

Issue 04



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influx



Visions
of the
Future
Pininfarina's Modulo

MR JOHN THORNE'S FERRARI 512BB



Dad's indulgence covered
by Adrian Flux...



ADRIAN FLUX

modern approach, traditional values

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Welcome...



REMEMBER THE FUTURE? IT WAS A brightly lit place rendered in neon. The food would consist of protein pills, the cars would fly through cities filled with skyscrapers and there really would be life on Mars. But somewhere between Neil Armstrong's moon walk and 9-11 the future disappeared. And then we saw the Pininfarina Modulo. It may be a relic from a utopian yesterday but its outrageous lack of compromise is a refreshing echo, sounding from time when anything seemed possible in car design.

It's a little sad that the streets of this new century are cluttered with cars that have little to distinguish between marque, model and manufacturer. It's up to us then, to make the most of the vehicles that move us.

Michael

Michael Fordham

FEATURES

12 PININFARINA MODULO

Future shock, seventies style from Ferrari's favourite designers.

18 PEKING TO PARIS

We ride from Peking to the city of lights in a '58 Beetle.

20 Ayrton Senna

Charting the rise and tragic fall of the saint-like Brazilian driver.

24 FRENCH CAR SHOW

Modded and classics preen themselves at Rockingham.

26 CALIFORNIA CARS

How the automobile created the Golden State in its own image.

32 DISABLED BIKERS

We meet five bikers that may be down but are certainly not out.

38 KILOWATT HOUSE

Welcome home to a classic of art deco design.

40 FAST FASHION

Photographer Roger Lane's take on the F1 paddock of the sixties.

44 FACE OFF

Lamborghini Versus Ferrari – the battle of the supercars.

46 FIAT 500

The pocket-sized classic makes a welcome return.

52 HOT IN THE CITY

Cruise through the city in the most outrageously pimped rides.



REGULARS

IGNITION

- 04 Body Kits
- 06 Leather Fetish
- 08 Boxer Engine
- 10 British Racing Green

AUTOEROTICA

- 30 Alfa Romeo Montreal
- 50 Krugger Café Racer

DIRECTORY

- 58 Your guide to Adrian Flux insurance services



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IGNITION Body kits





TheHomage

Transformers

From a Punto to a Porsche, a bodykit can transform your car – and set you apart from the mediocre masses

Picture by: Andrew Tipping

SAY WHAT YOU LIKE ABOUT THE culture of modding, but surely cars should inspire passion rather than complacency? Automotive chavitude is something to be celebrated. Just turn down that banging house music.

From the early days of motoring, pioneering engineers and their customers viewed the horseless carriage as more than simply a means of getting from A to B without the stink of manure ruining the experience. Cars were the future. And the future was something to be embraced with passion and excitement. How sad then, that the vast majority of cars cluttering up the roads are the products of clinical market analysis and the compromise of the lowest design denominator. Of course if you're the sort of person who has cash to burn then a hypercar will purchase you a slice of adrenalin on wheels – but how can the rest of us transcend the banality of the production line without getting creative?

Whether or not the change in the car-modding market can be traced back to the rise of the chav, a little imagination will still take your 1 litre Saxo into an aesthetic stratosphere. But it's not only your entry-level boy racer rides that can benefit from a bit of thought. It's possible to wring the focus group conformity out of everything up to and including pedigree poseurs like Porsches and Ferraris too. So the next time you feel stifled by the ergonomic exactitude of your German saloon think laterally and consider a little modification. You needn't don an Aquascutum cap. ■



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IGNITION Retro Leather Interiors

TheInterior

HideandSeek

The testament of automotive leather fetishist

Words Michael Fordham Picture Corbis

THERE WAS A TIME WHEN car interiors evoked passion. This was a time when real men drove as big a car as they could. Chrome-plated car ashtrays reeked headily and electric windows buzzed with disembodied torque. Sat Nav was still sci-fi, engines burned four star and only the rear wheels were driven. And the smell of hide was as *de rigueur* as drink-driving...

It was on one of these nights when my uncle took my cousin and I for a ride. We would sit for hours in his cars on the driveway outside his mock-tudor semi in Essex. In our minds we'd drive the Nurburgring amid the aroma of leather. It

was an escape for us while the men were down the pub and the mums got sloshed on Cinzano in the front room. There was the Jensen Interceptor (black interior trim), a MK2 Jag (cracked red hide) and a Lamborghini Espada (upholstered by angels). But it was a Cadillac Coupe De Ville that changed everything.

It was a Friday night, late in the 70s. I had no fear and didn't understand the vagaries of alcohol and cars. As the seven-litre lump burbled and wailed, my cousin shouted for his dad to go faster. The lights of the A13 streaked by and the speedo's dial edged out past the ton. It was then that I knew this was my future. ●





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IGNITION **The Boxer Engine**



Porsche 911 GT3 RS

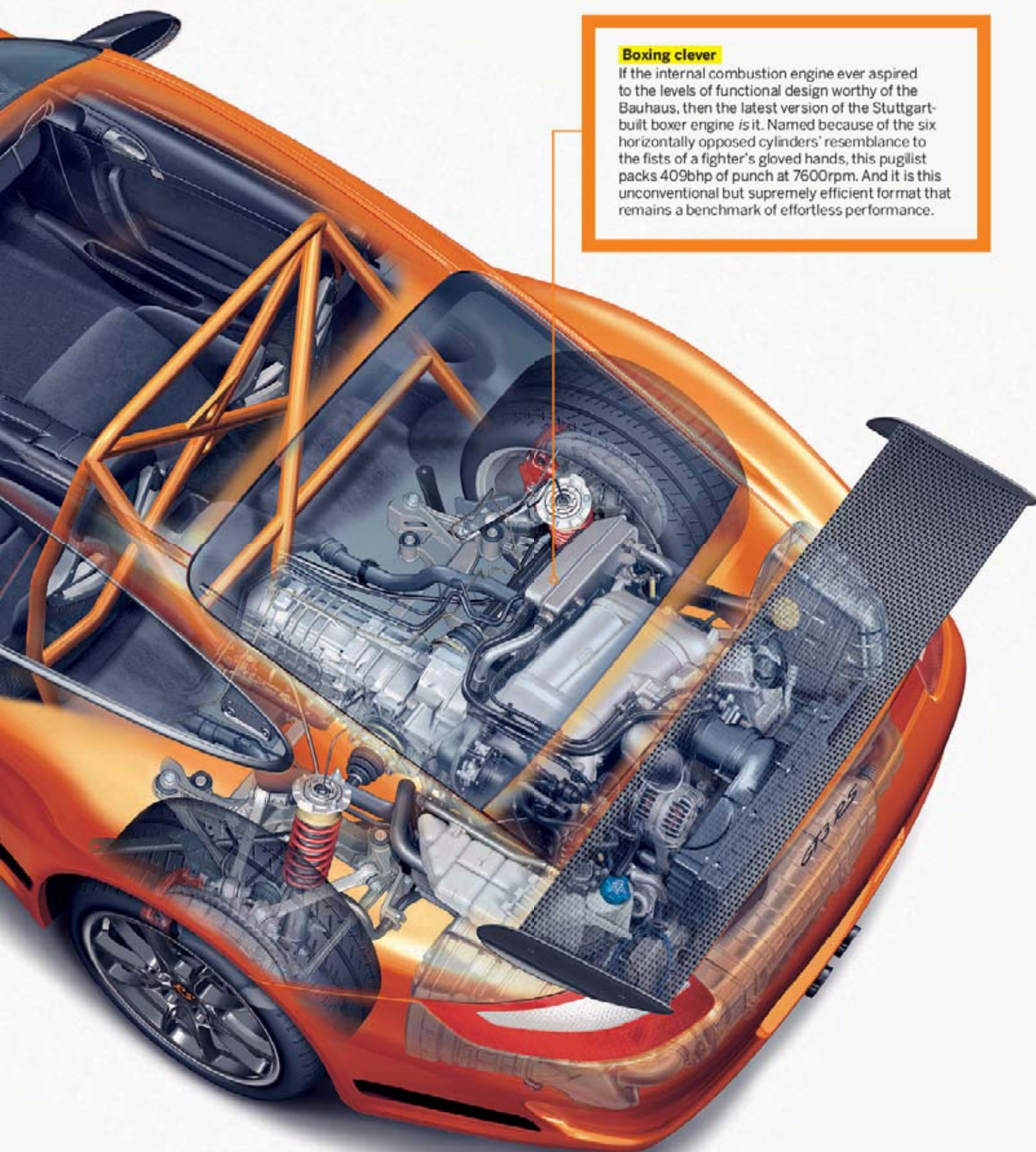
Lightweight Champion

Otherwise known as the Flat Six, the boxer engine has reached its ultimate expression in the latest 911

