A SPECIAL ISSUE OF INTERSECTION MAGAZINE

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ISSUE TWO





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'CAR SHOW' KICKS OFF THE JOURNEY WITH A GLIMPSE OF TOMORROW'S COOLEST CARS. 'ROAD TRIP' IS AN ADVENTURE AROUND THE WORLD ON WHEELS, AND 'CLASSIFIED' IS THE PLACE TO DELVE IN TO DISCOVER THE PERFECT MOTORISED BEST MATE. ENJOY THE RIDE...

O2 CAR SHOW SAAB AERO X

Even in the current style-driven car market where onceaustere marques are pushing through new designs that would've been deemed radical a decade ago, the focus is still very much on the corporate face. An extra air vent here, a more tapered line there, maybe some extra chrome to emphasise their 'revolutionary' new grille or boot.

Saab has been as guilty of this automotive dressage as anyone. But the new Aero X concept signals a polar shift in its design philosophy — a study of form and proportion, a quest for simplicity of shape that will define all future Saabs.

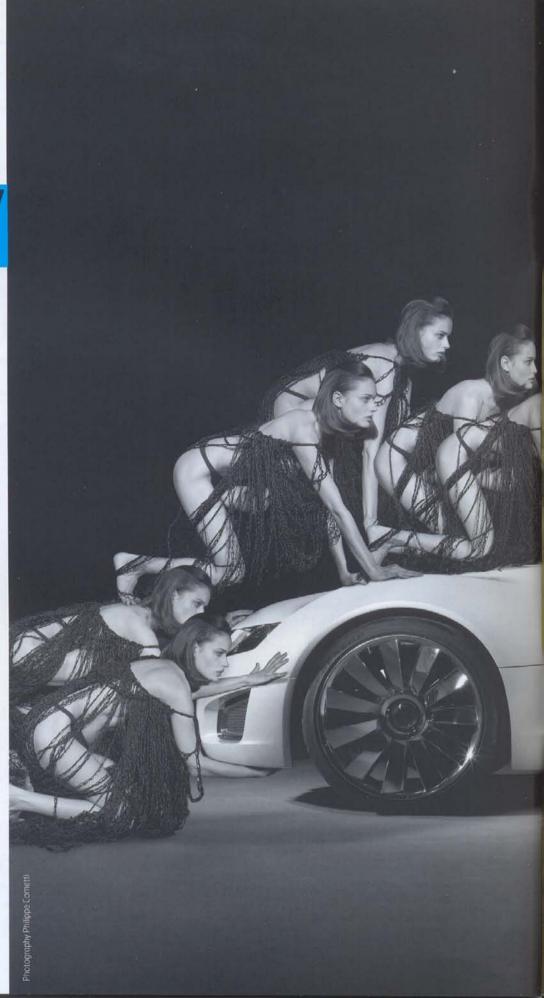
Like the 9-X, 9-3X and every other Saab concept in living memory (there haven't been many), the Aero X is the fruit of years of brainstorming about the concept of aircraft design.

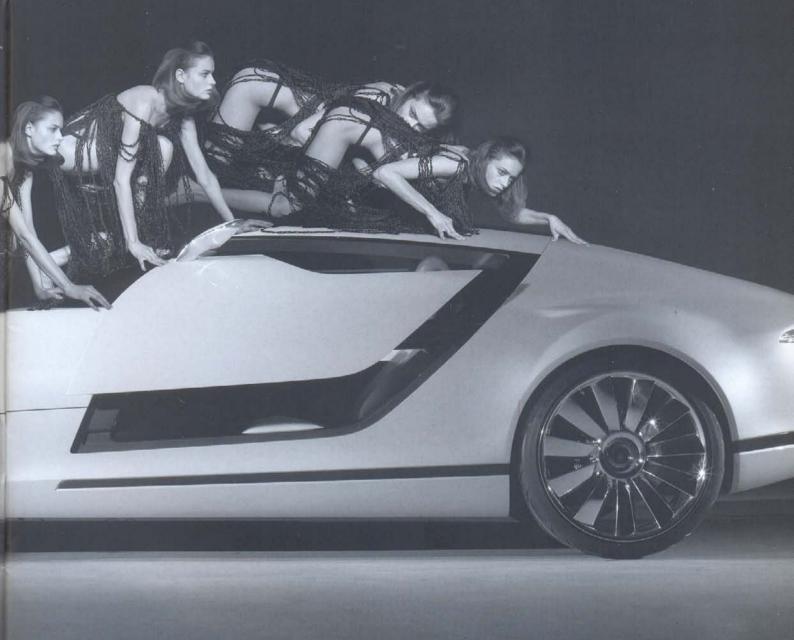
But instead of trying to introduce subtle reminders of Saab's aeronautical heritage, this concept car shows how the two forms of transport interrelate.

Saab's trademark wraparound screen reaches its zenith in the Aero X, with a pillarless, single-piece glass canopy that cantilevers up from the front, taking the doors with it as they hinge — up and away from the body. The fluidity and grace with which the doors open, all of a piece, makes conventional aircraft openings look crude and scissor doors look ordinary.

Inside the Aero X's 'cockpit', the entire control panel is a so-called 'clear zone'; layered, acrylic surfaces individually light up to transmit information to the driver as required.

As GM's financial troubles have unfolded, the ground under its unprofitable Swedish brand has looked increasingly shaky. But as Ford has proven with Mazda, the 21st Century car buyer is crying out for innovative, left-field designs that say something about who they are. The Aero X signals that Saab hasn't lost sight of building a car that says something about who it is too. We just hope it gets cleared for take off.





INFLUX 02 CAR SHOW

04 BMW MILLE MIGLIA

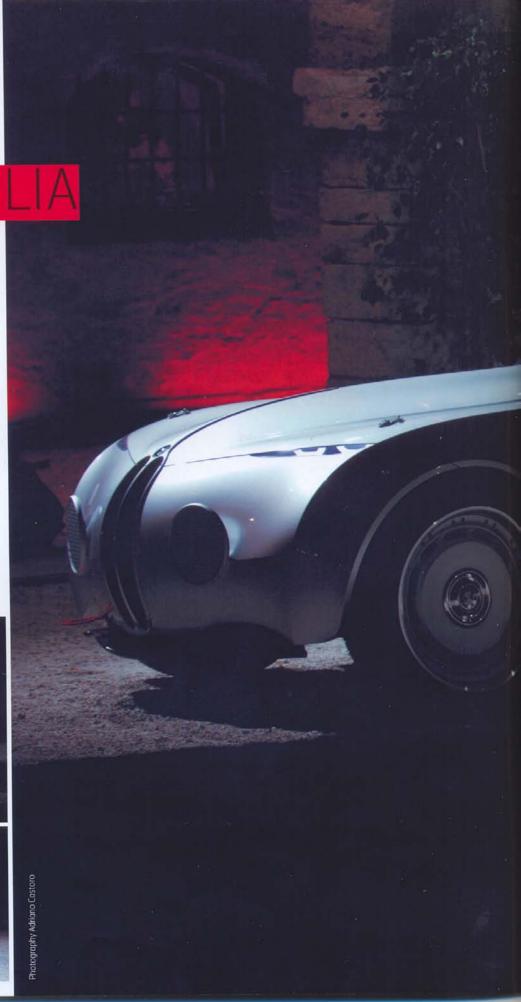
Unveiled at the Mille Miglia, just four weeks after it was internally announced, BMW's latest concept was created very quickly and in secret by an inhouse design team. The result – the Concept Coupe Mille Miglia 2006 – is a one-off design study to commemorate the marque's racing heritage.

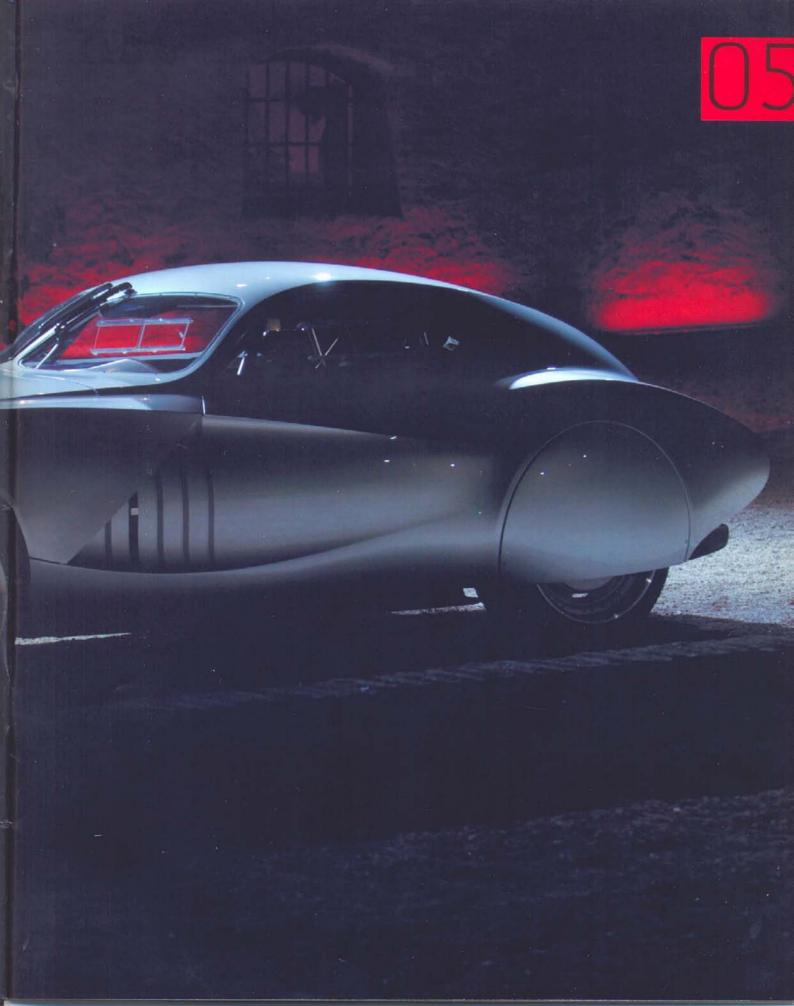
Launched at the legendary thousand mile endurance parade around northern Italy, the concept takes its external visual cues from the BMW 328 Mille Miglia Touring Coupe, which won the race in 1940. The circular LED headlights, long vertical kidney grille, and hidden rear wheels all mimic this car.

Inside the concept, the metal dashboard accelerates the design from retro to futuristic. A sleek shock of metal origami, a thin sheet of stainless steel has been laser cut and folded into three components to make up the fascia. What's brand new is the startling long ribbon-like LED brake light, which dominates the asymmetric rear. Along the flanks, the company's trademark convex and concave panels have never looked better. BMW may have wanted to herald their racing legacy with updated technology, but they've also designed a beautiful new Batmobile.









