



influx



Along came
the Spider...

Power Tripping

with the F430 cabrio

WHEN LIFE IS IN FLUX...



© ID Creative

1975

David Williams Snr bought his
Lamborghini Miura S



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Welcome...



NO TWO ROAD TRIPS ARE ever the same. Therein lies their beauty. Little compares to moving through an unknown landscape at speed, with no agenda but the journey-as-destination; no deadlines to meet, no traffic reports to suffer. But

all too often these days the open road is an elusive luxury reduced to an advertiser-spun metaphor for freedom. But however fleeting are these peak automotive experiences, it's the glimpses of the open road that make the relationships we have with our vehicles magic. In this issue we've identified a few of the things that make motoring a little more than a drab necessity. Vehicles have always moved us. We hope you'll share our obsession.

James

James Drake

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IGNITION Rims

TheHomage

Rollplay

Sleek, stylish and shiny, they definitely look the business – but do you really need alloy wheels? We think so...

Words Ross Allen

NOTHING CHANGED THE modern world more than the invention of the wheel. And nothing changed a young lad's life like seeing his first set of alloy wheels.

Seeing a set of 5-spoke rims on an exotic supercar can affect a petrolhead in strange ways. Those giant coloured brake calipers visible through the gaps, screaming 'performance'. A well-chosen wheel can say a lot about your car. But mostly it says it's yours. The manufacturer designed the car, but you modified it to be your own.

But a good set of rims needs low profile tyres and a suspension drop. There's nothing worse than seeing an under-wheeled car.

Why buy alloy?

Automotive dreams are rolled on cast alloy rims and nothing can change the look of your car more than the right choice.

Racers use alloys because they're lighter, and less weight means less rolling inertia for easier turning. Also, bigger dimensions make room for oversized performance brakes, and we know the gaps between the spokes allow more air to cool those big brakes. But for those of us who drive exclusively on the road, the way a good set of rims can transform the way your car looks is the most important benefit.

And our dreams just keep getting more expansive. This year's SEMA show in Las Vegas saw the first ever 34-inch alloy wheel displayed. Fitting bigger rims is fraught with all sorts of problems. On most cars, oversizing wheels means rethinking brake set-ups. If a 'deep dish' style of wheel is part of your plans, you may lose steering lock or upset the car's tracking by changing the wheel's offset. Plus you'll lose acceleration with a bigger wheel. But it's all worth it as the right alloy wheel will fix almost all standard car syndromes. *

3 of the best



OZ SUPER TURISMO

The ultimate light-weight rim for the motor sport look.



KAHN RSR

Stunning, high-end wheels for exotic supercars.



RAYS/VOLK RACING TE37

Iconic 5-spoke rims for powerful Japanese cars.





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IGNITION Porsche RS Spyder

Carbonfibre

The cockpit is fully integrated into the monocoque carbonfibre construction of the chassis. This is the lightest, strongest and most non-reflective material available. It helps the driver see in the arduous conditions of a 24-hour race.

Switches

All switches are designed to be operated easily and with one-touch efficiency.

The Interior

Brutal Beauty

There is a spartan beauty to the interiors of racing cars. Who needs all that blinged-out hide and ICE when you have Kevlar and adrenalin?

Words Ross Allen

COMPETING IN RACING endurance events requires maximum concentration and extreme reaction times for long periods of time. Thus supreme ergonomic efficiency in the cabin is required. This is why the Porsche RS Spyder will be entered for this year's 24 Heures Du Mans. It's a classic example of the stripped-down beauty of

racing interiors. Developed at Porsche's R&D Centre near Stuttgart, this stunning racing car is an evolution of the sports prototype currently vying for the winner's title in the American Le Mans Series in the hands of the US Penske-Motorsports-Team. In 2007, the new RS Spyder will make its international debut when it will be raced by various customer teams in a number of countries. ✱

Digital display

The colour-coded digital display informs the driver of essential data such as revs and fuel tank capacity. Colour-coded when live for ease of reading at high speeds.

Gear Paddles

The driver shifts gears with paddles to either side of the steering wheel. Downshift to the left, upshift to the right. Porsche has upgraded the gearbox to make the gear-shift even more reliable and shift-time even quicker.

Steering wheel

'Batwing' design for maximum handling efficiency. Various controls are mounted here to reset digital readout, control lights and communications controls.



THE SPECS

Porsche RS 2007

Engine: 3397 cc V8, Four valves per cylinder

Maximum Power: 503 HP @ 10,300 rpm

Maximum Torque: 273 ft-lb @ 7500 rpm

Transmission: 6-speed sequential



PaintJobs

Red HotRides

From 1950s Hot Rods to the Fireforce jet car at Santa Pod, flames have always been associated with extreme machines. We find out what's cool

THE FIRST HOT RODS CAME ABOUT in the 1950s when maverick American tuners painted flames on their modified Model T Fords. The old cars were stripped down and rebuilt with minimal bodywork, and featured lowered suspension, fat tyres and a large capacity V8 shoe-horned into the engine bay. The 'Rod' looked like nothing else on the road. And with less weight and more power, they had the grunt to back up the looks. To further emphasize the transformation from OAP to OTT, a lairy paintjob was a must, and it's here that flames were born.

From a subtle pinstripe flame to a full-on blaze of realistic fire, the rounded shape of the early Rods provided ideal canvasses. Californian pioneers, such as George Bariss, went on to paint the Batmobile and other TV cars. The new airbrushing technique quickly grew from its west coast roots, spreading as far as Australia, Sweden and the UK.

Some don't like it hot

During the '60s and '70s Hot Rods were elbowed aside by muscle cars such as the Dodge Charger. These bruisers were more powerful, but the flames stayed. In fact, they were the perfect addition to the wild drag racers.

By the '90s, flames were cooling down. They were seen as a symbol of a bygone era of gas-guzzling cars, gold medallions and ZZ Top. But when the new millennium arrived, flames found a new home in the modified car.

Previously only V8 bruisers were seen fit to wear a set of flames. But people realised they could put them on anything, from a Mini Cooper to a Nissan 300ZX. And TV shows such as *Pimp My Ride* and *American Chopper* have brought custom paintjobs back into fashion.

Today the USA and Australia are still the main players, creating wild show cars with elaborate designs. But the UK has a dedicated following of people who want cars that will stand out. They may not be to everyone's tastes, but on the right car, flames are still guaranteed to light up a smile. *





THE LOOK

With the right design on the right car, a set of flames can give your ride the x-factor. Popular designs include the ghost flame, true flame, pinstripe, blade, 3D and tribal. Each gives a different take. For example a ghost flame would work well incorporated into a full-on fantasy design. And a pinstripe would work better on a modern car. The most important consideration is good technique. From masking off a design, to adding the layers of colour, to the final coats of lacquer, if it's rushed, you'll end up with a raised edge. Traditional colours are orange and red. Radical designs use blues.