Words Laurence Lucan

AT LAST, YOU CAN BE A BOY RACER and get away with it in the Waitrose car park. Because if you've had a bit of success in life but still want annoy your smug neighbour in his Bentley, then the future may be orange. The latest outrageously styled FIA homologated 911 may be pure visual excess but it beats other race-specced road cars in engineering prowess as well as the aesthetic stakes. The evolutionary integrity of the marque and the badge is, after all, as solid as that faultless boxer engine that

inspires it. With Porsche's heritage, who cares if the car looks a bit lairy? In the current GT3 RS the iconic power plant comes with a lighter flywheel. This is said to sharpen the engine's response and squeezes a fraction of a second pullaway as well as another MPH out of the top end. It is 20kg lighter than the regular GT3 and around 50mm wider across the rear arches, which the proper drivers may notice on committed cornering. But for us it's the paint job, the carbon-trimmed wing and those bad-boy black alloys that make it the ultimate 911. ●



Boxing clever

If the internal combustion engine ever aspired to the levels of functional design worthy of the Bauhaus, then the latest version of the Stuttgart-built boxer engine *is* it. Named because of the six horizontally opposed cylinders' resemblance to the fists of a fighter's gloved hands, this pugilist packs 409bhp of punch at 7600rpm. And it is this unconventional but supremely efficient format that remains a benchmark of effortless performance.



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IGNITION British Racing Green

Bentley Speed Six

Synonymous with success in the early years of racing, Bentley scored many famous victories across Europe and North America in the 1920s, including at Le Mans and Indianapolis.



Jaguar D Type

The beautiful Jaguar D-Type's chassis pioneered the use of the aircraft-inspired monocoque construction. With British racing legend Mike Hawthorn at the helm it scored numerous victories throughout the fifties.



Vanwall '58

The short-lived Vanwall racing team were West London based and included luminaries such as Colin Chapman and Stirling Moss. Quirky, powerful and synonymous with British Racing Green.



PaintJobs

Green is the colour

Never was an automotive hue so definitive, so evocative or so difficult to define...

Words Rob Thomas

OK, SO HERE'S HOW THE STORY GOES: in the early days of motor racing teams would compete nationally. The Italian, Germans and French had bagged Red, White and Blue respectively, so it was the colour of Ireland (then part of the Empire) that was chosen to represent British racing cars. Since then British Racing Green has been used by many of the successful teams in motorsport. Various known as Brunswick, Hunter or Forest Green BRG represents one simple thing: style. When Bentley resurrected the shade for their 2002 successes at Le Mans, a proud tradition was born again. ♦

Triumph TR7

One of the most maligned cars ever to bear BRG, the TR7 was the last throw of the sports car dice for the Austin Rover corporation. It pioneered pop-up lights and the wedge-like design that becomes strangely more appealing with time. Or does it?



Bentley Speed 8

In 2003 Bentley burst back onto the Le Mans scene with a victory in the stunning Audi-engined Speed 8. With a 73-year absence, the Johnny Herbert and Martin Blundell-driven car won a legion of hearts and an increasing number of racing minds: Bentley was back.

Aston Martin DBR9

At Le Mans 2007, Aston Martin scored an impressive victory in the GT1 class and an amazing overall fifth in the BRG-liveried DBR9. Closely based on the current DBR9 road car, the victory was the latest in the grand tradition of GT racing, acting as a proving ground for road-going production cars. The green machine packs a punch!





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FEATURE **Modulo**

“The Modulo is a creation of such bold confidence and courageous imagination that nothing can be added and nothing taken away.”

Gio Ponti, Italian poet, architect and designer



Form/



○ Photography Benedict Redgrove

unction



The Vision

Built with the chassis and the engine of the Ferrari 512S GT, the Modulo was designed by Pininfarina with Paolo Martin (who created the Rolls Royce Camargue) managing the project.

Though the car was never meant to be a prototype for either racing or road cars, the low-slung format, as well as the centrally mounted engine and retractable headlights, have echoed through the design of production supercars ever since it rolled out of Pininfarina's studio in 1970.



Modular construction

The design is the coming together of two shells (or modules) placed one on the other and separated by a double groove surrounding the whole car.





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FEATURE **Modulo**



Purity and imagination

The fact that the design is simultaneously alien and 'retro-futuristic' is testament as much to the compromise of mass production as it is to the boldness of Pininfarina's vision.



Pininfarina: Tradition and Innovation

Defining the high-end of automotive design for the 21st century

BATTISTA 'PININ' FARINA founded his company in May 1930. It was launched as a specialist coachbuilder for private customers and small production runs. Right from the start the company undertook commissions from major Italian manufacturers, and at the Paris motor show of that year, cars badged Lancia, Alfa Romeo, Isotta-Franchini and Fiat appeared that were penned by Farina. The company continued to push boundaries of design and innovation in the immediate post-war years. In 1947 New York's Museum of Modern Art exhibited the Pininfarina Cisitalia. The automobile was recognised by the art establishment to be worthy of exhibition. It now set the tone for Pininfarina's image for the subsequent decades.

Drop tops

In the fifties Pininfarina produced a succession of drop-tops with the Lancia Aurelia and the Alfa Romeo Giulietta Spider. The decade's successes culminated, however, in the sublime 250 GT SWB for Ferrari, an instant and durable classic that proved itself on the track as well as the road. The early success with the SWB encouraged the collaboration that continues to this day. In the sixties cars like the Ferrari P6 produced innovations that informed Maranello supercars of the seventies and eighties like the Berlinetta Boxer series and the 308. Now with Battista's son at the helm, the Italian touch was introduced to Peugeot with the design of the 504 Coupé. The 504 would become Europe's top-selling 2-litre car of 1968.

Art for the masses

Throughout the latter years of the 20th century, the company continued to produce beautiful designs for a huge variety of customers, notably the era-defining Lancia Beta Monte Carlo, Ferrari's F40 and Testarossa as well as Peugeot's mass market 205, 405 and 106. With global markets broadening, in the 1990s the Italian masters of design



for the first time worked with Mitsubishi on the Pajero SUV, and began to explore the huge possibilities of the rapidly growing Chinese car market.

Above: The Alfa Romeo Brera has been one of the success stories of the new century

Back to the future

In 2005, the company celebrated its 75th anniversary by unveiling the Ferrari Superamerica in Detroit, and later the Maserati and Motorola-inspired birdcage concept that swept design awards that year. With recent hits in the shape of Ferrari's F430 Spider and the Alfa Romeo Brera, Pininfarina looks set to continue one of the grandest traditions in styling. ★

Below: Lancia's Flavia (r), the Aurelia (l) and the Flaminia (bottom) were landmarks for Pininfarina





The east to west endurance test

Never giving up means absolute passion and dedication to what you were born to do... meet the Beetle that took on the world

Words & photography Matt Keeler

ON THE 27TH OF MAY 2007, 134 vintage and classic cars set out from the Great Wall of China. 35 days later, 105 of the cars crossed the finish line in The Place De Vendome in Paris...