06 FISKER TRAMONTO

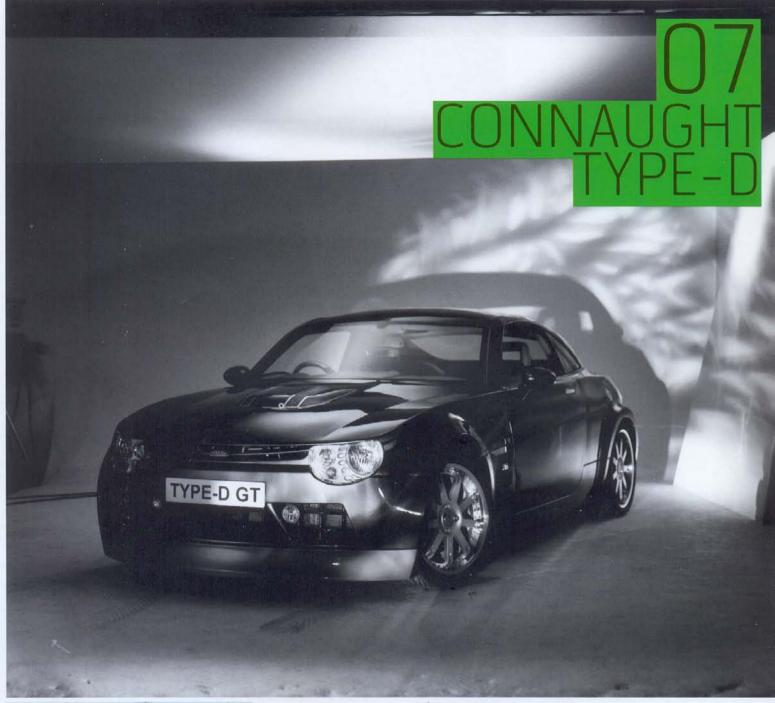


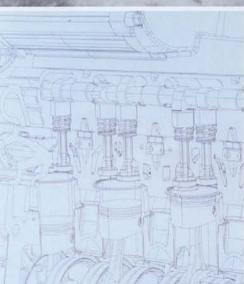
If Henrik Fisker's tuned, rebodied, rebodged sports cars look very familiar, it's because they are based on existing models. Taking as its starting point a Mercedes SL55 AMG, and a BMW 6-Series, his new company has created two (almost) new models - the Tramonto and the the Latigo CS. At around £160,000 and £105,000 respectively, you're paying a premium for enhanced performance, a bespoke interior, revised exterior and, most of all, for the fact that only 150 of each will be built. That's not quite as individual as the coachbuilt one-offs that predominated amongst the pre-war motoring elite. But it's a natural progression from a trend that has gained pace in recent years. Upgraded versions of top cars, like those turned out by BMW's M division, and by AMG for Mercedes, have boomed in popularity and delivered exceptional margins to their makers. For customers who feel they have hit the glass ceiling at the top of these ranges. Fisker offers a way to keep climbing.

Critics have argued that the designer-turnedentrepreneur has simply grafted on stylistic cues from his days at Aston Martin, whilst failing to disguise the original cars underneath. Certainly echoes of both remain. The 'hard points' can't be altered from the donor model, meaning there isn't that much scape to alter the shape or proportions. And as with designer Ian Callum, currently turning out DB-ish XKs for Jaguar, Aston DNA obviously imprints itself deeply on those who've had the chance to channel it. But in a way that's the appeal of these cars they look almost famous. Like the brother of a film star. Some would argue they look less impressive than their originals. Less original, even. But that's beside the point. If you're behind a Fisker on the road, or next to it in a parking lot, you'll start to pay attention. At first glance it seems familiar. What makes it worth the extra money is: the double take.









With car magazines celebrating the Bugatti Veyron's triumph of topping \$1 million and 250mph, a small British sports car from another long-lapsed marque with a far less stellar heritage, that barely does 170mph, seems doomed to obscurity. But the Connaught Type-D could yet win through as the most admired sports car of the moment.

Sales of the new model start this summer, the first cars will be conventionally powered, but early next year a hybrid version will be released with an electric motor that boosts both performance and economy. Every auto show

sees mainstream manufacturers playing around with green sports concepts, meanwhile none have yet made it into production. So unless someone overtakes them between now and next year, it will instead be a tiny British start-up that wins the race to put the first hybrid engine on the sports car market.

Why the gas-guzzler first? Connaught couldn't raise the funds to go straight to the green option, so indirectly even if you buy mark one you'll be contributing to its cleaner successor.



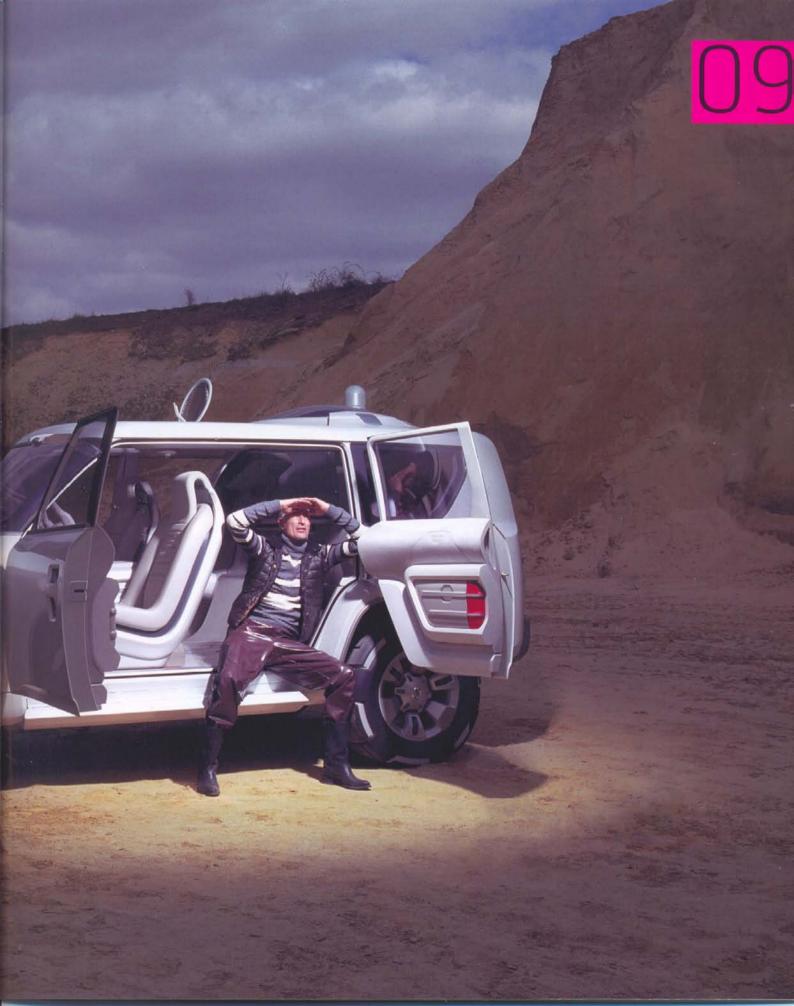
At £2.3 million, the Nissan Terranaut it's possibly the world's most expensive SUV. But it's more than just a runaround; it's a three-seater concept, developed specifically for scientists and geologists. The type of vehicle, which would come with a spectrum analyzer as a no cost, factory-fitted option, It's a vehicle for patrolling the Earth — up volcanoes, in rainforests, across tundras and deserts. Looking like a cross between a Star Trek prop and something that NASA would knock up between Space shuttles, the Terranaut bristles with ideas and innovative construction methods.

The inside rear of the car is given over to a capsule-like environment in which a researcher perched on a central swivel chair can manipulate two banks of instruments—one designed for biochemical analysis, the other for geological research. Data is projected on to a huge carbon-libre screen that revolves in a 360-degree arc around the lab technician.

Organic matter — be it animal, allen or mineral — is precisely what Nissan had in mind when it equipped the Terranaut with a pop-out airlock drawer in the tailgate. Once inside, whatever samples the scientists stumble across during their foray into the unknown can be safely transferred into a refrigerated cell inside the car for further biological, biochemical and geological analysis. Touch-screens, integrated into the corners of the boot, not only allow scientific data to be called up, but also summon images from the vehicle's many thermal, night-vision and conventional camera systems. One of which can be directed at yourself, Handy when you haven't had a shave in two weeks.







INFLUX 02 CAR SHOW

10 AUDI

Think back to the last time you saw an Audi TT. I mean really saw it, registered its beetle-back shape and rounded edges, not just ran a dismissive, over-familiar glance over it. The TT's sculpted, Bauhaus-inspired form seemed revolutionary back in 1998. But now, eight years on, with hundreds of thousands of them crawling over our roads, it's unlikely to make you look twice. Time for a brand new TT, then.

Built around a bespoke chassis, packed with weight-saving aluminium and high-tech gadgets like magnetic damping, this version has been built from the ground up. It hasn't borrowed heavily from the insides of the Golf. Audi's design language has morphed through a new generation already this decade, more aggressive, futuristic and sensual. So why does the shape of the next TT look so familiar?

"We tried a lot of different things in the beginning," its designer. Claus Potthoff, concedes. "We looked at a wraparound rear screen and a bunch of other things that would move it away from the original design. But in the end we decided to keep the iconic shape, but give it a more mature, modern feel. The original TT was like a boy — this one has grown up."

It's grown in the literal sense — wider, longer, fatter — but if it's matured, it's more of a Mickey Rourke than an Olsen twin. The headlamps look almost violent, and clash with the natural flow of the body. But the rear is more successful, with a squatter stance that cues to restrained power. And from the side the car appears to have been pried off the asphalt like a mollusc off a rock — Claus says approvingly that they wanted the car to look "as if it's being sucked downwards into the ground".

While some of the sculpture may have been lost, the TT has regained its edge. Flawlessly engineered, and crafted with the kind of detailed attention normally given to jewellery, it looks as if it should be weighed in Carats rather than kilos. Only time will tell if it proves to be as collectible.





12 MITSUBISH E-Z MIEV

Mitsubishi 's EZ-MIEV concept is shorter than a MINI, but offers more legroom than a limo and more headroom than big MPV. The car is the latest beneficiary of Mitsubishi's Inwheel-motor Electric Vehicle technology (hence 'MIEV'). The motors in each wheel can be powered by hybrid, fuel cell or, in the EZ's case, just electric batteries. These motors plus the batteries under the floor mean there's no need for a bulky engine. This frees up space in the EZ's interior for things other than driving — like watching movies, hauling mountain bikes or sleeping. Prototype MiEVs are already driving about with a production car due by 2010.





Legend has it that when The Beatles appeared on The Ed Sullivan Show in 1963, not a single hubcap was stolen in New York city. A remarkable statistic in its day.

It wouldn't be now, though. Hubcaps are considered the height of bad fashion — little more than plastic effigies designed to hide the shame of driving on steel wheels. Recently, however, they seem to have been enjoying a renaissance. MINI's superb Frankfurt concept sports

traditional plastic hubcaps. The MINI Tokyo concept, meanwhile, wears chintzy gold and silver ones that Elvis would be proud of. We spotted hubcaps on Daihatsu's UFE-III and blue wheel covers on Nissan's Adidas Note concept. Fittingly, though, it's on the retro Suzuki LC concept that they look most at home. However, if you need rims, check out BMW's Z4 coupe concept (main image). The spokes grow outwards, almost organically, as if they're trying to sink roots into the road.











14 SHOW STARS

For the first time in 30 years, London hosted the British Motor Show. For two weeks in July almost half a million people came to the waterside ExCel centre in Docklands with its attendant pop gigs and water sport displays. Still lagging far behind the long-standing international motor shows of Frankfurt, Detroit, Tokyo, Geneva and Paris, there were few new concept launches although several notable production debuts.

ROLLS ROYCE 101EX

This one-off experimental Roller is an indication of the design direction for a future coupe model. The interior's roof has a fibre optic display to mimic the night's sky.

MITSUBISHII

Mitsubishi's new city car, already on sale in Japan, is as cute as a Sanrio toy and just as easy to pop into your pocket. Futuristic, bizarre and almost impossibly small—it's narrower than a Smart and barely any longer, yet seats four full-sized adults with ease—the four-door hatchback is about as close to packaging perfection as we're likely to get. Mitsubishi are garnering public opinion before deciding whether to launch the i in the UK—although we think it's a forgone conclusion and expect to see it in dealerships sometime next year.

CITROEN C-BUGGY

The C-Buggy was created by British Designer Leighanne Earley. It's basically a recycled version of the C-Airplay concept minus the roof, windscreen and windows. The 4WD 2-seater beach buggy shows an unusually playful and sporty side to Citroën. We still like the windows in the doors so you can show off your tanned calves.