**TheEngine**

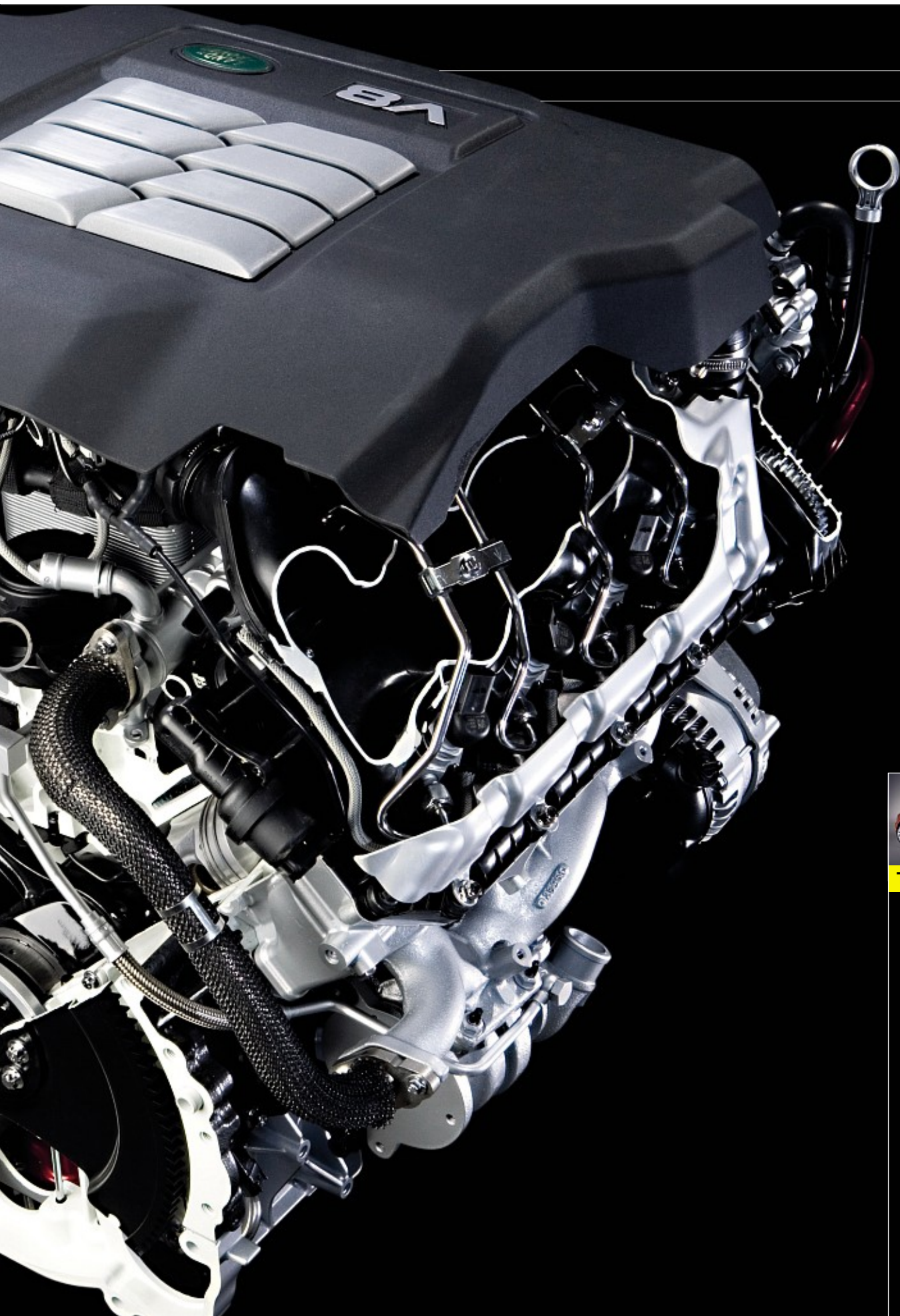
The Power and the glory

When it comes down to it, cars are all about the revolutionary beauty of internal combustion

Words Ross Allen

THE RANGE ROVER SPORT HAS long occupied a place at the top of sports utility cruising. The car's reputation has been sealed by delivering awesome, torque-heavy performance, with a floaty ride fit for angels as well as for devils who like their spins fast and big. Now with a twin turbo V8 diesel that reaches new heights at low engine speeds, the Range Rover Sport TDV8 has excelled itself. At the core is one of the most sophisticated power plants ever made, delivering around 270HP at 4000rpm. Driving through the forests of the Ardennes in our HSE version made us feel as if we were observing a wild landscape in an extremely comfortable, intimately responsive VR simulator. Anchoring up into corners effortlessly thanks to the Brembo 4 pot disc brakes and smoothly flowing to 100kph in around eight seconds, the Sport is nimble but packs a punch. But there's more: the diesel plant manages a respectable combined economy of 25mpg and emits 294g of CO² per 100km (around a third less than its supercharged, petrol-burning cousin). So if it's speed, space and comfort you're after then the TDV8 may be the answer. *





THE SPECS

Range Rover Sport TDV8

0-60: 8.6 secs

Top Speed:
124 mph

Engine: 3600cc,
Twin Turbo
V8 diesel

Maximum Power:
270 HP @
4000 rpm

Maximum Torque:
472 ft-lb @
4000 rpm

Transmission:
Drive: 6-speed
automatic with
variable shift



influx03

FEATURE **Ferrari**





Arachnophilia

Four days, three circuits and more than two thousand miles in the Ferrari F430 F1 Spider – this is the latest in a long line of incredible cabrios from the Italian masters of motoring

Words Robert Llewellyn Photograph Peter Guenzel

THERE WAS A BOOK I HAD WHEN I WAS a kid. Inside there was a picture of an ice-blue Ferrari 400 GT. The caption read, "This is the perfect car for the transcontinental traveller..." I didn't have a clue what 'transcontinental traveller' actually meant. But I knew I wanted to be one. Fast forward thirty years. I now have the keys to a F430 Spider F1 and a ticket for the Eurotunnel. A dream is about to come true. It might only be for four days, but it's real to me.

FRIDAY FOLKESTONE-REIMS

I can feel the force of the stares coming from the dozens of families packed in their ski-laden people carriers. It's an icy February morning. But locked inside my Maranello-wrought bubble, that's irrelevant – it could easily be a warm day in June. The 430's V8 fires up spectacularly and settles into its throaty rumble. As I roll out of Le Shuttle's carriage, one of the French staff pumps his fist. "Allez allez!" he cries.

I accelerate into the broad tarmac that leads to the motorway to Reims. He smiles with satisfaction. So do I. →

Dreaming at Reims

On acceleration the 4.3 litre V8 engine rises passionately through the sonic scales. Maranello engineers have achieved 490 HP from an engine only 4KG heavier than the 394 HP 360 Modena.





Rich heritage: The stands at the old circuit at Reims are being restored – monuments to France's enduring passion for their motorsport heritage. The Ferrari at home in its natural habitat.

“I lock horns with at least three **Teutonic** pretenders to the **Ferrari's throne...** The Roman wins every time”



→ The late afternoon sun renders Northern France's sky bright blue with salmon-pink streaks. I stop at a service station and drop the Ferrari's top. Poised on the tarmac the car's muscular haunches contain its sacred heart – an effortlessly responsive, compact 4.3 V8 combined with an F1-derived transmission and electronic differential system so malleable it can make mere mortals like me feel in complete control. Reims is two hundred miles to the south. I press start, shift into first and let the adventure begin.

SATURDAY REIMS–LE MANS–REIMS

At lunch in the shadow of the cathedral, I feel euphoric. Endorphins produced by a mixture of adrenalin and fine food course through my system. I pay homage to the ghosts of motorsport at the old circuit, and I now have the afternoon to get to Le Mans. I feel at complete ease in the Ferrari. Even the Paris Périphérique poses few problems. Saxo-pilots and leather-clad Ninja-botherers urge me to drop down a gear or two. Through the switchback tunnels I finally concur. I make it to the Mulsanne straight and then back to Reims, locking horns on the way with at least three Teutonic pretenders to the Ferrari's throne. The Roman wins every time. All this, of course, before the hotel restaurant closes.

SUNDAY REIMS–SPA

The forests of the Ardennes echo with the soul-stirring sound of the Ferrari's V8. Camo-clad Belgian huntsmen emerge from nowhere and proceed to stare with jealousy and admiration. The car's paddle shifts are extremely instinctive, and the handling near-telepathic. Even these cracked forest roads →



Exploitable superstar: The F1-derived gearbox and electronic differential, operated with paddle shifts to the side of the steering wheel, quickly become instinctive.





Topless Beauty:

The The F430 Spider is the only mid-engined drop-top with a fully automatic hood that allows the engine to be seen at all times. The pininfarina styling comes alive when the hood is stowed.



“This is not only a supercar you can live with,
but one you can fall in love with”

→ fall under the spell of this supercar's fleet-footed grace. Accelerating out of corners, low-grip mode on the *manettino* selected, any driver inadequacies and vagary of tarmac is accounted for. Engage sport mode on the move and the active suspension firms, the gears shift at the speed of light.

MONDAY SPA-CALAIS-LONDON

We stop at the strangest bar in Belgium. Hard-smoking men quaff blond beer to a soundtrack of industrial techno. The locals stare us out, muttering under their breath. Against this backdrop I rave about the beauty of it all. Before this trip I never knew what it was like to feel so bonded to a machine. I never understood what all that Ferrari flag-waving was all about. Four days in and it all makes sense. Driving this car had been a heart-rending experience that brought back all those latent dreams. There had been something about the power, the grace and the pure automotive beauty of it all. This is a supercar that you can live with. But, more than that, it is a supercar you can fall in love with. Handing back the keys in a trading estate to the west of London, the lump in my throat grows bigger. I walk away, dreaming of what might have been. ✱





Steering-mounted controls:
The *manettino* enables the driver to engage five progressive settings, depending on performance requirements and road conditions.



Safe Passage: *Influx* and the Ferrari F430 F1 Spider travelled across the channel via Le Shuttle: the fastest way to France. For booking and pricing information go to Eurotunnel.com.



GallicInvention

French manufacturers have continually pushed back the boundaries of car design. We pay homage to a grand tradition of automotive innovation.

Words by Tom Masefield

THE RENAULT TWINGO CITY car received resoundingly poor feedback from customer clinics during its design development. Disgruntled engineers demanded that design chief, Patrick le Quement, 'tone down' its design.

In response Le Quement wrote to the chairman of the company, Raymond Levy. The choice before him, he asserted, was stark: "The greatest risk is not to take any risks. I ask you to vote for instinctive design against extinctive marketing," Levy's reply? "I agree."

In these days of multinational brand identities it may be surprising to say that any nation can have its own distinctive automotive design language. France, however – perhaps more than any other nation – has long ploughed its own unique furrow. What has made French cars stand apart in the marketplace has been their approach rather than simply their design-led aesthetic. The Citroën DS or the original Renault Espace particularly point to this stubborn and sometimes perplexing attitude to problem-solving.

