And that's what they've managed to recreate with the 2007 Alice. It's not technically better than its predecessor's showy/scary excitement, and uses modern styling and technology to deliver on a promise. Triumph are in effect rediscovering an inverted form of retro - where unrefined, unpredictable moves are inverted, creating retrospective justification for the original, as on. In other words, like when Michael Jackson made Beat it when Stevie Wonder sang Superstition.



BMW'S M SIXES

PACK AFTER 20 YEARS, THE M FANGE ON. IT IS BMW'S M6 MILAN'S SLEEK BUT NICE. WILL A STICK-ON BADGE ON YOUR NORMAL 6 SERIES FOOL ANYONE? HARDLY.

Photography Peter Gurnell

Decade in 1993, when the BMW M635 was launched, marching needs in Munich probably didn't expect a effort to become so mythic. M cars, and for much more meat added in mighty motors. Or something similar, like a lake jewel, an off-white, M badge stuck on the back of a standard BMW gets the drivers return respect from same, and immediate disdain from others. Take M3s and M5s abound, some easier to spot than others, but the new M6 is going to be hard to notice. First off, you'd need to buy the badge.

18" wheels and their expensive matching Fireline tires. Then the body modifications, like the non-chic rear bumpers, the side louvers, and the carbon-fiber roof/coupe, maybe be achieved with self-adhesive film. Out reproducing the M10 roof will probably have to go, a mechanic filling with metal holes - in vain.

And to make the rest of country that hopeful as hard as possible, the M6 comes in series of 4 colors not available on any other BMW. Get your paintbrush ready.



50 OWEN'S FORGOTTEN CLASSIC

Lung, low and dramatic, this sleek, futuristic speedster of a 1973 sci-fi film prep-dressed by a character in a beige jumpsuit and a stone arc.

Yet the Owen Sedanca, based on Jaguar's XJC, wasn't a Te Lawrence machine out of real car. Britain's answer to the Lamborghini Miura might have got away with success if the uncertain British economy of the '70s hadn't forced it to stop before it had a chance to shine. With a day's delay from launch in September 1973 the market for large, luxurious cars collapsed as the fuel crisis took hold. Only three were built – the final example given to a buyer, Jaguar's last bit of co-operation with the project didn't help, but was understandable given that the XJS was due to be unveiled just a few months later.

The Owen Sedanca was a coachbuilt, Jaguar XJC commission built by 4P Owen – the Rolls-Royce and

British Leyland dealershi, taking history on the wings of a coachbuilding. Its production was overseen by a 22-year-old designer called Chris Humberstone. "My brief was to make a car with lots of room for four people and more headroom than an XJ6," said Humberstone. "It was intended to be simple, spacious, roomy, fast, reliable, with no mechanical modifications."

The XJC body was removed and replaced with Humberstone's aluminium-panelled wedge-shaped coupe with its pop-up headlights, rubber side panels protecting the recessed door, and capacious rear hatch with a gaping 979 litres (35 cu ft) of loadspace.

Although some of the interior was recycled from existing cars (the rear lights were from a Ford Taunus, the door handles, a Triumph Stag), some items including the doors and the chromed bumpers and door surrounds were specially

BIGAIN'S
(INCORRECT)
ANSWER TO THE
LAMBORGHINI
ESPRESSA

made with their tight, £1000 budget. Technically it was identical to the larger XJC automatic 82 edition, 200 taken at the car's Kensington unveiling, but one by one were cancelled as the fuel crisis set in. Jaguar's refusal to give the project its blessing put the final nail in the coffin. The only survivor was retained by 4P Owen until 2001. In the meantime two further cars were commissioned. AM Ford ordered a Sedanca for his son to use within the grounds of his large Oxfordshire estate. The car built in 1978 was constructed entirely by Panther. When his son grew up, so the car, he was allowed to keep so a second Sedanca was ordered by Mr Ford. It wasn't completed until 1983. Both were disposed of, with negligible mileage (neither boy was allowed to use his Sedanca on the road) when the Ford family moved out of the UK a few years later.