LAND ROVER FREELANDER 2

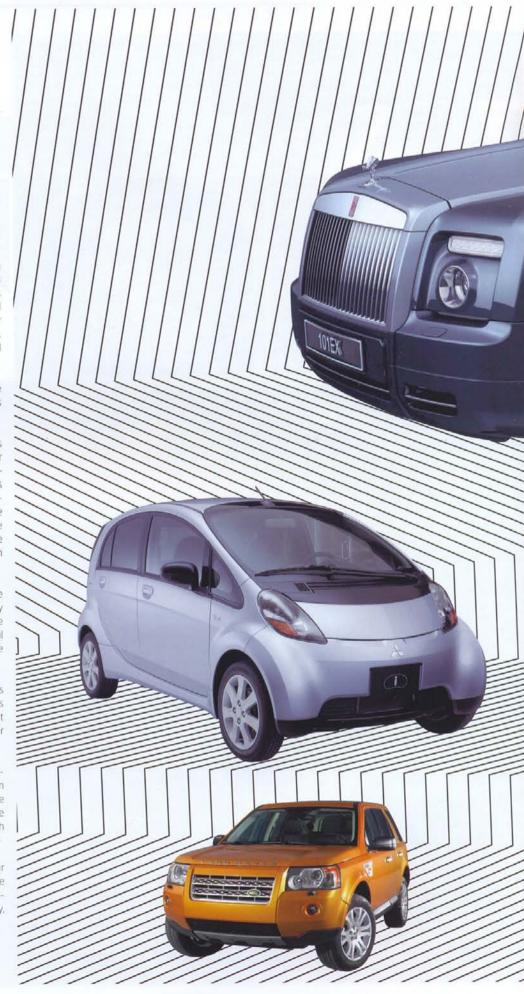
The new Freelander had its world premiere here, nine years after the first version. In those days the company was owned by BMW — now it's part of the Ford and takes a lot of styling cues from its bigger brother, the Range Rover Sport. Expect it in showrooms just before Christmas.

BMW M6 CONVERTIBLE

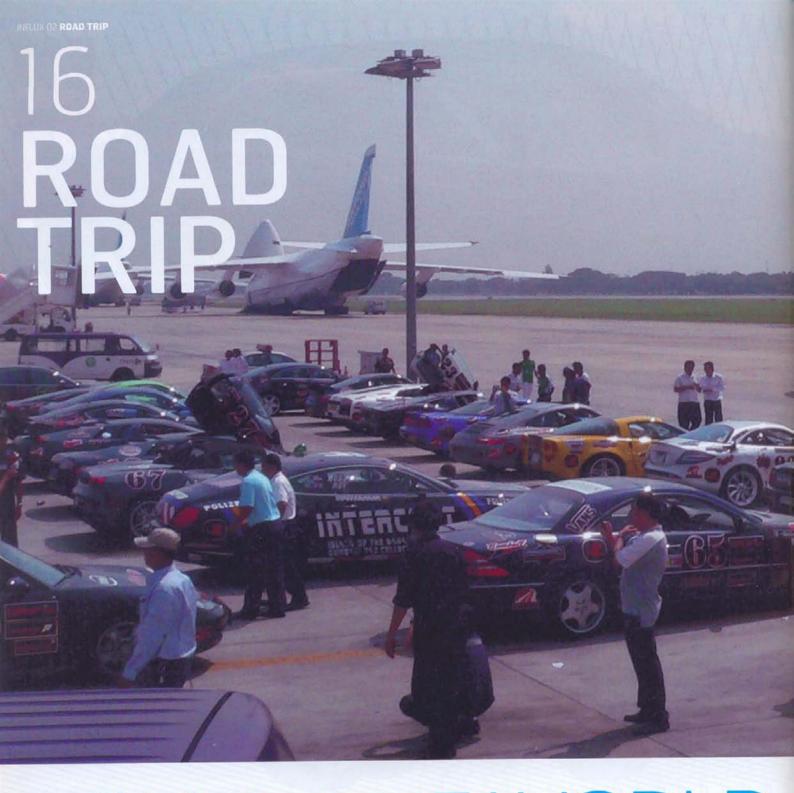
Receiving its world debut at the show, this will be in showrooms from September onwards just in time for our Indian summer. The ragtop shares the same V10 500hp engine as its coupe cousin, but has a stiffer chassis to make up for the lack of a hard roof, so don't expect to get much change from £90,000.

JAGUAR XKR

Available in coupe and convertible versions, Jaguar debuted their all-aluminium supercharged XKR — the flagship of the XK range. One of the fastest cars the company has manufactured, orders are now being taken July, with prices starting at £67,495.







ROUNDTHE WORLD GUMBALL RALLY HOW THIS YEAR'S GUMBALL RALLY TO TO THE SKIE



At the end of each Monaco Grand Prix, the exhilarated drivers, rich Russian spectators, tired mechanics and thirsty TV pundits leave what is supposedly the glitziest and most exiting car event in the world, knowing they'll be back next year for the same mix of corporate galas, engine noise and expensive sandwiches.

At the end of each Gumball 3000 rally, the stickers are ripped off the supercars, the walls of the last hotel to have suffered the drunken melée are repainted and rich Russian drivers, camera phone-holding teenage fans and exhausted journalists stagger back home, wondering what continent(s) will be crossed next year in another absurd week-long rush.

Some years, Gumball organiser and founder Maximillion Cooper decides to test the stamina of participants and the strength of his logistics team, including his wife and his sister, and opts for a route that seems almost impossible to drive in a million-dollar car, in a week, whilst partying every night.

London-Russia in 2000 was an epic tale of stubborn border guards, giant potholes and (mythical) cold-blooded carjackers. Paris-Morocco in 2004 almost ended in a bloody mess, with spectacular crashes, mass arrests and lost participants abandoning their cars. But when, after last year's rather tame trans-European event, Max hinted to us that he was in contact with the North

Korean government, Chinese officials, Turkish police and Hugh Hefner, we thought his over-ambitious and optimistic brain might have gone into overdrive.

Initial plans were to start from London and reach the Easternmost point of Europe, Istanbul, then to fly all the cars and drivers to Pyongyang, in North Korea, for a historic drive across the DMZ, a border that has not been crossed since 1953. Once the slight matter of bringing World Peace a bit closer had been seen to, the route would have continued via South Korea to Japan, then another air bridge would have brought everyone to the final leg, from Salt Lake City to the Playboy mansion in LA.





Needless to say, we needed convincing. Private pictures that Max showed us of him in North Korea, scouting the giant stadium - better known for enforced mass dancing shows than rich kids doing donuts - provided proof that talks were going on. (Max was planning to host a Beastie Boys concert there). But would Kim Jong-II seriously allow 100 Lamborghinis, Ferraris and Porsches to parade in front of his poverty-stricken citizens? No. And all of a sudden there was no more talk of going through a nuclear-armed communist dictatorship, and instead a succession of rumours. Hong Kong to Shanghai seemed somewhat realistic. But apparently the route was "boring", and a phone call from the Malaysian's Prime Minister's son to Max's cell phone - or so the rumour goes - brought the possibility of a leg in south-east Asia. But, alas, the paradise island where everyone would have landed was too small to accommodate three Antonovs. amonast the biggest aircraft in the world. Finally, with only a few weeks to go, a firm itinerary was confirmed. No more Axis of Evil, but to make up for it the first leg was to end in a city still bearing the marks of precision-guided NATO bombs: Belgrade, Serbia. The overnight flight from there was to take the rally to Phuket, in southern Thailand, for a 900-mile trek through the rainforest to the capital.

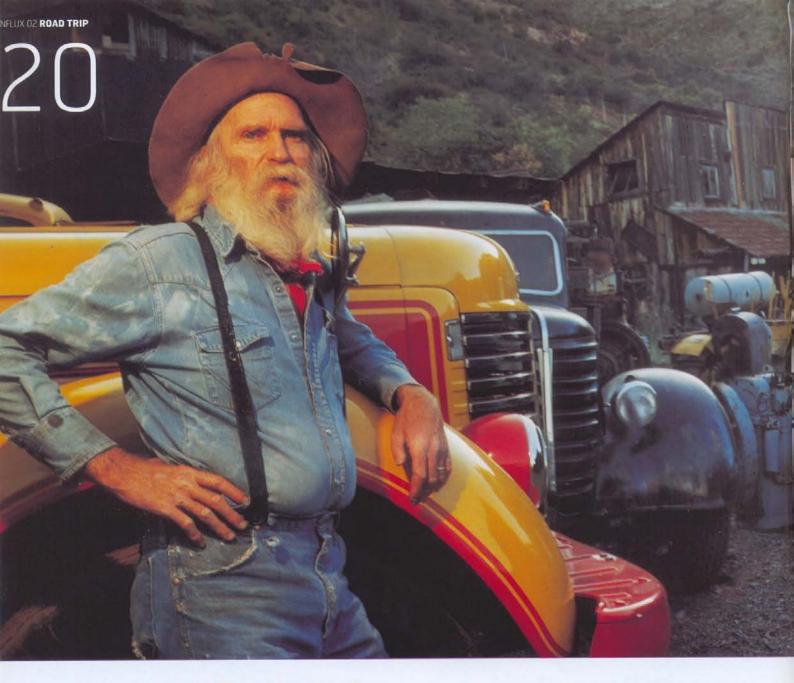
Bangkok. A final flight would bring everyone back to the western world in Salt Lake City, for a ride to LA via a Snoop aig in Las Vegas.

The usual mix of apprehension and childish desire that grips everyone who has done the Gumball started to itch strongly as the start date approached. And with the help of a generous (read: unhinged) friend, we found our vehicle at the last minute — a 1972 Porsche 911 2.7 RS. Having sorted our paperwork with the help of shady characters in dimly lit garages, we strapped a spare wheel and a jerry can to the roof rack and took the start with only the faintest hope that we'd see the arrival line. Our co-driver, fashion designer Mark Eley of Eley Kishimoto fame, went shopping in preparation for the rally, and brought along spark plugs, military maps of Thailand, seven pairs of sunglasses, a fan belt and pointy white leather shoes.

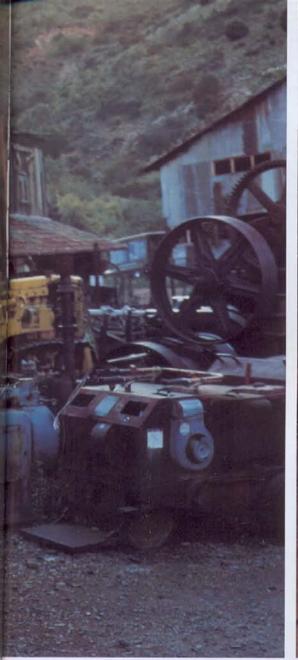
When, two days later, our decades-old vehicle reached Belgrade without a hitch (by which point several McLaren SLRs were stranded and a Rolls-Royce Phantom readied for recycling), we knew luck was on our side. There, in a tiny airport, stood three immense ex-Soviet planes as promised, their noses opened, waiting for the fleet of 120 supercars to be loaded on board.