This is not some madcap road movie but the 2007 Peking to Paris Motor Challenge – an endurance rally celebrating the 100th anniversary of the first-ever transcontinental motor marathon.

A 1959 Volkswagen Beetle belonging to the father-and-son team that is John and Matthew Keeler, was driven a punishing 12,700 kilometres. It went through China, Mongolia and the Gobi desert, across the vast plains of the Asian Steppes, into Siberia and Russia, visiting Moscow and St Petersburg before racing through Estonia, Latvia, Lithuania, Poland, Germany and France and finally arriving at the finish in Paris.



“...through China, Mongolia, the Gobi desert, the Asian Steppes, Siberia, Russia, Estonia, Latvia, Lithuania, Poland, Germany and, finally, France”

The toughest section of the race came about on Day 4 of the rally in Mongolia. By the end of that day there were over 30 cars missing in the desert. And on the tenth day they had an electrical fire there... and their first puncture. They were forced to run for four days with no electrics. When they left Mongolia on Day 12 the total of cars not running was up to 48. The Beetle was finally rewired in Novosibirsk on Day 14.

On Day 15 the starter motor died and the car had to be bump-started for 7000 kms. The engine needed a bit of work in Berlin with the bad fuel of Mongolia and Russia taking its toll on Day 32. After working through the night it was back on the road to catch up with the rally the day after. The duo enjoyed a trouble-free run into Paris where they finished with an overall position of 23rd and a class position of 15th... not bad for a first event.

The Beetle's 1300cc engine was supplied by Remtec Europe and the parts and spares by VW Heritage. The tyres were supplied by Micheldever, the safety equipment by Luke Racing and the clothing and camping equipment by Go Outdoors.

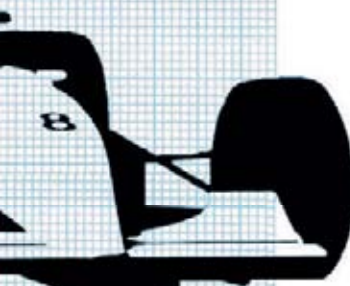
John and Matthew are currently looking for sponsors for the 2008 London to Sydney Endurance rally. ★

www.remteceurope.com/pekingparis

Got the travelling bug?
A Beetle is all you need to see the world...








“I was no longer
driving
consciously...
I was way over
the limit
but still able to find more”

Ayrton Senna was a legend when he lived but even more so when he died. Here we delve into what made the man tick, on and off the track...

Illustration by Jimmy Turrell Words by Steve Barnes



PUT YOURSELF IN THE PLACE OF SENNA. As the road blurs past you, there is no distance between your thoughts and actions. For the loyal spectators who applaud you from the stand, the track is just a fantasy. But in your mind every second is real. Everything you do on the tarmac is of crucial importance. In fact it's a matter of life and death...

THE LEGEND

The Brazilian driver's mythic carcass has been picked over endlessly since he died in 1994, with his driving being perceived as art crossed with religion. Reams have been written on Senna's focus, his ruthlessness, his desire to win above all else whatever the circumstances. However, acreages of print have also been published about his love of family, about his quiet humanity, and about his saint-like, publicity-shy philanthropy. Through his early career in karting right up to the fatal moments in the Italian GP, there have been constant testaments →



“an **F1 team manager** maintained that **Senna** sold his soul to a priest in exchange **for success**”

→ to his uncanny ability to constantly push and extract every possible fraction of a second out of a driving machine, including some feats that were nigh on impossible. There was the rival who swore he saw Senna levitate through a corner. There was the Formula One team manager who maintained that Senna had sold his soul to a Candomblé priest in exchange for success. And there was the Sao Paulo cab driver that dreamed of Senna the night before the fatal crash...

THE BELIEF

Of all Senna's rivals, French champion Alain Prost was the most critical. “Senna thinks he can kill himself because he believes in God...” he told an interviewer in 1989, “but I don't think that is very good for the rest of the drivers.” Having created so much energy in the world of F1 through sheer speed and desire to win, Senna alienated as many people in the sport as he drew together. But when his Williams-Renault crashed into the concrete wall at Imola, the racing world was united in grief. Senna's was the second death that weekend, following Roland Ratzenberger's crash during qualification. In the wreckage of Senna's car an Austrian flag was found, in tribute to his colleague. Senna's demise led to one of the most rigorous reviews of car safety in the history of the sport. Since that weekend, no F1 drivers have been killed in action. Perhaps then, Senna's death truly was a sacrifice. ■

Reel Features (6), Getty Images (1)



Over too early
Clockwise starting left:
Sennas Snr and Jnr;
pre-race pensiveness;
post-race daze

AYRTON SENNA TIMELINE

1960 Born in Sao Paulo, Brazil, as the son of a wealthy Brazilian landowner and motor-racing enthusiast.

1974 Begins competition in karting in Brazil, where grid positions were drawn from a hat. Senna draws number 1 in his first-ever race. Three years later he wins the South American Karting Championships.

1981 Heads for Europe to enter the Formula Ford 1600 Championships and wins. Two years later he takes the British F3 championships with West Surrey racing and tests with McLaren Williams, Brabham and Toleman.



1984 He scores his first F1 drive with the small but competent Toleman team, with cars powered by Hart Turbo engines. Senna gains his first championship point with a sixth at South Africa's Kyalami circuit. Later that season he makes his wet-weather superiority felt for the first time at Monaco, where he crawls through twelve grid places, putting pressure on race leader and world champion Alain Prost. The race is halted for safety reasons on lap 31. In that first season Senna takes two podium victories and finishes ninth in the drivers' championship.

1985-87 Senna signs for the Lotus team (powered by Renault V6 turbo engines) and scores the first of a long-running record 65 pole positions at the season opener in Rio. He wins his first ever GP victory in the next round





in Estoril in Portugal. Senna drives brilliantly and finishes fourth in the championships, despite the team being beset by technical difficulties. This placing is repeated in 1986. In 1987 the newly Honda-powered Lotus team's season ends bitterly when Australian scrutineers find Senna's brake ducts are too wide. Despite this he still manages to finish third overall in the championships.

1988-91 Having developed a relationship with Honda throughout 1987, Senna signs for McLaren to partner the then double world champion Alain Prost. Fierce competition between the two stars ensues, culminating in dramatic race incidents. The pair dominate the season winning fifteen out of sixteen GPs. Senna comes out on top with his first world championship. The



rivalry continues, and in 1989 and 1990, Senna engages in a bitter war of words between Prost (who moves to Ferrari for the 1990 season), the FIA and much of the world's press. In Brazil, however, he is close to becoming a saintly figure, known for his intensity and spiritual focus. He wins the world championships in 1990 and 1991.

1992-93 Williams-Renault, now with Prost at the helm, begins to gain



superiority over the McLaren setup, but despite the team's obvious technical superiority, Senna manages to conclude his long stint at the wheel of a McLaren by finishing second overall, ahead of the young Michael Schumacher.

1994 Senna signs for the dominant Williams Renault team, and dies tragically when his car hits the wall after a steering column failure at the Italian GP at Imola.



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FEATURE French Car Show

French spectacle

Adrian Flux's 2007 French Car show was a resounding success. Here's what we saw...

Words Ed Andrews Photography Rob Scott

A SEA OF TRICKED-OUT RENAULTS, PEUGEOTS and Citroëns stand proudly equipped with growling grills and spikey alloys, flanked by their owners comparing specs. Elsewhere in the pit garages are the carefully selected Top 25 pimped with an abundance of polished chrome, monster body kits, flip paint jobs and, in one case, full hydraulic suspension. The classic Renault 5 seems a popular choice for customisation and the sight of boy racers testing out their souped-up engines on the dragstrip before racing them around the oval is the sight of the day... *



Thrill of the chase

The cars prepare for the main race



Va va ver-room!
(Clockwise from above) Renault 5s like you've never imagined. Custom flip job and alloys. The chase is on for the Williams Clio and the track-prepped version.