The car most famous for initiating this risk-taking tradition is, of course, the Citroën DS. Causing something of a sensation when it was launched at the 1955 Paris motor show, Flaminio Bertoni's DS remains to this day an icon of sculptural futurism. Crucially, the DS was an immediate commercial success. At the end of the first day of the Paris show, Citroën had taken nearly 12,000 orders. The convictions of its creators in shunning the ubiquitous 'three-box' saloon format had paid off. Other cars followed, the quirky Ami 8, the glorious Maserati V6-powered SM coupé (a return to the language of unadulterated beauty that had sired the DS), the TGV-like CX of the 1970s and, more recently, the return-to-form that is the C6 grand sedan – an elegant, flowing shape with deliberately challenging detail.

The C6 is one of the latest cars to emerge from Citroën under the guidance of new design chief Jean-Pierre Ploué – a man generally credited with reinvigorating the brand after a relatively barren patch in the late eighties and nineties. Such new cars display a zest and joie de vivre that sets them apart from →

Ready for take off

The Citroën C-Metisse concept is an exploratory push into a future of sports car performance, city-car fuel economy and uncompromisingly innovative design.





“Citroën demonstrate a pleasing return to individuality to which their brand is heir”

→ German and Italian competitors. Recent show cars from the marque, such as the stunning Airlounge with its patterned, electroluminescent interior, and the Metisse with its muscular, low-slung coupé-form, demonstrate a pleasing return to the individuality to which the Citroën brand is heir.

Interestingly, in his former life as a Renault designer, Ploué was responsible for two other singular and influential vehicles: the industrial-cool Argos show car of 1994, and the aforementioned Renault Twingo. The Twingo was, despite its controversial gestation, a hugely successful one-box car that brought the advances made with the Renault's pioneering Espace MPV to the baby-boomer market.

Ah yes, the Espace – whilst not the most beautiful French car ever produced it has a good claim to being the most significant, introducing as it did a whole new sense of body architecture to European family cars. And who was responsible for this particular voiture revolutionnaire? Step forward British designer Fergus Pollock.

In a world full of increasingly design-literate car consumers, French manufacturers and the design innovations they have initiated look firmly set to continue their most honourable tradition. *

Adrian Flux will be hosting the French Car Show on July 15th 2007. This is the UK's only all-French car show and will display a huge variety of standard, performance and modified cars. There will also be a 0-60 sprint track, a '1.7 mile run what you bring' on the National BTCC circuit, 65-plus french car clubs, 80-plus traders and over 14,000 true enthusiasts. For more details check out www.frenchcarshow.co.uk. See you at Rockingham!

Bold Concepts

The French propensity for the big idea has fed directly into the cars that populate the streets of Europe



FRENCH LESSONS

Some Gallic classics that have changed the way we think about cars



CITROËN C6

The C6 became the first car to be awarded the 4-star Euro NCAP pedestrian safety rating, as well as 5 stars for occupant protection. So thanks to its Active Bonnet System, this makes the C6 the safest car around. In the event of an accident, intelligent software automatically raises the bonnet by 65mm providing valuable compression space.



RENAULT ARGOS

The Argos concept, which predated its Germanic echo by at least two years, was designed with the stripped-down functionality of aeroplanes in mind. Its twin doors slid backward to nestle in its rear wings and its wing mirrors retracted into the forward bodywork on demand. Minimalist bordering on brutalist.

CITROËN DS

Cultural theorist, Roland Barthes wrote in 1957: "...the Deesse marks a change in the mythology of cars. Until now, the ultimate belonged rather to the bestiary of power; here it becomes at once more spiritual and more homely..."

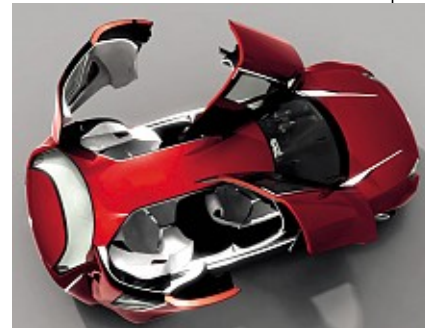




Oh Renault!
Beautiful design and ultimate comfort make riding in a Twingo utterly luxurious.



Jean-Pierre Ploué
Citroën's chief of design has been responsible for steering their return to form.



RENAULT ESPACE

The Euro MPV started life as an average people-carrier but soon found itself pitched against Mercedes and the like. Earliest manifestations were uninspiring, but the latest editions have taken off.



RENAULT VEL SATIS

Billed as Renault's new flagship business-class saloon, in 2001, the Vel Satis soon found itself in hot water. A man allegedly spent an hour on the A71 Autoroute when his Vel Satis accelerated to 120 mph and stayed there. It was, allegedly, impossible to disengage cruise control.





Edge of reason

Mayhem always strikes when you dispense with the rules, but how far is too far? Discover the story of Group B...

Words James Drake **Photograph** LAT Photographic

THE GROUP B CLASSIFICATION of the World Rally Championship had the 80s' boy racers fantasising over its 600 horsepower coupés. The beasts of Group B – able to reach 200 kmph in around ten seconds – set a new paradigm of production car performance. United in their thirst for excess, the fans were as mad as the drivers themselves, defying human instincts of self-preservation just to witness the spectacle up close and personal.

THE BEGINNING

In 1982, the rally rulebook was ripped up. Deregulation was in the ether and rallying needed to fight for airtime amid other automotive sporting

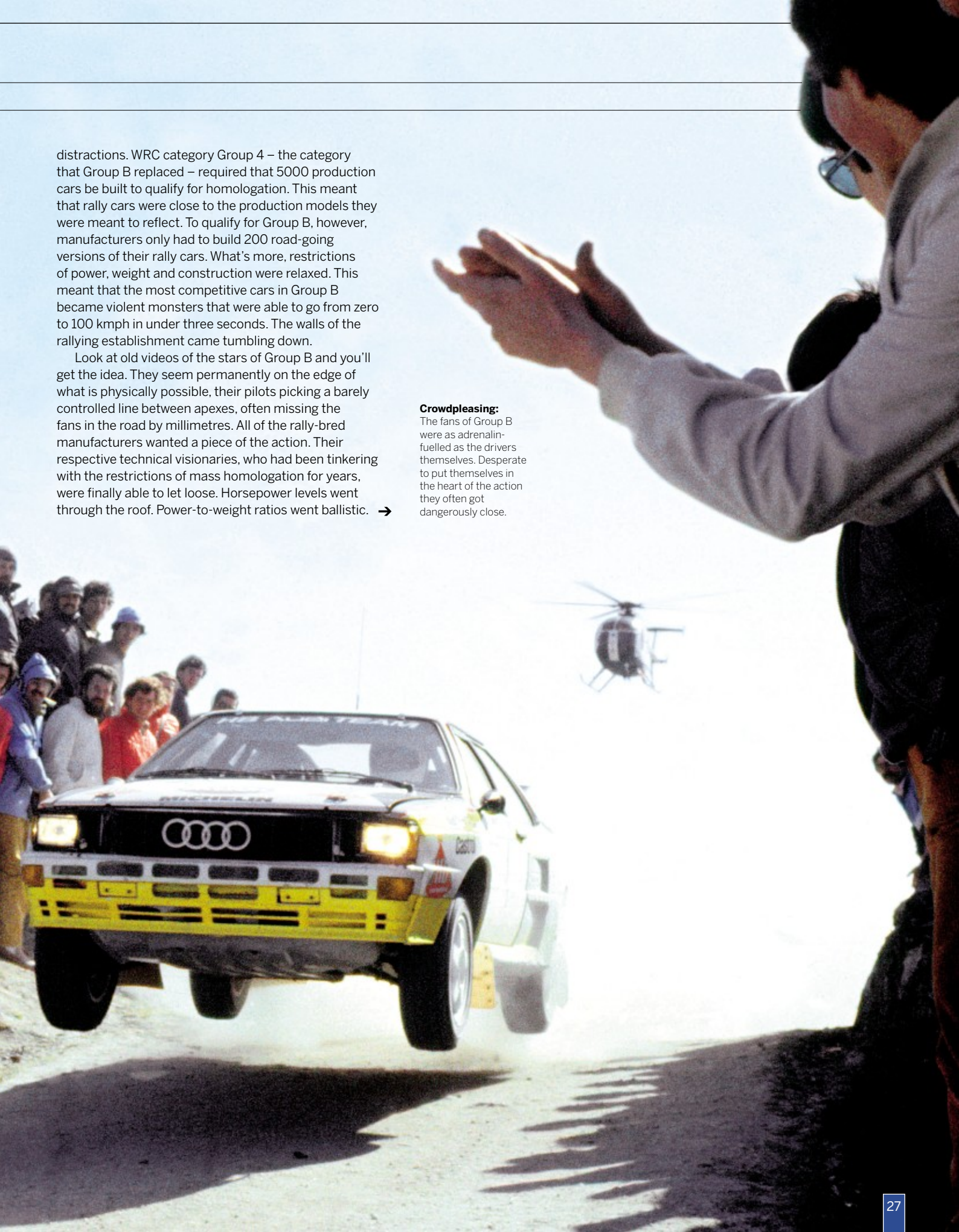


distractions. WRC category Group 4 – the category that Group B replaced – required that 5000 production cars be built to qualify for homologation. This meant that rally cars were close to the production models they were meant to reflect. To qualify for Group B, however, manufacturers only had to build 200 road-going versions of their rally cars. What's more, restrictions of power, weight and construction were relaxed. This meant that the most competitive cars in Group B became violent monsters that were able to go from zero to 100 kmph in under three seconds. The walls of the rallying establishment came tumbling down.