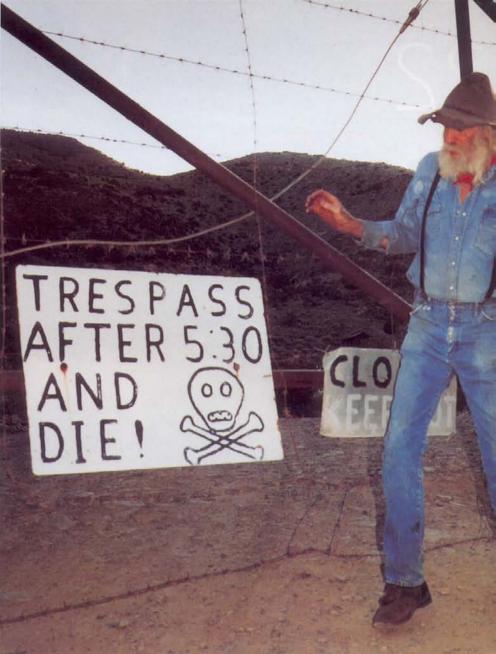
The justification for the E40,000 entry price, these dircraft by themselves took the Gumball to a new level. Operated by a crew of rugged Ukrainians, fitted with kitchens straight out of ration-era USSR, the Antonovs provided the lucky few who flew on them with an experience as different as can be from the baoze-cruise (Air) bus charter organized for the other Gumballers. Antonov passengers afraid of flying were invited to stir a saucepan of Borsch during takeoff or to smoke a joint during landing. Long flying hours were made livelier by screenings of Ukrainian porn and kitchen knife fights. The entire 6,000 mile navigation was done with a crackling radio and a school world atlas.

Thailand had certainly never seen anything like it. The sight of a lost Lamborghini Murcielago with Bulgarian plates in the morning traffic, trying to reach Bangkok airport, was maybe too much to fathom for most Thais. Having survived two-thirds of the rally, the last leg through the western deserts of the USA was merely routine, with mosquitoes from the Death Valley meeting their fate on fenders next to the remains of Asiatic and European insects. By the time Snoop took to a Vegas stage, it was clear this was the year that Gumball's usual publicity-stoking boasts were at last, for the most, justified. World peace, it seems though, will have to wait another year.



ARIZONA BACK TOMINE AND A HUGE COLLECTION OF RUSTING TRUCKS WELCOME TO ARIZONA'S UNLIKELIEST TOURIST SPOT





Trespass after 5.30 and die' reads the sign that greets you at the large reinforced entrance gates. Around 100 miles north of Phoenix, Arizona, Gold King Mine has some serious security measures. A machine gun is mounted to the top of an old gasoline tanker, a mock-up scud missile sits on a hill, while WWII-surplus razor wire is liberally used on the gates.

But this isn't some secret desert army base, rather the home of mechanic Don Robertson. Don is a quietly spoken, well-educated man, who chuckles at the mention of his armoury. "I feel I have a well-developed sense of humour," he explains.

The picture of an archetypal turn-of-the-Century prospector. Don was a master mechanic on big engineering projects such as the relocation of London Bridge from the UK to Lake Havasu City, Arizona. But he retired early and moved to the small community of Jerome, buying the mining camp to keep his growing vehicle collection, whilst giving daily tours of the site.

Jerome, formerly one of the most important copper mining areas in the States, was once the third largest city in Arizona. Despite numerous attempts to blast ore out of the rock, the bigger mines underneath Jerome

finally failed in the 1950s, leaving a ghost town in their wake. Just 50 families remained in a town fit for 15,000 inhabitants. The legacy of destructive blast mining also left its mark. Whole buildings slid down the mountain as the ground subsided; these days the town jail is over 100ft from where it was originally built.

Gold King Mine is tiny in comparison to Jerome's other mines and was only worked from 1890–1914. But the mine site is more than large enough for Don to properly indulge his passion for all things mechanical. In the last 20 years, his collection has rocketed to over 200 slowly rusting vehicles.

Everywhere you look, cars and motorcycles are being reclaimed by the elements. But out of the 100 trucks he owns, 60 are in working order and many have been fully restored. "If someone is smart enough to build it. I'm smart enough to tear it apart and fix it."

Growing up in lowa, Don's passion for grease under the fingernals stemmed from farm life. "When I was three I was already a tricycle mechanic, I then became a bicycle mechanic, moving onto lawn mowers and by the age of 13, I'd graduated to tractors and farm machinery."

The pride of his collection is a 1947 International KB-12 truck with "The Other Woman" emblazoned on the side. "I have knack for spotting rare and unusual trucks. They're not many KB-12s left: I own four."

His 1947 KB has been lovingly restored and now has a huge supercharged engine that tops out at 110mph, courtesy of two transmissions and even more overdrives giving 78 forward gears. The rarest vehicle he owns is a 1902 Studebaker electric car, one of only 20 built that year, including the one Thomas Edison purchased.

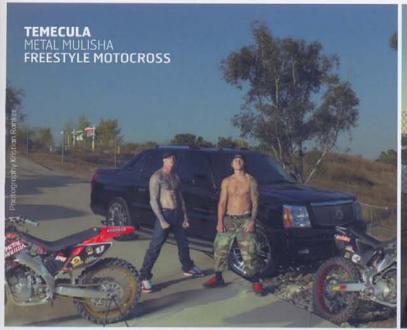
"I feel I was put on this Earth to save beautiful old machinery from a horrible death by blast furnace," says Don. "Nothing produced today will ever end up in a museum; it's all just plastic computerized crap."

He promises that his collecting will carry on, even with vehicles that are too far gone to fix up. "I think people also enjoy looking at unrestored original cars quietly rusting away," he explains softly.

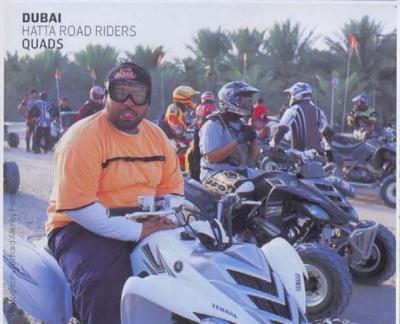
On leaving Don's mine, you pass another sign, although this one's not a death threat but a solemn marker for some of those he couldn't save — it reads 'Rust In Peace'.

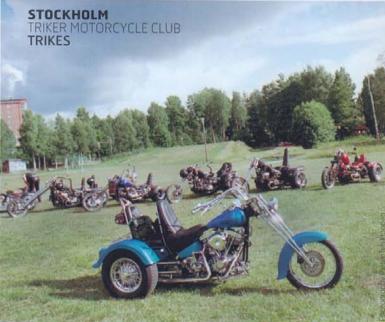
GLOBAL BIKER GANGS

FROM GROUPS OF LIKE-MINDED FRIENDS TO STUNT TEAMS TO UNDERWORLD BROTHERHOODS. WE WISHED A SET OF MECHANISED IN THEIR HOME TOWNS TO SEE WHITE THEY RIDE







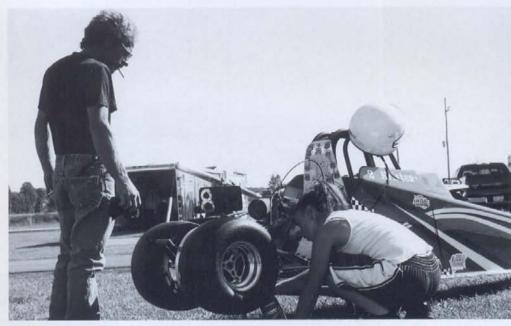






24

OHO KIDSIN TEENAGERS SPEEDING AT 75MPH WITHOUT A DRIVING LICENCE? IT'S NO PROBLEM FOR THE JUNIOR DRAGSTERS



In a small farming town about an hour west of Cleveland, Ohio, dreams come true or go up in smoke every summer and fall weekend. Nestled alongside corn and soybean fields, Norwalk Raceway Park attracts some of the top racers from across the Midwest. On Friday afternoons however, a parade of suburban cars and trailers line up outside the track gates, waiting to get started on another weekend of junior drag racing.

The track gates open at 5pm and the Kiger family are usually one of the first there, pulling into the grounds in their green Ford F-150 with a plain white trailer. Some racers have motorhomes, but the Kigers - Donnie, Fay and their two daughters, Kristen, 16, and Kelsey, 11 – sleep overnight in the trailer packed with pillows and blankets. right next to their dragsters. While most of their friends are hanging out at the mall, the girls, who both started racing at the age of 8, spend all day Friday testing and tuning their cars for Saturday's races.

While Norwalk hosts many track disciplines - from propane-powered cars to jet-powered hot-rods and trucks with afterburners - throughout the season over thirty kids compete in the International Hot Rod Association Junior Dragster league, racing in perfect halfscale replicas of professional dragsters.

Drag racing as a highly competitive sport for 8 to 17 year olds is also thriving in Canada, Australia and New Zealand, where it is used as a means of getting teenagers to stop racing on the streets; to find an outlet to their speed lust. The races take place over an eighth of a mile strip, in cars capable of over 75mph.

On Saturday, Norwalk racers test all day again until 6pm. when it's time to go racing. A typical junior race is single elimination - two cars against each other, the winner progressing to the next round, until there are two





26

EXPERIENCE

THE RESERVE AND DESIGNATION OF THE PARTY OF

linalists. Considering each race lasts less than thirteen seconds, that's not a lot of track time.

Junior drag racing isn't all about speed, but reaction time and coloniaring from fast you'll be. Each driver has to provide their dial-in number — the time they think they'll linish in. Even if you win the race, if you actually go Jaster than your dial-in time, you're disqualified. If you jump the gun, you're also disqualified. Hence it makes a lot of sense to test as much as you can on Friday and Saturday.

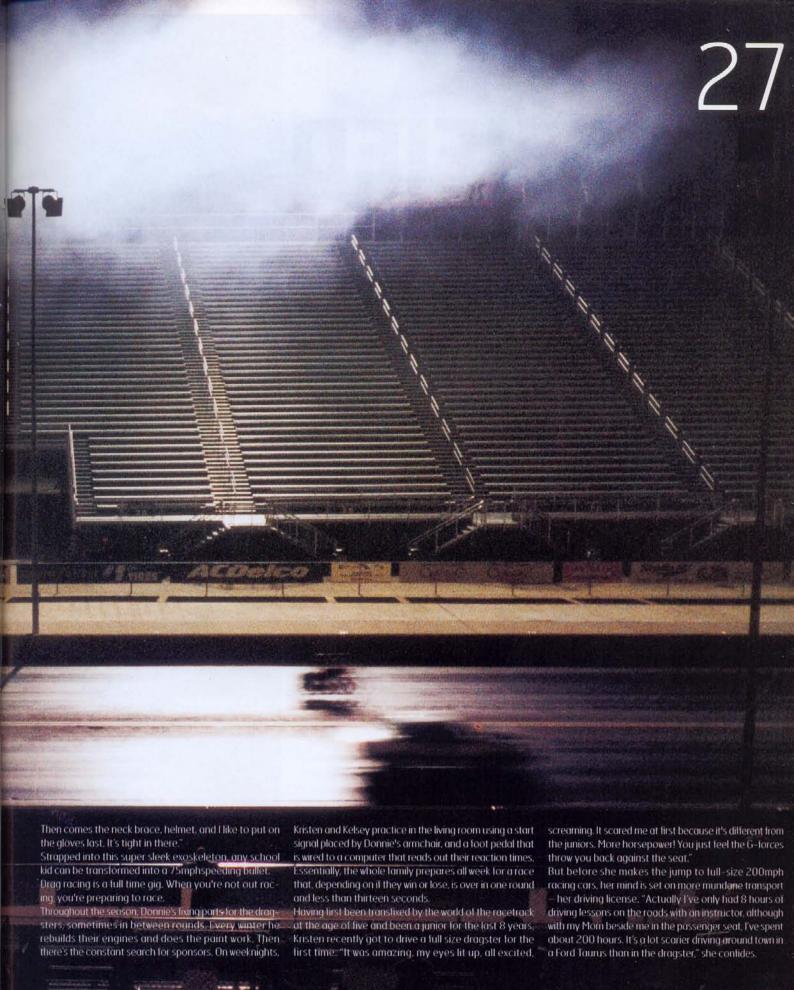
With other competitions going on, life at the track is filled

with down time while you wait your turn. Kristen spends a lot of her time on the phone with her friends. Kelsey and her friends spend their time with toy cars or playing tag, but once the loud speakers announce "juniors to the staging lanes", they immediately run back to their trailers to put on their fire retardant suits and go racing.