ROCKINGHAM: A BRIEF HISTORY

This mighty motor speedway took ten years to plan and nearly two years to build. Finally in January 2001 the first car took a spin on the 1.5-mile track. More than just a motor sport venue, Rockingham was purpose built as an international entertainment centre. Before that the site was an industrial wasteland and so it is of no surprise that the transformation has left the residents of Corby proud of their surroundings.

www.rockingham.co.uk



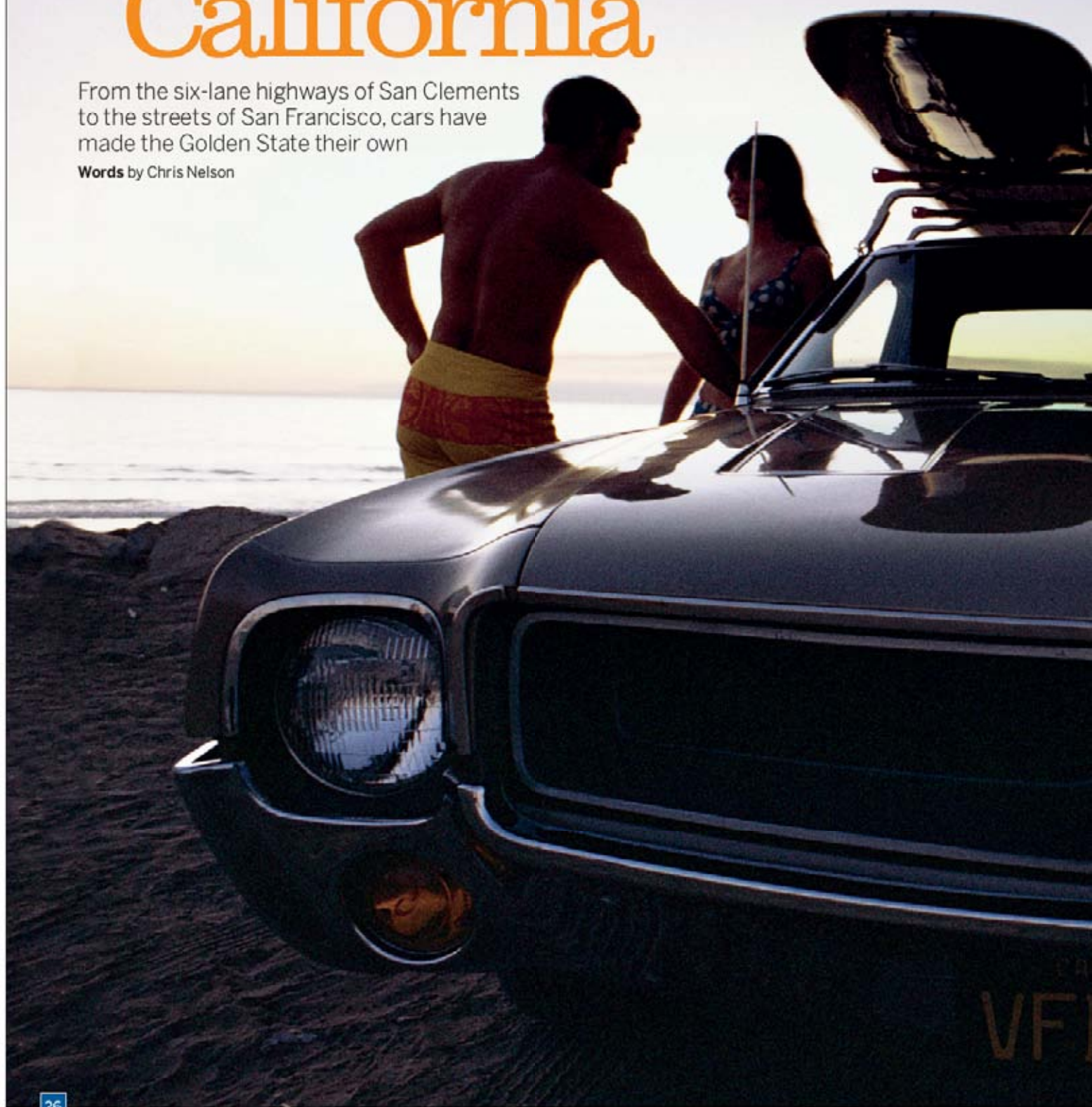
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modified car
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more information




Creating California

From the six-lane highways of San Clements to the streets of San Francisco, cars have made the Golden State their own

Words by Chris Nelson





THE ROAR OF THE V8 DROWNS out all sound as it hurtles past the glossy blue of the Pacific Ocean and the Pacific Coast Highway uncurls in front of us like a ribbon of driving decadence. Tonight we'll camp in a log cabin up in El Capitan Canyon and tomorrow, who knows? This is what driving is all about...

When on the US West Coast you will often hear the phrase: 'Californians don't walk anywhere'.

This would be understandable if you owned a '67 Camaro SS, but why do people spend so much time in an ugly, boxy Chrysler Town and Country Stationwagon? Well, California is huge. It's a state that's only just smaller than Iraq, but it's also still shiny new and practically the same age as the cars themselves. If you look at the old countries across the pond, you'll find cities that were built around the pedestrian. London, Paris, Rome, even New York, have metro systems.

Out on the West Coast, however, sprawl hasn't been limited by a lack of land and so cities were just built around the car. Their love affair with the automobile started in the post Second World War boom-time era. Men returned from the war, having risked their lives, and wanted the improved lifestyle and 'two cars in every driveway' promised to them.

Whether they're from LA or Half Moon Bay, Californians have continued their relationship with their vehicles. Automobiles are still a mainstay of West Coast culture, not only reflecting the identity of the individual, but also that of the state they helped to shape.

Six-lane superhighways, out-of-town shopping malls, drive-in burger joints and drive-by shootings. Where else could you drive through a thousand-year-old giant redwood tree? As a Californian you really have to love your car because you're going to spend a lot of time in it. →

988



LEISURE AS LIFESTYLE

The Volkswagen California

Fewer vehicles have been associated with the Sunshine State as powerfully as the VW camper. And now, straight out of Stuttgart comes perhaps the ultimate off-the-shelf campervan in the shape of the California. Featuring a pop-top, a pull-out awning as well as every kind of flexible work surface, including tables and bedding areas, you could imagine. This is the perfect vehicle for exploring the wide-open spaces of the Golden State. It's fuel efficient and ergonomically exact to the point of comedy – in other words it's a true child of modern Europe. The ultimate Californian irony.



REBELS WITH A CAUSE

Ready to rumble

In the early 50s some young men found that their humdrum suburban lives lacked the edge they'd grown accustomed to on the battlefield. They missed the adrenalin rush of the constant action and had money to burn.

Having mastered all the latest cutting-edge technologies, men like Vic Edelbrock returned home as trained engineers and helped found the hot rod scene. Cheap pre-war rides such as the '32 Ford V8 Deuce Coupe, became the tuners' car of choice and having the fastest rod in town became the thing every young guy aspired too.

This growing community were rebels with a cause, and that cause was to build the best hot rod in the county.



Hollywood Fuel
Stars like James Dean embodied the attitude of a new generation whose aspirations were speed and thrills



YOU ARE WHERE YOU LIVE

Buildings that moved you

As America consumed its way into the boom years of the 50s and 60s, LA expanded with new developments constantly fed by its asphalt arteries. A new kind of architectural design sprang up to embrace the automotive age.

The 'Google' buildings, wrought in what would become Southern California's indigenous architectural style, featured bold angles, cantilever roofs and pop culture imagery. Motorists were beckoned into drive-in restaurants and drive-thru laundrettes by huge neon arrows or giant beckoning astronauts. Gas stations looked like grounded UFOs and car showrooms like sets from *The Jetsons*.