51

JAGUAR'S FIRST CAR

HOW THE MODEL NAME BECAME A BRAND

Jaguar's first car wasn't called Jaguar, but 'SS' in the days before the brand became synonymous with the name. The company, founded by William Lyons and William Walmsley in a suburb of Blackpool, Lancashire, started off building push-bikes and motorbikes in 1922. From 1926, the SS1 or 'Sidecar' was a three-seater, sidecar-swinging sports version of the 'Baby' Austin with fastidiously two-tone paint jobs and extra trim. But William Lyons wasn't content to leave a mere cycle-builder. He offered his first complete SS cars at the motorshow in 1931, six open coupes that looked better than they went, with

massive headlamps, flowing wings and a polished grille that sped much more expensive luxury cars. Powered by ported heads off the 1½-litre engines, some 'comers dismissed the SS1 as 'the old Bentley', two here that the sporty image Jaguars trying so hard to sustain today is undermined. The Jaguars' racing debut started to appear. The 'SS' moniker looked like domestic ploughshare, but the eventual version was a hunched, muscular design with square teeth that became synonymous with the cars.

The SS2 Lyons' breakthrough model, the first SS with real credibility, and it sold fast. Until 1936, Coventry Climax could make the cars. Post-War Lyons wisely dropped 'SS' from his badge and Jaguar Cars was born.



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1991'S CONCEPT CARS

WHAT DID THE
FUTURES LOOK LIKE
14 YEARS AGO?



1. Scion Heico

Former race mechanic and replica manufacturer Franco Sbarro worked on such futuristic cars as the Ferrari 24 and Ford GT40 before turning his hand to his own cars. In the future, publishing your car's voice system's installed in cars will tell their owners when it's safe to take their helmets off.

2. Audi Avus

"As a designer, I am most proud of my work on the Audi AVUS concept and the Volkswagen Beetle Concept One — probably because they resonated so quickly with so many people," says J. Mays, now Vice President of design at Ford. You can still see Mays' influence in today's Audis and in last year's VW Beetle. In the future, someone will make a film called *Thelma and Louise*.

3. Fiat Intensa Chronos

This wedge-shaped (golf or Khoeski) 4-door sedan was one of the time's fastest 4-door. The interior is made of wood oilskin and doesn't look like it could swallow the all-important two golf bags. In the future, cars will help their owners improve their hand cap.



53

SEARCH ENGINE

FIRE UP THE OLD COMPUTER AND TRAWL DOWN THE INFORMATION SUPERHIGHWAY

www.caftipper.com

You unlikely to be far, with all the latest and greatest news featuring such subversives as next Tokyo Motor Show, cashed-up thugger, VW to launch a horsey, a plus to turn bridge into off-road barge, who-ho-ho-pink

www.treehugger.com

Carefully-researched well-informed environmental green Recycle blog that covers everything from the new Ford V6 engine and new developments in alternative fuels to recycled fashion and a cottage made from an old 747.

www.intersectionmagazine.com

The world's most inventive community-based website features previews of the year's slate of off-line mini-movies, including Urban Raging, Aggressive roundabout off-roading, and a Mazda RX8 versus a Renault E46 U-plane.

www.motorcycling.org.uk

Blod's the ultimate guide to motorcycling and discovering the UK, the site's full of motorcycle news, safety, security and licence plus an invaluable secret too: two-wheeled parking all around the country.

www.jokepink.com

The Spinelli Joke is also an excellent daily source of car news from ultra-vulgar conceits to weird amphibian vehicles, all had with just the right blend of humour and cynicism.

www.girlslike.com

Motorcycles aren't the exclusive domain of hairy men and heavy-Davidsons, wishing they were. The girls' 16 years younger. The blog contains used-cycle roadsters and a whole host of useful resources including women's motorcycle clubs.

www.getmethere.co.uk

An all-encompassing website to help you get from A to B without getting lost or lost. Features include SMS traffic alerts, on-the-go route-planning, and systems to register mobile users and locate the current whereabouts on a map.

www.wheels.luxist.com

An unashamedly elitist blog of expensive cars and their elements. Find out the top 10 most fuel-efficient cars, the latest Rolls-Royce Phantom modification and how to bid for Prince Charles' old Land-Rover.

www.quadheaven.co.uk

Two-wheels good four-wheel better. Quadheaven gives you fast access to quad bike guides, forums, track listings, on-track and the road legal vehicles.