Look at old videos of the stars of Group B and you'll get the idea. They seem permanently on the edge of what is physically possible, their pilots picking a barely controlled line between apexes, often missing the fans in the road by millimetres. All of the rally-bred manufacturers wanted a piece of the action. Their respective technical visionaries, who had been tinkering with the restrictions of mass homologation for years, were finally able to let loose. Horsepower levels went through the roof. Power-to-weight ratios went ballistic. →

Crowdpleasing:

The fans of Group B were as adrenalin-fuelled as the drivers themselves. Desperate to put themselves in the heart of the action they often got dangerously close.





“The car was frightening. It was like an explosion when you dropped the clutch at 4500 RPM...”

→ The problem was how to keep the cars on the road and how to find drivers good and mad enough. The cars were so light and powerful that perfect concentration and dexterity were needed to keep them down. Audi Quattro driver Walter Rohrl reminisces: “The car was frightening. It was like an explosion when you dropped the clutch at 4500 RPM... but when you got hold of this wild beast, the fear evaporated.”

THE MIDDLE

At first, the corporate PR machines of the major manufacturers loved it. Teams could achieve TV coverage without the main factory having to make a mass production model that reflected the achievement in the WRC workshops. No-one threw their hat into the ring as convincingly as Peugeot, under the tutelage of now Ferrari Team boss Jean Todt. Nurtured by Todt, Finnish flyer Ari Vatanen wrestled the 205 Turbo 16 to both the drivers' and constructors' championships of 1985 and 1986. The small, light, simply styled 205 provided a more stable power platform than the Audi Quattro. The 4WD E2 version of the 205 that competed in 1985 put up to 500 BHP under Vatanen's right foot. Around 15-20% of this power came from the boost levels achieved by Todt's engineers. Unsurprisingly, the boosted package was prone to fires and blowups, but the 205's centrally mounted engine created a rear-happy handling characteristic that allowed it to outpace the Quattro, burdened as it was with its heavy, front-mounted engine.

It was left to Lancia, though, to produce what many regard as Group B's ultimate expression, as well as its fatal closing statement. Replacing the 037 Rally that Group B used for the first two years, the Delta S4 was supercharged and turbocharged. The 1.8 litre engine was mid-mounted in a tubular space frame chassis; the turbo as well as the supercharger had separate cooling systems and it used a 30:70 split of torque between the front and the rear axles. The most technically advanced rally car ever built, it achieved first and second place in its first outing at the RAC rally of 1985. Later that year, with Henri Toivenen at the wheel, the same car managed a lap time at Portuguese F1 circuit Estoril that would have placed the car sixth in that year's Grand Prix.

THE END

Toivenen was a talented rally driver who had become a favourite with British fans. At the 1980 Lombard RAC rally, at the age of 24, he became the youngest-ever winner of a world

THE CHAMPIONS

The no-holds-barred heroes of Group B

ARI VATANEN

Finnish superstar-enigma, now MEP and road safety campaigner (his father died in a head-on collision when Ari was eight). Suffered a near-fatal crash in Argentina in 1985. Won Paris-Dakar on the return 18 months later. Immortalised in the film *Climb Dance*.



WALTER ROHRL

Exploits in the Audi Quattro and Lancia 037 earned the German many acolytes. Won championships in 1980 as well as 1982. “I feel shame when I see the videos of me accelerating with fans in the road. Back then, it was part of the game...”



HANNU MIKKOLA

1983 Champion in the Audi Quattro, this Finn was namechecked by British band, Half Man Half Biscuit in their 1985 recording: “The wonderful dexterity of Hannu Mikkola makes me want to shake the hands with the whole of Finland”.



STIG BLOMQUIST

Completing the Scandinavian dominance of the Group B era, the original Stig won the first five rallies of 1984 and created the new paradigm of 4WD rallying.



championship. But it wasn't until 1986, at the wheel of the S4, that he scored a win in the Monte Carlo rally. Despite having a bug and being on medication, Toivenen started the early stages of 1986's Corsica Tour De Corse in good shape, but on the seventh kilometre of the eighteenth stage, his S4 left the road and plunged down a ravine, landing on its roof. The fuel tanks – upon which the drivers' seats were perched – ruptured as the car rolled down the cliff. Both Toivenen and co-driver Sergio Cresto perished in an inferno that left a charred, twisted space frame and the future of Group B in jeopardy. The deaths were the final nails in the Group B coffin. Earlier that year three spectators died when a Ford RS 200 ploughed into the crowd at a Portuguese rally. After the crowd incident, a public debate about the extreme machines began. The Audi team pulled out of Group B immediately after the crash. And after Corsica, it was only a matter of time until the FIA would be forced to act.

The matter was resolved at the end of 1986, when the Group 4 classification was reinstated as the premier championship arena. In four years drivers, engineers and manufacturers had shown with Group B how much power and speed was achievable once you took off the regulatory gloves. A legion of fans had been converted to rallying, and car culture had received a short but powerful shot of pure adrenalin. The problem was that the comedown was just as crushing as the high that Group B had achieved. ✱

"Many insurers wouldn't touch rally cars with a bargepole ..."

Adrian Flux, however, pride themselves in looking after your specialist car – see page 61

www.adrianflux.co.uk



Rules of the road:

Group B was about much more than driving cars very fast; the races always had a strong sense of lawlessness about them.



Extreme machines

The vital statistics of the main contenders

AUDI QUATTRO SPORT S1 E2

Competed: 1982-86

The engine: 2.1 litre 20V, front mounted 5 cylinder

The power: 550 BHP

The glory: Drivers' championship 1982, 1983



LANCIA DELTA S4

Competed: 1985-86

The engine: 1759 cc 16V, mid mounted 4 cylinder. Turbocharged & super-charged

The power: 450 BHP

The glory: 1 & 2 in RAC Rally of 1985 and Argentina in 1986



PEUGEOT 205 TURBO 16

Competed: 1984-86

The engine: 1775 cc 16V, mid mounted 4 cylinder turbocharged

The power: 350 BHP

The glory: Drivers & Constructors clean sweep 1984 and 1985





Buell XB12STT Lightning Super TT

...the v-twin winds
exhilarating force
through a wide power band

Divide and conquer

Is it a Super Moto? Is it a street bike? No, it's the latest mutant monster from Buell. We look at what has split opinion on this two-wheeled tour de force

Words by Steve Barnes

Mean streets

The styling of the Super TT is pretty radical. With acreage of custom-friendly blank panels and a hard-nosed attitude, listen out for its lean rumblings on a city street soon.



AMERICAN MOTORBIKES DIVIDE opinion. You're either with them or against them. There's something intrinsically North American about the throb of a V twin engine, but with the new generation of Buell bikes the character of the American muscle bike is changing.

The latest in Buell's lineup is a nod to the parent company, Harley-Davidson – both in terms of its early history in TT racing and its present as the touchstone of custom culture. But it's also an acknowledgement of the growing popularity of supermoto; that is the technologically innovative, functional sport designed to let urban two-wheeled warriors loose.

When any new bike attempts to be many different things it's at once in danger of coming up short in all departments. But the latest Buell manages to avoid these pitfalls. At 1,200 cc, weighing in at just under 200kg and with pretty minimal suspension travel, it is a little cumbersome to compete against the smaller bikes that dominate the supermoto class. But according to the figures, the V-twin winds exhilarating force through a wide power band, and Buell claims that the bike has a near-yogic centre of gravity. To centralise and lower the weight, the exhaust emerges from the bottom of the bike; the fuel being stored inside the tall, boxed beams of the frame. This design also adds to torsional stiffness, whilst allowing some handy frame flex in turns.

Whichever side of the divide you stand on, there's no doubt that the STT is a stunning creation that begs to be pimped as well as pumped aggressively through the streets. *



THE SPECS

Buell XB12STT Lightning Super TT

Engine: 1203 cc,
Four stroke, air
cooled, 45° V-Twin

Maximum Power:
103 HP @
6800 rpm

Maximum Torque:
84 ft-lb @
6000 rpm

**Transmission/
drive:** 5-Speed/
chain

ADRIAN FLUX EXAMPLE QUOTE

30 years old,
4 years NCB,
3000 mpa =

£240



influx03

FEATURE Surf Wagons

Life in motion

Meet the five surfers who are as passionate about their wheels as they are about the water

Words Clare Howdle Photography Richie Hopson

Good move

Beautiful and classic and extremely cool to boot. Could this be the ultimate surf wagon?