In this golden consumer age big was beautiful, chrome adorned everything and wings, fins and flares

were ubiquitous. People dated, mated and broke up in a world of Tuck'n'Roll Upholstery and AM radio. Cars may have been put together back in the cold north of Detroit, but California was their natural habitat. By the late sixties, even the counter culture had its own vehicle of choice – the trusty flower-powered VW Kombi van.



HOLLYWOOD CHIC

Making it in Hollywood

Hollywood embraced the car and the Californian backdrop provided the perfect canvas. San Francisco was the setting for what is widely credited as the ultimate car chase of all time. In *Bullitt*, Steve McQueen's iconic green '67 Mustang pursues a black 7.2l Dodge Charger to the soundtrack of wailing V8 engines. The fact that the Charger suffered 'death by gas station' was prophetic, for it was the

gas station that ultimately spelt out the end of this golden era of motoring.

The automobile has helped to shape almost every facet of California culture, yet these monsters were reliant on one thing – they practically mainlined cheap petrol. The oil crisis of the seventies was a slap in the face for those set on cruise control in their world of bench seats and Powerglide transmissions.



Bullitt hit
Troubled superstar Steve McQueen created the ultimate car chase in the undulating streets of San Francisco

Alfa Male

Meet the Alfa GT saturated with the sixties design positivism but tempered with the realities of seventies industry

Words by Steve Barnes



“it caused such a surge of interest that Alfa was forced to develop it for limited production”

THE 1967 MONTREAL EXPO REPRESENTED the dawning of a new era. The theme, 'Man and his World' represented the new confidence in a hi-tech future where innovation and design could overcome any obstacles. The race was on to the moon and organisers of the Expo wanted to unveil a car that would represent the latest in automotive design to articulate with the times. At the time the Milanese company was the epitome of Italian style and sporting finesse – it was at the cutting edge of motorsport with the T33 racers and the Giulia GTA saloon cars, and it was producing stunningly

pretty race-inspired models such as the 33 Stradale and TZ2. The concept car produced for the Expo caused such a surge of interest that Alfa was forced to develop the car for limited production. Enter the Montreal. Its distinctive styling was penned by Marcello Gandini at Bertone – the design house and coachbuilders behind such classics as the Lamborghini Miura and Lancia Stratos. For a time it was built alongside Bertone's other super-coupé, the Ferrari-engined Fiat Dino. The Montreal premiered at the Geneva Salon of 1970 to a blaze of positive interest. To this day it represents something essential about Italian ideas of the future. ★



THE SPECS

Alfa Romeo Montreal

Engine:
2.6i V8

Power:
200 BHP

Gearbox:
5-Speed ZF

Top Speed:
140 MPH

Designed By:
Bertone

**ADRIAN FLUX
EXAMPLE QUOTE**
Approx 35 years
old, 3000 mpa,
in Exeter
£160



Keep your motor running

The National Association for Bikers with a Disability (NABD) helps bikers affected by disabilities get back in the saddle. We met up with five of its members

Words Ed Andrews Photography Spencer Murphy
www.nabd.org.uk

Whatever your passion in life we'll make sure you're covered.
Go to www.adrianflux.co.uk to find out more.



**IAN TAYLOR, 50,
RETIRED**

"I broke my back on a motorbike in 1974. I got off before it stopped! I was in the spinal unit for six months – totally paralysed and all that. So that was it, thrown in at the deep end but I got on with it."

"Back when I had my accident, there was no one around to help. I was just some silly sod who came off his motorbike. They said I would never be able to walk, ride a bike or have children, but I've done two out of the three!"

"When you are on your bike on a red-hot day with your friends around you, it just feels amazing. I can't fully explain it. It's just some form of madness that takes over."



RICK HULSE, 47,
CHAIRMAN OF THE
NABD, WRITER AND
STAND-UP COMIC

"I was hit by a stolen car that was being chased by the police. I stepped out of a phone box just as the car mounted the pavement."

"With the NABD I'm able to meet the people we help in very concrete ways. I met a guy who had waited three years to meet up with me because we had helped him get his license back. That made me feel twenty feet tall."

"The NABD is not about people regaining a form of transport: it's about people regaining their independence and their way of life. Some people are bound to think it's a bit of madness – which it probably is – but to be a part of helping someone do that is a real buzz."



ANNE PERCY, 53.
HOUSEWIFE

"I developed a tumour in my tibia when I was three. I had radium treatment for this but that stopped my leg from growing. For a few years, I had to have my shoe built up to compensate. But by the time I was seven, my knee was growing in on itself and they decide to amputate."

"You have real freedom on a bike; biking has taken me to many different places. I just simply love riding."



STEVE DAVIES, 41, RETIRED

"In 1994 I got knocked off my bike in Liverpool. A guy just pulled out in front of me. The nerves in my back on my right-hand side were ripped out so I don't have any use of my right arm. They did a proper job on me."

"After about five years, my physical and mental condition improved, so I got a trike and took it to New Zealand. I then got a small, light bike and got it adapted with the help of the NABD – so I'm now back on two wheels again."

"Riding is like a drug; if you don't do it, you don't really understand. It's an all-consuming passion, an emotional thing. My accident really put things into perspective – life's far too short to give up on something you truly love."





DAVE 'SMIFFY' SMITH, 40, RETIRED

"In 1998, I came off my bike and broke my back along with gaining a few other minor injuries. I was paralysed for a short while but then I started to get some movement back in my legs."

"In some ways, it's the best thing that's ever happened to me because I got involved with the NABD. I'm now the Derbyshire representative for the association and

with this, I've been on telly a few times and people are always asking me about my trike."

"Everything about biking is a buzz, the lifestyle and the people you meet along the way. If I wasn't out on my trike, I'd be really depressed. I wouldn't know what to do with myself. But really, biking is something you can't fully explain. I'm a biker for keeps."



Electric Avenue

Modernism is alive and well and living quietly on the banks of the River Avon

Words Julian Aston Photography Rob Scott

KILOWATT HOUSE, SITUATED on the leafy slopes surrounding Bath, is one of the few original art deco houses to survive the rigours of the century. Designed and built in the mid-1930s, the house was based on the vision of a nineteen year-old architect, Molly Taylor (who went on to become one of the most important architects in the notoriously regulated Georgian city). The beautifully detailed house earned its name by being the first fully electric home in the area. Recently restored to near perfection, it features elements of the most forward-thinking designers working in the pre-war years. The box-like spaces arranged around its lofty atrium, the sun-trap terraces and shaded cupolas each set off an acreage of alabaster and luxuriant marble.

Still radical after all these years... *

Did You Know?
You can insure your home and its contents as well as your car with Adrian Flux, p61







Main: Nina Rindt (wife of Austrian Champ Jochen), at Silverstone

Below right: Kinky boots; Graham Hill's wife Bette (left) checking lap times; and cool cars at rest and play



Handbags & gladraggs

Despite appearances, this is not a fashion spread straight out of Shoreditch. In the 1960s, the paddock was a realm of subtle branding, seat-of-the-pants austerity and amazing hats. Roger Lane was there to witness the wonder of motor racing's first WAGs

Photography Roger Lane

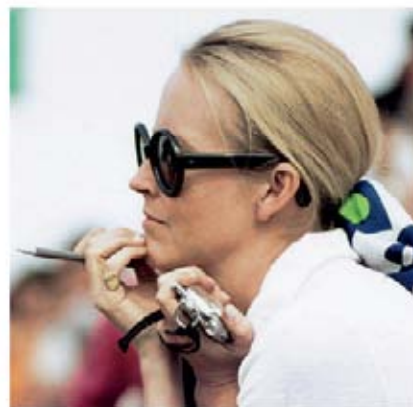








Clockwise from bottom left:
Piers and Sally
Courage at Thruxton;
a dolly without the
brolly; pensive profile
at Silverstone; David
Piper's Lola T70



BACK IN THE 1960S I MET JOHN SHIRE, THE Advertising Manager for Agfa Gevaert. He was keen to promote a new Agfa colour film and, after seeing my motor racing images, offered me the opportunity to photograph the international racing scene, even though I was only an amateur photographer.