54 **MOTO-ROMA'S URBAN QUAD 300**

ROAD LEGAL QUAD
BIKES ARE DANGEROUS
BUT FUN

Photography: Richard Chapman



Quadratics, into which category quads like these go, are officially the safest vehicles on British roads. You're 50% less likely to be killed or injured on one of these than you are in your car. They're so safe that you can't even be refused to wear a helmet. At least that's what they give me at trials.

In 2001, 11 of the 11 legal quad trials have been fine, only a few dealers and importers sell them. The ones most likely to be fitted people who like to take them off-road, meaning they can now ride instead of trailer their quads to and from trials. The majority of vehicles in the quadcycle class are small electric ones, which don't go very fast for so many miles, so they don't tend to crash. This

will all change when more people decide the fun to be had in riding quads rises on the road. The controls are completely counterintuitive and opposite to those on a motorcycle, you steer towards corners while the handbrake stays; the handbrake lever is on the right, handlebar, and the front's there if you need it. The back-wheel steering is also unusually sensitive – nudge it far to the corner and it'll hit the two inside wheels, nudged it a bit further and you'll plough over. It doesn't sound like it, but in this case being out of control is fun. With only 18bhp, the Moto-Bomb will only do about 60 mph, but that's frighteningly fast when you're always about to crash. The key is, of course, riding a quad bike is as confusing

as the controls. If you had a full motorcycle licence before 2001 you can ride them, anyone doing this after that year or older doesn't qualify you. Despite the similarities to a motorcycle, a full licence from any year works. There aren't any mileage limits, but there is a 27 bhp power restriction. The EU-wide road classification (Ap 12004) make them 'quad trials'. Then there's the lack of a helmet law but, trust us, after spending one of these two trials together, you'll want to wear one.

These motobikes cost £1,000-£1,200



56 FLUX QUOTES

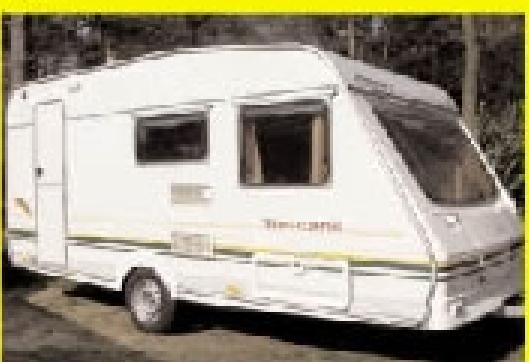
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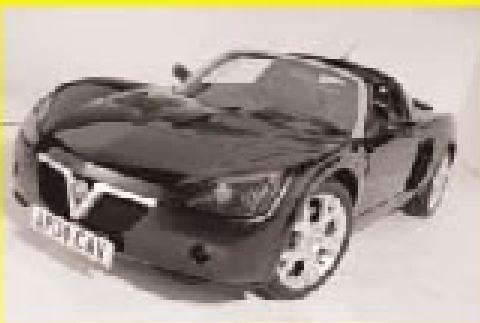
Reg 7W, a registered 2005 model. Delivery Miles - 0 miles. Kitchen w/microwave. TV. 1 year's insurance. £200.



01-02 Range Rover Vogue, great runner, lots of options, extras. New tyres, clutch, 10k miles. Insured for £200. Bargain.



Swift Isabella caravan - 1988, good condition. No rust due to aluminium body. Large interior w/microwave, 2x TV, queen size bed, cooker. Chemical Toilet. Insured for just £50 a year.