"When you're close to the race, your heart starts racing," relays Kirsten. "You're nervous and it's tense, it's serious because you could get hurt, and occasionally things do go wrong, but also it's serious because it is so

competitive. In the pits we're laughing and enjoying it, but on the lanes everyone is incredibly focused." Safety is paramount and apart from the car's safety features, the equipment for this after-school sport involves a lot more attention than netball or baseball. "You have the fire-retardant suit, slide into the car, put

"You have the fire-retardant suit, slide into the car, put on your shoulder belt, lap belt and a belt between your legs, all secured kinda like a parachute harness," explains Kristen, "Then you have restraints by your biceps to stop your arms falling out of the car should you topple over.



28 CLASSIFIED

MOSES' BOOM BOX

THE AMERICAN DREAM FINDS ITS ULTIMATE SONIC OUTLET



If you don't like loud music then you're too fucking old' reads a bumper sticker and it usually comes with a preternaturally acoustic-tolerant guy whose car audio has the sole purpose of teasing the San Andreas Fault and causing heart attacks amongst passers-by. In keeping with such anti-social musical behaviour, the American artist Moses, took it on himself to up the ante and create "the most ridiculous car stereo anyone could ever imagine". He decided against customizing his own demure '80s Honda Accord, and instead bought a '92 Chevy Blazer, There followed 18 months of painstaking work, which involved him removing the engine, gas and brake lines, cutting out holes in the car's body and installing 250 speakers facing outwards and painted black "to mimic the colour on speakers in big concert venues".

He then commissioned St. Louis-based hip hop producer, DJ Crucial, to produce a track consisting exclusively of heavy bass to be played by this mobile sound system. Sadly, despite its massive sonic potential, Moses' art car, which he named American Dream: We Like Things That Go Boom, was exhibited at reasonable volume levels at The Contemporary Art Museum of St Louis' Biennial, a showcase of local emerging artists, earlier this summer. The artwork's title comes from 'Cars With A Boom', a hit for 1980s girl rappers L'Trimm: 'They're always adding speakers when they find the room / Coz they know we like the guys with the cars that go boom'. Moses borrowed the lyric's sentiments to hitch rap's exuberant sexuality onto the testosterone-infused features of big speakers and bigger cars.

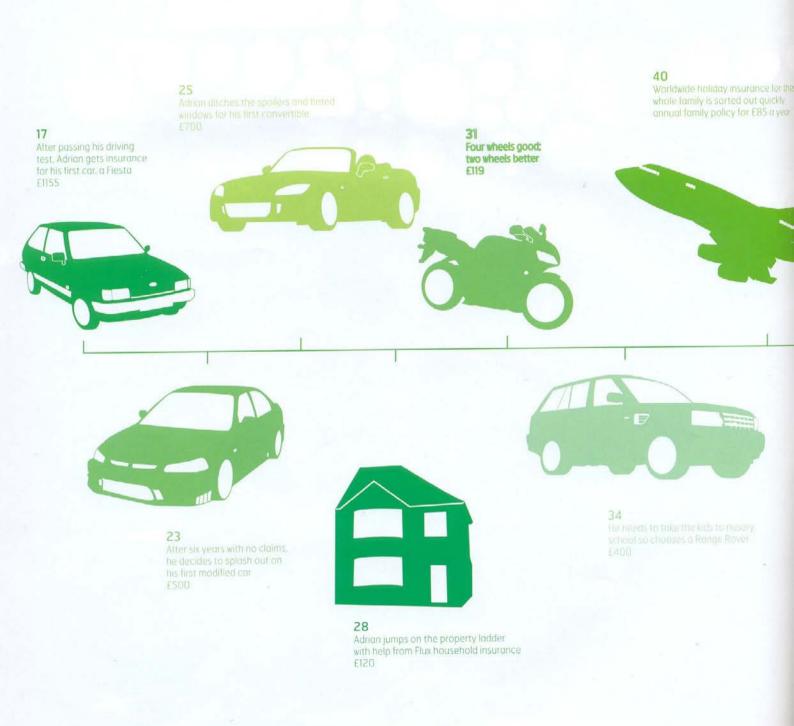
"This is a very macho car, a Trailblazer 4x4", Moses confirms. He realized he already thought of it as essentially "a giant speaker box on wheels", so the modifications seemed an obvious way to tap into its essential character—just bigger, louder, and therefore, following the logic of the American dream, better. We have to agree.





30 ADRIAN'S POLICIES

THE LIFE AND INSURANCE TIMES OF ADRIAN, OUR ARCHETYPAL CLIENT





The Jaguar E-type satisfies his final need for speed £130



Adrian discovers how perfect country roads are for his Caterham E150



85

Well, it still means he can feel the wind in his hair.







50

But he still craves some creature comforts for longer journeys £275



67

How's my driving?

12

It's time to get a bigger garage, with a nice country house on the side E240

INFLUX 02 CLASSIFIED

32 OWNERS CLUB'S SELF-BUILD CARAVANS

SETTING UP HOME ON THE ROAD



James Hilton Smith, London

One of my favourite stories about my van was when I first showed up to pick up a blind date in it. Her father opened the door and looked behind me. He said, 'is that your van?' I first said no, but then as we were leaving, he watched the two of us climb into it. Of course it had a bed in the back. Needless to say, I returned her that night to her home, without even showing her it. At least for our first date. I did marry her about a year later, but unfortunately we're divorced now. The van has been with me ever since, though I'm really not dating anymore since a small accident I had at the plastics company I work for. This is a picture of me before the accident, when I was a bit younger and better looking. She's not the prettiest thing to look at but she certainly did get the job done.



In this picture you can see the word burning stove from which I gave the van its name 'Burnerman'.

I run a business called 'Maker of Things', for which I design and build a range of bespoke products such as fine furniture, high quality forged silver jewellery, and wood burners. I have been living in vehicles for nearly five years now as property prices here are totally out of my reach. It is nice to own my own home, even if I have nowhere to put it. My first conversion project was an ambulance, which needed total restoration, including an engine rebuild. I completed it on a minimum budget in a leaky shed in winter. Sadly it has gone to the great scrap yard in the sky. I then managed to acquire a 1986 Iveco Hopper bus from a friend about 2 years ago. It was partially completed but still needed major work, little did I know how much!

Sherry Mostel, Dublin

My husband and I had been living inside our van for almost two years outside of Dublin in a small town called Carrickmines when the Lord blessed us with the little Jacob. We actually had our son inside of the van: it made quite a nice place to give birth. And it was spacious enough for all the work that had to be done in the process.

We had bought the van from a gypsy couple who were looking to upgrade to something that could house all of their children. Who would have thought that we would at some point be doing the same thing? When we got the van it was in dire need of renovations.

Right now we're looking to sell the van so we can maybe buy some kind of trailer, an Airstream or such. We have a pick-up to attach it to, but now that Jacob, who is five years old, is getting bigger, we simply need more bed space, and he needs more privacy.

Adrian Flux are affiliated with the Self-Build Motorcaravanners Club. and act as an intermediary to some of their members.









34 JAPAN'S FAKE TAN CAMPERS

THE SUSPICIOUSLY RUSTY V-DUB VANS ON TOKYO'S STREETS



Fake Volkswagen camper vans have been a familiar customised sight on Japan's streets for many years now. Most use a Suzuki or Subaru minivan as their template, rebuilding it with the familiar large round headlights and friendly face. But the Japanese V-Dub enthusiasts in Tokyo don't just copy the vehicles, they have also started to emulate the European and American subculture of prematurely aging their campers to look more like Seventies originals.

While most car owners keep their prized possession in pristine condition, deliberately-aged vans are starting to appear on Tokyo's streets. This is done either with a combination of salt and sand paper or, in true fake style, by spraying on rust-coloured paint.









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36 AKIWI'S QUAD

NEW ZEALANDER KEN BROUGH BUILT THE WORLD'S MOST POWERFUL QUAD BIKE, AND WANTS TO TELL YOU ABOUT IT

I built my bike to:

Compete in NZ's famous Gold Rush Hill Climb but they wouldn't have it – too radical and as it turned out, it is a bit flash to race in the gravel. I also thought it would be able to be made road legal like a hot rod trike but it is too powerful and not allowed.

My background is:

I'm a 50 year-old kid with petrol in my veins. I have a long history of doing radical stuff, even 30 years ago my cars were being banned because they were too different.

I was first inspired by:

New Zealand's John Britten who built the legendary Britten motorcycles, hence my blue exhaust headers as a tribute to him, and Walt Disney who said "if you can dream it, you can do it".

The ride:

Handles very well considering I haven't really done any testing and set-up trials. I gave it a good blast up a sealed mountain road recently and around a flat grass paddock, then for 3 days after that I could barely walk as my legs were buggered – the acceleration is out of this world, I hope to get it onto a race track soon for some serious testing.

The most difficult part was:

Fitting everything in as you had to be working six moves ahead of yourself, like playing a game of chess.

People's reaction to the bike:

Has been amazing. My web site took 1 million hits in a little over a week. I had to close it down due to being over-subscribed then it went over 2 million hits in 9 weeks.

Manufacturers don't make something like this because: It's too radical, it's new, I was first.

My future plans are:

To manufacture very limited editions on a 'Boy's Toys' basis, building to order.









VESPA'S RETRO RIDE

WHY EVERYONE LOOKS GOOD ON THIS SCOOTER

You couldn't accuse Piaggio, who own Vespa, of being a brave company. Ever since the world's first scooter rolled off the production lines of postwar Italy it's been gradually updated to help it fit in with modern scooters. They haven't tried to innovate with a new product, but at the same time they haven't dared to keep it completely faithful to the original.

When someone buys a modern Vespa, they're getting a very capable, fun bike, but you can't help thinking that they were just buying the closest thing possible to the what they really wanted, the clean lines and simplicity of the 1950s bike.

Despite this, the Vespa remains probably the only truly classless bike. You need to be young and skinny to look right on a superbike. And without big muscles and facial hair, a chopper won't cut it. Whoever you are and whatever you look like, you'll look at home on one of these re-originals.

stagraphy Tina Hillier

LAMBORGHINI'S FIRST CAR

THE ITALIAN TRACTOR COMPANY LAUNCHES ITS FIRST CAR

As the tale goes, slighted by Enzo Ferrari when visiting his factory with a faulty car, Ferrucio Lamborghini, then a tractor mogul, decided he would take Ferrari on at his own game with a supercar of his own.

The Countach is still the most famous Lamborghini but probably the best car the company ever made—at least before Audi took over—was its first, the 350GT.

Before the Lamborghini 350GT came the 350 GTV, shown as a prototype at the Turin show in 1963. Poorly finished and not too pretty either, it got a mixed reception. But under its awkward body was an advanced four cam 60 degree V12 (Well, their should have been: the front of the prototype was weighed down by boxes of ceramic tiles) and a chassis well ahead of anything Ferrari was doing

on its rather basic road cars.

Launched in March 1964 the production 350GT cars rode a stretched wheelbase. Its body — by coachbuilders Touring — was all new and much better looking.

Faster, quieter, easier to drive and more carefully made than the equivalent Ferrari, the new Lamborghini was no more expensive. In fact Ferrucio Lamborghini lost \$1,000 on every 350 he sold in 1964.

Under the skin there was proper race-car suspension, the best disc brakes money could buy, five speeds where Ferrari only had four and, best of all, the world's finest engine that could push the car to 160mph. All it ever lacked was great looks: somehow Touring's shape, though elegant in its own way, was never a classic.