My brief was to capture colour and atmosphere – the action shots as well as the drivers, teams and personalities, mechanics and cars. Back then the scene was a friendly affair, where the involvement of wives, girlfriends was key.

The images have since been stored away, mostly unpublished, whilst I pursued another career. But recently, having retired, I decided to revive some of the images.

In today's commercial and highly regulated F1 scene I doubt such an opportunity for an amateur photographer could ever be repeated...

Roger Lane, 2007

www.rogerlanephotography.com

Main picture:
In the analogue age, timing was all about clipboards, stopwatches and aggressive colour coordination





THERE'S SOMETHING ABOUT OBSESSION WITH weight that chimes with the times. If velocity equals time over distance, then it stands to reason, in this tech-centred century, that weight is an increasingly unnecessary evil. Reflecting this the manufacturers of the most desirable marques have been looking to launch lightweight versions of their most popular models. Lamborghini have produced the Superleggera, a stripped-down version of the ever-popular pocket supercar, the Gallardo. With 100kg less weight and the stripped-down aesthetic of a street brawler, motoring hacks have been universally slaving over the power, looks and performance of the beast, since its launch earlier this year. And how have Lamborghini pulled off the trick? It's mostly down to materials – an acreage of carbon fibre crossed with thinner glass, lightweight alloy wheels – and doing away with common decencies such as stereos, electric windows and sat-nav. Exhaust innovations rinse another 10BHP out of the five-litre V10 engine, dropping the pullaway time from zero-100kmh to a lumbar-jolting 3.8 secs. If your tastes tend toward the brutal and Lambo's relative lack of Motorsport experience compared to Ferrari doesn't faze you, you could well be tempted.

Face

Stand by for the ultimate confrontation between two



Shedding the ounces
Ferrari raises the bar with
F1-inspired technological
advances and a lust for
fractional seconds of speed



off

Roman champions of the lightweight division

As with all things automotive, design innovations and technological advances are driven by market forces, and much of Lambo's early entrance into the street-racer market can be seen as pre-empting the boys at Maranello's long-awaited prodigy. Due for launch at the forthcoming Frankfurt show, the F430 Scuderia takes the developments introduced in the sublime F430 F1 and pushes them to another level. Lighter weight and increased power is augmented by an increasingly sophisticated transmission system which will enable even greater driver interactivity and condition-specific control. There is the latest F1 software – Superfast – which reduces gearchange times to just 60 milliseconds, and new traction control which for the first time combines the E-Diff electronic differential and the F1-Trac traction and stability control in a single integrated system. This amounts to near seamless shifting and is sure to make the driver experience beyond the realms of most punter's experience, even the members of Ferrari's elite clientele. Taking its visual cues from the 430 Challenge series of race cars, the Scuderia is the result of the whole of Ferrari's mighty F1 experience being focussed onto road-going hypercars of staggering beauty and performance. We are already lusting. ●





influx04

FEATURE Fiat 500

Piccolo è bello

The diminutive car that's big on personality.
Introducing an old friend – the Fiat 500

Words Davina Rungasamy Photography Richie Hopson

SMALL WILL ALWAYS BE BEAUTIFUL. And fifty years on from the first appearance of the Fiat 500, this original city car is still turning heads and making hearts skip a beat. Dinky it may be but this Italian cutie proved to be ideal for city folk wanting to dash about town. Over its lifespan from 1957 to 1975, it was several times reincarnated, with the earlier models featuring the notorious 'suicide doors', but this year, on its anniversary, the all-new model is on the road. However, for some folk only the original models will do. Meet three members of the Fiat 500 Club.





TOM CHAMBERS

Actor, South London

"My Fiat 500 was made in 1965. It has the suicide doors – which were designed for ladies so that they could get in and out of it with a skirt on. Obviously, therefore it isn't actually mine... I bought it for my girlfriend's 25th birthday off eBay.

The car always sparks a smile and conversations everywhere you go. It's a very forgiving car too – people actually let you in and don't beep when you're in the wrong lane. Everyone who sees it will tell you a story about it either being the first car they ever owned or about the time they took a family of four and two dogs in it up to Scotland."





500L lament

"The L stands for *lusso*, which means luxury, but I'd hardly call it that!"



CARL ALLAN

Interior designer, Watford, Herts

"I bought this car in 1990. I'd had an accident in my normal car but still needed to get around. It turns out that it became a really good decision to buy it, as it's changed my outlook on cars in general as well as many other things. I'm also a member of the Fiat 500 Club, which obviously has its appeal for the enthusiasts, but for me the appeal is the social side. I chose my Fiat 500 because it's full of character and personality – it's fun. People often think of it as being 'a funny little car' and the most popular comment I get is that it's 'very cute'. My particular car is a 500L and it was made in 1972, so it was one of the last ones ever made."



"I've been inspired by the Fiat 500 for as long as I can remember"
Find out more about the Fiat 500 Club on page 58.



Fiat envy

"People pull up at service stations and admire my car, despite the fact they're driving a £150,000 Bentley"

EDWARD ALLEN DAWSON

Retired, Muswell Hill, North London

"I saw this car parked in the street one day and approached the owner. She was reluctant to sell it, even though it was in bad condition – it was a real rust bucket, and looked just like a doily. Still it cost me £800. I then had it restored, putting in new panels, a new floor and a different larger engine. I also had it resprayed – it was originally dark navy but because it's a fun car I wanted it to be a fun colour. I was inspired by a Renault Twingo that was this blue colour."



Here's looking at new

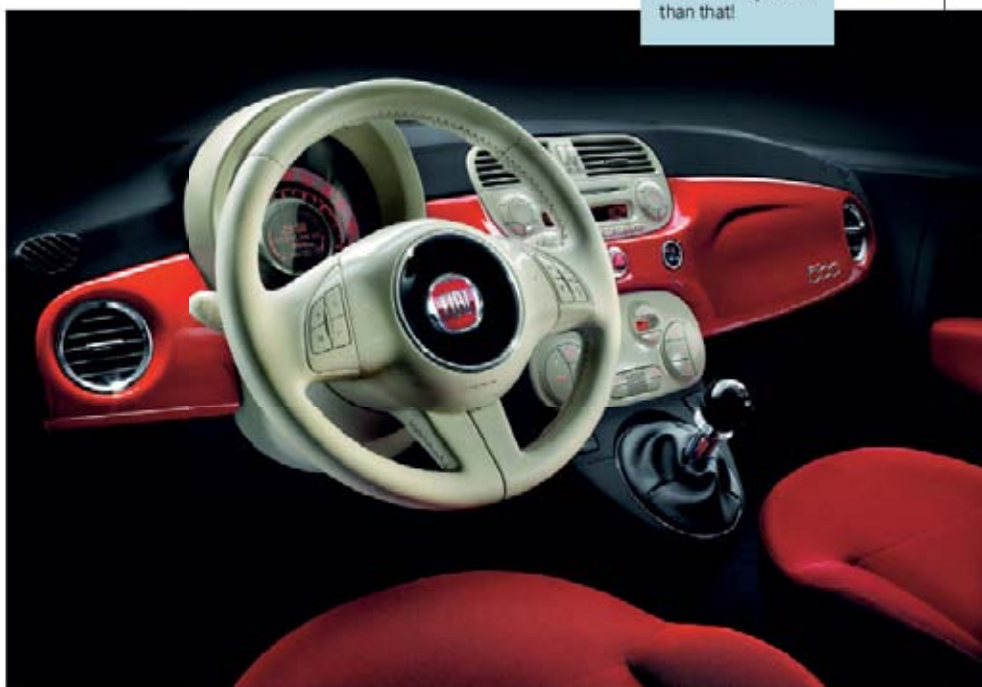
Fiat celebrate the 50th anniversary of the 500 with a brand new model