2001 VOLVO C70. White alloys, DV6, new tyres, now for new Adrian Flux insurance. £450.



1978 VW Camper. Recently restored, fully documented MOT'd until Jan 06. Bed, cooker, sink, the works. Insured for £200.



Audi TT 235, 52 Reg. Black, 17" alloys, full leather interior, Alum, CD manual transmission. 30,200 miles only, dealer serviced. 1 year's warranty remaining. Insured for £150. Call to see it today. £315 of Adrian Flux.



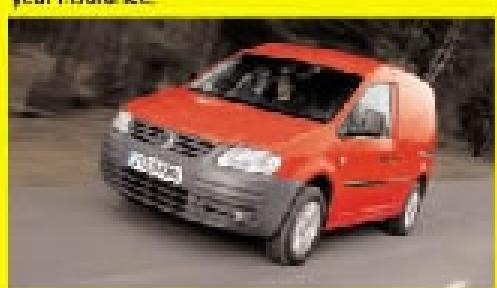
1972R MGB, (as new). Newsoft top, leather seats, ingwheel tape player. £1000 spent. New body panels etc. All this for £150 of Adrian Flux.



1994 Ford Escort Cosworth, 787bhp, 2wd. The daddy of hot hatches. New tyres, 75k, leather interior, sun roof conversion, Kenwood stereo. Must be seen to be believed. £450 a year insurance.



Renault Clio 1.4, V reg. PsH, 55,000 miles. Great car for new driver. £165, 1 year's insurance.



2005 VW Golf 1.6 vvti 16v 110, 219 kg, 5dr, 5c, great spec (for much more than Golf clubs) Asymmetrical rear doors on sliding side door for children. £250 a year insurance.



BMW M3 CSi, 2004, 2,500 miles only, as new. Full BMW history. £600 insurance.



CBR600F, 2004, 5,000 miles, nov tyres, track tested, uninsured. Insured for £250.



Caterham 7 R300 superlight. Cycle wings, carburettor, screen, seatbelts. New Austin Rover trackdayed. Test for full sooc. Insured for £125.



Baby, below, kitten, in basket. Wool, soft family with no children, carpet, other pets. No collars. £75 insurance.
www.fluxpet.co.uk



Ducati 900cc Road legal, one owner, unrec, issued 3.0 miles. Just £200 insurance.



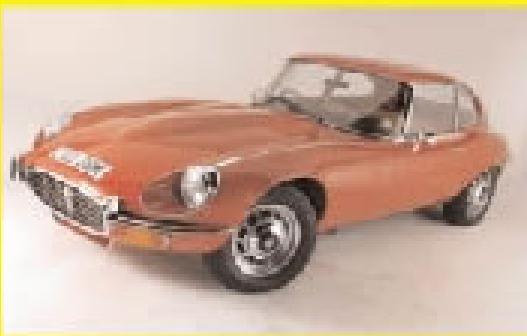
4 bed house in Herts. Double street. Wood floors, new modern kitchen, en-suite, garden, parking. Off street parking. Good schools. Will go quickly with insurance at £250.



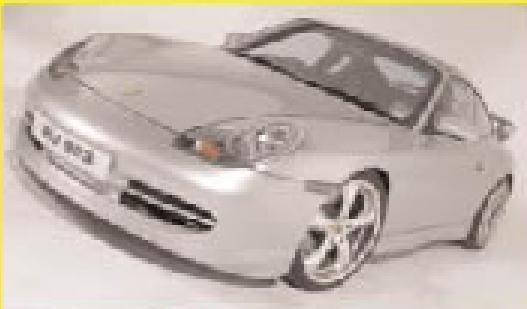
Nissan Elana 1700. White. PCD. UK model. 100g. Bodykit. 18" wheels. 110k pd. 380 iohc. Low miles, mature owner. £510 insurance.



VW Golf 1.8. N-Reg. 30,000 miles, alloy wheels, leather, electric windows, automatic. PWMS+. Insured for £250.