The shape lived on in a longer 2+2 version called the 400 and was replaced in 1968 by the Islero a simplified, boxy and less glamorous development of the old car, that was nothing like so well built.

Mr Lamborghini built his cars more as hobby than a business at first so his early cars didn't really need to be earners. As the 70s unfolded industrial strife meant an increasing need to make money out of the cars. Quality was compromised and Ferrucio decided he would be better off making wine and selling tractors. He sold off his troubled car making interests in 1974.

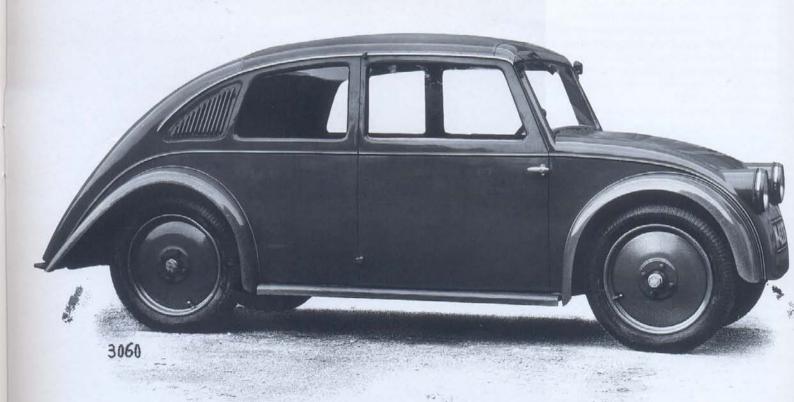


TATRA'S FORGOTTEN CLASSIC

Although Ferdinand Porsche and Adolf Hitler are credited with the inspiration and design of the VW Beetle, the events behind the car's birth are far from clear cut. Several European firms were working on an affordable, rearengined air-cooled car in the Inter-war years and there was great cross pollination of ideas. It was Hans Ledwinka of the Czechoslovakian firm Tatra who devised one of the most convincing solutions which many consider the Beetle's unofficial tather: the Tatra V570. Ledwinka was a friend of Dr Porsche and his designs were much admired by Hitler. The promotion of mass motoring was one of the dictator's ambitions and in 1933, one of his first official jobs as Chancellor was opening the Berlin automobile show. After his speech he headed directly for the Tatra stand to tell Ledwinka how he had used one of his

air-cooled cars for many miles of political motoring around Austria. At that stage Porsche was struggling to design a viable mass-market rear-engined air-cooled car and in March 1933 he first met with the new Chancellor, pleading for funds. In May the following year in a Berlin hotel, the fellow Austrian hammered out the principles of the Volkswagen and an entire national car programme in a 15 minutes. Ledwinka's V570 – conceived years before – was rejected by Tatra management because they lacked the ability to produce the car in volume, although it was eminently suitable for mass production. Porsche was aware of the V570 when he built the first Beetle prototypes between 1934 and 1936. The similarity between the two cars was so close that Tatra took legal action against VW in 1961. The German courts sus-

tained one of the claims and VW settled. Ledwinka, fel not unreasonably, that he was due a portion of the money awarded. Although still working as a consultant he couldn't afford a lawyer but was helped by another great engineering pioneer, Felix Wankel, creator of the rotary engine Sadly Ledwinka died in 1967 before a decision could be reached. Volkswagen now acknowledge that Ledwinka and V570 had a role in the creation of the iconic people's car. 'Since Professor Porsche and Hans Ledwinka were friends, there were continual discussions between them'during the design of the Volkswagen as to the appearance of the car and its technology. It is nonetheless the case that the Volkswagen was an exclusively new creation of Professor Porsche.' One thing the V570 indisputably lacked was a catchy name.



INFLUX 02 CLASSIFIED

40 SAM TAYLOR WOOD'S TRIDENT

'MY CAR IS LIKE A TYPICAL ITALIAN BOYFRIEND - SEXY BUT UNRELIABLE'

Sam Taylor-Wood is best known as one of Britart's leading lights, another graduate of the Goldsmiths College system that produced Damien Hirst, Sarah Lucas, Jake Chapman and many other so-called YBAs. She is also one half of the art world's most formidable couple, the other being her husband Jay Jopling, mogul of the famous Whitecube gallery empire that represents the cream of Britain's artists from Hirst to Gilbert & George, not forgetting Taylor-Wood herself. But wait; is she not also the darling of the London social scene, belle of many a ball and pals with Elton John, Stella McCartney and everyone in between? Or is she the soul-searching artist that battled with a life-threatening bout of cancer through her photography and film works, receiving a Turner Prize nomination in 1998 and a major retrospective show at the Hayward Gallery in 2002?

She is all of these things plus a mother and more, but little seems to matter where and when her work is concerned – high-society parties are opportunities to let off steam and her social contacts become the means to make more ambitious work.

Her favoured cars, like her works, are the results of protean choices - her first, a beloved £400 Ford Capri was followed by a classic 1965 Mercedes and now the fourdoor 1999 Maserati Quattroporte, actually a Christmas present from partner Jay. Taken to task over the Maserati's renowned reliability and electrical deficiencies, she admits hers is "like Jack Nicholson in the movie As Good As It Gets, you know, you have to do a little ritual; get in the car, lock yourself in, unlock the door, bang the dash three times, stroke it and then it will start." Despite this OCD (Obsessive Compulsive Driving) she loves the Ferrari engine and "the take Rolex look-a-like clock", but still sees herself in an all-American pick-up truck. Perhaps the focus on isolation and loneliness in her work has its heart in the cabin of that truck, driving towards a neverending artistic horizon.



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THE IMP MAN'S STABLE

43

CHRIS BUCKLE'S HILLMAN IMP

The thing about collecting is that once you start you have to have the full set. Stamp or Barbie doll collecting might be manageable, but when you start hoarding cars. it, can take over your life.

Chris Buckle first became aware of the Hillman Imp, a 1960s runabout designed to take on the Mini, as a kid. "My dad gave me an Imp car shell to play in, Later on I got given Imps and ended up with a great pile of the things." Chris became so well known locally for his Imps that people started dumping them on his doorstep.

The Hillman Imp was built in Scotland for 13 years – the government subsidised the factory to create Jobs but the cars were not very reliable. Despite this Chris defends their reputation like a true disciple.

"It was well in advance of its time when it came out. It fell behind because they never did anything to it. If they had put a front radiator in, it would have been a world-beater.

It was more advanced than the Mini. An 875 Imp will out perform a 1000cc Mini. On the Mk1 prototypes they had to detune them because they were so quick it was frightening." Chris currently owns 24 Imps. "I did have a lot more at one time," he says wistfully, "but my mother was selling the house so I had to scrap a load of them. I think I've actually owned over 60. I just didn't bother if I wrecked one. I just threw it away and got another. The drive of my house is still known as Imp Row with them all parked around the edge of the lawn." He had one that would do 125mph (the standard model did about 85mph) but because the engine is in the rear the front got very light and wanted to leave the ground. Chris's answer was to drive with a bag of concrete in the front boot.

His rarest Imp variant is the Singer Chamois Coupe. "Somebody said there were only 800 ever built. I've also got two Imp vans. According to the register there are only

18 of them left." Collecting Imps isn't a millionaire's pastime. "The most I've ever paid was 400 quid for a Husk: Estate version." One cost only £20. "I bought it just foits good front tyres. It had been used in a robbery and i was only later I noticed it had only done 29,000 fron new and had full service history with it. I don't think that was a bad buy. That one still has the aluminium dust of it where the police fingerprinted it."

He still needs two more to complete the set; a MkI basic original and a Singer Chamois Sport. "I've just bough another single headlamp Imp Sport Series Two, so that solves that problem but I've got more than one of somiversions. For instance I've got four Californians and couple of Caledonians; that was the one they brough out to flog-off the last few cars when they stopped making them. At the time, Hillman were raving about the fact that it had cloth seats and a heated rear window. Wowl



Anderson Local Ches

44 AUDI'S Q7

THE HUGE Q7 CAMPS IT UP

Audi didn't invent four-wheel-drive. But it was the first company to actively brand it (in 1980), to make it desirable to ordinary people that don't run farms, chase steers or drive across insurgent-filled expanses of desert in the name of world peace. Yet it isn't until now, with the arrival of the Q7 that we've had a proper Audi SUV to play with. Then again, maybe they were waiting for the world's steel production to reach a level that would support the mass-

production of such a large superstructure.

By European standards the 5-meter-long, 2-meter-wide, 2.5-ton Audi is huge. Unlikely to scare off a Hummer, aranted, but somehow it's more imposing.

The interior is Audi's usual mix of precise shutlines, glitzy red and blue lighting and technical-looking aluminium highlights. But the seating adds a more family-friendly twist, adapting as it does from five to six, and ultimately

to seven seats depending on specification. Or you could always lose the seats altogether and indulge in a bit of indoor camping at your favourite beauty spot. Those eyehooks in the floor aren't just there for tying shopping





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46 MASERATI'S QUATTROPORTE SPORT GT

IN-CAR CINEMA NOT INCLUDED

In the wonderful world of big corporate business, where clean-shaven, tailor-suited and well-fed CEOs shake hands with steely glazes, and launch hostile takeovers on rival corporations in the chilly air-conditioned atmosphere of boardroom meetings, Image is king. Unless your name is Steve Jobs, and you've managed to make your post-adolescent attachment to black rollneck jumpers pass for relaxed sophistication, you need to blend in and look sharp. Witty cufflinks might give you a false sense of freedom, but deep down you're a prisoner of the grey suit and Rolex diktat. And of course you'll roll up in a black Mercedes S Class or maybe you'll dare a BMW 7-series, certain to spark controversy. But there is an alternative.

From (very) far away it may look like a normal executive saloon, but from anywhere closer the Maserati Quattroporte Sport GT feels, sounds, seduces and taunts

like a true Italian sports car. Expect envy, feigned disinterest or complete lack of concentration from your business colleagues, but rest assured that the morning commute will never feel the same. It's absurdly fast and stable for such a big vehicle, and loud enough to reveal that wild side you've hidden for so long beneath the tight tie knot. One option the Italian manufacturer — or any other for that matter — does not offer is the in-car personal drive—in cinema. We imagined a system that would allow anyone to park in front of a wall, insert a DVD and have a private screening, comfortably tucked in massaging leather seats. All we needed was a laptop, a video projector and a copy of The Shining. No queue, no smell of popcom, no annoying neighbours, and the probably the best way to woo an unsuspecting partner ever.







VOLKSWAGEN'S EOS

VW MAKE SURE YOU SEE THE SUN FROM THEIR NEW CONVERTIBLE

Men of a certain age tend to share a certain misconception about convertibles; that they help them pick up women. To them, nothing seems more appealing to the opposite sex than a car that sits low to the ground and has an open top. These guys think they look cool, the rest of us, perhaps aided by the view of their bald spots or windswept combovers, think they look like, well, middle-aged.

However, that problem doesn't apply to the Eos. It won't cure your baldness, but like all good Volkswagens it is free

of pretence. Driving one of these won't make it look like you have something to overcompensate for. It says 'fun-loving' without saying 'desperate'.

Larger than the Golf, but smaller than the Passat, the car benefits from the fact that it was designed as a cabriolet in its own right, and isn't just a hatcheted saloon. The same can't be said for similar medium-size cars built by Ford and GM.

In terms of one-upmanship, in the same way that razor companies try to outdo each other by offering twin, no

triple! no quad! no five! read-em-and-weap, five blades!, so car companies have to choose how many segments their hard top roof should consist of.

VW has raised the stakes by opting for a complicated five-piece roof (with 470 components) as well as incorporating a sliding/tilting sunroof. Yes, it's a convertible with a sunroof. Named after the Greek Goddess of the dawn, there's no way of avoiding the sunshine in this car.