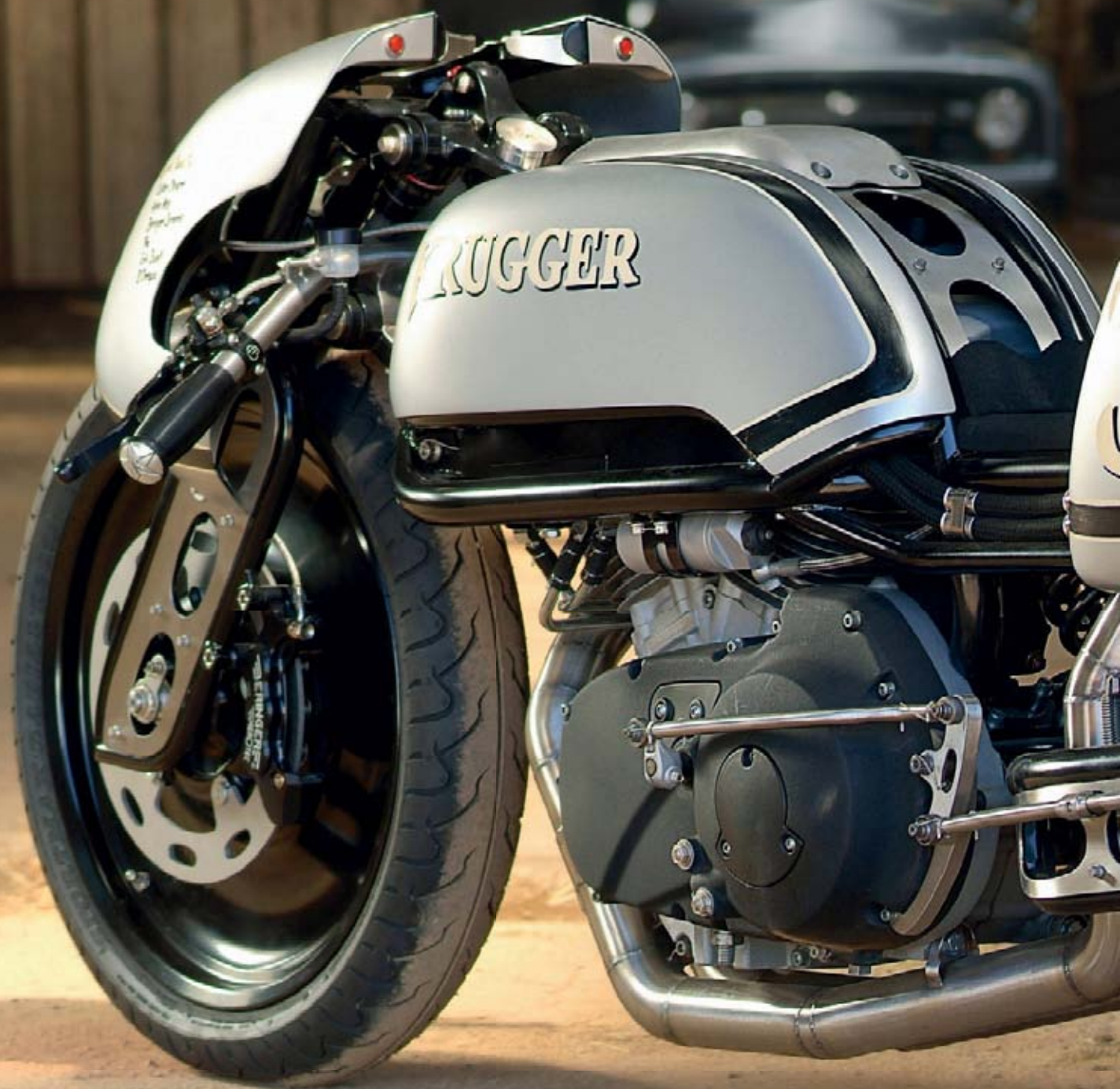
Dante Giacosa's Fiat 500 was introduced to the world on July 4, 1957. Fast forward half a century and the Fiat Style Centre have scooped up the cream of the design and technology that occurred in the interim, to produce a stunning little motor. The car is unmistakably 500, with its distinctive features like the round upper headlights above and main beam lights below. And of course the whiskers. A choice of body colours, trim levels and engines as well as a huge choice of optional extras means that potentially no two models could be the same. Original to the end.



Dinky car

It's 355cm long, 163cm wide and 149cm high with a wheelbase of 230 cm. Can't say cuter than that!





“I’m not interested in money
or compromise. For me, creativity
is the priority above all else...”



Freddie's back

Fred Bertrand, creator of Krugger Cycles, might not scrape your face off, but he knows how to build a beautifully beastly bike

Words by Aaron Janckle

AT FIRST SIGHT YOU'D BE FORGIVEN FOR thinking that this exotically styled cross between a café racer and a Bonneville speedster was hewn from the forged steel of Philadelphia, and thrown together by a bunch of good old boys from the boondocks of Milwaukee. But you'd be very wrong. In fact one-man designer, engineer and creative visionary Fred Bertrand is based in a part of the world known more for eurocrats and quality beer than torquey V-twins. "I have been fascinated by bikes and cars from America in the 50s and 60s for a long time, so when I started to build bikes, it was natural to follow this passion." Having grown up within earshot of Belgium's Spa-Francorchamps, Bertrand spent his formative years racing bikes and cars, and teaching paying punters the vagaries of the wooded circuit's unforgiving cambers. But around the turn of the millennium and with a growing family on the horizon, he quit full-time racing and started Krugger Cycles (named apparently after Emile Krugger, the fella who taught Messrs Harley and Davidson about V-Twin engines). "I have built ten bikes in around five years, and this latest example is a natural progression from the fifties and sixties-inspired machines I built at first." Though currently in discussion with a 'major US bike manufacturer', to take full-time shilling to develop production bikes, Fred will build you a bike to order – you just have to let his imagination reign. "I build every bike primarily for myself. I am not interested in money or compromise. For me, creativity and beautiful design is the priority above all else." ■



THE SPECS

Krugger Café Racer/Bonneville Special

Power Plant:
Buell XB 9
984cc 45 degree
Fuel-injected V-Twin
Top Speed:
155 mph (est)
Price:
"Around that of a German racing saloon"

ADRIAN FLUX EXAMPLE QUOTE

Buell XB9 2007
36 years old.
2 years NCB.
5000 mpa
OX16 postcode
Comp
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Fully comp with an agreed value and free legal cover.



influx04

FEATURE Hot Wheels Toy Cars



Toys are back in town

Our passion for cars started with Hot Wheels. And now that we're grown up, we still want to play...

Photography Viewpoint Photography/Peter Canning

Miniature photography Philip Sowels

THE MERCY BREAKER
Fully loaded and ready to
rumble in Piccadilly Circus



influx04

FEATURE Hot Wheels Toy Cars

THE UNOSTANIUM
Gilt-edged pimpage
on the Isle of Dogs





70 PONTIAC FIREBIRD
Flaming hot at the
London Eye



influx04

FEATURE Hot Wheels Toy Cars

DEUCE ROADSTER

Breaking the law in
the Lee of St. Paul's





'69 MUSTANG
Making noise at the
Southbank Centre

Hot Wheels: a brief history

The Mattel 'Hot Wheels' toy cars first sped onto the scene in 1968. Originally there were sixteen models, with names that would ignite any child's passion for a love affair with cars that would last a lifetime: these included The Python, Custom Cougar and Hot Heap.