SURFING IS A GAME FULL OF ethical contradictions. You're a child of the elements, forever engaged in the ebb of swell, tide, wind and season. You regularly experience the malady of the environment as sickness of the stomach and infection of the soft tissues. Yet, being the instinctive champion of the ocean that you are, being a dedicated wave rider means travelling, and travelling means emissions. There is, therefore, a strangely symbiotic relationship with wave rider and wagon that is – in these ecologically alarming times – becoming increasingly complex. Meet five English surfers and the vehicles that move them.





JOHN ISAAC

Photographer/Surfboard designer

Classic 1960s Hotrod

"I've wanted one for ages. God knows why. I guess as you get older you either get something more practical or something totally ridiculous. I'm really into that whole 1950s/60s surf culture thing. It rings true with me and these cars are iconic of that time. They were a quintessential part of the surf scene back then, so it just felt right for me to have it. I can't take it out when it's windy or wet, it's too dangerous. I just take it out for blasts when the sun is shining, scare myself and then put it away again, until the next time.

www.myspace.com/corduroysurf



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FEATURE **Surf Wagons**



NICK RADFORD

Illustrator

Peugeot Kango

"It's about the smallest van you can get away with as a travelling surfer. I usually pile the boards to the right of me and then sleep next to them. Two of us have stayed in it for 10 days up in Scotland and have taken it over to Ireland as well, it's understated and reliable – I can go anywhere in it and be assured it will make it. I like the simplicity of it. It makes you realise how little you need to survive. Anything else would seem like a waste for just me, this does exactly what I need it to do so why go any bigger?"

www.frootful.co.uk





CHRIS NELSON AND DEMI TAYLOR

Surf writer and photographer duo,
authors of the Footprint surf guides

VW Campervan, "Devonette"

"It's about having the ability to just go. If we see there's a nice swell heading towards Thurso, way up in the North of Scotland, we can drop everything, but then if, on the way up, we find that the surf is going off on the Northeast coast we stop, we don't have to book into a hotel, we can just pull up and there you are. It's a bit of a workhorse really, it's a diesel, it's reliable, it's the right size, big enough to stay in but small enough to run around in." "Originally we were thinking about getting a panel van but we decided it just wasn't viable. We need power points and basic creature comforts for our longer work trips so we decided to look for something like this. It's a bit of a stereotype having a V Dub and being a surfer, but they work so well you know, they fit perfectly and it's not flash. Plus having a van changes your perspective on things, on what's far away."

www.footprintbooks.com

"It's a bit of a **stereotype** having a **V Dub** and **being a surfer**, but they work **so well** you know, they fit perfectly and **it's not flash**"



Work, play, travel
William's Mercedes really is his life. From work to play, he relies on it to get him around.

WILLIAM GILCHRIST

Woodworker

Converted Mercedes 208D Transporter Van

"It has everything that I need to live on four wheels and it goes everywhere with me. I kitted it out myself from an empty shell. It took about a week to do and I suppose subconsciously I have made something that really reflects who I am. I'm like a turtle with my home on my back and it's so versatile – one day I can take it to a job, filled with timber, wheelbarrows and chainsaws, and the next I can be camping overnight to get in an early morning surf. It's the perfect vehicle for a mobile woodworker."



"We appreciate your vehicle is more than transport and that it can also be your home."
Go to page 61 to check out our campers and motorhome insurance.

www.adrianflux.co.uk





Eager to please

Whizzkid student designs an environmentally friendly car without the hippy looks. It also has a rather catchy name...

Words by James Drake

FOR THE LAST FOUR YEARS PEUGEOT has commissioned a competition to tease out the talent from automotive design schools worldwide. This year's brief was to design a car that affords pure driving Pleasure through Lightness and Efficiency while remaining Accessible through its Simplicity and Environmentally friendly design (PLEASE, geddit?). Enter this year's winner: the neatly named Flux.

The car features a two-door, open-topped roadster format, as well as deconstructed lines and a non-polluting fuel cell engine. Mounted on 20-inch alloys with a snugly

rendered interior design, the concept screams comfort, style and environmental friendliness without losing the looks. As part of a year-long development programme that will see the Flux debut at the Frankfurt show this year, the car will be integrated into the gameplay of an Xbox 360 game.

The motoring world is getting greener in preparation for the imminent emissions legislations. So it's very handy that this car loves the planet but keeps the style principles that sell. As our streets look set to be populated by an increasing number of vehicles that owe as much to eye-catching design as to green technology, the Flux surely deserves pride of place. ✨



Bright young thing

The Flux is the brainchild of 20-year-old Mihai Panaitescu, a Romanian design student studying in Turin.



...the concept screams
comfort, style and
environmental
friendliness





influx03

FEATURE **Drifting**



Lateral thinking

Popularised by movies and gaming, drifting has never been so big. As this year sees the first European Drift Championship uniting the cream of the European scene, we look at the art of sliding sideways

Words Gomez Maconheiro • **Pictures** Carlin Gerbach/JTuner



REVS SCREAM. THE DRIVER STIRS the box for another gear and watches the speedo rise. He's off line and will never take the long, constant radius turn at the end of the straight in a smooth racing line. But that works out fine. He has no intention of clipping the apex in the traditional sense, evident by the fact he's swerving across the track towards the inside kerb, and then back again. Is he trying to block the driver behind him, who seems to be mimicking the same action? No. The weight of

the car is thrown from one side to the other before the driver reaches for his hydraulic handbrake, yanks it momentarily, dipping the clutch, and sending his car into a sideways slide before releasing everything and abruptly feeding the throttle in. What happens next is the stuff of dreams; the antithesis of motorsport tenet, and the beginning of the most beautiful and synchronised display of car control you're likely to see outside of World Rally and Hollywood stunt driving.

At a point so far away from the start of the corner, where the apex isn't even visible, the speeding drift car is pointing in towards the inside of the track, sliding sideways →



While nearly all racing is about finding traction and maintaining grip for ultimate speed, drifting is the opposite. A drifter does everything a normal racer tries to avoid: getting as close to the barriers as possible; smoking the rear tyres for as long as possible; turning into a corner about 200 metres before the apex is even visible; and making no attempt to cross the line first. On paper, everything about this ridiculous sideways lunacy is so wrong. But see it for real and you'll understand.

Drifting is essentially the art of maintaining loss of traction at the rear wheels for as long as possible. The tracks used for competition are a series of linked opposing corners so the drifter can swing from one slide into the next, and so on. While this journalist was growing up and watching his favourite TV heroes four-wheel drift, or powerslide, their iconic rides around every corner (the A-Team van, Knight Rider's KITT, the Duke's

“Everything about this ridiculous **sideways lunacy** is **so wrong**. But see it **for real** and you'll understand”

→ at over 100mph. White smoke billows from the rear, almost completely cloaking the chase car, whose job it is to follow as closely as possible. As the two cars enter the corner sideways and steer round the turn, their rear angle of slip increases further so they're almost facing the painted kerb of the apex. The drift continues, the rear wheels keep spinning and the crowd go ballistic as both cars simultaneously flick the other way to take the next linked corner; both drivers lift their right foot gently off the throttle while they straighten the wheel, bringing the rear around to the opposite side. More gas, more steering and the next corner is dispatched in a mirror image of the first. Then the next turn, and the next, and the next... This is like ballet with cars. This is drifting.

TOO COOL FOR RULES

There's something very attractive about drifting. It's the only four-wheeled motorsport that is based on how cool the driving looks. It's the freestyle motocross or snowboard Big Air of the car world. What's more, the international governing body of racing, the FIA, doesn't recognise drifting as an official sport. So it's the cool, smoking rebel of the racing world then.

General Lee, Hutch's Ford Torino...), one very skilled driver in the All Japanese Touring Car Championship was developing a drifting technique to maintain his corner exit speed. In the seventies, Kunimitsu Takahashi inspired young Japanese drivers to dabble with this awe-inspiring technique. One street racer, Keiichi Tsuchiya, took what he saw to the mountain roads and developed drifting as we know it today. In 1977, with the help of *Option* magazine, Tsuchiya brought drifting to the masses. He produced a video called *Pluspy* and, by 1988, had organised the first drifting event. Soon fictionalised versions of Tsuchiya's story were turned into comic books, animes and a TV series (including the 'Initial D' series, which is now a live-action film).

Today, videogames including *Gran Turismo* and *Need for Speed Carbon*, feature drifting physics. The *Fast and Furious* movies focused on Japanese drift culture in the third instalment of the series. And now Scalextric make drift racing sets.