BENTLEY UNVEIL THEIR SUMMER RUNAROUND

BENTLEY'S GTC

Soft, hand-stitched leather, wool carpets so thick that your toes feel like they're on a jungle safari; the pungent waft of Cuban tobacco leaves mingling with the even more unmistakable whiff of old money. Bentley has traditionally traded on a heady mix of pan-sensory stimulation and exclusivity. Until, that is, the Continental GT arrived. If the assembled glitterati of film, professional football and rap continue to buy the 2+2 grand tourer at their current rate, it won't be long before parent company VW hands over the title of 'people's car' to Bentley.

While the company's sales may have risen sharply in recent years, the average age of its customers has plummeted like a Mr T-style gold chain down an open well. Or a twin-turbocharged. 12-cylinder coupe down an Autobahn, And that's a trend that's likely to accelerate with the arrival of the new convertible version of the GT, dubbed the GTC. No fancy folding metal roof for this drop-top, just a good, old-fashioned canvas hood that folds neatly out of the way to leave the trunk space virtually unmolested. This thing eats golf bags for break-

fast. And other four-seater soft-tops for dessert. Given enough space, 195mph is on the cards.

The GTC is less gauche and less openly aggressive than the coupe with which it shares its corporate visage. From side on, it has the look of a particularly plush river launch, one of those all-wooden affairs with built-in drinks cabinets and leather seats. It might not be any more English than the Phaeton with which it shares its underpinnings. But, like the new Azure, it proves that Bentley still knows how do that old-world charm thing in some style.



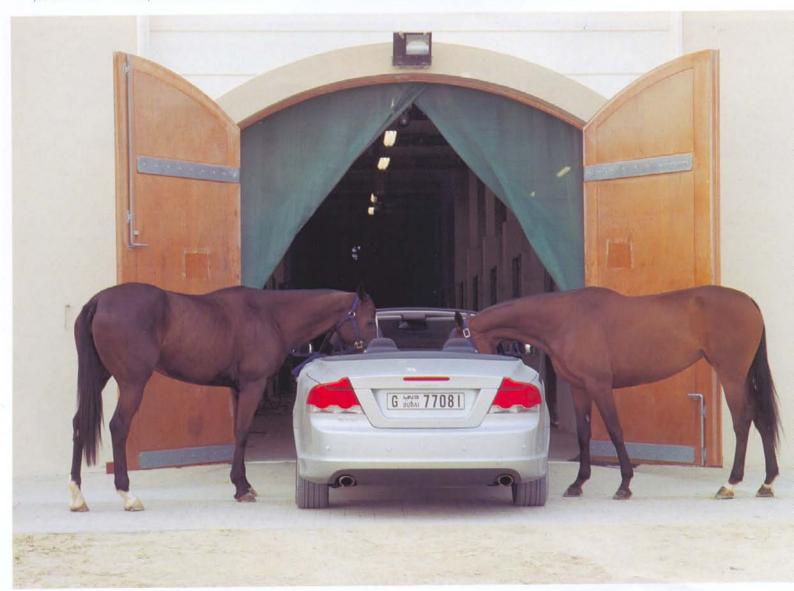
50 VOLVO'S FROM COUPE TO CONVERTIBLE AT THE PUSH OF A BUTTON

Arabian horses. Hard bodies blessed with equestrian grace, stamina and beauty. It's a neat analogy, but can a Swedish sunseeker ever be considered a thoroughbred cabriolet?

The C70 was initially designed as a four-seater coupe. When Volvo were happy with their design, they worked out how to cut the whole roof off so it would also work as a convertible. And they did an excellent job compromising the two body styles.

Volvo has a reputation for security and they do not want you to overlook it. A cursory browse of the owners' manual reveals a ridiculous overuse of acronyms. IDIS, SIPS, ROPS, and WHIPS are all safety systems designed to look as impressive on paper as possible. For a fun car, it needs to lighten up a little. They need to get the IKEA naming department in for a week's job exchange so that future Volvos can sport KLIK seatbelt pretensioners, POPPSOX traction control, DOODAH door-mounted inflatable curtains and SCHNOOZY front bilateral passenger airbags. But you don't buy this car for its secure Volvoness, the engine, the rear luggage space or the roadholding. You buy it because of one button. Roof goes up, roof goes

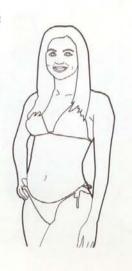
down, roof goes up, roof goes down. And it doesn't just go down, it completely disappears. In motion, the threepart steel roof is wonderfully balletic. Roof up, the bodywork joins are engineered so from afar you can't tell it's a cabriolet. Roof down, and you're twenty years younger in the front and at least twenty decibels deafer in the back. Although complaining about the wind buffeting is rather like complaining that your soup has got a piece of metal in it. You can't eat it without a spoon and you can't drive alfresco without the elements reminding you of their presence.

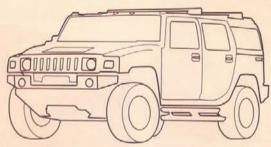


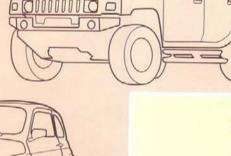
INSURANCE TIPS

Women pay up to 50% less than men on their car insurance. Of course the price of your private clinic sex change operation may negate this saving.





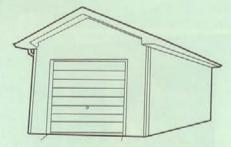






Parking your car on the street has many disadvantag birds a-crapping, kids a-scratching a thieves-a-thieving. Put it to sleep every night in its o garage gives you peace of mind and saves you 10





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AUSTRALIA'S POSTIEBIKES MEETING FANS OF DECOMMISSIONED MAIL DELIVERY BIKES





Name: Guy Reynolds

Age: 31

Job: Maintenance Engineer Lives: Sydney Australia

I pulled up at the pub one day and parked my Postie bike between a couple of Harleys. As I was climbing off, ten of the biggest, angriest bikers walked out. As I prepared for the beating of a lifetime, they started asking me questions about the bike, sharing with me their own Postie bike stories. We ended up having a few beers and a lot of laughs. You can fill the tank on four bucks. People are sa jealous of it but, inexplicably, the chicks just don't dig it. It's a pretty nimble thing and I drive

it everywhere. The Posties on their standard bike get a laugh when I go past on one wheel. A Postie bike is a bit of a wolf in sheep's clothing (albeit a small wolf that has a limp). People's fear when I zip by turns quickly to amusement, small children run and hide, cats stay clear of the exhaust pipe. Dealers almost pay you to take the parts. Postie bikers are smart, sophisticated and charming (see photo for proof).



Name: Josh Evans

Age: 35

Job: Photographer

Lives: Coogee (Sydney), Australia

When touring with my Postie bike I always wear leathers. I kinda think it's ironic since they're worth twice the cost of the bike. Last June while on a trip, I strode in the Mudgee Motorcycles shop with my black Dainese on. complete with knee sliders worn down: 'G'day mate. I'm after a tyre and tube for a Postie'. Altall, long-bearded guy, covered in tattoos and with hands like two leas of ham, stared back at me and said in a deep, gravelly voice: 'Wodja say?'. 'I was wondering if by any chance you had a tyre that would fit a postie?' I replied. As he stepped out from behind the desk and started heading outside he muttered in disbelief: 'If this is a joke... I --- me dead; shit, you're serious'. He instantly turned into a 130kg teddy bear. He said postie bikers were the biggest inspiration he had had in years. Got a great discount on that one. On the last rally I was on, three BMWs were bearing down on me on a narrow tar road. I moved to the centre, hoping to stop them from overtaking me, but no, their pride got the better of them and whooosh they went past and 200 metres later. was choking on their dust. Stuff you guys, I thought, and stayed very close to avoid the dust from the bike in front of me. I had to pressure him to not use his brakes, otherwise I would run straight up the back of him. He was buckling under the pressure as the road became increasingly windy. After about 4km he pulled over and waved me through. A 1200cc bike waving a 105cc through is definitely an experience I'll never forget. My CTIIOX 2000 is a bit cramped for my body, but Lam aiming for a stable of three: Super Tourer, Racer and Café Racer. Posties simply give you that extra freedom your brain needs. And their riders? Very confident people. Who else would ride a bike that delivers the mail?

Name: Warren Leadbeatter - Postie Bikes

Yahoo Group owner Age: 43 going on 23

Job: GPS vehicle Tracking Systems Design

Lives: Sydney, Oz

I 'feel gooood' when I ride my Postie. Actually I feel even better than James Brown. People usually laugh when they see my Postie but are amazed at how fast it goes. I bought it in 1991 from AUST POST where they sell them at 20,000km. I thought it'd be great to go Postie bike racing with my mates. I took everything off it — lights, wiring harness, stands, etc — and put nobby tyres, bigger front and rear suspension, and changed the carb jetting. Postie bikes tend to chew a bit of oil and the exhaust valve needs regular clearance adjusting. Once I had to pull the whole thing down to try and find out why it wouldn't start. Turns out all I needed to do was adjust the valve clearance.

Most of the Postie bikers I know are stark raving mad. Nothing like down-to-earth, practical people. I would like to pass it on to anyone that wants to pay for it when I'm ready to sell it. I'm too big for a Postie now, plus it takes up space in my garage.









Name: Pete Thacker

Age: 40

Job: Rides postie bikes (mail contractor)

Lives: NSW Australia

Driving my Postie makes me feel so carefree. Once, a cat jumped out of a tree at me, and this other time this snake. I think I startled it. And don't get me started on agitated magpies. Some time ago, a dog chased me for over Skm. Dog got dead knackered, and I scored one for the Posties. It's a hoon zipping round with it and it's so cheap to run. But let me tell you this: they need disc brakes and the drums are so old, it's not funny. I got a broken collar bone when I had an accident over the handlebars and banged up my knee when I lost the front end on a corner. But you can see that coming in 22 years of driving!

Name: Hessam Kashani

Age: 19

Job: works in the car business

Lives: Sydney, Australia

People are surprised when they hear it coming down the road. They think it's a big XR or WR400 or similar trail bike, then turn around and see this geezer on a Postie bike.

I bought it a couple of years ago at a post auction because I needed transport to get to college, and I didn't want to drive my car every day. I would never sell it as it is so cheap to run and reliable. You can't beat it for driving to the shops; it's so light and easy to park.

Name: Pat Age: 57

Job: retired autoworker

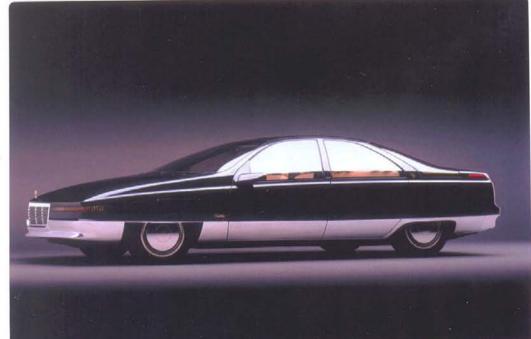
Lives: Melbourne, Florida (not Australia)

I have three Harley Davidsons in my garage: a 1995 Low Rider and two Superglides. When I pull in somewhere people usually say 'nice bike'. When I ride the Postie I can count on several conversations about the bike from curious passers-by: 'What's that can on the back for (the auxilliary gas can)?', 'how fast does it go?' etc. I live on a pretty big island and wanted something that would be good on gas and easy to park. I have ridden motorcycles for 45 years and thought this would be a neat one to get. Boy, was I right. The max speed limit here is 45mph, so a CT90 is just right for me. But living in America, these aren't very prolific and you won't find any Postie races around here.