Jaguar E-Type. 1969 V12 coupe. All original, mint condition. Dry stored, never seen rain. Cherished. Go Hormone. We insured this for £180.



911 Turbo. 2,000, private reg. 911 993. 4R, PDP, PPSH. Excellent condition. New Tyres, covered 10,000 miles ago. Only selling for £10k model. Insured for £700.

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EVENTS CALENDAR

HOLIDAY OR A SHOW OR RACE?

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1: LOS ANGELES AUTO SHOW

January 6th – 15th
Hollywood's glitz car show full of the latest models showing off the latest models.

2: DETROIT AUTO SHOW

January 16th – 22nd
America's biggest car show takes place in Motor City.

3: GENÈVE INTERNATIONAL MOTOR SHOW

February 2nd – 12th
Swiss motors at this Swiss show – Europe's biggest this year.

4: EXTREME WHEELS INTERNATIONAL

February 23rd – 26th
London's show of show off's – from broken motors to modified cars to customised.

5: HERITAGE MOTORSPORT INTERNATIONAL

February 24th – 26th
Heading to Stoneleigh Park, Warwickshire for nostalgic driving, dragsters, races, speed trials just on caution.

6: LONDON CLASSIC CAR AND BIKE SHOW

March 10th – 10th
Old Timers circuit and guitars at Alexandra Palace London.

7: RIPSPEED COINNY 2006

April 15th – 16th
The International Modified & Tuning Show comes to Coventry Park for the first time.

8: ADRIAN FLUX FRENCH CAR SHOW 2006

May 20th
Show off your vo - vo's at Bruntingthorpe Proving Ground, Leicestershire.

9: ADRIAN FLUX MODIFIED NATIONALS SHOW

June 1st – 4th
Rock up to Rockingham Racing Circuit for your chance to race the fastest car in Europe.

10: BRITISH GRAND PRIX

June 16th
All eyes will be on Jenson Button at his home GP at Silverstone.

11: BRITISH MOTOGP

June 30th – July 2nd
Pitstop's out, buy a ticket – Donington Park hosts their ninth round of the international motorcycle Grand Prix.

12: GOODWOOD FESTIVAL OF SPEED

July 7th – 9th
A week's high-octane, high-speed weekend of trials, a concours and planes, all set on the grounds of Lord March's home.

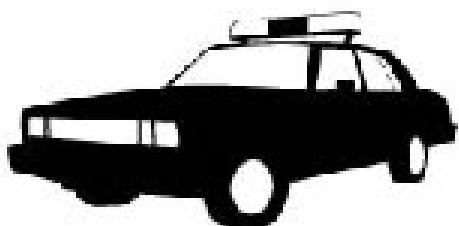
13: BRITISH INTERNATIONAL MOTOR SHOW

10th – 18th July
For the first time in thirty years, Britain's biggest consumer exhibition moves from Birmingham to London's Excel centre in Docklands.

CONTACT US IF YOU'D LIKE YOUR CAR OR CLUB TO BE FEATURED IN THE NEXT ISSUE OF INFLUX

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GET
INSIDE

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WE WON'T INSURE YOU FOR THIS

The stunts performed on this page are executed by highly paid, well-trained stuntmen, following strict safety guidelines, for no good reason other than to show off. Don't copy them or send us a shot of you attempting it, we prefer to think we're the only ones who do this kind of thing.



1. Get yourself a skateboard and it's not important you're an ESPN star all the time. Should be easy to learn.
2. Carefully walk down to your local parking lot.
3. You need eyes on the front to tell you what's going on in this space. You need all the extreme velocity at which you're approaching.
4. Decide if you can jump. Don't overestimate your abilities and try to get over a Hummer.
5. Jump once let your board go underneath the car.
6. Hold onto the car so it doesn't drop your board from passing to the other side.
7. Realise it's you'll maybe need, too, and end up a second since you'd waiting for you behind the car.
8. Land and roll.



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