Drifting may have been around for over three decades but it's never been more popular and, with the EDC series taking over from D1, it's never been more accessible to British fans either. ✱

To find out more about drifting go to www.driftworks.com

Drift Car headline

Handbrake

Drift-spec hydraulic handbrake for instant response

Boost Gauges

And other instruments to monitor the stressed engine

Engine

Powerful, tuned for linear, predictable response

Body

Zip-tied bodywork so parts just pop off on impact rather than break off

Tyres

Stretched tyres for increased sidewall rigidity. Small offset to improve wheel track. Wider rear wheels for better drift control

Bonnet

Vented bonnet for improved cooling of the high-revving engine



DRIFTING TECHNIQUES

POWER DRIFT

Easier in big-power cars. Involves using the throttle as you turn into the corner to make the car oversteer.

CLUTCH KICK DRIFT

Push the clutch in as you enter a corner and pull it back up as you gas it. This sends a jolt of power to the rear wheels, making them break traction.

TRAIL BRAKING DRIFT

Used in normal racing on small corners. Brake into the turn to transfer weight forward and slip the rear, inducing oversteer.

CHOKU-DORI

Involves swaying in a snaking motion and balancing the throttle with counter-steering to induce large, consistent drift angles.

LIFT OFF/KANSEI

Works best on well-balanced cars with neutral handling. Involves gently lifting off the gas in a fast corner. The weight transfers forward, reduces grip at the rear and turns the car into the corner.

HANDBRAKE

Used at high speed, the handbrake is applied, as the car is turned, to induce a rear wheel lock-up. The clutch must be depressed to prevent stalling. Release the handbrake, come off the clutch and hit the gas.

INERTIA OR FEINT DRIFT

The car is swung to the inside of the track and then turned back to the outside of the track, just before the turn. The weight transfer from one side to the other, mixed with a bit of gas, will induce drift.



Trouble
Sneered at by the establishment but lauded by the kids on the street, drifting is the snotty-nosed upstart on the motorsport scene.



Modded times

The cars are uniquely set up for drifting. From power delivery to handbrake set-up, these are modified to suit the style of the driver



INITIAL D FROM PAPER TO CELLULOID

One story of drift legend Keiichi Tsuchiya with extra tofu, coming up



Anime instinct

No cars were harmed in the making of this animation

➔ MADE FAMOUS BY MANGA comics, *Initial D* is the tale of Takumi, an 18-year old tofu delivery boy who has drives an old Toyota Trueno AE86. Takumi drifts the car to his deliveries, stirring up a storm as he passes gangs of street racers. In 2005, *Initial D* was made into a live action film starring an old Toyota AE86 (probably the most popular drift car in Japan due to it's low cost, yet absolutely iconic in terms of the history of drifting). This is the car that Keiichi Tsuchiya drove – the man responsible for developing drifting. And *Initial D*, minus the tofu, is an homage to his beginnings.



TOP 5 RWD CARS FOR DRIFTING

1. Toyota Levin/Trueno AE86
2. Nissan Silvia 200SX
3. Mazda RX-7
4. Nissan 350Z
5. BMW M3





Above & beyond

With sublime style and phenomenal power it was impossible for the Lancia Stratos to get any cooler. Until now. Presenting the ultimate replica...

Words Steve Barnes • **Pictures** Pete Canning/Viewpoint →



Cyclone Stratos

“I wanted something that performed like a modern sports bike around the twisty roads of the Pyrénées.”





THE FUTURISTIC DESIGN AND incredible performance of the Lancia Stratos made the car an icon of seventies motorsport. Its short, squat configuration and centrally mounted engine enabled the power

produced by the original Ferrari V6 to be applied to incredible effect. Dominating the world rally championships of the mid-seventies, the Stratos became the primary object of desire and fascination for all aficionados of automotive exotica.

The car's cult status and the fact that fewer than 500 originals were ever produced has meant that a wide variety of replicas have come on the market over the years. But none is as powerful and aesthetically mouthwatering as the example you see here.

Engineered in Cyclone Power's workshops in Dorset, the car is the ultimate in attention to engineering detail. Everything from the high-revving V8 engine and cooling system to the paintwork and the minutely calibrated suspension was designed in collaboration between Cyclone's team of engineers (who cut their teeth designing indie cars) and the owner. The most significant move away from the original Stratos configuration was to orient the engine longitudinally (the Ferrari V6 was transverse-mounted). This has given the Stratos an even better centre of gravity than that of the original, enabling the Yamaha-derived powerplant to work its face-melting magic.

The owner of the replica explains his motivation: "I wanted something that performed as well as a modern sports bike around the twisty roads of the Pyrénées, if not better. And that's exactly what we have achieved". *

Stratosphere

The only luxury touch in this stripped-down racer is a specially designed demister. Useful when climbing the peaks of performance.



THE SPECS

0-60: 4.6 secs

Top Speed: 150mph

Body: Lightweight Kevlar carbon composite

Engine: Mid Mounted 2 litre Cyclone V8

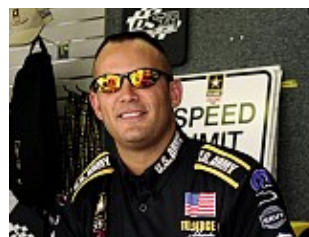
Power: 300 BHP plus

Transmission: Elite TXL200 5 Speed

Suspension: Double wishbone (front) and Mcpherson strut (rear) with Ohlins dampers

**ADRIAN FLUX
EXAMPLE QUOTE**
45 years old,
3000 mpa
PE30 postcode =
£230







“Drag racing is a game of inches, you need every advantage”

He has a name synonymous with speed but what is the driving force behind the fastest man on the planet? **James Drake** finds out what moves Tony Schumacher

Photographs: Courtesy of www.army.mil

HOVERING ON THE START LINE IN AN excruciating state of anticipation, you force yourself not to blink as you wait for the lights to stage down to green. Eight nitromethane-fuelled explosions resound like volleys from a shotgun with every other revolution of the crankshaft. Once unleashed, you'll accelerate from here to 100 MPH in less than half a second, pulling 5.5gs in a roar of mechanical force. Even the boys and girls at Cape Canaveral rarely experience these sorts of pressures. Once the hole shot is survived, your next mission will be to keep the eight-metre long projectile on the ground and pointing to the finish line, and then to deploy the dragster's parachute... If all has gone well, in the sub-five second quarter mile run you will have reached a velocity approaching 330 MPH.

Tony Schumacher is the fastest drag racer that has ever lived. In 2005 he set both the record for the quickest elapsed time over a quarter mile from a standing start (4.437 seconds) and the fastest recorded terminal velocity over the same distance (337.58 mph). With a steely mentor and dragging legend of a team boss in his father Don, the American version of the Schumacher motor racing dynasty is an institution to be reckoned with. And, backed by the US Army recruitment team, there is serious bang behind the bucks provided to keep the Top Fuel supremos at the pinnacle of the sport. "I never saw myself sitting at a desk in an office," says Schumacher. With a crew-cut confidence that comes from his sporting dominance and his bootcamp-honed fitness, Tony Schumacher comes across as the most eloquent of rednecks. He is a consummate sporting professional whose sole focus is focus itself. "Drag racing is a game of inches, so you need every advantage that is available to you." To this

end, Schumacher reportedly trains himself to the brink of oblivion, and uses a variety of meditative and nutritional techniques to hone his reaction time on the starting line. And being the son of a legend who also happens to be the boss doesn't make those five seconds of acceleration any easier to handle. "A couple of years ago I went up in smoke on the line and shut the engine off. When I got back to the pit my father yanked me into the trailer and screamed at me. 'You never give up! You drive until you see that finish line or you don't drive for me!' So from then on I never let up."

It takes a certain sort of person to never let up in a Top Fuel dragster. Not only are the margins for error tiny in these things, when things do go wrong, they go badly wrong. Back in 2000, two thirds of the way up the quarter mile in a heat, the left wing-strut of Tony's car failed, unweighting that side of the projectile and forcing the car directly into the right-hand barrier at over 300 MPH. The vehicle fragmented into matchsticks, leaving the driver limp and unconscious but alive in the roll cage. "It was just another day at work, a bad day admittedly, but it comes with the territory." It's this stoic attitude that the US Army has bought into, and 'the sarge' as Schumacher is known, is an enthusiastic supporter of and recruiter for the sponsors. "People think that if we can make an Apache helicopter fly, we ought to have people in the Army smart enough to come here and make a car run faster, and they have a point." The Army team uses some of the hi-tech telemetry more at home in Formula 1 than the National Hot Rod Association. Cylinder temperature, drive shaft speed, how far and how long the front wheel lifted off the ground, clutch lock-up, and engine RPMs all come under the electronic spotlight. "I feel I have an unfair advantage right from the start to be with such an amazing team." And with that the fastest man alive strides into the distance, snapping a crisp salute to a fourteen-year-old fan. ✱



Future forms

The breathtaking design combined with the ultimate in cutting-edge technology is stunning enough, but this car cares about the planet too

Words Steve Barnes



THE SPECS

Toyota FT-HS Concept

Configuration

Front engine, rear wheel drive 2+2.