54 1988'S CONCEPT CARS

MACHETE, BANSHEE, SLEDGEHAMMER -1988'S CONCEPT CARS WERE FAR FROM SUBTLE





It's 1988, and George Bush is elected President of the United States. In Detroit, the Cadillac Voyage wins the popular vote to emerge as the star of the show. A vast 'notchback' sedan with spats over its wheels and six pop-up lights it has a sleek profile straight out of a Marvel comic. Its roof is made of glass that changes tint at the driver's command (something of a theme this year) and the opulent leather interior has labour-saving electronic features that will point the way to tomorrow's luxury cars. A legend of the car world, Enzo Ferrari dies, aged 90, while on the track, Ayrton Senna wins the FI championship in his McLaren-Honda.

With Tracy Chapman's 'Fast Car' playing on car stereos the world over. Pontiac unveils the athletic Banshee concept. Intended to be a Firebird for the 90s with its curvy tail, bubble shaped roof and lack of door handles (it had an infra-red access system) it doesn't look much like the muscle car Pontiacs of the 70s. One interesting feature that might catch on is TV monitors that give a view of following traffic.

The Human Genome project begins, promising to unlock the secrets of DNA. The gene that controls taste has yet to be isolated at Ford. The Splash looks like a prop from TV's Gladiators, and mixes high camp with high tech to offer a wet and wild off-roading option.

Star of the end-of-year Birmingham show is the Jaguar XJ220. Eventually the car will go into production as a V6, although not with the V12 engine buyers were promised. Styled by Keith Helfet (his first ever attempt at designing a car) the production XJ220s look almost identical, muscular and imposing but too wide to drive quickly and comfortably on the road. Ageing rock stars get out their chequebooks nonetheless, eager to stay ahead of the pack. With rappers and DJs gaining in their rear view mirrors, it's a race to see who'll get to the 90s first.



ENGINE

REV UP FOR YOUR MOTOR INFORMATION

www.transportdirect.info

Online journey planner for Britain with live travel news and city to city connections by car, rail and plane.

www.bbc.co.uk/consumer/guides_to/car_index.shtml

Excellent consumer resource for buying a new or used car, or importing your own from abroad.

www.adrianflux.co.uk/blog

The latest news from FLUX HQ including naked clients on the phone, photos of remarkable parking accidents and a competition to win a customised Mini (yes, with a years' free insurance thrown in).

www.quad.tv

website this autumn.

Four wheel frenzy with news, events, directories and motorsport round-ups for those who believe two wheels is never enough.

www.intersectionmagazine.com
Online style in motion from Intersection
Magazine. Currently gearing up to
launching our new faster and bigger

www.tuktuk-uk.com

Importing Bajaj auto-rickshaws from India, where they are used as taxis, this company sells, services and modifies these dinky roadlegal three wheelers.

www.autoblog.com

It does exactly what it says — a daily online update from America on spyshots, gossip and news from around the world.

www.girlsnmotors.co.uk

A very pink portal for girl racers with forums, event details and car galleries.

www.wetroads.co.uk

Website for those with a penchant for auto-related water sports, with a UK-wide guide every river and water crossing to maximize for off road 4x4 fun. Watch out for pedestrians, now.

www.motorhoming.com

An extensive online monthly magazine devoted to living on the road from Rvs, caravans, trailers, motorhomes and even canal boats.

www.americancarimports.co.uk

One of the specialists in sourcing and shipping American cars to the UK, often on spec.

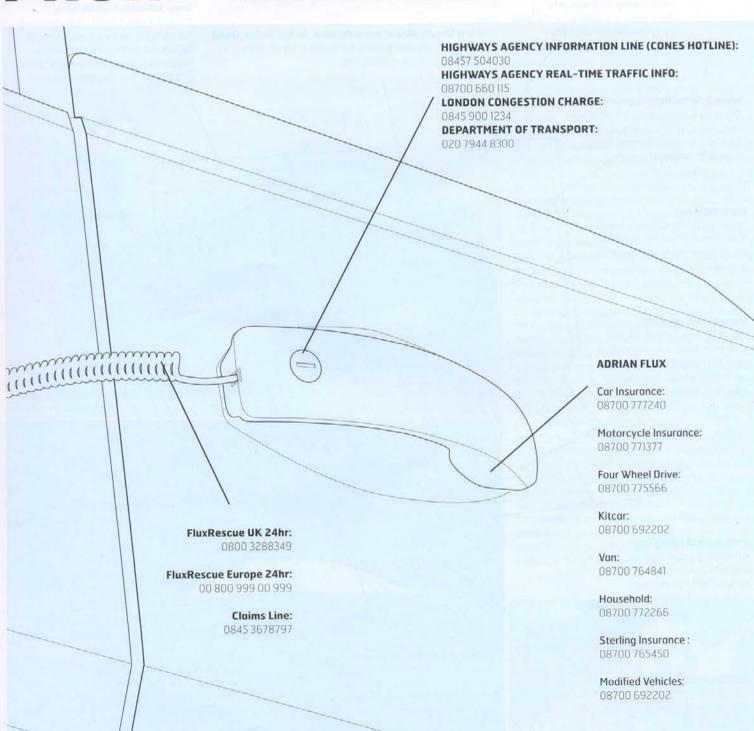
www.street-racers.co.uk

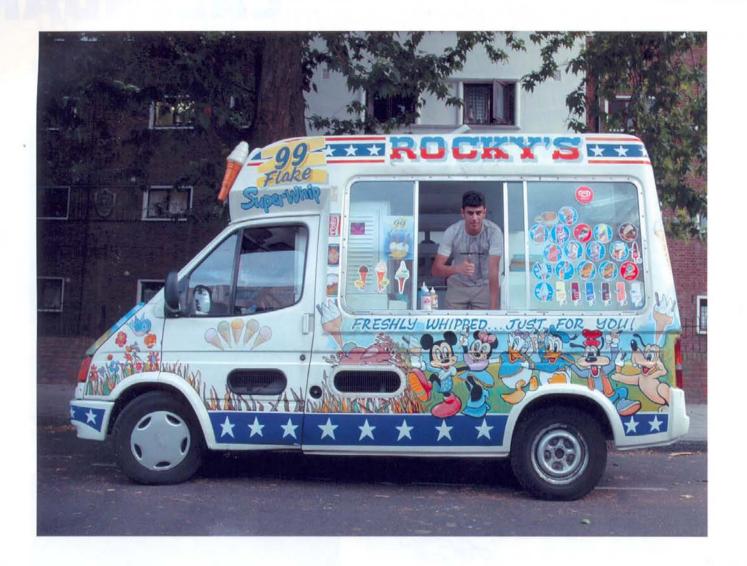
From bodykits to underbody neons, this website is dedicated to the modding community with forums, shop and parts guides.

www.classiccarsforsale.co.uk

From pre-war carriages to 1950s sport cars to more modern rarities, this online classified site also posts news on events and car auctions.

56 FLUX'S PHONE NUMBERS



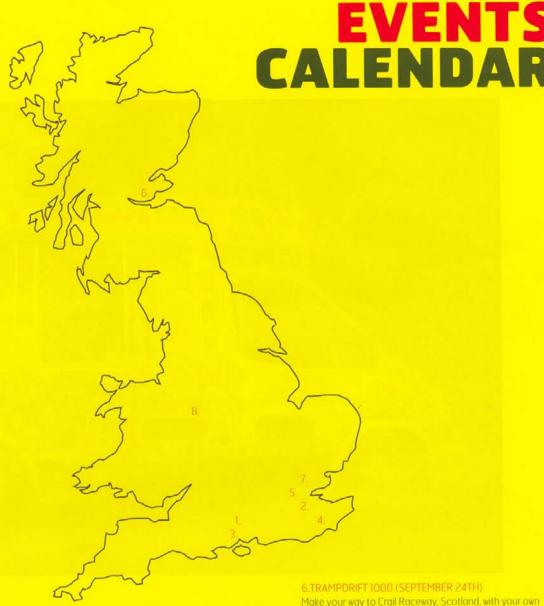


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58 TIME FOR A SHOW OR RACE?



1 GOODWOOD REVIVAL

(September 1st - 3rd)

The world's most popular motor race meeting evoking the Fifties and Sixties, as classic cars race around the Goodwood circuit. Dressing up in period attire is mandatory to complete the spirit of the day.

2. BALLOON & CAR WEEKEND 2006

(September 2nd – 3rd) A flotilla of balloons will take to the skies over Leeds Castle, pursued by vintage cars.

3. AMERICAN, CUSTOM & CLASSIC CAR SHOW

(Sentember 3rd

Hampshire's Thruxton Circuit hosts this fair with the sideshow epicurean delights of hog roasts and beer tents also an offer.

4. THE KENT MODIFIED SHOW

(September 23rd, 24th)

Tuning fun with stunt shows, drag racing. DJs and competitions for modded cors.

5. LIMOUSINE É CHAUFFEUR SHOW 2006

(September 23rd, 24th, 25th)

Yes mi Lady? A weekend of streeeetch limos, massive hummers and outlandish themed cars at London Dockland's ExCel centre.

Make your way to Crail Raceway, Scotland, with your own Rear Wheel Drive cars at the ready to learn and compete in drifting without big budget motors.

7. MPH 06

A celebration of performance and prestige cars on display at London's Earls Court (October 26th – 29th) and Birmingham's NEC (November 2nd – 5th)

8. CLASSIC MOTOR SHOW 2006

(October 27th – 29th) Over a thousand classic and rare cars on display at the NEC Birmingham.

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

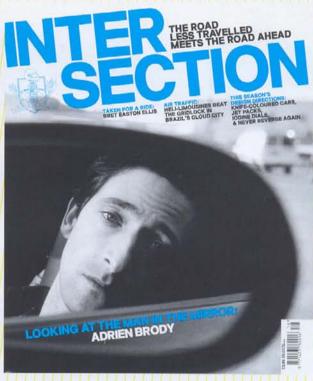
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60 WE WON'T INSURE YOU FOR THIS



- Watch many war movies where the heroes leap out of military planes deep behind enemy lines.
- 2. Do some yaga. It's tight in there when you've got your feet attached to a long plank of wood.
- 3. Stay stern-faced and proud when puzzled skiers see you hopping clumsily in the back of your wagon.
- 4. Make sure the boot opens from the inside.
- 5. Find a hill steep enough for gravity to drag you downhill, but gentle enough for the car to climb it.
- 6. If you fancy, use army-style walkie-talkies to communicate with the pilot/driver and to decide when to jump. Alternatively just speak to each other.
- 7. Jump and pray for the road to be snowy and not a rough patch of tarmac.
- 8. Ride down and wait for your personal ski-lift to come back to pick you up.



6 MONTHS LATER, THE MINI HAS HAD £25,000 WORTH OF MODIFICATIONS AND IS INSURED BY ADRIAN FLUX FOR £129 UNDER THE CUSTOM BODY-KIT, YOU'LL FIND A HOME CINEMA SYSTEM WITH LCD SCREEN, X-BOX, IN-CAR CCTV, SHAGPILE CARPETS AND HYDRAULIC SUSPENSION.

TO WIN THIS FABULOUS CAR SIMPLY ANSWER THE FOLLOWING QUESTION:
A GANG OF THIEVES USED MINI COOPERS AS THEIR GETAWAY CARS IN WHICH FILM?

A) THE LORD OF THE RINGS B) THE ITALIAN JOB C) INDEPENDENCE DAY

TEXT "MINI" THEN SPACE FOLLOWED BY A, B OR C TO 84808 PRIZE ALSO INCLUDES FREE INSURANCE (UP TO £500) YOU MAY ENTER AS MANY TIMES AS YOU WISH, CLOSING DATE 01/11/2006. TEXTS COST £1.50 PLUS STANDARD OPERATOR CHARGES.



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