Throughout the seventies and eighties the number of cars continued to grow, and classics were introduced with the likes of Hot Ones, with their gold hubs and thinner axles to the expensive-to-produce Real Riders with their actual rubber tyres. This decade however has seen a real boom, with new series, limited editions and even a feature-length animated movie.

WWW.HOTWHEELS.COM



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Flirty Fiat:
The car that
turns heads
and winks back

CAN WE HELP YOU?

ADRIAN FLUX IS ONE of the UK's largest specialist motor insurance providers, 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 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 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.

A family of 500

The Fiat 500 is fifty this year. We meet someone who tells us why its cool to love this adorable car

➔ THE FIAT 500 CLUB HAVE HAD A busy summer. Most of the members took a trip to Turin in July for the launch of the long-awaited new model, however we caught up with Mark Van Lokven who stayed at home with his classic 500. Mark got involved with the club in 2005, when he went to the Auto Italia event at Brooklands motor museum and met some members, who encouraged him to join.

The club is headed up by volunteers who meet on a regular basis to coordinate the club's activities, finances and membership. It is then split into regional areas, each headed up by a co-ordinator who organises events, contacts local members and so on. Mark lives in Hampshire and so attends many events organised for the South east.

For Mark the club offers plenty of opportunities: "I get to meet many like-

minded people with a passion for 500s and I can gather information that helps with my own projects. This year I have attended a technical day near Petersfield, the Italian breakfast at Goodwood, a New Year's day rally in Hartney, Witney, and I have just returned from the 50th anniversary celebrations of the car's production in Garlenda, Italy!"

We asked Mark what it was about the 500 that he was drawn to: "I've been inspired by the Fiat 500 for as long as I can remember! It's immensely simple in design with a cheeky character. My 500 is known as the Giardiniera, which translates as 'the gardener'. It was designed as the estate version of the popular 500 and provides more room. The engine lays flat at the back of the car, giving it a larger loading area on top."



Mark has his Fiat insured with Adrian Flux simply because they were the company that understood his needs the most. He explains, "Having contacted other insurance companies for a quote, I found Adrian Flux one of the most helpful. It was great to be able to talk to someone on the phone, firstly who actually recognised my car, and then who was able to give me a competitive quote within minutes. A personal and friendly service!"

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



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- Goods-in-transit cover
- Build up cover
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- Up to 15% Owners Club discount

Kit car and classic car insurance

Make what you drive and we'll make you your very own deal

➔ CARS DON'T COME ANY MORE SPECIAL THAN A KIT car and deservedly they require special treatment. For many it's a hobby, but this doesn't mean that insurers should push their luck when it comes to covering your vehicle. Adrian Flux have a full understanding of what it means to own a kit car, which is why they offer cover for its true value and even keep you insured while you are building your car. Similarly, with classic cars we realise that your pride and joy can often mean high insurance, that's why we use people who know their stuff, to give you the right deal.



Modified car insurance

Blinged-up, paint-jobbed and ready to go makes your modified car a doddle to insure

➔ MODDED CARS ARE THE ultimate token of individuality, all worth the painstaking detail and care that goes into them, not to mention the time, labour and cost. And Adrian Flux completely respect this, along with an interesting fact that often gets neglected by other car insurers that is: your modified

car is less likely to get stolen by car thieves. This is because a thief is more likely to opt for something that won't stick out. Because of this we can give you a cheaper quote so you won't get ripped off. You will also speak to a knowledgeable member of staff, fully clued up on all the latest gear and mods.

MODIFIED CAR OPTIONS:

- Limited mileage policies
- Up to 25% off for Pass Plus, IAM or Max Driver
- Like-for-like cover on mods
- Up to 15% Owners Club discount
- Discounts for security precautions
- Free legal cover

VW BEETLE OPTIONS:

- Limited mileage policies
- Agreed value cover
- Modified and custom Beetles covered
- Beetle-based kits covered
- Protected NCB
- Free legal cover
- Up to 15% Owners Club discounts

VW Beetle insurance

Don't be bugged by high costs for your Beetle

➔ MORE THAN JUST A CAR, THE Beetle can be hailed a design classic. From the neat spilt-screens of the early models to the cheeky curves of the contemporary versions, the Beetle is always recognisable, and sometimes before it comes into view from engine noise alone! Because the Beetle is so unique it falls under Adrian Flux's Specialist Vehicles section, which means our qualified staff will tailor make a policy that fits your model.





US car insurance

You've got your US import, now let us sort out the rest

➔ AMERICAN CARS ARE ALWAYS larger than life, in size and personality. From the muscle cars of the 60s and 70s to the latest sleek models, these stateside imports always attract attention from the public... and the insurers.

However, the American Vehicle section of Adrian Flux includes special rates for all US cars, as well as Day Vans, Pick Ups and

Motorhomes. And because your car is unique so is your insurance policy, with each one individually worked out by our knowledgeable staff. The cover for your car is extensive so whether you hire out your US import for weddings or other special events, there'll be something to suit. And of course if you're part of an owners club, you'll be able to benefit from an extra discount.

US CAR OPTIONS:

- Agreed Value
- Cherished policies on cars as little as five years old
- Laid up policies
- Limited mileage
- Wedding hire cover
- Up to 15% Owners Club discount



Second car/spouse insurance

More cars shouldn't mean more insurance

➔ CARS ARE AN ESSENTIAL part of everyday life and sometimes having one car in the family just isn't enough. However, insuring two or more cars can be expensive. At Adrian Flux our experts will look at your particular situation and work out the best way to get your cars insured at a price that won't break the bank.

SECOND CAR OPTIONS:

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- Introductory discounts on nil no-claims bonus
- Match spouses no-claims bonus
- Limited mileage discounts

TRIKE AND QUAD OPTIONS:

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- Multibike insurance policies
- Cover for riders of all ages
- Convictions covered
- Modification and customisation covered
- Any size of engine
- Free legal cover

Trike and quad insurance



Bikesure

Bikesure are the bike specialists at Adrian Flux. Find out more at www.bikesure.co.uk

When your bike is your way of life it's crucial to have the right insurance for your needs

➔ BIKERS ARE ALWAYS passionate about their wheels. But for some, bikes represent more than just a means of transport – they represent freedom and the ability to share the same experiences as other bikers on the open road.

Many disabled bikers have discovered that trikes and quads have given them the confidence and ability to get back in the saddle.

Bikesure are committed to making sure whatever the bike and whatever the situation there will always be a policy to suit.

Non-Standard Home insurance

From rambling castle to tumbledown cottage, you can feel secure with Flux

➔ WHEREVER YOU LIVE ADRIAN FLUX HOMES HAVE GOT it covered. While some of us can get a decent quote on our semi-detached, if you live in a home that's a little out of the ordinary, getting the price right on your insurance isn't always straightforward. Adrian Flux will make sure you get the right quote based precisely on the type of property you own.



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- High-net worth, listed buildings
- Second home and holiday home (UK properties only)
- Subsidence, flood areas all quoted
- Home-based businesses
- Bed & Breakfasts
- Thatched homes
- Shops and flats



Words James Drake • Pictures David Wigmore

Rear View

WHEN IS A VOLKSWAGEN actually a Porsche? Such a statement is likely to send enthusiasts of either marque into a fit of pique. No matter. The Porsche 914, with its laidback looks and luscious back-end styling, rises above the controversy with aplomb. Originally

conceived as a replacement for VW's Karmann Ghia, various versions of the mid-engined Targa were in production between 1970 and 1976; with either a 911-based 2-litre flat-six in the Porsche version or a smaller four-pot in the Vee Dub. Stylish, innovative in design and now a comely collectors' piece, the 914 is a cult classic. ■

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inside influx04



50



46



40



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FLUX HAS ALL THE FAMILY COVERED



...Mrs Penny Thorne's S-Max runaround –
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