Displacement

3.5 Litre V6 / Hybrid Electric

Acceleration

0-60 Seconds (target)

BHP

400 (target)

Wheels

Carbon Fibre

Price

20-30k (target)

ADRIAN FLUX EXAMPLE QUOTE

37 years old,
Max NCB,
CB23 postcode =
£600

AT THE STUDIOS OF TOYOTA'S CALTY Design Research in Orange County's Newport Beach, a team of futurists have been working out a way for us to have our automotive cake and eat it. You know the deal: sleek lines, workable horsepower. Aesthetic credibility with neither environmental guilt nor the hair shirt. And it looks as if they've done a good job.

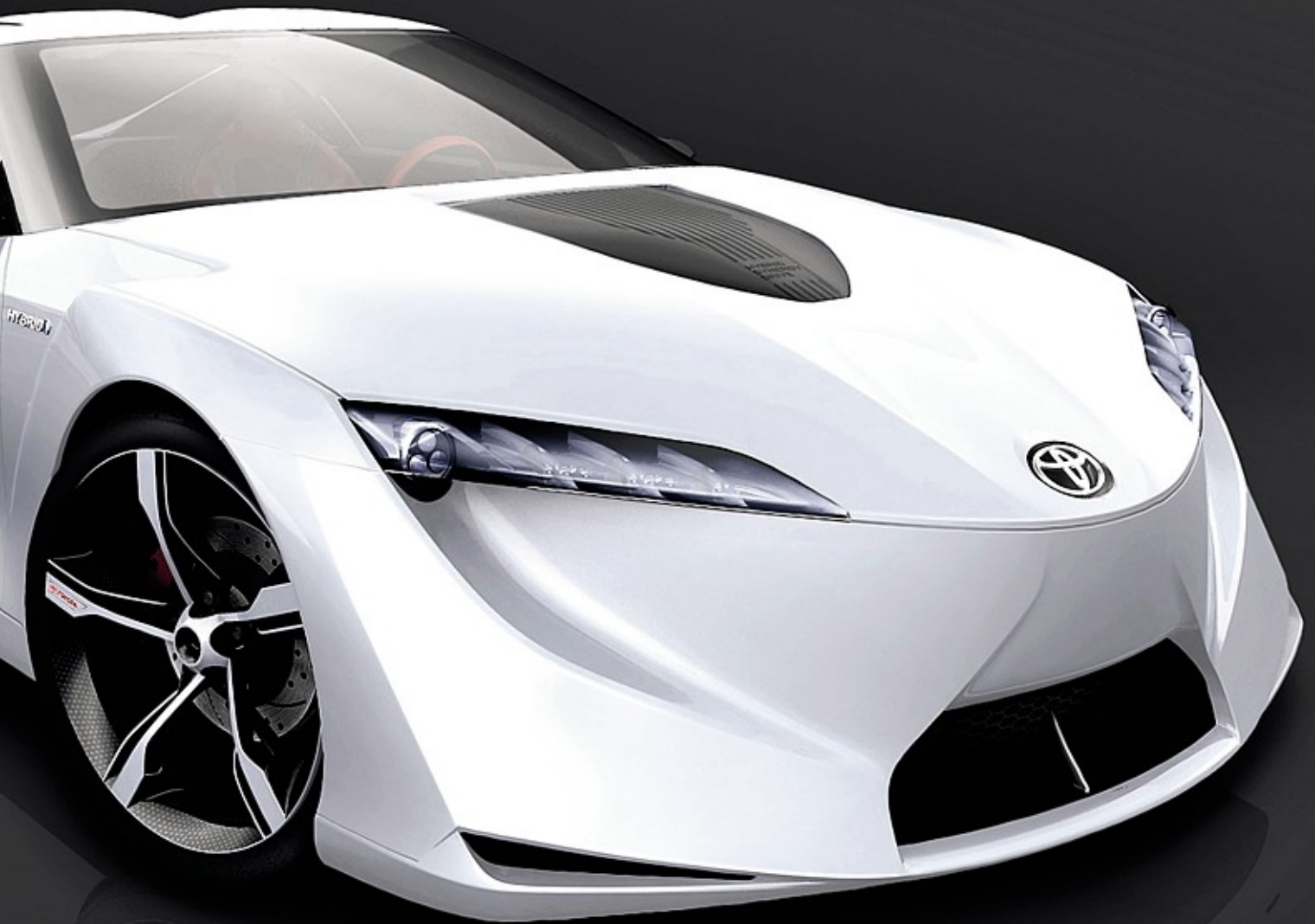
The FT HS concept was rolled out at this year's Detroit motor show to gasps of incredulity. The green credentials of the car come from its Lexus GS-like hybrid setup. This, when combined with the powerful conventional motor and rear-wheel drive configuration, will set hearts racing as well as being easy on mother earth and its inhabitants.

CALTY designer Alex Shen led the car's exterior design, which achieves sleek, taut surfaces especially in the doors and body style. The front and rear have been sculpted to remove mass around key functional components. Freeform geometrics define the integration of fluid surfaces contrasting hard-edged "Aero-Corners" that promote smooth airflow and reduce turbulence. The roof has a distinctive scooped-out section designed to reduce aerodynamic drag and provide head room. Made from carbonfibre Kevlar, it retracts so that the roof panel and back window pivot fluidly in a downward motion to stow in the rear seat space.

The concept is scheduled to fill the sportscar-shaped hole in the Toyota roster, which appeared when the Supra was dropped in 1997. The big question that is sure to arise is this: is it possible to drift on electric power? *

High design

CALTY designer Alex Shen headed up the team who achieved this beautiful yet practical car



“The powerful conventional motor and rear-wheel drive configuration will set hearts racing”



The Art of Movement

Whoever thought art belonged only on walls can think again. **Helen Gilchrist** finds out what happened when Hockney, Warhol and Lichtenstein were given a four-wheeled blank canvas



FRENCH RACING DRIVER AND auctioneer Hervé Poulain had a novel idea. He combined his passions of art and autosport to commission artist Alexander Calder to paint a BMW 3.0 CSL. The project went down a storm and BMW took on artist Frank Stella the following year.

Since then some of the most famous and accomplished artists in the world have painted the cars, in turn helping BMW successfully place their brand at the cutting edge of automotive creativity. 15 BMW Art Cars exist today. The artists include: Roy Lichtenstein (USA), Andy Warhol (USA), Michael Jagamara Nelson (Australia), Matazo Kayama (Japan), César Manrique (Spain), A.R. Penck

(Germany), Esther Mahlangu (South Africa), Sandro Chia (Italy), David Hockney (UK) and Jenny Holzer (USA).

COMIC BOOK CAR

Roy Lichtenstein is regarded as the father of American pop art, his striking comic-book style of the sixties etched in the minds of generation.

On producing his BMW 320i in 1977, he said: "I wanted to use painted lines as a road, pointing the way for the car. The design also shows the scenery as it passed by. Even the sky and sunlight are to be seen."

There is definitely a certain harmony between his free composition and the 320i's lines. The long-drawn coloured strips act as 'speedlines', a popular comic device for showing quick movement. The oversized 'Benday dots' are straight from Lichtenstein's iconic comic strips →





Lichtenstein's BMW 320i group 5 racing version:

Four-cylinder inline engine, 4 valves per cylinder, twin overhead camshafts, displacement 2000cm³, power output 300bhp. Top speed: 257km/h.



→ of a decade earlier. After completion, Lichtenstein's car premiered twice: once as a work of art at the Centre Pompidou in Paris, and once as a competitor in the Le Mans 24-Hour Race.

HANDS ON

The artists normally began a project by producing a first draft on a scaled-down model before transposing it to the car with a team of assistants. But Andy Warhol set to work on his Group 4-homologated BMW M1 in a zealous and unabashed manner. He was the first artist to paint it all himself. While Warhol's car evoked speed itself, Hockney's concept was based around the idea of transparency. Stylistic impressions of the engine adorn the bonnet, and the driver is visible through the door.

This year sees the first BMW Art Car of the 21st century. The record-breaking hydrogen-powered BMW H2R was painted by Olafur Eliasson, who was chosen not only for his talent, but also for championing renewable energies. The H2R set nine world records for hydrogen-powered vehicles at the Miramas Proving Ground in France in 2004. *

The Art Car collection is currently on world tour



Model behaviour:

Lichtenstein works on a first draft.



Inside out (above and below): Hockney's Art Car concept revolved around the idea of transparency, so the inner workings of the car are visible outside.



Andy Warhol's BMW M1 Group 4:
Six-cylinder inline engine, 4 valves per cylinder, twin overhead camshafts, displacement 3500cm³, power output 470bhp. Top speed: 307km/h.



“Warhol saw cars as the quintessential manifestation of contemporary art”



Driving art forward
Hockney's perception of the American driving experience led to this powerful interpretation.



Hands on (right and below): Such was his commitment to the task, Andy Warhol was the only artist who painted his BMW without the aid of assistants.



influxdirectory

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CAN WE HELP YOU?

ADRIAN FLUX IS THE UK'S LARGEST specialist motor insurance provider, covering everything from classic and vintage cars, right through to heavily modified sports cars. We use our specialist knowledge to offer great rates covering almost every vehicle imaginable with special rates for classic cars, hot hatches, high-performance cars, modified cars, 4x4 vehicles, kit cars, grey imports and much more. Because the insurance we offer is tailored to your exact needs, all our quotes receive the attention of a specialist underwriter, so you will usually get our best quotes, as well as a faster service, over the phone.

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- Our expert staff use their knowledge and experience to find you the perfect policy.
- Over 100 specialist insurance schemes. Get a policy tailored exactly to your needs.
- Our UK-based staff are genuine enthusiasts.

Perks of the club

Adrian Flux offers great deals for Owners' Clubs. We find out more about the BMW E36 Coupé crew

➔ THE E36 COUPÉ CLUB STARTED in 2002. Craig Sterry moderates the website and explains why all are welcome: "The major constituent of the site is the E36. But we attract owners of all BMWs (including Craig's E34, pictured), because the experience and information available is so vast". He adds, "The community is my favourite aspect and the forum open up discussions to everyone. There are always a large number of responses to help rectify any situation. Outside of this, the unique club discount on all services from our sponsors and affiliates is a huge benefit".

As cars obviously can't be experienced fully online, the club meet up around the country. They also attend shows organised by third parties such as Trax at Silverstone and the various BMW-specific

shows at the Gaydon Heritage Museum and Castle Donington. Kul Sihota, the site owner, comments, "There is always something happening. You could literally go to a meet every weekend." The crew took things even further and in 2005 fulfilled a dream by visiting Nurburgring.

Adrian Flux appeals to both Craig and Kul. Craig explains, "Given the nature of my car, there is literally no-one else that can provide the coverage I need. And they are pragmatic when it comes to the modified aspects of cars". Kul favours the like-for-like part of the policy, as well as the cost, "Adrian Flux couldn't be beaten on price or service. Having someone on board to answer questions posted daily on the site by members is a personal touch that no other provider is willing to take on. This, to me, speaks volumes". *



Pride and joy: Craig Sterry poses with his Alpina

"Adrian Flux couldn't be beaten on price or service" Kul Sihota, site owner

Call us free on **0800 089 0050** or visit **WWW.ADRIANFLUX.CO.UK**



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Campers and motorhomes insurance

Whatever spins your wheels we've definitely got something to suit

➔ SOMETIMES YOUR PASSIONS IN LIFE TAKE YOU constantly on the road. So we appreciate your vehicle is more than transport and that it can also be your home.

Cover is available for all makes and models of motorhomes, from our classic policies for the VW campers and modern motorhome policies right through to the top-spec American fifth wheeler RV. These are all available with discounts for limited mileage. We can provide many options for your motorhome or van.



Rally car insurance

Taking your car to the max for a minimum price

➔ GETTING YOUR RALLY CAR insured with Adrian Flux is simple and straightforward, but most of all it's not a problem! Many insurers wouldn't touch rally cars with a bargepole, but as we pride ourselves in looking after specialist vehicles for people who have a passion in life, we can offer an incredibly low rate. Our Rally policies cover your car while it's being driven on the public highway, including travel to and from events and between rally stages.

We'll cover virtually any model of rally car so long as it is fit for the purpose of rallying and fitted with appropriate safety features, such as a roll cage.

Whether you run your rally car with the aim of winning races or just to have some competitive fun at the weekend, we understand the key features that rally car owners need from an insurance policy. That's why we offer a full range of options to complement your policy.

RALLY CAR OPTIONS:

- Left Hand Drive cover
- Specialist rally car schemes
- Limited Mileage discounts
- Free Green Card for unlimited European trips
- Modifications covered
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JAPANESE IMPORT CAR OPTIONS:

- Left-hand drive models
- Modified cars
- Q Plated cars
- Female drivers
- Limited Mileage
- Owners' Club Members
- Security Precautions
- Classic Vehicles
- Experience of driving performance models

Japanese import car insurance

Our cherished department offers no-fuss insurance for your grey imports

➔ GREY IMPORTS HAVE BECOME very popular in recent years, especially with cars from Japan, which often have lower mileages and higher specs than their UK counterparts.

The good news is that importing is easier than you might think but it's actually the insuring that can be tricky. So here at Adrian Flux, our cherished department has a whole set of schemes designed specifically to cover all grey imports.



Call us free on **0800 089 0050** or visit **WWW.ADRIANFLUX.CO.UK**

**Superstyling:**

We took this high achiever out for a weekend spin around the Continent. Go to page 12 to find out more.



High performance car insurance

Discover our top-notch insurance options to match your top-notch motor



OWNING A HIGH PERFORMANCE CAR usually comes with higher premiums, due to the supposed increased risk of owning such a vehicle – especially if you're young.

However, at Adrian Flux, we're different. We know that people who buy their dream car will take special care of it. We also know that many owners of performance cars keep the car as a

cherished vehicle to use at their leisure and have another vehicle for daily use.

Our performance cars department has a whole spectrum of specialist schemes to cover all varieties of luxury and high performance vehicles. We recognise that a one-size-fits-all approach will always leave those drivers with performance cars paying more than they need to.

HIGH PERFORMANCE CAR OPTIONS:

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- Agreed value cover available.

Cover available for:

- All high-performance cars including imports and exotica.
- Left-hand drive models are not a problem.
- Modified cars

Extra Discounts (depending on scheme) for:

- Female drivers
- Limited Mileage
- Owners' Club Members
- Security Precautions
- Classic Vehicles

Experience of driving performance models (where appropriate)

Special discounted schemes for Audi, BMW, Porsche, TVR and more...

MOTORBIKE OPTIONS:

- Customised and non-standard bikes
- All modifications
- Turbo Chargers & NOx kits fitted
- Multi bike policies
- Agreed value cover available for eligible bikes
- Accessories & leathers cover available
- European travel cover
- Breakdown cover option

Bike Insurance

It's smooth riding all the way with Bikesure



BIKESURE IS THE MOTORCYCLE specialist at Adrian Flux Insurance and, as a specialist broker, we can arrange a policy to suit just about any motorbike, including cruisers, choppers, custom bikes, superbikes and classic bikes.

With great rates for everybody from younger riders to bike enthusiasts we offer a complete low-cost, high quality service to all motorbike riders. All our policies are designed to suit your

needs and we have specialist departments who can match you up with the perfect policy. No matter what you ride, from Buell or Harley to Honda or Yamaha, we can insure it. We can even offer you agreed value cover and discounts for limited mileage.

Our motorcycle schemes are designed for cruisers, choppers, lowriders and custom bikes.

Extra discounts for:

- Limited mileage
- Owners club members
- Experienced riders
- Security precautions





Home insurance

From manor house to maisonette we're on board to help with expert advice



ADRIAN FLUX OFFER A WIDE RANGE of insurance – it's not just cars! As well as pet and travel insurance, we will also offer you the very best home insurance.

Adrian Flux Home deals with over 30 insurers to find you the best deal for any situation that you may find yourself in, no matter how tricky.

We will provide tailor-made solutions for all your Household insurance needs. And what's more, all of our policies are designed especially for the out-of-the-ordinary, which is why we have staff who possess a high degree of knowledge in this field.

We do not use an online quotation system using computer rates, instead each risk will be individually calculated by our staff. We pride ourselves on having a strong team of sales staff who are experienced underwriters and not just 'computer monkeys'. This is why, along with our tailor-made household schemes, we offer one of the best quotation services available.

HOME INSURANCE OPTIONS:

- Home owners and tenants in the UK
- Park homes
- For specialist insurance needs
- Landlords insurance – extra special deals
- Buy-to-let insurance, DSS lets, blocks of flats, student lets, bed-sits, asylum lets, landlords contents
- Unoccupied homes.
- Flats, maisonettes insurance.
- High net worth, listed buildings cover.
- Subsidence, flood areas all quoted.
- Homebased businesses.
- Bed & breakfast insurance.
- Thatched insurance – extra-special deals.
- Previous claims, criminal convictions, shops and flats all quoted.

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Rear View

Words James Drake • Pictures David Wigmore

THERE'S DEFINITELY something very provocative about the rear-ends of our dream cars. Maybe the blurry sight of them through a cloud of dust elicits a fantasy that one day you'll be behind the wheel, creating the very same view for

somebody else... The Ford GT40 is probably one of the most lusted after hindquarters in the history of motoring. The beautiful GT40 won Le Mans from 1966 to 1969, when it finally wrested from the grip of a previously dominant Ferrari team. This was a tail section chased by some of the greats. And while the opponents may not have won at least they had something sexy to look at. *



Like what you've seen? Letters, questions or comments: www.influx@futurenet.co.uk



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2005

David Williams Jnr bought his
Lamborghini Gallardo



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“On acceleration,
the Ferrari’s engine soars
passionately through
the sonic scales”



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